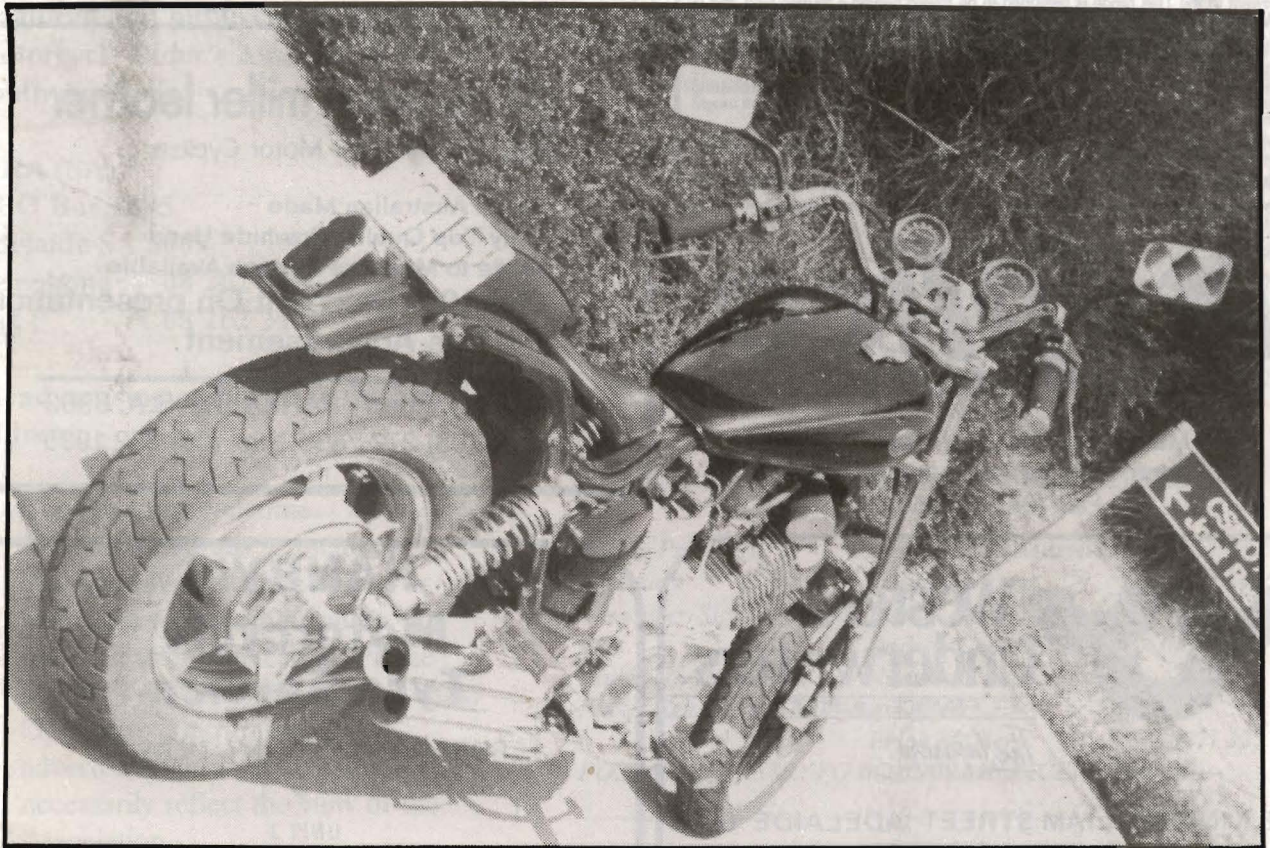


CENTRESTAND

SEPTEMBER 1995



OFFICIAL JOURNAL OF THE MOTORCYCLE RIDERS' ASSOCIATION OF S.A. INCORPORATED
PRINT POST APPROVAL PUBLICATION NO. PP: 530028/00014

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AGM 1995

ANTI NUCLEAR RUN

LETTERS

NATIONAL TRUST CALLS US

NATIONAL ROAD SAFETY ACTION PLAN

BETTER ROADS CONF.

RALLIES

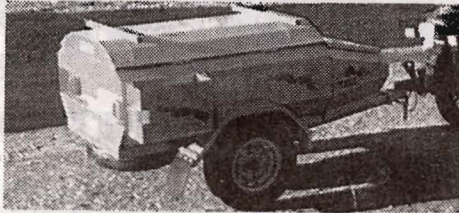
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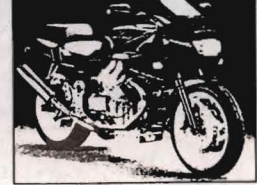
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<i>Public Relations & Publicity Officer</i>	<i>Erica Masters</i>	<i>(087) 332 792</i>

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EDITORIAL

A new and innovative concept in road safety management was launched in Hobart in May. A series of State Government sponsored seminars which specifically address motorcyclists concerns regarding safety on the road by talking and listening to motorcyclists is long overdue. This is a concept the introduction of which in South Australia would be supported by the MRA and applauded by the motorcycling community. Its about time someone showed some serious efforts in trying to understand our situation. (A full report on pages 18 &19)

Ride Safe Harald

MRA SA NOTES

NATIONAL TRUST INVITATION

- The MRA has been invited by the National Trust to set up a display at the next Government House Open Weekend which is to be held 7/8 October. The display will include a concourse of members' bikes and material presenting the MRA and its activities. We will be handing out membership forms and literature about the MRA. Anyone interested in displaying their bike for the weekend and/or helping out on the weekend for a couple of hours call Harald on (08) 262 2150.

