

CENTRESTAND

September 2020



THIS ISSUE

HELMET STICKER RULES

CANCER AWARENESS RIDE

COVID TOY RUN 2020

ROLLER BARRIERS

MOTORCYCLE INDUSTRY IN COVID

RIDING IN FRANCE

Let those who ride decide



M.R.A.S.A.
MOTORCYCLE RIDERS'
ASSOCIATION OF SA INC.

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EDITORIAL

We live with inequities. Women generally earn less than men and have fewer opportunities for advancement in their careers. Inequities due to prejudices of all kinds abound. Working class children are less likely to get a university education than middle- and upper-class children. The reasons for all these can be personal, cultural or societal.

We shouldn't, however, expect that governments would treat us inequitably. Which brings me to the issue of rider training. If you want to get a motorcycle licence in South Australia you have to do a training course with RiderSafe, a government entity. To get through the course and obtain your Learner's Permit it will cost you \$794. You will do two half-days of theory and practical training with professional trainers but you won't be able to use your own bike, which of course you will subsequently be riding on the road.

To get your Learner's Permit to drive a car will cost you \$149, you don't have to undertake an approved driving course with an approved instructor – Mum or Dad will do – and you will probably be learning to drive in the vehicle that you will be initially driving on the road.

In New South Wales when you want to get a motorcycle licence the course and learner's permit will cost you \$179 (minimum). The training involves two half-days of theory and practical training with professional trainers on a provided bike. The difference is that you have a choice of trainers like HART or Stay Upright or, depending on where you live, five companies to choose from.

In NSW the rider training has been privatised under government regulation. The government sets the costs for the various levels of training and guidelines for the minimum training required and the providers compete with services offered and training courses outside the licence provisions.

Why is that too hard to do here? We will still have quality training, costs will come down and riders will have a choice of provider. More riders on the road are good for the industry and provide equity of choice for people who want to experience the riding lifestyle but are put off by the high cost.

Ride safe & stay upright, Harald

PRESIDENT'S REPORT

2020 continues to be a very different year. However, the Toy Run Committee is unrelenting in their goal of holding an event in some form. And rightly so, for this year will be even more important for gifts and donations to be provided to St Vincent de Paul. It is great to see other ride groups forging ahead with their own charity runs. Toy Runs from regional South Australia are listed on the Toy Run webpage.

MRA meetings have continued under the guidelines of SA Health. We have been making use of Zoom to ensure the committee can meet and continue our work.

The MRASA supported MSA Motocross by providing marshalling for their races on Sunday 30th August. It was terrific to be in and amongst the action, watching riders close up as they blasted around the track. The pinnacle of the day (for me) was to see the incredible skills of the professional riders as they carved up the track, all the time demonstrating incredible balance and control of their bikes.

Rallies and gatherings are starting to return, with us all practising social distancing. The CMA rally in Jabuk was well attended this year with plenty of South Australians able to make it. Some regular faces from the eastern states were unable to attend but they were in our thoughts. The Great Escape Rally in Marrabel also had a good turn-out despite the short notice. The weather on Friday was fairly ordinary but Saturday was much better. Quite a few 'day-trippers' made the effort and there was plenty of friendly conversation. As I departed on the Sunday it was great to see some stragglers still sitting around the campfire, catching up and enjoying the peaceful setting.

The 13th annual International Motorcycle Conference of the ifz was held online in 2020, spanning a whole month with information sessions presented by respected motorcycle advocates. The sessions can be downloaded and viewed at your leisure. Visit the MRASA webpage for more information. The first session was given by Brian Wood from the Australian Motorcycle Council. Brian contributed information on Australia's MotoCAP, a 5-star motorcycle clothing assessment program run by Deakin University. Other discussions included the impact electric

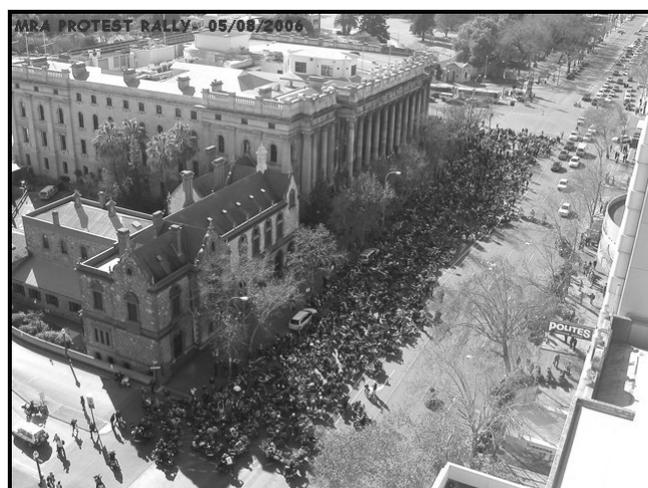
motorcycles will have on our riding future, together with the impact of Advanced Rider Assistance Systems (ARAS) which poses significant advances to the safety mechanisms built into future motorcycles. It will be very interesting to see how this technology will be accepted by motorcyclists. If ABS is anything to go by, it has a high chance of dividing the motorcycling community.

The existing SA Road Safety Strategy for South Australia ends its tenure in 2021, and the Government is developing the principles and guidelines for the new Road Safety Strategy to 2031. As a road safety stakeholder and a member of the road safety working group, the MRASA has attended meetings and represented riders in the online community consultation sessions.

The Government has opened the public consultation phase of the new strategy. The new strategy hopes to reduce lives lost and serious injuries on our roads. It will guide decisions and investment, with a focus on the safe movement of people throughout the State. Whether you drive, ride, are a pedestrian or passenger, you have the opportunity to shape the actions needed to enable us to travel and interact safely on our roads.

Motorcycle fatalities are still above the rider percentage of road users. A challenge for Government is to devise and implement mechanisms to increase the safety systems of our road network. Another aspect is to change attitudes toward road safety, which will be very challenging indeed.

Gear up, ride safe and ride to return.
Graeme Rawlins, MRASA President



Remember this? 2006 Protest Ride

MRASA NEWS

CENTRESTAND What do you do with your Centrestand when you have finished with it? Do you file it away with all your others, put it in the magazine rack until it's time to recycle it? Or do you give it to a mate who's not a member and say, "Here mate, you oughta read this."? Tell him/her to pay particular attention to the last page so that they can get their own copy.

Motochat Still going strong with lots of interesting interviews and stories about motorcycling. Remember – Wed at 7-8pm.
Harald & Ebi



BLOOD RUNS

The next Blood Run will be held on 12th December

Donations at your favourite Lifeblood centre are by appointment only so make an appointment and join us at Sefton Plaza, west side of Main North Road for the ride to the Grenfell St. Lifeblood Centre.

Go to www.donateblood.com.au to register and make an appointment. Or call 13 14 95

If you've never given blood, then consider it
If you have, then help a friend register
Free coffee and munchies for after

If you have had COVID-19 then your blood is needed for research purposes – call to find out more



WHY WE WEAR HELMETS! JUST SAYING.

REGIONAL TOY RUNS 2020

Roxby Downs - Saturday 14th November 2020.

Contact Neil 0408 315 703 for details.

Limestone Coast - Saturday 28th November 2020

Contact John 0438 299 732 for details.

Whyalla - Saturday 28th November 2020.

Contact Perry 0419 134 511 for details.

Port Pirie - Sun 29nd November 2020.

Contact Lefty 0412 767 945 or Chesty 0418 845 148.

Port Augusta - Saturday 5th December 2020

Contact Reg 0427 866 424. Steve 0467 024 070

Riverland - Sunday 6th December 2020

Contact Scott 0402 500 037.



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QUOTE ME

"In a car you're always in a compartment, and because you're used to it you don't realise that through the car window everything you see is just more TV. You're a passive observer and it is all moving by you boringly in a frame.

