

CENTRE STAND

MARCH 2009



let those who ride decide

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IN THIS ISSUE : Toy Run Report, MRA Media Release, Motorcycle Task Force, Toy Run Report, Wade Richardson.



M.R.A.
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ASSOCIATION OF SA INC.

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COVER PHOTO: Inaugural Scooter Club Run 16/7/06 at Airport Lookout

MRASA Inc. is a member of the Australian Motorcycle Council (AMC)



Australian Motorcycle Council Inc.

EDITORIAL

So what's happening with the MRASA. Well, as you will see as you read on in this issue we are all fairly busy working for you. The new MRASA Committee is up and running and the new Toy Run Committee soon will be. This Committee will be mostly new people as quite a few stalwarts have decided to take a break, permanent or otherwise. But that's the way it goes in any organisation, people change but the business goes on. So if you think that it is time that you made a contribution, come along and say so.

In December 2008 the MRASA website recorded over half a million hits. The number five search phrase for hits in that month was 'FREE Australia'. This was where you came to get some information. Now, it should be made quite clear that the MRASA does not endorse FREE Australia or any other political party. It will endorse the policies of any party that are sensible and fair regarding road safety and treat the interests of motorcyclists with the same priority as any road user. Now we understand that FREE Australia is developing a fairly broad base of policies and, as it has just been registered as a political party, it will be making itself known at the next state election. See what it has to say.

The MRASA is concerned that through the operation of the Serious and Organised Crime Control Act (SOCCA) that the civil liberties of motorcyclists will become compromised. In attempting to control criminal motorcyclists (less than the infamous 1%) the police and eventually the courts may come to treat law abiding motorcyclists as potential criminals and these motorcyclists will through no fault of their own become caught up in a system against which they will have no real defense.

At the recent Freedom of Association Ride, which was essentially a political rally, riders were intimidated by a large police presence and many were forced to undergo licence and roadworthy checks. Our information is that some were booked for the flimsiest of offences and some booked multiple times by different officers. This was described by the Advertiser newspaper as "a strong police presence". The ride probably included a large proportion of ordinary riders who were not in any way associated with criminal activity but who were concerned about the effects that the new SOCCA laws would have on their lifestyle.

The police attention on the weekend, by going out of their way to be tough on all bikers will probably prove to be counterproductive and put regular bikers offside. SOCCA was intended to cow the bikies or at least make them move out of the state, but instead they made peace and banded together to form a political party. There's a lesson there. Someone didn't get it.

Ride on, read on, and write in **Harald Lindemann**

PRESIDENT'S REPORT

Thank you to everyone who attended the AGM.

The presentation of prepared reports and the uncontested nominations resulted in a 1 ½ hour meeting.

I deeply appreciate the continued support as President.

2008 in Review

- ☛ MRA was involved in some serious lobbying on the "Anti Bokie Bill". This has now moved to the back burner for the MRA SA until the run up to state elections unless an individual is charged under the "association with another person with a conviction" section. If an individual IS charged, we will assist in the push for a High Court challenge. Paul Kuhn will continue the fight with involvement in the "Free" party and we wish him well.
- ☛ The 2008 Toy Run was Paul Morgan's last as Co-ordinator. His passion and ability to organise the Toy Run resulted in year after year of good publicity for our association and raised millions of dollars worth of toys. Yes, I said millions. Over \$300,000 worth of toys each year are now collected and we have held 30 of them. Paul leaves an imposing legacy for his successor. I am confident my personal thanks to Paul will be endorsed not only by all members of the MRA but also from the wider riding community. Paul Morgan has also ensured our stock reaches the members and ride notices appear in the paper.
- ☛ Greg Janzow continued to ensure the 4Bs function smoothly whilst adding more hospitals to be visited. Greg has indicated he will not be seeking another year as co-ordinator. Thanks Greg for the many years of guiding this sensitive and important sub-committee.
- ☛ Paul Kuhn, Phil Creer, Rene Borst have organised the Scooters into the best scooter group in Adelaide.
- ☛ Jock Rogan has become the public face of the MRA. His outstanding work with three committee hats as well as a Santa suit continues to create an MRA we all are proud of. Samrats – Membership – Website. We are richer for the continuing commitment. Thank you Jock.
- ☛ Harald Lindemann continues to produce a quarterly magazine that is informative and a valuable link to the bulk of our members who we rarely see at our functions. Harald and Jock Rogan have collaborated to bring to life our Media Unit. This is new to the MRA and is still bedding down. Their first production was the promotional piece on our web site for Jayden's Ride. Thanks to Jock and Harald for their oversight and guidance.