VEHICLE SAFETY RECALLS

- Information from the Federal Office of Road Safety indicates the following recalls as at 30/6/95.
 - Ducati 900M 1993-94 Incorrect positioning of front brake hoses.
 - Honda CR 125, 250, 500 1995 Cracking of front fork tubes
 - Honda GL 1500, ST 1100 1990-93 Sudden Loss of Engine Power
 - Kawasaki KX 125-K2 August-December 1994 Breakage of Inner Fork Tubes
 - Kawasaki ZR 550B, ZX600E, ZX600F, ZR750C, ZX750L, VN800A January 1994 - April 1995 Improper Heat Treatment & damage to Drive Train
- If your bike is one of these then contact your local authorised dealer or the seller to arrange repairs. The supplier or dealer is required to fix the safety defect *free of charge*.

TOY RUN MIX UP

- The July issue of the AMCN has found it difficult to distinguish between the MRAA and any other MRA in Australia by stating that the MRAA hosts Toy Runs around the country. Members have noted that this is not the first time that this mag has credited the MRAA for Toy Run success and organisation that was not rightfully theirs. A letter has been sent to the editor of the AMCN pointing out that the South Australian Toy Run is organised by the MRA SA Inc. and should in future be acknowledged as such.

AGM GUEST SPEAKER

- Guest speaker on the night will be Dan Fardon, a Special Investigation Engineer with the Department of Road Transport. Dan, who has been responsible for devising and implementing some innovative engineering concepts around Australia, will be speaking on some of the engineering problems associated with implementing road safety systems which generally have to cater for all road users. He will be relating this to the engineering difficulties relating to motorcycles.

THANKS FROM RED CROSS

- Last year the MRA received a Certificate of Appreciation from the Red Cross for the support which our members have given the organisation over the years. That support is continuing and is considered as substantial as is clear by the letter of thanks received by the MRA recently. So keep up the good work out there folks. Give blood when you can. If you can't get to a Blood Run then wear an MRA badge when you do. The people notice. The next Blood Run is on 21 Oct.

BLOOD RUN

We are meeting at K-Mart Kurralta Park to ride to Red Cross House, Pirie Street, City to donate BLOOD!

Why not come along - first time bleeders welcome.

DATE: Saturday October 21

TIME: Meet at 8.30 am

MRA BLEEDERS
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Available from any MRA meeting or at the Blood Run

PRESIDENT'S REPORT

What a year! It seems to have been full of late deadlines, missed appointments, software that didn't quite live up to its promises and that never ending search for that front cover photo. After a year as President of the MRA SA I have to admit that I haven't quite done as much for the MRA as I would have liked to. I find that it always had to be fitted inbetween work, family, more work and sleep. I have certainly had less sleep over the last year than in previous years.

For their help and support in keeping the MRA functioning over the last year and for following through various initiatives I want to particularly thank Paul Morgan, David Povey, Ken Skelly, David Vaselli, Milo Marlow Peter Mount and Denise Keane. All these people struggled to juggle their work and family demands to put in for the MRA, some in spite of increased responsibilities. I want to thank the Committee members for their efforts in coming to meetings and volunteering to take on tasks which ensured that we got things done. For those for whom this was their first Committee I hope you will consider standing for election again.

For all of you out there who enjoy all the things we do for you come along to the Annual General Meeting on the 25th of this month and meet and vote for your new Committee. Consider standing for a position - it can be a lot of fun. On the night we will be having a speaker on engineering and road safety and we will be putting on some nibbles as well. All our old and new stock will be on sale so you can come and pick up that badge or t-shirt you need. We will also be presenting 10 Year Badges to a number of long term members. Come along and say hello.

Now that Spring is here many of you who, don't ride much in Winter, will be dusting off the bike and looking forward to some nice weekend fangs around the countryside in some of this beautiful weather we are having. Take care and ensure that your bike is ready for you. Do some basic maintenance before you disappear down the road :

- check tire inflation and replace that tire that has used 110% of its life span,
- check your battery to ensure that it hasn't caked up and is still holding a charge. You have been giving it a tickle over Winter haven't you?
- make sure all of your electrics, especially the indicators and brake lights are working,
- make sure the brakes are working and replace any over worn pads,
- **replace the brake fluid!!!**
- tighten that chain, or replace it if it needs it. Also have a good look at that rear sprocket.
- oil and grease in the necessary orifices,
- give it a polish - gotta look good,
- engage brain and have a good time.

I thought I might share with you some changes that are happening to our language. *The Official Politically Correct Dictionary & Handbook* notes that the language of the 90s and the future include the following terms which you might like to slip into your next conversation to show that you are with it.

chemically inconvenienced - drunk

a person with a pharmacological preference - drug addict

chronologically gifted or experientially enhanced - elderly

sexually focussed chronologically gifted individual - dirty old

environmental hygienist - cleaner

terminally inconvenienced - dead; *horizontally challenged* - fat

ethically disoriented - dishonest; *follicularly challenged* - bald

Nothing to do with bikes, just worth a laugh.

Stay Upright, Harald

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MOTORCYCLE SAFETY GROUP FORMED

by Peter Mount

Under a South Australian Department of Transport initiative, a motorcycle safety group has been established to consider research proposals, technology transfer, implementation of relevant sections of both the State and National Road safety Action Plans and outcomes of research such as the recent SA Fatal Motorcycle Crashes study.