On a [motor]cycle the frame is gone. You're completely in contact with it all. You're in the scene, not just watching it anymore, and the sense of presence is overwhelming."

Robert Pirsig

Zen and the Art of Motorcycle Maintenance

GRUMBLE CORNER

What is the stopping distance when travelling at 60 kph? (*In a perfect world about 30m. Ed*)

Experts tell us there are many factors involved in bringing your vehicle to a stop, such as reaction time, tyre condition, road surface, experience or ABS and the list goes on. Then add another complication, wet roads, and the stopping distance increases amazingly.

The most important question is "Do you know how quickly you can stop if necessary?" In most cases I would suggest the answer is "No".

If that is the case, why do so many drivers think they can bring their vehicle to a stop in an impossible distance?

One of my pet hates is seeing my mirrors filled with the bonnet of a vehicle and then even worse seeing the P plate. In the event of a sudden stop there is no way they can avoid hitting me. Unfortunately for me I am on a bike and will hit the road. Injury for me is inevitable.

In the last few weeks we have had a bit of rain, and the long-term forecast suggests more rain over summer. Therefore drive to the conditions, leave enough space between vehicles and stop safely. Tailgating does not get you there any faster. Again experts say the wear and tear on your vehicle increases due to on-again-off-again braking and acceleration during tailgating.

Remember, tailgating is an offence carrying heavy fines and loss of points. Should you be involved in a collision the fault and therefore the costs could be apportioned to the last vehicle in the collision chain.

Therefore keep your distance from the vehicle in front and you may be saving a lot of pain, suffering, cost, inconvenience and even time.

Drive to the conditions and your ability. Save a life and save your money.

Ebi Lux



HELMET STICKER RULES

Since a couple of years ago all states have fallen in line with reasonably consistent motorcycle helmet laws. In Australia you now wear helmets that are either Australian approved, that is, compliant with the Australian standard AS/NZS 1698, or European approved ECE 22.05.

These helmets will carry an approval sticker on the outside shell of the helmet and/or on the inside liner of the helmet. The sticker will be glued on or sewed onto the liner. Some ECE approved helmets may have the approval certificate sewn onto the chin-strap. In some helmets the compliance certificate might even be stuck on the polystyrene impact absorption layer under the lining. If the certificate on your helmet is not immediately obvious then have a search around.

Other helmets that are available are American helmets approved under the DOT standard and Japanese manufactured helmets approved under the JIS standard. These helmets can only be lawfully worn in Australia if they also carry either an AS/NZS 1698 or an ECE 22.05 certificate.

Neither AS/NZS 1698 nor ECE 22.05 requires an external sticker on the helmet as long as there is an internal certificate. Under AS/NZS 1698, your helmet has to be "permanently and legibly marked". A label inside the helmet can be that "permanent" requirement. ECE 22.05 does not require any external sticker, only a certificate label sewn to the chin-strap.

This means that as long as you have an internal certificate label then you don't need an external sticker. So you could peel the external sticker off and the helmet would still be compliant, as long as there is an internal certificate. "In fact, the external sticker is not part of the standard, nor part of the road rules," advises Guy Stanford of the Australian Motorcycle Council. "The important labels for all purposes are those inside the helmet, but most significant in terms of what is on a label is that it includes a certification mark."

Sometimes internal certificates become worn, faded and unreadable but they are still legal. According to Guy, "If you can see the remains of the certification mark on an inside label and that the label information was originally there, then there is no problem with determining that, when sold, it was a standards-compliant helmet."

LETTER TO THE EDITOR

Dear Editor

Thank you for your invitation to comment on the MRA, MSA and Ulysses' submission to the Labor Party's Road Safety Summit of 30.3.20 provided in the March *Centrestand*. It contains many commendable recommendations for improving motorcycle safety. Perhaps some of these will be utilised in the MRA's imminent submission to the SA Government's Road Safety Strategy to 2031.

As heartening as the majority of these recommendations (or suggestions) are, I would like to take the liberty of seeking clarification on the few whose purpose is not entirely clear to me or which might benefit from elaboration or expansion. I will identify the points according to their original numbers and the headings in the March *Centrestand*.

Ideas to improve motorcycle safety

6. Increased Police presence both visible and covert.

While a more visible Police presence will certainly reactivate any lagging brain cells, will a more covert Police presence improve rider safety? Is it possible there are already enough cameras in wheelie bins, bushes and unmarked cars to have an adequate deterrent effect, if such they do? Or at best, will they just serve as a safety measure some weeks after the event when the ticket arrives in the mail rather than making riders more cautious on the day, which a visible Police presence would do?

8. Introduce road signage targeting poor decision-making at strategic locations. In the main, I think riders, like other road users, try to make the best decisions in any given circumstance, but nevertheless, they still have the potential to make poor decisions. The reasons for this are many and varied, but broadly speaking, a road safety strategy needs to both minimise the likelihood of poor decisions and mitigate the consequences of them.

The former requires, amongst other things, good signage, especially motorcycle-specific signage advising of conditions that might be hazardous to riders, such as slippery surfaces on certain Hills roads, tightening or off-camber bends, shoulder rubble and hidden driveways. Other things to include would be good road delineation and timely road maintenance.

The latter requires, again among many other things, motorcycle-friendly street furniture, infrastructure componentry and road marking paint, especially the skid-resistant type developed here in SA in 1992.

10. Legislate against the commercial resale of second hand helmets. On the face of it this seems like a reasonable proposal, given that it's probably not

possible to be certain of a used helmet's integrity without testing it to destruction. However, before arguing for a legislative approach, perhaps we could first determine what proportion of motorcyclists' head injuries are due to the failure of a second-hand helmet. If there are no statistics on this, the argument for a ban could lack weight, the results could be disappointing, and motorcyclists might not be convinced of its merit. Perhaps highlighting the potential drawbacks of a used lid through the same avenues that safety apparel is promoted would be a more effective measure. I am ever opposed to legislation for its own sake, but never opposed to information and education.

11. Licence required for mopeds and 50cc scooters. This has a side-effect of eliminating much of this segment of vehicle from our roads which causes traffic flow issues. Clarify the status of motorised bicycles and their use of public roads and footpaths, speed limits and required training and safety apparel. It is not clear that 'eliminating much of this segment' would bring the gains suggested, and it might even have an adverse effect. Don't we want more bums on seats? Won't this increase awareness of powered two-wheelers (PTWs – which covers all motorcycle forms) on our roads? Won't many of them take up motorcycling later? How do they cause traffic flow issues? Sure, they can only do 50 kph, but the average speed of traffic in the city is only about 25 kph and in the suburbs 35 or so, and they generally don't go out of the metro area. They also seem to have quite a low crash rate (despite the MRA's concerns to the contrary when riding mopeds and scooters on a car licence was legalised in 1984).

It's also not clear what the problem is with motorised bicycles regarding speed limits, training and safety gear that general promotion in bicycle shops and public domains couldn't remedy. They have to comply with posted speed limits too, which are generally low enough to be easily maintained. Advice on the value of safety apparel would not be amiss, but the implied mandatory requirement would pose a very slippery slope for motorcyclists given that we've worked hard to maintain voluntary take-up of good gear.

13. Continuous learning for all road users. Training and testing required at age or licence milestones. Road users need to be reminded of the laws, and of changed laws; e.g., resit written assessment at 30 and 50 years-of-age. 'Continuous learning' through periodic training, testing and assessment, over and above what road users are constantly doing in order to stay alive on the road, would be logistically unrealistic, expensive, unpopular and of very dubious merit. It would be more efficient and effective to send out the SA Road Rules Refresher Guide to licencees once every 5 years or so and have it available in all motorcycle and

bicycle shops and car hire and sales outlets, and widely publicise any new rules or changes to them.