☛ 2008 also saw the inclusion of new MRASA faces on the Motorcycle Task Force. New faces and differing opinions strengthen us and allow us to continue to be representative of the wider riding community. On that note I wish to thank Paul Kuhn, Nev Gray OAM and Phil Cole for making their time available to represent us in that forum. A major South Australian Motorcycle Road Safety Forum is in the planning stage. This will be run along the lines of the inaugural forum that established the need for the Taskforce.

☛ Nev Gray has had a big win for all bike riders. The infamous "Yellow Bricks" that create an unacceptable road hazard for bike riders will be phased out. This is a classic case of road furniture that can be replaced with other lane dividers and thereby reduce rider risk. Well done Nev.

☛ Dr Phil Creer took on the issue of Motorcycle parking in the Adelaide CBD. An unanticipated outcome has resulted in the 4Bs being offered free parking at Wilson Parking, Adelaide Central car park (formerly John Martins) next to David Jones on North Terrace. The State Manager, Rob Selkirk is a member of Adelaide HOG's and offered the free parking when he became aware the 4Bs volunteers were outlaying between \$2.20 and \$3.30 of their own money each week to visit riders in the RAH. That equates to about a \$100 per member per year saving. Thanks Rob ☺ Lets hope Rob didn't learn about the 4Bs work first hand.

2009 kicked off with Jock Rogan organising another very successful "Ridden On Ride". The ride continues to be a much needed opportunity for family and friends to say a final goodbye or remember past riders in the supportive company of fellow riders. Over two hundred riders gathered at the Victoria Hotel before riding to Second Valley where Simon Coward held a non denominational service of remembrance. The Victoria Hotel opened the coffee bar and toilets before the ride for our use and this was very much appreciated.

Ride safe and enjoy the good riding weather,
Phil McClelland
President
MRA SA Inc.

WANT YOUR BIKE ON THE COVER OF THE CENTRESTAND? SEND US A PIC AND WE MIGHT PRINT IT IF IT'S INTERESTING ENOUGH. WHAT DO YOU DO WITH YOUR BIKE? THE MORE COMPROMISING THE PHOTO THE MORE WE LIKE IT.
THIS IS AN EDITOR'S CALL FOR INPUT, INPUT.

MRA NOTES

♣ Toy Run Coordinator Retires

Paul Morgan has retired as Toy Run Coordinator and Stock Control Officer. He has been in the position of Toy Run Coordinator since 1995 - 13 years, and of Stock Controller since 1999 - 9 years - quite an achievement. Paul has been an active Committee member for longer than that and was recently awarded an MRA watch (the last of three made) for his services to the MRASA. Thanks Paul for your contribution and we all wish you well for the future. By the way, we'll be around to pick up the shed and the gear real soon.

♣ MRA Motorcycle Awareness Week

This was first held in February-March 1983, turned into the Motorcycle Awareness Month (MAM) or Biketober in the 90s and fell into disuse in the late 90s through lack of interest. But it is about to be revived. The Committee of the MRASA is determined to get involved again.

The defining principle behind the MAM was to get motorcyclists more aware of the issues concerning them (both safety and political) so that they would become more involved by Step 1 – joining the MRA and Step 2 - becoming actively involved in supporting motorcycle issues. The other reason was to get the public more informed about motorcycling and to dispel the 'bad bikie' image of motorcycling and show that most motorcyclists were just ordinary people like them.