Titled *The South Australian Motorcycle Safety Strategy Advisory Group (SAMSSAG)*, it will make recommendations to the also newly-formed SA Road Safety Advisory Council, which in turn will prioritise projects according to funding. Guidelines for its operation are still being developed; in the formative stages meetings will be monthly, but this may vary on a needs basis.

SAMSSAG will not be a lobby group - not only would it be inappropriate, but this role is handled by the other motorcycle organisations. It will therefore not be involved with legislation, laws, politics or related issues, except perhaps in a loose or general sense, where the group's recommendations may have an impact in those areas.

In broad terms, its responsibility will be to improve the safety of South Australia's motorcyclists by examining strategic areas which may be addressed efficiently and effectively and doing this through discussion amongst individuals and groups that have specific expertise in related fields and can provide meaningful contribution to the achievement of SAMSSAG's purpose.

Membership is still being deliberated, with key objectives intended to facilitate the group's flexibility, function and effectiveness. Membership at present consists of the Office of Road Safety, the Road Accident Research Unit (a federal body), MRA, AMC, Ulysses, Motorcycling Australia (SA) and Rider Safe. It is expected that a road engineer and a legal representative will join the group.

The establishment of SAMSSAG is a major step forward for the motorcycling community. Not only does it reflect a growing awareness and acceptance by the State Government of the need to consider motorcyclists within the context of the road and traffic environment, it is also a recognition that motorcyclists themselves are an invaluable resource - the people who can best define their own problems and best assess solutions to those problems and who can therefore have the greatest impact on their own safety.

TOY RUN REPORT

by Paul Morgan

From the pen of the Toy Run Co-ordinator.

We are still looking for a major sponsor for the Toy Run. We depend on sponsors to help us defray the costs of holding the day and particularly to help pay for the cost of the poster. So far West End Meats has agreed to be a sponsor and we are also exploring other avenues. It seems that we have left it a little late in the year to find a sponsor to cover the \$1500-2000 that it will take to get the poster printed so we may have to outlay some funds ourselves this year.

Next year we will have to start organising sponsorship around the end of March, as this seems to be the time when companies are doing their budgets for the next financial year. So if anyone out there can help out, give us a call.

The two bands at this year's Toy Run will be Taccatta whom you will remember from last year and Wooden Indian. Children's entertainment will include a ball crawl and a merry-go-round. The trade sites are filling up, with the companies who were there last year expressing interest to again be part of this year's event. This year we hope to be more successful with the one-way traffic from Riverside Drive to the Oval. Last year it seems that there was not enough signage.

Don't forget, if you see a motorcyclist, ask them if they are going on the run. If they don't know about it, tell them where it leaves from, the time and the date, which is Sunday, December 10.

ANTI NUCLEAR RUN

Sometime in July the MRA received a request from members to support them in the organisation of a motorcycle run against the French nuclear testing in the Pacific. At a General meeting of members it was agreed that this was an issue which was of general community concern and we should support it for members who wanted to make a point as motorcyclists.

The Run was held on Saturday the 19th of August with over 60 bikes gathering at the Bay car park, leaving at 11.15am for a ride up Anzac Highway, through the city and North Adelaide and down Prospect Road to the home of the French Consul. A number of bikes joined the Run on the way, which was good to see. I was surprised to see so many police, about a dozen on foot and on bikes. I guess we surprised them by not chanting, yelling and throwing things.

Richard Mills from Greenpeace gave a brief speech about the importance of the support of the general community for issues like nuclear disarmament. He noted that all Australians were concerned for the future of their children and it was important that their community groups be represented as having a say in the kind of future in which we will all live.

Press coverage of the event was good. ABC television used it as a leader for a series of articles on the impending activity at Mururoa. At least one other TV station presented the story as did a number of radio stations.

Thanks to Cheryl Gough and Tracey Ladams from the Redbacks for doing most of the organising.



BEWARE LOUD IMITATIONS

Aficionados of the motorcycle may not be surprised to learn that Harley-Davidson, that legendary king of the American road, is trying to protect the distinctive growling noise made by its full throated engine.

**VRROOOOOOMMMMM..!
VRROOOOOOMMMMM..!
VROOMM..
VROOM..
VROOM ?**

The manufacturer from Milwaukee, which already owns the copyright to the word "Hog", has filed a petition with the US Patent and Trademark Office for exclusive rights to what the company and indeed most serious bikers, consider a peculiarly special sound.

If Harley is successful, the noise made by its V-twin single crankpin motor will join such notable patents as the roaring lion of MGM, but experts believe the company may find it difficult to prove both the unique quality of the sound and its indelible association to Harley-Davidson.

Variouly described as a low, guttural growl and "two long vrooms followed by four shorter vrooms", the sound is sometimes likened to the staccato rattle of a large machine gun. According to the company, a patent is needed because rival manufacturers are eager to imitate the distinctive sound.

The patent office has invited opposition to the Harley application and 13 individuals and companies including Suzuki and Kawasaki, have requested a delay in any ruling.

Thanks to the Australian for this one.

ANNUAL GENERAL MEETING

The Annual General Meeting of the Motorcycle Riders Association of South Australia will be held on **Monday 25th of September 1995 at 8.00 pm** at the Peppertree Restaurant, North Adelaide Hotel, Tynte Street, North Adelaide.

All the positions of the Association listed below will be declared vacant and the 1995-96 Committee will be elected. All financial members of the MRA SA Inc. are eligible to stand for election to one or more of these positions. Nominations should be made in writing to the Secretary of the Association prior to the beginning of the AGM.