14. *Introduce eye and fitness tests for all road users.* "Assessing Fitness to Drive: medical standards for licensing and clinical management guidelines" has been published by the National Transport Commission since 2001 and is updated regularly (most recently August 1, 2017). All doctors Australia-wide are required by law to use these guidelines to confirm licensees' fitness to drive.

15. *Severe penalties for repeat offenders and excessive offenders.* For example, 90 in an 80 zone is minor offence, 60km over the limit a \$10K fine. Fines alone do not deter these offenders, consider asset removal and/or reduce dole payments (if they receive it). SA already has the highest fines in Australia, and if large fines aren't working, clearly making them still larger isn't the answer. Impoundment of vehicles is already in use. Is 'asset removal' meant to include deprivation of other property? Other solutions can be sought. For example, mandatory attendance at road safety lectures and films over a period of time was utilised in years past, and while the inconvenience was a significant deterrent to repeating a given offence, the capacity for education, along with an improvement in behaviour, was enhanced.

16. *Increase driver distraction identification (safety blitzes), continue advertising.* Notwithstanding in-car distractions such as children and telephones, external distractions such as advertising billboards and unclear, confusing or late-stage signage, including gluts of 'information overload' signage, can pose a significant safety problem, evident by the contribution that 'inattention' makes to road crashes. Identifying these distractions will enable a stronger focus on unambiguous and timely signage, including (for example) motorcycle-awareness messages to drivers and messages to motorcyclists on managing road and traffic conditions (without contributing to information overload, of course).

Strategies – Training and Research

3. *Reverse the 'when safe to do so' for overtaking on a double white line.* If a vehicle is broken down and blocking one lane of a two-lane road, or a cyclist is riding on the left-hand-side, this rule enables other road users to pass when it is safe to do, rather than holding up all the other traffic unnecessarily. The law is practical and allows for such situations, but it doesn't permit the passing of slower-moving vehicles just because the road is clear ahead.

7. *Remove the onus on SAPOL to evaluate the cause of an accident (where possible). Set up an independent Crash Analysis Unit – this could be within the police department which has no responsibilities for*

enforcement or a separate civilian unit. SAPOL already has its Major Crash Investigation Unit. Is there a problem with it? All members of the unit have extensive specialised training and are very highly-skilled in their profession. Why would a separate civilian unit be better? How accountable would a civilian unit be, and to whom? At present, all members of the police force are sworn-in officers, and regardless of what section they are in, they are all accountable up the chain of command to the Police Commissioner. It's not clear how an independent civilian unit could perform this role better.

8. *Improve state (if not national) recording of road accident details.* Good idea. There needs to be national harmonisation of all police Vehicle Collision Reports (VCRs), and nationally-consistent criteria for defining serious injury and admission to hospital. This has been a recognised problem since the early 1990s, as lack of harmonisation has made the collection and collation of reliable and consistent data somewhat difficult, along with assessment of the relative effectiveness of some components of national road safety action plans.

Strategies – Mechanical and Physical

1. *Elimination of all post protrusions and fixed reflectors on all W-Beam installations.* 2. *Continued installation and repair of rub rails on road safety barriers.* 3. *Targeted road signage on high-risk segments of road – addresses poor decision-making where it matters most.* The above strategies are all positive steps (see earlier reference to 'poor decision-making'). A few others that come immediately to mind are skid-resistant road marking paint, crash-attenuation buffers on wire rope safety fence, skid-resistant surfaces on steel roadworks plates, skid-resistant crack sealant, motorcycle-specific advisory signs of potentially hazardous situations, including special advisory signs where milling machines have been preparing the road for resurfacing, improving line-of-sight at roundabouts, improving rural road delineation, sealing rural road shoulders (which can reduce all rural crashes by around 30%), and so forth.

Overall, the emphasis the submission places on reducing rider error and improving roadcraft is commendable, while the long-term ramifications of any recommendations must also be considered lest there be consequences we regret. My letter to you isn't meant to be a comprehensive list of other things we can do to make our lives mean more on the road, to ourselves, other road users and society: just a few ideas that have come to mind through poring over the MRA's wide-ranging and well-scoped submission.

Thank you for this opportunity.

Kind regards, Peter Mount

MID-NORTH CANCER AWARENESS RIDE

A casual chat outside the Crystal Brook Foodland recently set the seed for a very profitable and enjoyable fundraising motorcycle ride in aid of Breast Cancer Awareness Month. Mid-North MRA member Malcolm Hill and Crystal Brook Pharmacy proprietor Ann Ramsey were discussing the beautiful display that Ann had done at the pharmacy to promote Breast Cancer Awareness Month. From this an idea was sparked that maybe the Motorcycle Riders' Association could organise a fundraising ride giving the proceeds to aid breast cancer. Rides have been done in the past with other worthy organisations receiving donations so a few calls to other members gave the nod of approval that breast cancer was right at the top of the list as far as most were concerned.

There wasn't a lot of time to get organised if the ride was to be held during the month of October, but a few phone calls were made and the ball started rolling with an amazing response from riders from all around the area who were keen to contribute to such a worthy cause.

The chosen day of Sunday the 25th arrived and even though the weather forecast was for quite cool conditions it didn't deter the riders from turning up. Generally, there are around 25 to 30 who roll up for one of these rides but about 35 bikes as well as a few carloads arrived showing their support for the cause. People came from all over the Mid-North as well as a group from Adelaide and nobody hesitated to put their hand in their pocket and give generously to help out.

The ride left Crystal Brook around 10.30 and headed north to Pt Germein and through the gorge, across to Booleroo and Pekina before heading back down through Appila to Laura for a pub lunch. The second leg of the ride went south to Gulnare before turning back through Narridy and finishing in Crystal Brook.

All the bikes parked in front of the nicely decorated pharmacy and were greeted by Ann who was to collect the proceeds and pass them on to the Breast Cancer Association. We had hoped to be able to donate around a thousand dollars but due to the great generosity of all who took part on the day we were able to hand over double that amount, much to her delight. Many smiles, many

photos and everyone agreed it had been a great day and an even better result for a magnificent cause. A show of hands gave a unanimous desire to put it on the calendar for next year so without the Covid restrictions and more time to organise, it should be a day to look forward to.

Malcolm Hill

Footnote from the Adelaide MRA

We rustled up 9 starters from Adelaide, from MRA and SAS.

The game was on. It's called catch-up chasey. These guys ride to the speed limit, through corners, the lot. For city slickers, who don't know the roads, it makes for a fun outing.

It is said that going for a ride is therapy. A group ride has to be group therapy.

A huge thank you to all who supported the ride. Onya Guys. Great day. Great cause. See you next year.



Greg Stevens, Barry Stoneman, Ann Ramsey, Wendy Heard, Malcolm (Hilly) Hill, Chris Tilbrook, Stuart (Toot) Bunnett, and Lauren Seidel

RALLIES & RIDES

13/11 Pekina Pub Run

5,6/12 Coonalpyn Pub Run. Pub meals, camp out back. Andy for info. 0411 212 076

28/11 C.R.A.B. (Cancer Research Advocate Bikers) Roll the Dice Run. Starting at Whitehorse Inn, Port Wakefield Road, finish at Freeling for BBQ dinner. Stands up 11am. All proceeds to RAH Cancer Research.

13/12 MRASA Toy Run Vic Park 8am-noon for donations. 'IT'S FOR THE KIDS'

WHAT ABOUT AIRBAGS?

Airbags used to be the preserve of factory racers and wealthy track day riders but with prices now dropping, everyday road riders can benefit from the latest safety tech. But what's out there and will it work if the worst happens?

Protection may in some circumstances be better than other forms of armour, but still not as much as you might think. Most airbag manufacturers do not make any specific claims about impact protection. The exceptions to this are Alpinestars and Dainese, who say their systems offer as much protection as 18 back protectors stacked together.