We did this by having motorcycle displays in shopping centres and talking to people about bikes. We also had runs, held information evenings, displays, fuel economy runs, training sessions for new motorcyclists, and generally celebrated the lifestyle. It spawned the sobriquets "Motorcycling is Magic" and "Look Left, Look Right, Look Bike" which are still very much alive today. In the past we have had the support of the current Ministers of Transport. Not much chance of that under the current regime.

The current MRASA Committee is responding to a call from the AMC to hold a week of activities centering around motorcycling, to make people, both motorcyclists and non-motorcyclists, more aware of the magic and joys of our lifestyle.

The Committee will soon be considering suggestions of what we might do, so if you have any suggestions drop us a line. It will probably be held in October so there will be plenty of time to prepare for even the most outlandish suggestions to improve motorcycling in South Australia. (Like taking certain politicians on a SAMRATS Run and misplacing them.)

♣ Motorcycle Task Force Scooter Member

The MRASA is looking for a suitable person to represent scooter riders on the Task Force. If you believe you fit the bill and be able to attend meetings every 6 weeks on a Wednesday at 10.30am at Walkerville DTEI Headquarters, please see the President ASAP. All membership recommendations must be approved by the Road User Sub-Committee

♣ MRASA Media Unit

The finishing touches are now being put to the 2008 Toy Run video. Thanks to you all out there who made a contribution. There will be two versions produced: a short one for U-tube and a longer one to be accessed only through the MRASA website. So wait for it, watch it and send us your critiques.


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NOTICE FOR SOME FUN!!

Anyone interested in doing the Tanami Track this September/October give Harald a call on 0421 289 714 Let's talk.

ANNUAL GENERAL MEETING 2009

The Annual General Meetings of the MRASA Inc. was held at 1.00 pm on Saturday 28th of February 2009 at the Director's Hotel, Grote Street Adelaide.

The 2009 - 2010 Committee was elected.

President	- Phil McClelland
Vice President	- Phil Cole
Secretary	- Sue Rogan
Treasurer	- Angela Rosella
Editor 'Centrestand'	- Harald Lindemann
Membership Secretary	- Jock Rogan
Minutes Secretary	- Phil Creer
Webmaster	- Jock Rogan
General Committee Representatives	
	- Wayde Richardson
	- Neville Gray
	- Renee Borst

A number of positions (listed below) were not filled at the meeting. As you can see these positions are crucial to the operations of the MRA and will be filled as appointments by the Committee as we find willing members to take on the roles. If you are interested in taking on the duties of any of the positions then contact Phil (President Phil) for details of duties and how you can make a contribution to the running of the MRA.

Publicity Officer	
Stock Control Officer	
Register Liaison Officer	
Road Safety Officer	- Neville Gray

At the subsequent Committee Meeting Sue said that she would follow up with the duties of the Register Liaison Officer until someone was appointed – Thank you Sue. Neville Gray was appointed as the MRA's Road safety Officer. Neville and Peter Mount were approved at the meeting as the MRASA's representatives to the AMC, the Australian Motorcycle Council. Thanks guys for putting your hands up. Neville's appointment as RSO means that there are now 7 General Committee positions vacant.

The Committee will appoint General Committee Members to bring the Committee strength to 20. This takes into account the occasional Committee members wearing a number of helmets. So if you are interested in making a contribution, call President Phil and come to a meeting. We need people with energy, drive, commitment, ideas and the ability to find ways to turn those ideas into reality.

INTRODUCING WADE RICHARDSON GENERAL COMMITTEE MEMBER MRASA

Hello, I have been asked to introduce myself as I am one of your new General Committee members. My name is Wade Richardson, I am 38 years old, single and live in Hendon with 2 pug dogs. I am also a member of the Pug Club of S.A. I am a printing machinist by trade and have been working at Griffin Press for the past 15 years, printing catalogues and books.