President	Membership Secretary
Vice President	Stock Control Officer
Treasurer	Publicity Officer
Secretary	Road Safety Officer
Editor Centrestand	Minutes Secretary
Register Liaison Officer	
General Committee Representatives (8)	

Note : Any member unable to be present and wishing to vote in support of any candidate in the election may present a vote in writing to the Secretary prior to the beginning of the AGM and have their vote recorded in the election.

The procedure of business on the night will be :

- General Meeting business
- Comfort/liquid refreshment break
- AGM including Election of Office Bearers
- Refreshments including horse doovers prepared by the Peppertree kitchen

The (20) office bearers of the Association make up the Management Committee of the MRA and meet once per month to hear reports and to plan the activities of the Association. Reports from this Committee go to the General Committee meeting which is held every two months and consists of a meeting of the general membership.

The President, Vice President, Secretary and Treasurer are the Executive Committee of the Association and will meet between General and Committee meetings of the Association to consider Association matters. Generally they only meet to make decisions which cannot wait for a General or Committee meeting or when some in depth discussion of some matter is needed.

A FAVOURITE RUN

by **John Hammond**

My friends and I do a run, usually once a year, sometimes Summer, sometimes winter.

As we live down South we usually head out through Meadows ⇨ Hahndorf ⇨ Mt. Pleasant ⇨ Sedan ⇨ Swan Reach and cross the punt ❶ for smoko and basic food supplies and petrol. Then we follow the river to Walkers Flat and across the punt again ❷ (food and petrol available here). Along the river again to Mannum, a short easy section of road, then across the punt again ❸ to the eastern side of the river and we head for Murray Bridge.

Across the bridge and up the main street of Murray Bridge and then turn left at the lights. This takes you past Puzzle Park on your way to Taillem Bend and across the punt ❹. Take the Coorong Road out of Taillem Bend, right again at the Wellington turn off and across the punt ❺. Refreshments and petrol are to be had here with tables, chairs and a grassy area beside the river to sit down and enjoy the last coffee as you've just completed THE PUNT RUN.

We head back through Strathalbyn and Meadows for home. This run is about 250 km and always enjoyed by all with winding roads at the start and finish and open country in the middle with plenty of good views. With 5 punts, this also makes for a great Poker Run.

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LETTERS**Department of Transport**

Attention : Maintenance Engineer

I am writing following up numerous telephone calls to report there are four particularly dangerous patches on the Lobethal to Woodside Road, opposite Range Road at Lobethal.

There are two potholes, a man-hole cover where the bitumen has sunken around and a long strip of sunken and depressed bitumen along the middle of the road. I have been trying in vain to get these particular holes in the road fixed for the past six months, but your employees have apparently been unable to find the said holes.

On telephoning your department last week to again report that these holes had still not been fixed, I suggested that I take out some yellow road marking paint and highlight the areas for you. I was advised that this would be a good idea, so on Saturday 19 August 1995 I rode my motorcycle to Lobethal and proceeded to highlight the four particularly hazardous holes in the road.

The potholes are particularly dangerous to motorcyclists as they occur just prior to a right hand bend in the road and even my own motorcycle will tank slap and jump around if I accidentally drive into or over on of these depressions.

I would urge you to fix these holes as soon as possible. I have advised the Motorcycle Riders Association of the problem as they are also concerned for other motorcyclists safety.

Trish Howling Motorcycle Rider

Motorcycle Theme Songs

Roy Orbison - Ride Away

Twinkle - Terry

Catfish - Johnny's Gone

The Cheers - Black Leather

Jacket & Motorcycle Boots

Tony Caso - Motorcycle Madness

Crestones - She's a Bad

Motorcycle

Dave Sewart - Motorcycle Mystics

Bob Van Dyke - Gimme A Harley

(Thanks to Member John Todd of Para Hills. Just keep those titles coming in.)

Selling On Consignment?

Recently I received a letter from a member who felt pretty upset and let down by a consignment deal which he undertook with a local bike shop. Because of our laws of defamation and lack of parliamentary privilege I can't reprint the letter. I would be interested, however, to hear from members who have had experiences relating to selling their bikes on consignment ; good and bad, what worked for you, what didn't, questionable practices or extra fees put on by the bike shop etc. I will write it up as an article to help members avoid the pitfalls of selling in this way.

Ed

New Membership Secretary

Howdy members!

For those of you who are not aware, the MRA SA has a new Membership Secretary who is me, Ken Skelly. About two months ago, our previous long standing Membership Secretary, Milo Marlow, announced that due to new commitments he had to stand down from the task of looking after the memberships of the Association after a tremendous service of about 10 years!

The way memberships has been handled over the previous years has made it very easy to pick up and I am currently trying to streamline the system to the point where it is even me proof.

If anyone has any enquiries regarding their membership status or a 10 Year Membership badge call me on (08) 266 4403 and leave a message. I will get back to you as soon as I can.

Remember, we are always welcoming new members to the Association , so if you have friends or relatives who are interested in the MRA SA refer them to my number and I will be more than happy to send them information about the MRA and even join the up on the spot.

That's all from me for now so take care and STAY UPRIGHT.

Ken

AMC REPORT

by Peter Mount

AMC CONFERENCE

The Australian Motorcycle council AGM, held in Melbourne on July 15-16, noted a number of significant developments which are expected to have a positive impact on the organisation's operations in the immediate future.