Traditional motorcycle armour is designed to protect against injury through impact with the ground, not a large, stationary object such as a car. In this very common accident, secondary to the head it's the chest and back that bear the brunt, and it's these areas that road-focused airbag systems are designed to protect.

A small study in France discovered that airbag vests prevent serious and life-threatening injuries to the thorax at impact speeds up to 31mph.

Although this doesn't sound like a lot, the level of impact energy involved with hitting something at that speed is immense; the body can only survive so much and no safety kit can protect you completely in all circumstances.

But in racing crashes, the deceleration forces are mitigated by sliding and tumbling, coupled with the load-spreading airbag around the shoulders, chest and back in race suits, meaning that riders are better able to walk away from incidents that a decade ago might've been career-ending.

Different Trigger Systems

There are three different types, each of which differs in the way it is triggered. First up are electronic automated systems which rely on built-in accelerometers, gyroscopes and GPS to feed information to a central ECU which will then use artificial intelligence to detect a 'loss of control'.

Next are electronic systems which use radio-linked sensors on the bike itself to detect a crash. Finally, there are the simplest systems which use a mechanical trigger – a lanyard attached to the bike which pulls a ball-bearing from the firing

mechanism when a great enough force has been exerted on it – usually about 25kg.

And if you're worried that it could inflate accidentally then don't be. Electronic airbags are pretty smart – there's literally millions of miles-worth of riding data powering the algorithms behind the triggering mechanism in a Dainese, Alpinestars or In&motion system. Plus, the majority of electronic airbags need to detect a GPS ground speed of more than 25kph in order to fire (although the Dainese Smart Jacket is claimed to work from a standstill, in order to protect against being rear-ended). With the mechanical systems it takes 25-30kg of pulling force to cause the needle in the trigger mechanism to perforate the cartridge and release the gas. That's a damned good yank.

The new wave of airbag vests can be worn under your existing kit, provided there's enough space. To find out if you have room, put your jacket on, zip it up and pull it directly away from your chest. If you have about 4cm between your body and the jacket you will be fine. Some are meant to be worn over your safety gear.

Airbag Standards

The EN 1621-4 ('1621' signifies motorcycle armour, '-4' indicates it's an airbag) is the standard for Motorcyclists' Inflatable Protectors, however it's not compulsory for airbags to be homologated to it.

The standard sets out minimum requirements for activation time as well as protection levels and coverage. Although it was written for mechanical (lanyard) systems, some electronic vest manufacturers will test their airbags to the protective standard just to give customers some information.

As with body armour, the standard has two impact performance levels: the lower Level 1 must transmit no more than 4.5kN average force (with no single strike exceeding 6kN; Level 2 must transmit less than 2.5kN average (with no single strike greater than 3kN). This compares with traditional back protectors which are less than 18kN for Level 1 and less than 9kN for Level 2.

<https://www.motorcyclenews.com/news/new-tech/motorbike-airbag-vests/> April 2020

MEDIA RELEASE

16 OCTOBER 2020

MOTORCYCLE RIDERS' ASSOCIATION OF SOUTH AUSTRALIA INC.



The MRASA is pleased to announce that the annual **MRASA TOY RUN** will be held on Sunday December 13th 2020.

South Australian riders and the general public are invited to a DROP and GO of toys, donations of cash and non-perishable foodstuffs at the Clipsal Track at Victoria Park Adelaide.

Changes to the event due to Covid-19 restrictions will include NO mass gathering at Victoria Park, NO mass ride up to Callington and also NO fair at the Callington Oval.

Many public events have been cancelled this year due to the Covid-19 pandemic and the Motorcycle Riders' Association of SA has worked hard evaluating options to allow the event to go ahead.

When asked why the Toy Run was so important the Coordinator of the Toy Run, Harald Lindemann, said: *"About 70% of the toys distributed by Vinnies at Christmas come from the Toy Run so not having a Toy Run this year was just not a option. More families than ever before are doing it tough due to Covid so the riders of South Australia will be here to help out in 2020."*

Covid-19 Marshals will be present and best practice will be undertaken to ensure social distancing and contact tracing records are kept.

MRASA TOY RUN 'IT'S FOR THE KIDS'

Contacts for further information :

Harald Lindemann : MRASA Toy Run
Coordinator 0421 289 714 haraldhl@bigpond.com
Cathy Lux : MRASA Toy Run Site Coordinator
0408 853 380 cathy_lux@hotmail.com

Visit the Toy Run page on the MRASA website
at <http://mrasa.asn.au/toyrun.shtml>

TOY RUN REPORT

Well, the press release says nearly all of it. The Committee looked at a number of options for the Toy Run and reluctantly we settled for a Drop and Go at Victoria Park as the safest way to go in these Covid times.

We are asking you to make this year's Toy Run a day of celebration. Do what you normally do – decorate your bikes, bring a donation and go for a ride with your mates afterwards. Remind the general public that the Toy Run is still on and motorcyclists are there to help out and to be seen.

This will be a tough year for those in need so we need everyone to pitch in as best they can. I'm not only asking you to dig deep but to tell everyone you know about the Toy Run and how they can help. Go to the Toy Run webpage or Facebook page and copy the Toy Run flyer and send it out to everyone.

We are already getting offers of help from people who have never been involved before. For example, the Coles at Mt. Barker wants to be a collection point for donations and the CFMEU (Construction, Forestry, Maritime, Mining & Energy Union) is holding fundraising BBQs on their construction sites for the Toy Run.

If you want to help out on the day give Cathy Lux a call. We still need a few marshals for traffic management. We will have a traffic marshal training session 10am, 21 November at the Clipsal Track Eastern Gate. Extra Covid marshals would also be useful.

We expect that most people will be dropping off their donations and leaving, but for those who want, we will have a limited amount of Covid Toy Run T-shirts and badges available for sale at the MRA tent. There will be a limited number of stalls on site and if you stop for a look expect to be asked to identify yourself for *Contact Tracing*.

Keep an eye on the MRASA website for up-to-date info on the Toy Run; for example, about the online Show and Shine that we will be running and the country collection points that are in the process of being organised, and be in it

'IT'S FOR THE KIDS'

Harald Lindemann

TRAVELLERS' TIPS

Recently we have taken to enjoying life at a slower pace. This means we will suddenly decide to spend a few hours in a pub on a balcony or footpath beer garden watching the world go by whilst we are enjoying a nice glass of red and possibly a meal or snack.

Adelaide and the surrounding districts offer many choices where you can enjoy a very pleasant afternoon/evening and step back from the hustle and bustle of our busy lives.

Tattersall's Club, Harry's Bar Grenfell St in the City.

Harry's Bar, located on the first floor of the Tattersall's Club building, has a spacious verandah overlooking busy Grenfell Street. We have been there a few times now as the convenience and cost are perfect. Their standard daily special is a burger and drink for \$15.00. The burger choice is beef patty, chicken schnitzel or steak with a glass of beer or wine of your choice. We have never been disappointed in the quality or quantity of the drink and food. Refills of drinks are very well priced so a longer session will not leave you short of cash. Best of all, Grenfell St is the public transport hub so if you, like us, have a seniors card, leave the bike or car at home and travel at no risk on public transport. Then enjoy a few hours watching the workday crowd rush from office to home, knowing full well that that lifestyle is a thing of the past for you. If you haven't retired as yet, then experience what it will be like in a few years' time for you.

Federal Hotel Semaphore Road Semaphore.

A lovely old-style hotel with footpath seating, again giving you the option of watching life go by.

We have usually hit the Federal on a Sunday afternoon. Drinks are very well priced and though we have not tried it, meals are reputed to be well priced and good quality.

On a Sunday afternoon a local pub band will strike up with our sort of music. Being outside has the advantage of being able to talk and still hear the music. Quite often we, as well as other patrons, will get a serve of fish and chips from the nearby shops (Sotos) just to round off the

afternoon. Surprisingly the chips go really well with the red.