I started riding in the early 1990s with a Kawasaki z250B (with a z250C exhaust pipe roughly welded to the exhaust manifold). I gave up riding from the mid 1990s until the early 2000s when I bought a Yamaha Jog cv50v, just to get me to and from work economically. Work then moved from Netley to Salisbury South and I found that the Jog was a bit slow for the Salisbury Highway, so I upgraded to a Bug (Kymco) Espresso 150cc.

Last year I upgraded again to a Vespa GTS250ie which I ride with the S.A. Scooter Club. I also own a 1965 Vespa VBC Super 150 which I purchased fully restored but have yet to register I would love to have a go at doing a restoration for myself in the future. I found the S.A. Scooter Club in "Scooter" magazine and decided to go for a ride with them last year and have tried to get out and ride with them as often as possible since, as I found that I love group riding as well as the camaraderie and cafe dining.

I joined the MRASA as soon as I had been on my first Scooter ride and decided to stand as a Committee Member at the recent AGM because I would like to have a say in the future of motorcycling in South Australia. I believe that if you don't stand up and have your say, you have no right to complain if you don't like the outcome.



MRASA MEDIA RELEASE 19/3/09**Harassment, Abuse of Power or Simply Bullying?**

"I am appalled", said Phil McClelland, President of the Motorcycle Riders' Association of South Australia yesterday, "at the behaviour of the police last weekend relating to the 'Freedom of Association Ride'. It was the kind of behaviour that one would expect from a police state. Most of the people on the ride were not criminal or associates of criminals, but were treated as if they were.

This was a peaceful protest against the recent Serious and Organised Crime laws brought in by the Rann Government and the behaviour of the police was a clear indication of how desperate the government is to demonise all motorcyclists who might be caught up in the net of the new laws and how alarmed it is that people might have the temerity to speak up against what they believe is unnecessary and unfair legislation."

"I have been told by riders of the intimidation which they experienced on the Freedom of Association ride on 14th March 2009. Riders were pulled over as they approached the starting point, and then pulled over 30 metres later, *and then pulled over again 30 metres later.*

"Police Officers have an obligation to enforce the law. The law allows for random checks on the rider and the motor vehicle. The SA Police were not conducting random checks. They targeted riders on bikes they believed to be attending the ride. They passed the riders to the next officer in line and harassed the riders. They handed out infringement notices that are questionable. The riders will have to book the bike "in", take time off work and part with \$138 at the Regency Motor Registry and many will be found to be legal."

"When a rider is pulled over for:

- A prescribed amount of alcohol or drugs test,
- Licence check,
- Registration check

He or she should be able to expect a consistent, courteous and honest Police Officer.

An increasing number of riders report an experience that reflects poorly on the South Australian Police Force."

"There is growing anecdotal evidence that a rider's experience with the Police will depend on;

- What sort of bike he or she rides,
- What section of our society they are believed to be from,
- Which Officer they are confronted by,
- Who they ride with."
-

"This is the old attitude test taken to a new extreme. There should be no difference to their experience with an officer if they ride a 50cc scooter with stiletto's or a Harley and a patch."

"The message from the police and the government is clear.

- Change the bike you ride,
- Change the leathers you wear for upmarket street clothes,
- Change the people you ride with,

And you can ride without harassment again."

The message is wrong.

The law has to be *fairly* applied without Harassment, Abuse of Power or simply Bullying. The current attitude and behaviour of the police in the carrying out of their "duties" reflects badly on them and is not what any citizen expects from our police.

19/03/2009 Phil McClelland
President MRA SA Inc
philipmcc@hotmail.com.au
0408 60 77 88

COMMITTEE MEETINGS FOR 2009

The Committee of the MRA meets monthly on the second Monday of the month. Members are welcome to attend. The meetings are held at the Director's Hotel in Grote Street from 7.00-9.00pm. Meeting times and dates are confirmed in the Advertiser club notes on the Thursday prior to each meeting.