In the interests of maintaining a high level of continuity within the Executive from year to year it was agreed that the Chairman, on stepping down from the position and where practicable, would take the role of Deputy Chairman. The AMC Executive Committee for 1995/6 is:

Chairman	:	Hal Caston
Deputy Chairman	:	Albert Bowden
Secretary	:	Peter Deighan
Treasurer	:	Blythe Osborne
Executive Member	:	Cameron Jamieson

The AMC now has an office in Canberra :

23 Lonsdale Street
BRADDON ACT 2601
Ph. (06) 247 6804 Fax. (06) 257 5485

This will not only serve as a base of operations but will enable the establishment of a centralised filing system. The files are expected to be consolidated within six months and an index available for distribution at the 1996 conference. Funding for requisite staffing levels are currently being examined.

AMC is now on Internet. Its e-mail address is :
amc@trumpet.com.au.

This will give the Council speedier access to a broader range of information from all over the world.

Links have been established with the British Motorcycle Federation (BMF), the Federation of European Motorcyclists (FEM), The Federation Internationale Motorcyclist (FIM), American Motorcycle association (AMA), Motorcycle Action Group (MAG UK) and the International Coalition of Motorcyclists (ICOM). Some of these links, either new or strengthened, are the result of AMC

Technical Liaison Group representative, Cameron Jamieson, spending nine weeks in Europe earlier this year. Cameron has provided substantial information on the overseas scene and this will be summarised in a following issue.

Three groups have become Associate members of the AMC : Bikers Unlimited (WA)
Federation of Australian Motorcyclists (VIC)
Bikers Rights Organisation of New Zealand (BRONZ)

The AMC warmly welcomes these groups. Their membership will contribute strength, support and knowledge to the organisation.

A quarterly newsletter for member groups and a biannual broadsheet for non-members will be produced, to commence in September this year. The newsletter will be published in September, December, march and June, with deadlines the last week of the prior month. All members are asked to contribute information on local activity. The broadsheet will be published in September and march and is intended to stimulate interest in the AMC with the possibility of increasing membership.

Based on the National Road Safety Strategy model, a Strategic Action Plan providing targets, time frames, prioritisation and performance objectives will be developed. This will enable a more efficient focussing of energies and better assessment of actions and will facilitate sound and coherent planning over the longer term.

In recognition of the constraints existing financial arrangements place upon the AMC's development and representative capacity and hence of the need for self sufficiency, the Executive is currently examining a diverse range of avenues and opportunities for funding and resources which will provide greater scope for expansion of membership and activities.

Window Tinting : The current federal standard allows 75% light transmission through car windows (to keep this in perspective, clear glass has a transmission level

AMC REPORT cont. from page 10

of 85%). The standards are not mandatory and states and territories are making their own choices. AMC members need to talk to their own authorities if they perceive problems regarding what is happening locally.

Wire Rope Safety Fence (WRSF) : It was agreed that to condemn the use of BRIFEN wire rope barriers would see Australian motorcyclists kept out of any developments in the design and application of this device. because of its effectiveness, cost and short repair time (six times quicker than ARMCO) it is being used more and more widely around the world.

Although MAG (UK) does not consider it the problem others perceive it to be, AMC is concerned that it is being erected willy-nilly throughout Australia without consideration for motorcyclists or their concerns and with no testing having been done regarding the damage it might cause to riders.

On the other hand, there are no Australian standards for barriers and with no parameters for motorcycle testing having been devised to date, it may be preferable to have some standards in place to prevent even worse designs being used while satisfactory procedures for motorcyclists are developed (see article in this issue re AMC policy on roadside barriers).

A comprehensive collation of AMC members' responses to the review of the Australian Road Rules has been submitted to the Federal Government. This was an excellent response by members and demonstrates the interest and concern we, as a group, have in improving rider safety, correcting anomalies in the rules which are prejudicial or inimical to motorcyclists and in adopting common sense and practicality as a basis for such rules.

AMC members deserve a pat on the back for their quick response. Some state governments still have not responded and it could be another two years before the document is completed.

AMC MEDIA RELEASE**ROADSIDE BARRIERS : DESIGNS DO NOT HELP MOTORCYCLISTS** July 21 1995

Australian Motorcycle council policy on roadside barriers has been released by its new Chairman, Hal Caston.

"The SMC supports the development and use of roadside barriers which have no protrusions or attachments which injure motorcyclists. We do not support barriers which have body entrapment, impaling components or sharp edges which will compound injury upon collision. In the event that a rider does sustain a fall, we'd rather that rider was safely prevented from either rolling into oncoming traffic or from falling down steep-sided roadsides.

We support the clearly defined, standardised and enforceable evaluation, design usage and positioning specifications of road side barriers. The AMC will, through its state committee representation, continue to lobby for their correct and appropriate installation," Mr Caston said.

Through its national representation on the Australian Standards association committee which investigates roadside barriers, the AMC maintains the focus and importance of road safety requirements for motorcyclists which are often unrecognised, forgotten or disregarded by engineers."

Outgoing Chairman, Albert Bowden, said the AMC opposes the installation of any and all unnecessary roadside furniture and traffic management devices and this includes all barriers of whatever description.

"The AMC accepts the installation of roadside barriers *where necessary*, to protect vehicles and occupants from severe hazard, but it does not support their installation merely to protect property.

Under AMC's policy, the use of Wire Rope Safety Fence of the BRIFEN design and application had only qualified support by Australian motorcyclists meeting at the Annual general Meeting of the AMC.