A word of warning however. Prices vary considerably across Adelaide depending on the venue. The two places mentioned so far are, in my opinion, very reasonably priced.

Another place we visited is the Stag Hotel. The staff and location were fantastic. However the round of drinks, (two house reds and a glass of rosé) was a bit too pricey for my liking. As always this is my opinion only but this is a very competitive industry where the customer is spoiled for choice.

So my advice on this type of entertainment would be to go where you and your budget feel comfortable. Al fresco dining and drinking is fantastic. We have the right climate for this style of living and almost endless choice. Choose wisely and enjoy yourself.

Ebi Lux



The view from Harry's Bar

UK SAFER RIDING PROPOSALS

The UK Department for Transport (DfT) has unveiled its new Road Safety Statement including 74 proposed actions aimed at reducing deaths and injuries on the roads – and motorcyclists are one of four groups of road users that it particularly focuses on.

Along with riders, the plan also picks out young road users, rural road users and ‘older vulnerable road users’ as its main targets, as well as suggesting a range of more general changes.

Among the attention-getting plans are ideas to consider motorcycle-style graduated licences for car drivers – potentially including restrictions on new drivers like minimum learning periods or limits on driving at night or carrying passengers – and proposals to toughen seatbelt rules and impose penalty points on drivers who don’t wear them.

The plan’s main focus is on training. Its ideas include proposals to boost standards for motorcycle instructors, improving their training and assessment, and to change the CBT (Compulsory Basic Training) to include a theory test. Further ideas include a seemingly sensible proposal that if a new rider takes his or her CBT on an automatic twist-and-go scooter, they should be restricted to that sort of bike, with consultation to take place on how to implement a sensible method to upgrade their entitlement to use manual clutches and gearboxes.

The plan also includes the idea to implement a system that recognises bike training schools that perform to a consistently high standard. Riders who take CBTs but don’t go on to get their full licence are also mentioned, with the DVSA (Driver & Vehicle Standards Agency) being charged with the responsibility of encouraging them to take further training.

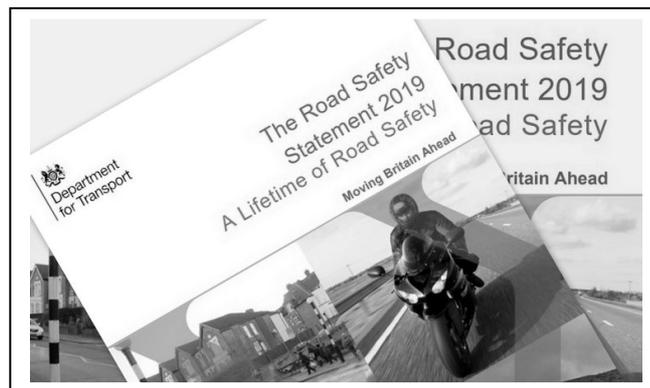
Bike clothing is also mentioned. The SHARP helmet rating scheme is set to continue and the DfT is to work with the UK bike industry and motorcycle groups to develop methods to encourage riders to wear the best protective

equipment for their needs, and to see if that kit needs to be improved.

Another focus is the growing number of people taking to two wheels as part of the growing ‘gig economy’ who are flocking to mopeds and e-bikes, often with little training. The Government says it will be commissioning more research into the area to see how to reduce risks.

The full list of motorcycle-related actions to be taken under the new plan is as follows:

- *Continue to promote the importance of helmets and their correct usage through SHARP (Safety Helmet Assessment & Rating Programme).*
- *In response to a consultation DVSA will explore the possibility of developing a package of measures to improve the motorcycle training regime once Parliamentary time allows*
- *Promote DVSA's Enhanced Rider Scheme and increase the uptake of post-test motorcycle training*
- *Develop a training framework/syllabus to encourage riders who complete CBT but do not go on to take full test training to undertake further training*
- *Work with the motorcycle industry to explore how to encourage the use of protective equipment and furthermore explore the scope for new protective equipment for vulnerable road users that can reduce post-crash collision severity*
- *Commission a review of the behaviour of drivers and riders in the gig economy*
- *Highways England to deliver safety advice to leisure riders*
- *Funding RoSPA (Royal Society for the Prevention of Accidents) to deliver an online guide on how to organise and conduct group motorcycle ride-outs*



Ben Purvis UK author and rider July 2019

Food for thought as we prepare our own Road Safety Strategy...Ed

SPOT THE ANACHRONISM

SAVING PRIVATE RYAN GOOF

Let's face it. It was a great death scene. After days of getting shot at, losing his men in shoot-outs with the enemy and trying to control oncoming PTS, Captain Miller finally completes his mission and finds Private Ryan. He then has to fight another battle as Ryan won't leave his buddies. Ryan lives but Miller is killed. As he dies leaning up against a military motorcycle he tells Ryan not to waste this chance at life he's been given.



But hang on. What's wrong with this scene? They're in France in an imaginary town called Ramelle in 1944 defending a bridge against a German counter-attack. So the bike could be a captured BMW. It's not an American Indian or a military Harley – the shapes are all wrong. It wouldn't be French, it's too heavy for the models from the time. It could be Russian but the Russians weren't in that theatre of war at that time and they weren't making BMW knock-offs until after the war when they shipped East German factories home to Russia.

I think that the props guys needed a bike and went shopping in the local museum and decided "Yeah, that one will do. It looks right. It's the right colour". Steve could have chosen a Belgian FN M12 (1937) or a French Gnome-Rhone 750 Arme (1938), a BMW R75 or a Zundapp KS 750 (both German 1941) or even a Harley Davidson WLA (1942). Any of those would have been appropriate for the time and the war theatre. But no, he chose a Ural M63 manufactured in Orbitsec (or Irbit), Russia in 1964, because it looked right. Wrong!

Sometimes you just need to get the right advice from someone who knows about these things. Otherwise, it's like Gandalf with a wristwatch.

ROLLER BARRIERS MAY BE SAFER FOR RIDERS

Motorcycle rider advocates have cautiously welcomed a Western Australian trial of new roller barriers with high-visibility plastic rollers on steel poles that rotate when hit by a vehicle. Similar barriers have been used in South Korea, Thailand, India and the United States and have been under trial with VicRoads at three locations for about four years.

Roller Cautiously Welcome

Unlike wire rope barriers, these barriers have received a cautious welcome from motorcycle rider advocates. Dave Wright of the Motorcycle Riders' Association of Western Australia says they have been waiting "for some time" for these to be installed. "We believe the outcome of a motorcycle rider crash will result in far fewer injuries than conventional crash barriers currently in use," he says. "However we will wait until after the trial period to give these barriers our blessing."



Australian Motorcycle Council spokesman Guy Stanford says motorcyclists are "always nervous about barriers. There are no crash barriers that can be considered 'motorcycle friendly'. In the event of a motorcyclist impacting with any crash barrier the likelihood is that they will be severely injured. But we are pleased they are investigating this and coming up with new systems." Fellow AMC member Rob Salvatore says it is important the spacing between the rollers is kept to a minimum and the top of the roller posts are smoothly capped.

A spokesman for firm Mid-West Traffic Controllers says a motorcycle or any other vehicle is likely to hit the rollers at an angle which reduces the gap for a limb to get caught.

Courtesy Motorbike Writer 2019

M/C INDUSTRY STATE OF PLAY

A couple of weeks ago Motochat had the good fortune to chat with Mark Flynn of Coast Power Sports (formerly Coast Yamaha) and Nathan Groves of the Motor Trades Association about the effect of Covid-19 on the motorcycle industry around the world.

With the advent of the pandemic in March this year people hunkered down. Most initially stayed home for extended periods, many had lost employment and with regular income uncertain, discretionary spending was curtailed.