13 April	12 October
11 May	9 November
8 June	14 December
14 September	

2009 WORLDROAD SAFETY CONFERENCES

5-6 March, International conference "Powered Two-Wheelers: New knowledge and needs for research", Marseille, FRANCE

11-15 March, MOTOCYKL 2009, 13th International exhibition of motorcycles and accessories Prague, CZECH REPUBLIC

4-12 April, 6th Athens International Motorshow, GREECE

23 April, "Launch of consultation process on the European Road Safety Action Programme", Bruxelles, BELGIUM

15-16 June, BikeSafety 2009, ADAC Fahrsicherheits-Zentrum, Rhein Main, GERMANY

THE SA MOTORCYCLE TASK FORCE – where from, where to.

I opened up the Sunday Mail on the 29th December 2002 to be greeted with the headlines glaring out at me 'Speed blamed for motorcycle death toll rise' with the usual shock photograph of a sports bike in a sorry state lying in the middle of the road. Further reading incensed me further with statements like 'blatant disrespect for the law.....must have front number plates so that these riders can be caught'... etc.. etc. All this came from a SAPOL Superintendent well known for his anti motorcycle stance. No where was there any real possible remedies or ways to tackle this problem mentioned, only the usual stuff we have to contend with.

Enough was enough. Early next morning I phoned the good Superintendent and was soon in his office at Elizabeth. He was unapologetic as expected but listened to my plea for real measures to combat this problem. The result of this discussion was a series of meetings that with other senior police officers with the result that it was decided to organise a Motorcycle Safety Forum. Sponsorship was found and \$1000 each came from TSA, SAPOL and the Motor Accident Commission.

The Motorcycle Safety Forum was held on June 11th 2003 at the Ramada Pier Hotel in Glenelg after many hours of meetings and planning between the four of us. I was responsible for the invite list and for arranging appropriate speakers for the Forum. The Forum was opened by the then Transport Minister Michael Wright MP. After the designated speakers, delegates formed into seven groups to debate seven major topics of concern. Some 50 delegates were present and we received some excellent press and media coverage.

That was the easy part. The Forum outcomes were established and distributed to all participants soon after the event. On prioritising the outcomes from the various workshops, all agreed to the following. The establishment of the South Australian Motorcycle Advisory Council, closely modeled on VMAC was the very top priority. The introduction of a power to weight ratio for learner riders (LAMS); an increase training opportunities for not only learner riders but for those returning to riding after a long lay-off; auditing of motorcycle black spots and the promotion of Austroads Part 15, a Guide to Traffic Engineering Practices - Motorcycle Safety, were also high priorities. Better research and the collection of meaningful crash data not only for fatalities but also for serious injuries, also received a high priority. (Since the Forum, a lot of these high priority outcomes have been implemented in South Australia by the Task Force.)

The formation of a motorcycle safety advisory body, as expected, received top billing. It was envisaged that it would consist of members from motorcycle and scooter clubs, the MRASA, rider trainers, motorcycle industry representatives, Government instrumentalities such as SAPOL, Transport SA and organisations such as the Motor Accident Commission and CASR.

The first meeting of the 'Motorcycle Task Force' was held at the Sturt Southern Headquarters of SAPOL on Tuesday 29th October 2003 under the Chairmanship of Inspector Linda

Williams – the journey had been completed!! The Motorcycle Task Force was one of 16 set up by the Government in late 2003 to tackle road safety initiatives with all outcomes going to the Road Safety Advisory Council (RSAC) under the Chairmanship of Sir Eric Neale.