The AMC, the peak body of motorcycle representative groups across the country, resolved at its July 15-16 meeting to support the safety device, in the absence of any other suitable alternative and on the basis of currently released data.

The BRIFEN safety device is used extensively in the UK, North America, Asia, Australasia, the Middle East, Scandinavia and Europe and prevents vehicles from crossing the median. To date, after extensive use and some design improvement, there have been no rider no vehicle occupant fatalities.

RIDE SAFE RIDE FREE

We've all heard the famous disclaimer "Kids, don't try this at home, the people doing this are professionals." Kids are famous for mimicking various role models or the actions of characters from the movies with whom they have been impressed. Motorcycle riders aren't much different - there's a bit of Wayne Gardner in all of us.

We see motorcycling activities on the TV or in magazines and most of the time they are depicting sporting activities performed by professionals in a controlled environment. We then go out and try to emulate these activities on the public roads. Consider this - is our safety record better or worse than that experienced by professional riders?

If we truly mean to emulate our role models then for starters we are wearing gloves, boots, leathers and a good helmet. We have been on some form of Rider Safe training course and backed this up by advanced training. We practice emergency braking every week and we ride all the time. If you haven't got the point yet, I'll continue. We don't drink and ride, our equipment is in good condition with tires properly inflated. We know where and when to go slow. We anticipate our own mistakes and those of other road users : because mistakes can kill.

*Being properly prepared for a ride
... is like safe sex...*

Riding is one of the greatest experiences of our lives and we can live to tell about it if we ride properly, within our capabilities and if we concentrate on what we are doing. As riders we have to accept that motorcycling can be life threatening if done improperly. If you don't know how to use your brakes hard or turn your bike quickly, something is going to surprise you to death some day.

Down a few beers before swinging into the saddle and you may not have the judgement you need. It's been said time and time again, but around 50% of motorcycle accidents involve alcohol, yet riders still drink and twist.

If you don't know how to use your brakes hard or turn your bike quickly, something is going to surprise you to death some day.

To ride within your capabilities you need to learn your limits. The main idea is to sneak up on your limits slowly, not burst over them into the chasm. A perfect example is a new rider who tags along with a fast group. This rider is trying too much at once and needs to become familiar with leaning, braking while cornering and even shifting gears. Ride within your capabilities; while modern bikes are universally capable, riders are not.

The best street riders continuously read traffic, scanning the current scene and predicting future problems.

A lack of concentration is another mistake, on the street or on the track. For street riders, not paying attention puts us into situations that leave us at the mercy of other drivers and dependent upon their skills. That, as we all know, is not a comfortable position. The best street riders continuously read traffic, scanning the current scene and predicting future problems.

Concentration means mentally previewing your ride as you buckle on your helmet, reading the road surface continuously, predicting drivers' intentions and judging corner speed accurately. When you take your brain along for the ride, everything from shifting gears to entering that favourite corner happens more automatically.

RIDE SAFE RIDE FREE cont from p12

Being properly prepared for a ride is like safe sex, there are few little surprises around the corner.

Riders constantly surprised by slower moving traffic, the radius of a turn or debris in a corner are not concentrating and are bound to stretch minor surprises into major problems. A bit of concentration goes a long way and is often the missing piece that completes the sport riding puzzle.

... how often do you expect to win Lotto?

We all like to talk about our riding experiences. In particular, a lot of talk is like anglers tales, always about the one that got away, that is, the accident that didn't quite happen. You know the one - we are riding along, close to the limit, going through a manoeuvre, cornering, overtaking, accelerating etc and there it is, the surprise of the day, which we, thanks to our split second reflexes, our finely honed riding skill, the perfect mechanical condition of our steed, our iron will and lots and lots of luck we avoided by the skin of our teeth.

Consider wether you should have been there in that situation in the first place, how much you contributed to the situation by your actions and if you could have done something differently to avoid it in the first place. Ask yourself, "How come I didn't see this coming?" If the conclusion is that it was completely unavoidable, then think again, because all that is left between you and a stain on the road is a large degree of luck which you are depending on to see you through into the twilight of your years and how often do you expect to win Lotto?

Harald Lindemann

RIDE SAFE, RIDE FREE was adapted from an article "Speed Kills and Other Myths" by Nick Lenatsch of Sport Rider magazine courtesy of Vic Roads.

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NATIONAL ROAD SAFETY ACTION PLAN

By Peter Mount

OUTCOMES OF THE JUNE 15 -16 1995 NRTC REVIEW CONFERENCE

A Review of the National Road Safety Strategy (NRSS) and its Action Plan was held in Canberra on June 15/16. It was conducted by the National Road Trauma Advisory Council (NRTAC) and the National Road Safety Strategy Implementation Taskforce, the latter responsible for development and implementation of the National Strategy and the Action Plan.

The Review Conference was attended by seventy delegates of the NRSS key stakeholders, including federal and state road safety authorities, local government, rider and driver trainers, automobile and heavy industries, motorcycling and motoring organisations, major insurers, peak bodies in education, enforcement and health, major community organisations and other nationally significant groups.

Statistics provided by the Federal Office of Road Safety (FORS) suggest that although implementation of the Strategy and its Action Plan has been reflected in the continuing decline in the road toll, this reduction has been less significant since 1992 than that of the preceding three years. The fatality rate is beginning to level out, indicating that new initiatives and greater commitment to safety by government and the public at large are required if the Strategy's target of no more than ten deaths per 100,000 of population by the year 2001 is to be achieved.