Mark reported that the initial effect on the industry, at least in Australia, was a 60% drop in new bike sales. This was reflected in the overseas experience where for about 4-5 months we have seen the temporary closure of a number of factories and dealerships in the first instance, e.g., Yamaha Motor Corporation, Honda East and Indian in the USA, in Europe BMW, Benelli, KTM and Ducati closed and world-famous bike shows in Europe and Asia were cancelled, as were the major advertising venues for high-powered sports bikes, the MotoGP races.

The long-term effect of this brake on production is a slow-down of the delivery of mainstream and premium brand bikes and spare parts to dealerships around the world. Add to this that a significant amount of air freight has stalled and suppliers of all kinds are now using sea freight more, which has the effect of displacing much of the motor industry freight which traditionally uses shipping.

Mark noted that much of the factory production was dependent on 'in time' supplies as modern industry tends to keep a minimum of components in stock due to the high cost of in-house management of the thousands of components needed for building vehicles. This 'in time' supply has now broken down due to Covid.

While this is the case there are still warehouse stocks of bikes and parts available for the short term, but the problem is getting them to the dealers and then on to customers. Mark also noted that as supplies are getting into the country they are spending a lot less time in warehouses and getting onto the shop floor a lot quicker than usual so warehouses are now generally empty.

So is this good news or not for the industry? People's social habits have changed due to Covid. The fear of contracting the disease has made many wary of using public transport. It's easier to social-distance in a car or on a bike. Income uncertainty leads people to choose cheaper forms of transport like bicycles or motorcycles, so people who haven't ridden for a while are getting back into it and others are choosing two wheels as a viable option.

In fact in September the FCAI (Federal Chamber of Automotive Industries) sponsored a **Ride to Work** campaign to get inactive riders back onto two wheels. There are around 2.1 million licensed riders in Australia and about 870,000 registered scooters and motorcycles, so lots of opportunities to get back into it and support the industry at the same time.

Nathan noted that although there was an initial downturn in sales earlier in the year, that soon picked up and by the end of September had increased by 26.4% over sales at the same time in 2019 (and that figure does not include many of the smaller-volume manufacturers like Norton, Hyosung and Benelli). The FCAI noted that in the same period car, truck and bus sales have dropped by 20.5%. These figures are also reflected in overseas conditions.

This bodes well for motorcycling in the long term Dolf Willigers from FEMA (Federation of European Motorcyclists' Associations) noted in April that in big cities public transport could drop by up to 80% and that the consequent take-up in the use of private transport will increase the congestion and pollution that legislators have been combating in recent times. Motorcycles and other powered two wheelers are the sensible solution to all of that. He noted that research has shown that when 10% of car drivers changed to PTWs the total cost of lost travel hours was reduced by 63%.

It looks like we can all be confident that the motorcycle and allied industries will survive the pandemic with a positive outlook for the future. The industry is working hard to provide the service that we have been used to and as Mark notes, we just have to be patient for now as everything will take a little longer before things get back to normal.

Harald Lindemann

MOTORCYCLING IS GOOD FOR YOUR BRAIN

Regular motorcycle riders see a positive impact on their brain, a study says.

Riding a motorcycle every day is good exercise for your brain!

That was one of the conclusions of a study conducted by the University of Tokyo which indicated that riders between 40 and 50 years old improved their cognitive functioning, when compared with a control group, after riding daily to work for just two months.

According to the report, scientists believe that the extra concentration needed to successfully operate a motorcycle can contribute to higher general levels of brain function.

The study by Dr. Ryuta Kawashima, author of “Dr. Kawashima’s Brain Training: How Old Is Your Brain?” looked at the relationship between motorcycle riding and the human mind. Kawashima’s experiments involved regular riders (average age 45) and former riders who once rode regularly but had not taken a ride for at least 10 years. Kawashima asked participants to ride on courses in different conditions while he recorded their brain activities.

He found the current riders and former riders used their brains in different ways, and the current riders had a higher level of concentration because specific segments of their brains (the right hemisphere of the prefrontal lobe) was activated.

He also tested how making a habit of riding affects the brain. The test subjects had not ridden for 10 years or more. Over the course of a couple of months, those riders used a motorcycle for their daily commute and in other everyday situations.

The result? The use of motorcycles in everyday life improved cognitive faculties, particularly those that relate to memory and spatial reasoning capacity. An added benefit, according to the study: participants said their stress levels had been reduced and their mental state had changed for the better.

So why motorcycles? Shouldn’t driving a car have the same effect as riding a motorcycle?

“There have been many studies done on driving cars in the past,” Kawashima said. “A car is a comfortable machine which does not activate our brains. It only happens when going across a railway crossing or when a person jumps in front of us. By using motorcycles more in our life, we can have positive effects on our brains and minds.”

A second study agrees. Yamaha Motors had a joint research project on the relationship between motorcycle riding and brain stimulation with Kawashima Laboratory at the Department of Functional Brain Imaging, Institute of Development, Aging and Cancer at Tohoku University.

The project, in 2009-10, focused on the measurement and analysis of the cause-and-effect relationship involved in the operation of various vehicles and brain stimulation. The study measured changes in such stimulation over time by means of data gathered from a long-term mass survey.

Yamaha provided vehicles for the research and made its test tracks and courses available for the study. What the study revealed is that what you’re thinking about while you’re riding – and your experience on the bike – changes the physical structure of your brain.

Author Sharon Begley supported Kawashima’s findings. In “Train Your Mind – Change Your Brain”, Begley wrote: “The brain devotes more cortical real estate to functions that its owner uses more frequently and shrinks the space devoted to activities rarely performed. That’s why the brains of violinists devote more space to the region that controls the digits of the fingering hand.”

You may get some mental and physical benefits from just thinking about going for a ride on your machine, the Tokyo study indicates.

Along with the obvious benefits of riding – like having fun – motorcycles take the edge off the grind of your commute to work.

Adam M. Gee, Biker Law 2013

RIDING IN FRANCE

Motorists here in Oz sometimes think we have it tough and often compare road rules with each other to see which state has the toughest penalties and road rules. Well, I'm here to tell you that we never had it so good.

Motorcycles are very popular in France. Not only in big cities enabling people to escape the busy traffic-clogged roads, but also to ride the scenic country roads. Therefore the country is well used to these powered two wheelers, and there is a substantial respect towards bikers. However, there are still many laws and regulations you need to take into account when travelling in France with a motorcycle. Here are a few of them.

Vintage: If your motorcycle's manufacturing date is before June 1999, you **ARE NOT ALLOWED** to ride in Paris. The exceptions are the Boulevard Peripherique (*the Paris ring road*) and the two forests (*Bois de Boulogne and Bois de Vincennes*). Penalty: €68 (\$112 AUD)

Motorways: If you are planning to ride on the motorways (*autoroutes in French*), you need to have an engine bigger than 50cc and your bike must be able to ride at the minimum speed of 80 kph. 125cc bikes are allowed on the motorways.

Bus Lanes: You are **NOT** allowed to ride in bus lanes. Penalty: €135 (\$224 AUD)

Lane Splitting: Lane splitting, also known as filtering, has been illegal but tolerated for many decades, but now the law, as an experiment, allows it in 11 French states. You need to use common sense, i.e., don't fly past cars, respect security distances, etc. Penalty: €135 (\$224 AUD) and 3 licence points for non-respect of security distance, and €135 and 3 licence points for changing lanes without indicators. These are the penalties the other states can give you if you filter. However, it's very rare.

Alcohol: As with cars, alcohol is highly regimented. Fines for alcohol level of 0.5 to 0.8 mg/ml are €135 (*and loss of 6 licence points*), while driving with an alcohol level of over 0.8 mg will be fined €4500 (\$7,458 AUD) not to mention the loss of 6 licence points. That's one glass and after that you're toast!