The demand for a more focussed approach will also become more pressing over the next six years as Australia's population increases by an anticipated 1.5 million.

In broad terms, the Review Conference reached the following conclusions and outcomes:

- The National Strategy and Action Plan will continue to provide a successful framework for national focus on road safety and trauma.
- Without new initiatives and concerted action, Australia might not achieve the Strategy's target by the year 2001. Those states and territories above the national average have to be more proactive in their attempts to match the best practice of Victoria and New South Wales.
- Substantial progress has been made by the transport industry in self-regulation and introduction of safety codes and guidelines. There is still scope for greater industry commitment and involvement in road safety.
- Local government's greater role in road safety at the community level has been very successful in those areas where safety plans have been adopted. An ongoing role

for local government is seen to be crucial to national success in improving the road toll.

- The important contribution made by State and territory road traffic enforcement agencies must continue to be recognised. There is room for improving the community's perception of the police role in road safety. Where gains have been made, political support, effective enforcement and focused media campaigns are essential components.
- There is growing awareness by the insurance sector and motoring organisations that benefits are to be derived from their involvement in road safety countermeasures. Greater involvement by these sectors should be promoted.
- Improvements introduced by the vehicle manufacturing industry and vehicle standards agencies should continue to be built on and used as criteria for vehicle fleet purchasing policies.

The Review found that improvements in strategic planning and "on the road" results would best come from :

- ★ greater appreciation by industry of its role in improving road safety in its day-to-day operations through
 - purchase of fleets based on road safety features
 - education of driving staff on road safety
 - alcohol consumption guidelines
 - implementation of safety codes which are currently being developed
- ★ setting Action Plan priorities to achieve maximum reductions for resources used
- ★ broader representation of the community on strategic planning bodies - especially police, industry and health authorities and a process of informing the community
- ★ development of "issues oriented" approach to managing the strategy.

Some other major issues identified as needing attention are :

- ★ finding solutions to rural road safety issues which have been identified as a particular problem
- ★ working with the Aboriginal people to improve their road safety
- ★ reaching national consensus on speed management, especially in urban areas
- ★ reducing the involvement of alcohol in serious road crashes
- ★ giving greater priority to young driver training, education and licensing
- ★ establishing ways to reduce the number of deaths and serious injuries to vulnerable road users such as pedestrians and motorcyclists
- ★ providing consistency between police, medical and transport data on road crashes.

(Lack of space leaves us unable to provide the complete Review Conference summary- it will be continued in the December issue of Centrestand)

NATIONAL ROAD SAFETY AWARD

At a formal dinner held in the Great Hall of parliament House, Canberra, on June 15, the national Road trauma Advisory council (NRTAC) announced the winners of the inaugural State, Territory and National Road Safety Awards. The National Award winner is selected from the winners of the State and Territory Awards.

The 1995 National Award was won by GMH (Victoria) for its vehicle safety systems. State and Territory winners were : Dr Kenneth Little (SA); S.M.C. Media Services (WA); Professor Ross Homel (NSW); Kidsafe (ACT); and Road Transport Forum (QLD).

Commencing this year on an annual basis, NRTAC (or its equivalent) will make an award in each state and territory for individual achievement or contribution to road safety. Road safety is to be considered in the widest possible context, including for example, educative roles, trauma treatment, developmental engineering, research and so forth.

Although stringent criteria apply to the nomination and selection processes, any individual or organisation may nominate any other individual or organisation that is considered to have made a significant contribution to road safety. This contribution may be at a local, state or national level and benefit the community in general or an acknowledged vulnerable target group.

Peter Mount

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- * September 12, 1995 NRMA: Sydney Crashes-Costs and Causes-an NRMA initiative
- * February 11-16, 1996 2nd International Conference Fatigue & Transportation : Engineering, Enforcement and Education Solutions : Remantle
- * February 18-22 1996 3rd International Conference on Injury Prevention and Control : Melbourne
- * February 22-26 1996 5th International Conference on Safe Communities Mainstreaming Community Safety ; Sunbury/Gippsland
- * May 11-17 1996 NSCA Future Safe Congress
- * July 5-6 1996 6th Biennial Traffic Education Conference : Canberra

It is likely that AMC representatives will attend these conferences.

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A supplementary issue will be published around November and will only feature Club Events and Contact Numbers. This will be available for around \$3.00. If you are touring after November it is recommended that you have both issues

The "Bikers Bible" was featured in "Two Wheels" magazine in February as a new and useful product.

DESIGNING & MAINTAINING SAFER ROADS FOR MOTORCYCLISTS

This was the subject of a series of free half-day seminars conducted by the Road Safety branch of the Department of Transport in Hobart, Launceston and Burnie between May 24 & 26. The seminars were designed to 'provide road engineers and works supervisors with a survey of some of the issues and an opportunity to hear about possible solutions'. I attended the Hobart seminar, held at the Rokeby Police academy, with Janine Lynch-Whitton, Will Ranson and Scott Jones making up the MRA representation. Actually, motorcyclists were there in good numbers with representatives from Rider training and the Ulysses Club present. Road engineers from the Councils of Brighton, Clarence, Hobart, Kingborough, Sorell and Glenorchy attended and the guest speakers were Dr. Peter Cairney of the Australian Road Research Board and Peter Mount, former Chairman Australian Motorcycle Council and long time motorcycle safety researcher and lobbyist.

Fae Robinson, head of the Road Safety branch of Transport and initiator of the seminars, opened the afternoon's proceedings, noting that this was the first of its kind in Australia to address specific motorcycle safety issues. Fae also explained that the ensuing discussion was being recorded for future reference.