Towing a Trailer: This can be a headache. There are a lot of legal factors to take into account (*not to mention manufacturer warranties, insurance issues*). In France (*and most of Europe*), the rule-

of-thumb is that you can only pull a trailer that represents a maximum of 50% of the DRY weight of your motorcycle! So if your motorcycle's dry weight is 100kg, you can only tow a trailer weighing 50kg (*fully loaded*). If the weight of the trailer is over 750kg, it must be equipped with its own brakes.

Crit'Air sticker: The Crit'Air (*clean air*) sticker is mandatory if you are planning to ride in one of the cities that have anti-pollution days. The sticker has a number and a colour, and when there's heavy pollution in one of these cities, only vehicles below the announced number are allowed into the city.

Helmet: The rider and any passengers must have a European-approved (*CE label*) helmet. Penalty: €135 and 3 licence points if you don't have a helmet or it's not CE approved. The fine can go up to €750 (\$1,243 AUD)

Helmet Stickers: Helmets need to have approved reflector stickers on the helmet in the specified places. Four stickers (*top front, sides and rear*) for jet or open face helmets, five stickers (+ *chin*) if you have a modular or integral helmet.

Gloves: The rider and any passengers must be wearing European-approved (*CE label*) gloves. Even if you have gloves bought many years ago, and there is no approved label, you will be fined! Tip: If the label bothers you and you want to cut it off, keep your invoice with you that specifies that the gloves are CE approved.

High-Visibility Vest: In France you must have at least one high-visibility vest on you. It must be approved, colour yellow or orange, BUT you do not need to wear it while riding. However, if your bike breaks down along the road, you need to put on your hazard warning lights and put on the hi-viz vest. Penalties: €11 (\$18 AUD) if you don't have one with you when stopped, €135 if you have broken down and you're not wearing one.

Motorcycles and Children: Children less than 5 years old need to have specially adapted seats that have a restraint system. The rider must also ensure that the kid's legs cannot go between the bike and wheel. Obviously, the child must have a CE-approved helmet and gloves. For older children, they will need a special seat if their feet cannot reach the passenger foot pegs.

Driving Licence: Your licence, even a foreign one, must be approved for riding your motorcycle (*i.e., power, engine size or whatever else your country can restrict*), i.e., if you are legal in your country, you are legal in France, **EXCEPT** for age. If you are younger than 18 and you are

allowed to have a licence in your country, you are illegal in France! Penalty: €75 (\$124 AUD) if you don't have your licence with you.

Registration papers: You need to have your bike's registration papers on you. Penalty: €75 if you don't have yours with you.

Insurance: You need to prove that your motorcycle is properly insured. Penalty: €135 if you don't have any proof of insurance on you. If you don't have insurance, you will incur a fine of €3750 (\$6216 AUD) and the impounding of your bike and possible loss of your driving licence.

Breathalyser(s): Legally you need to have at least one, but if you don't have one, you'll not get fined. Stupid you say? Indeed, but what can I say?

Speeding: It used to be that France was a paradise for bikers to speed. Cops were easygoing and would smile when you passed them at the speed of sound. But that's no longer the case. Far from it. Highly automated and intelligent radars are placed almost anywhere, and police have been instructed to watch bikers more attentively. Many foreign bikers have lost their rides because of speeding. You only need to go 30 kph over the limit and the police can take away your licence and motorcycle **EVEN IF YOU ARE A FOREIGNER!**

<https://travelfrance.tips/driving-in-france-with-a-motorcycle>

OVERSEAS SNIPPETS

🛵 In France pedestrians, motorcyclists, cyclists and scooter riders are required to wear a mask at all times when out in public. French rider advocates are opposing the regulation because of the danger to riders of motorised two-wheelers due to fogging inside helmets. As we all know not everyone wears a helmet designed with anti-fogging lenses so many riders will have to ride with their visors open. If they wear glasses as well then often the open visor will not help.

🛵 The Norwegian government has agreed that wire rope barriers are dangerous for motorcyclists so has put aside funds to replace them with steel barriers, probably W-beam. The first to go will be a 6km stretch north of Oslo.

🛵 Also in Norway the Road Safety Authority is undertaking a pilot project to teach motorcycle safety in schools. The awareness program will be centred around a one-hour session for first-year high school students (aged 16), highlighting issues as diverse as riding gear, riding strategies and peer pressure.

10 WAYS TO AVOID A SCAM

Selling your bike can be a stressful affair. You want to get a fair price and you want to be sure that you won't get ripped off. Especially, you don't want the test ride to be the last you see of your bike. Here are some tips to help you avoid just that and ensure the bonafides of any prospective buyer.

🛵 When the prospective buyer contacts you (use your mobile phone number in the ad, not your landline), don't reveal any of your information, except maybe your first name, to keep things cordial.

🛵 If they have an elaborate tale about how they are working overseas and they can send a friend around to look at your bike, hang up. It's a scam.

🛵 When making arrangements for a test ride, tell them they will have to bring their licence and one other form of photographic identification such as a passport with their current address. If they say they don't have it, pull out of the negotiations.

🛵 Never reveal your address. Find out where they are coming from and arrange to meet in a neutral location halfway between your place and theirs. Make it a very public place such as a busy service station or shopping centre carpark during daytime. If they don't like that idea, pull out.

🛵 Take at least one friend along as a witness. They can either follow the test rider or stay behind with the "buyer's" car while you follow them.

🛵 Ask to see their driver's licence and/or passport or other ID and hold on to them while they go for their test ride. If they won't, pull out of the deal. Some people ask the prospective buyer to sign a waiver to absolve them from any crashes or fines during the test drive. They really aren't worth the paper they are written on, but may help dissuade a scammer.

🛵 When arranging the test ride, tell them you or your friend will follow along in your car or on another bike. If they don't like that, pull out of the deal.

🛵 While they are gone, take a photo of their car and number plate for your records. In fact, it might also pay to get a photo of the "buyer". If they object, pull out.

🛵 If they come back and say they want to buy the bike, you will have to agree on a safe transfer of money that is foolproof. Cash is ideal. Don't take cheques unless it is a certified bank cheque. Even money transfers can be fraudulent.

🛵 Make sure you have all the transfer papers with you and get all their details from their licence and other ID.

Courtesy Motorbike Writer

IS THERE FINALLY A SAFER ALTERNATIVE TO CABLE BARRIERS?

Let's not fool ourselves: no crash barrier is really safe for motorcyclists, but smart designers are able to think of barrier systems that could improve motorcyclists' safety.

FEMA talked to Roberto Impero, general manager at SMA Road Safety, the Italian company that developed and produces the Andromeda barrier, a so-called 'smart barrier'. Roberto explains: "The barrier is equipped with an LED lighting system which makes driving in fog or at night safer. With special sensors the barrier can notify the rescue services autonomously and in real time in case of an accident; it sends the location of the impact and warns oncoming traffic with light signals. In the future, the barrier can even communicate with self-driving vehicles."

But what immediately caught our eye at FEMA was not the flashing lights and electronic gadgets, but the barrier's other characteristics that could improve motorcyclists' safety.

Topside protection – The posts on this barrier can be protected by installing a motorcycle protection system and the top of the barrier is closed off; for motorcyclists who come into contact with a guardrail, the exposed posts and a razor-sharp top are the two most dangerous elements of the system. Over 50 percent of the crashes of motorcycles with road restraint systems, some research studies even speak of 60 percent, are with the motorcyclist still sitting on his bike, so a smooth topside of crash barriers is important to avoid serious injuries or even casualties. The Andromeda barrier is a see-through barrier: the space between the posts can be filled with a grid or with a 'window' made of polyethylene terephthalate (PET). This feature prevents anything from getting caught on the posts, but it also means road users can still see their surroundings.