In order to establish a background for discussion, Jim Langford, officer in charge of Accident research and prevention with the Department presented an analysis of motorcycle crashes in Tasmania for the period 1988 to 1994, noting that when looking at crash statistics it is important to bear in mind certain qualifications, such as the under reporting of accidents (eg in the event of a single motorcycle crash) and the often hurried and on the spot nature of crash reporting which may be insufficient in accurately determining the cause of the crash. With these factors in mind, Jim's figures showed that, in Tasmania :

- Of a total of 34 814 accidents reported over the seven year period, 1 268 (3%) involved motorcycles;

- Single vehicle motorcycle accidents have about 1.5 times the probability of resulting in death compared to other motorcycle accidents and about 3.5 times the probability of resulting in death compared to accidents not involving motorcycles;
- Four out of every five single vehicle accidents occur on stretches of road rather than intersections, but just over one half of accidents involving motorcycle crashes with other vehicles occur at intersections;
- Police have judged road conditions to be the leading cause of single vehicle motorcycle crashes (16%) with the next two causes being alcohol and rider inexperience (15% each);
- In crashes involving a bike and another vehicle, 40% were judged to be the responsibility of the motorcyclist and 60% the responsibility of the other party;
- Once involved in a crash, motorcyclists have over ten times the probability of being injured or killed than do drivers of other vehicles.

With these sorts of crash statistics, even given the problem with crash data collection, it was clear that motorcycles require, and deserve, particular attention if the incidence of crashes, and deaths, are to be minimised.

Dr Peter Cairney followed on from these rather sobering statistics with the conclusion that motorcycle crashes come about as a result of an interaction with other road users or the road and road environment. Interestingly, Peter has found that according to a UK study, drivers with motorcycling experience are less likely to be involved in an accident with a motorcyclist.

Peter Mount was the first motorcyclist to speak at the seminar and began by expressing his concern that a high level of ignorance appears to exist among road designers and builders regarding the particular problems which motorcyclists face. This seems to stem from a desire to accommodate the majority of road users at the expense of minority groups who are left to look after their own.

DESIGNING SAFER ROADS cont from p 18

With road conditions deemed to be the single leading cause of single motorcycle crashes (up to 325 crashes can be attributed to traffic calming devices), Peter went on to explain the problems, through the use of slides and the ways in which the problems can be minimised or eliminated. Areas of concern included ;

- roadside kerbing
- poles
- road delineation
- road marking paint
- street furniture
- road work cover plates
- paving
- manhole covers
- gravel on corners
- overhanging obstacles
- roadside barriers
(Armco, concrete New Jersey, wire rope)
- traffic calming devices
(platforms, rumble bars, signage)

Peter reminded the engineers present that road authorities have a responsibility to ensure that roads are safe for all road users, referring to the trend in the United States to litigate. While such legal action is currently rare in Australia, it remains an option for minority road users and one which can be avoided through continuing consultation with motorcyclists at the design stage of road building.

It was gratifying to see the engineers at the seminar busily taking notes as Peter spoke and it is hoped that follow up work will be done once they return to their respective councils. Peter concluded with the results of an interesting study which used painted white lines on the side of a street which decreased in length on the approach to an intersection. These had the effect of slowing traffic because of the appearance that the junction was approaching faster than it actually was - an example of a simple, cheap and effective motorcycle friendly traffic calming device.

After a cuppa and cake the attention was once again on Dr Cairney, who admitted that the problem with crash data collection and the fact that road furniture, for example, is often not recorded as a factor in

accidents. Dr Cairney suggested some solutions for existing problems, such as a foam cushion surrounding posts and multiple W-beam (Armco) railing to prevent motorcyclists from sliding underneath. He stressed that a win for motorcyclists is a win for all road users.

The second motorcyclist to speak, senior Rider Training Instructor Wayne Breen, gave a local riders' perspective to the seminar. he spoke about the fact that motorcycles are prone to problems due to poor road surfaces as these can impede concentration, emphasised the need to minimise the number and impact of solid roadside objects and pointed out the hazards experienced by motorcyclists in their attempts to 'see and be seen' - roadside vegetation, signs and road layout.

A lot of information had been crammed into the afternoon and it was no surprise that the seminar ran over time. There was just enough time though, to hold a discussion panel where those present could fire questions at Peter Mount, Wayne Breen, Peter Cairney and Milan Podanovic (Dept, of Transport). Unfortunately many of the Council representatives had left by this stage (it was getting on towards five) so the effectiveness of the panel discussion was limited. We did, however, manage to bring up the issue of aluminium panels in the CBD in Liverpool and Murray streets. Hopefully we'll see some action on this soon.

Overall the feeling of the seminar was very positive and it was exciting to be part of such a groundbreaking initiative. It's obvious the needs and safety of motorcyclists have been ignored in the past and this seminar aimed to rectify this imbalance and raise awareness amongst those who are responsible for designing and maintaining our roads. The impact of a seminar such as this couldn't be matched by endless meetings with Councils - after all, this has the Department's weight behind it. It's now up to motorcyclists to ensure that the momentum isn't lost and that the safety of minority road users is always at the fore in any road design decision.

Kristina van Rooyen
(Former AMC Secretary)



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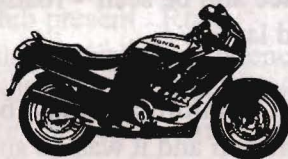
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