Cable barrier – The compact width of the barrier (140 mm for the H2 classification or 220 mm for the H4 classification) means it can be fitted as a median barrier almost anywhere. This of course leads to the question if this could be a safer alternative to the cable barrier or wire rope barrier, which most motorcyclists fear. Roberto: "It is really difficult to compare the cable barrier to the Andromeda barrier. Cable barriers as median barriers do not need a lot of space to install either, but in case of an impact with for example a bus, the deflection of the cable barrier is quite big, sometimes a couple of metres. The deflection of the Andromeda barrier is limited to 60 centimetres." This means that with a cable barrier, the vehicle that hits the barrier may end up in the lane of oncoming traffic.



Repair and maintenance – The Andromeda barrier also has some characteristics that are of importance to road authorities and emergency services. Roberto Impero: "Andromeda is a modular system, built of modules of six metres, so anytime you need to open it for an emergency, you just loosen the bolts and remove one part. It also makes it very easy and cheap to replace a part of the barrier after an impact."

Invest in our safety – The Andromeda barrier was planned to be crash tested with a motorcyclist protection system fitted, but due to the COVID-19 pandemic that test had to be postponed. FEMA's Dolf Willigers: "It is great to see how companies like SMA Road Safety keep developing better and more effective road restraint systems, but this will not lead to any improvement in motorcyclists' safety if these new systems are not purchased and installed along our national roads. Therefore, we need the national motorcyclists' organisations to continuously talk to their road authorities and convince them to invest in our safety."

FEMA June 2020 Wim Taal

MRA DISCOUNTS These businesses support the MRASA by providing discounts to MRA members.

Bridgeland Motorcycles	Discount on request	8532 5722	145 Adelaide Rd Murray Bridge
Coast Power Sports	Discount on request	8382 5581	212 Main South Rd Morphett Vale
DA Motorcycles	Discount on request	8281 8933	1758 Main North Rd Salis Plains
Gawler Motorcycle Centre	10% discount on accessories	8522 7700	Lot 1 Main North Rd Evanston
GC Motorcycles Prospect	\$5 on tyres, 10% accessories	8344 7888	122 Main North Rd Prospect
DC Motorcycles Melrose Park	Disc on request – see Don	8377 5566	22/788-9 Marion Rd, Marion
Gilbert & Mattner Lawyers	10% discount	8233 3661	32 St Helena Place Adelaide
Honda World / BMW Adelaide	10% parts & accessories	8374 2299	1075 South Rd Melrose Park
K & M Motorcycles	10% parts, accessories & ws. 10% new products, 20% repairs, all Aussie leather	8234 1090	10 Deacon Ave Richmond
Ken Oath Leather Goods		0417 713 523	3 Cranbourne St Elizabeth Park
Kessner Suzuki	10% parts and accessories	8261 9955	320 North East Rd Klemzig
Motorcycle Parts & Gear	Discount on request	8562 4725	33 Railway Tce Nuriootpa
Motorcycle Revolutions	Discount on request	8371 4448	855 South Rd Clarence Gdns
Pro Street Cycles	Discount on request	8359 4449	494 Main North Rd Blair Athol
QBE Insurance	Ring for a quote	0392 462 761	
Redline Exhausts	Ring for a price	8277 0311	8 Coongie Ave Edwardstown
Shannons Insurance	Ring for a quote	13 46 46	
Victor Motorcycles	10% on genuine parts & acc	8552 3601	14 Adelaide Rd Victor Harbor
Walden Miller Clothing	10% bring the advert	8374 3884	40 Furness Ave Edwardstown
Yamaha Pitmans	Discount on request. Discount on request, 5%	8260 9200	420 Main North Rd Blair Athol
Yamaha Retro Spares	tyres, 10% services	8340 1970	115 Regency Rd Croydon Pk
Yamaha World	Discount on request	8297 0622	949 South Rd Melrose Park

ROAD HAZARDS FREECALL NUMBER : 1800 018 313**Useful Links**

Metro and Country Roadworks from Transport SA. <https://www.sa.gov.au/topics/driving-and-transport/roads-and-traffic/hazards/daily-roadworks-hazards-and-news>

Outback Roads Temporary Closures, Restrictions and Warnings Report - <http://www.dpti.sa.gov.au/OutbackRoads>

Road Safety <http://www.dpti.sa.gov.au/roadsafety/home> home page from Department of Planning, Transport and Infrastructure. (DPTI) Road Crash Reports by vehicle type from DPTI.

Road Crash Reports by month in SA - <https://www.dpti.sa.gov.au/towardszerotogether/road-crash-facts/sa-crashes#reports>

Road Statistics from SAPOL. <https://www.police.sa.gov.au/about-us/traffic-statistics>

Road Crash Statistics from Australian Transport Safety Bureau.

For information about motorcycle safety gear testing and rating. www.motocap.com.au

For information about helmet testing and rating. <https://crash.org.au>

For regular updates register at Austroads Road Watch austroads.roadwatch@infoservices.com.au

MOTORCYCLING AROUND THE WORLD

Taking Baby for a Ride



Early Intercom System

MRA COMMITTEE

President – Graeme Rawlins 0419 832 384
 Vice-President – Ebi Lux 0418 800 362
 Secretary – Cathy Lux 0408 853 380
 Treasurer – Harald Lindemann 0421 289 714
 Membership – Graeme Rawlins 0419 832 384
 Road Safety – Ebi Lux 0418 800 362
 Stock Controller – Amanda Lock 0434 578 595
 Centrestand Editor – Harald Lindemann 0421 289 714
 Minutes Secretary – Cathy Lux 0408 853 380
 Register Liaison – Cathy Lux 0408 853 380
 SAMRATS Coordinator – Ken King 0401 866 037

Toy Run Coordinator – Harald Lindemann 0421 289 714
 Scooter Club Coord – Frank DeFrancesco 0412 937 606
 4Bs Coordinator – Greg Janzow 0400 056 056
 Webmaster – Graeme Rawlins 0419 832 384
 Public Officer – Harald Lindemann 0421 289 714
 AMC Representatives – Graeme Rawlins, Ebi Lux

Mid-North Register Committee

President - Stuart 'Toot' Bunnett 0408 840 206
 Vice-President - Jackie O'Reilly 0407 742 006
 Secretary – Greg Stevens 0409 842 434
 Treasurer – Barry Stoneman 0407 187 634
 MRA Mid-North PO Box 37 Snowtown SA 5520

General Members: Warren Hicks, Gahan de Zilwa, Frank de Francesco

Note: 5 General Member positions for the Committee remain unfilled and will be appointed by the Committee. If interested contact Graeme or Cathy.

Motorcycle Riders' Association of SA Inc. MEMBERSHIP APPLICATION FORM

New Member: or Renewal Membership No.

Name: _____

Address: _____

 Postcode

Telephone _____ Mobile _____

Email _____

Join mailing list/s? SAMRATS Scooter Club

Birthdate Occupation _____

Gender M / F Blood Donor? Please send info

Do you ride a Motorcycle Scooter Other

If family membership, 2nd cardholder name _____

Member of: Mid North South East Register

Other Clubs? Details: _____

Do not send Association magazine

*I agree to abide by the Articles, Rules and the Constitution of the MRASA Inc.
 (Copy of the constitution available from the website or the Secretary)*

Date ____ / ____ / 2018 Signature _____

MEMBERSHIP FEES: CIRCLE ONE

Standard			Concession	
Individual	Family		Individual	Family
\$25	\$35	1 Year	\$21	\$29
\$48	\$67	2 Years	\$40	\$55
\$72	\$99	3 Years	\$60	\$83

Payment by: Cheque Money Order or debit my Visa MasterCard

- - -

Amount \$ _____ - 00 Expiry date ____ / ____

Name as printed on card _____

Signature _____