The MTF has simple aims :

- a) *Provide a forum for the identification of road safety issues associated with motorcycle road safety and for the exchange of relevant information;*
- b) *Monitor and evaluate research and initiatives from other States and Territories;*
- c) *Recommend strategies for addressing motorcycle roads safety issues in South Australia;*
- d) *Respond to requests from the Road Safety Ministerial and Advisory Councils for advice on motorcycle road safety issues.*

Reports from the Task Force are forwarded to the Road Safety Ministerial Council through RSAC.

The MTF recommended the adoption of LAMS (Learner Approved Motorcycle Scheme) in South Australia, similar to the one in existence in NSW, ie 660cc upper capacity limit and a power to weight ratio of 150 kW/Tonne. This recommendation was quickly approved as was the raising of the limit between the second and upper tier of the compulsory third party on-road costs to coincide with the LAMS limit of 660cc, up from the previous 600cc limit.

It soon became apparent that we needed a blue print in the form of a Strategy to work from. The initial draft was accepted by the Government with only minor changes and so the 'Motorcycling Road Safety Strategy 2005 – 2010' came into existence. We now had the recipe to work from and the major job of the MTF members in the past few years has been to implement these actions from the Strategy. Of course this work will never be completed to everyone's satisfaction and the time is approaching to revisit and write a new Strategy for 2011 - 2016 which will take us well into the future. A copy can be downloaded from the Department of Transport, Energy and Infrastructure at http://www.dtei.sa.gov.au/roadsafety/safe_road_users/motorcyclists/motorcycle_facts

The Task Force often invites others to attend the meetings who can affect matters associated with motorcycle safety. Recently the Manager of the Metropolitan Region of DTEI attended and went away knowing the problems we all face as motorcyclists with the road environment.

The result of this visit will be the phasing out of those notorious yellow bricks and the commencement of safety barrier trials on the Gorge Road where a lower additional Armco rail will be attached to the existing fencing to prevent out of control motorcyclists from impacting the vertical posts and therefore hopefully inflicting less serious injuries.

In closing, the Motorcycle Task Force is primarily concerned with motorcycle safety issues only and will not get into ADR related matters such as the current controversy with rear mudguards and huggers. Task Force members are always looking to gather information and items of concern from fellow riders to present to the Task Force for their consideration so contact the MRASA with any concerns.

Neville Gray OAM

TOY RUN REPORT by Paul Morgan

We've just celebrated our 30th Toy Run so I thought that it was time to take a look into the past and show you all a couple of things.

1982 ANNUAL TOY RUN REPORT

(This report comes from The M.R.A. Rider, a precursor of the Centrestand.

The Toy Run this year (last year) was a great success. Approximately 1,000 bikes turned up, ensuring a large amount of toys that they could not all fit into the Salvation Army van and the surplus had to go into another vehicle. We would like to thank everyone for making it a greater success than last year. It was a great effort considering the lack of advertising involved. The run itself wasn't too bad even though we had the inevitable piss weak deli stoppers. Thanks to the people in the blue Torana who drove at the end of the run which greatly helped the two end marshals and ensured that we didn't get run over. Media coverage was reasonably well done. The band "Rising" started off on the wrong leg but we managed to put them on the right track in the end. Needless to say, the beer stand was a success and the barby wasn't too bad. Some old MRA members missed the MRA beans tho. Thanks to all for another good Toy Run and we'll see you next December.

**1991 TOY RUN COMMITTEE**

l-r seated Vanessa Jonathon, Mike 'Big Belly' Engel, Daryl Jonathon, Paul Morgan l-r standing Harald Lindemann, Justin Kilgariff, Gary Noom, Tom Griffin

My, how things have changed over the years. From 1,000 bikes to 15,000; from one Sallie's van to four Vinnie's vans and more besides. Still no MRA beans tho. One wonders. The bands now are tops with no need to "put them on the right track", the BBQ tent is spot on and it's good to know that the nothing changes around the beer tent.

The 2008 Toy Run was a huge success. You all came with your donations, the run was safe with no

'incidents', no bikes fell down in the carparks and everyone had fun. The Vinnies guys went home happy with about four truckloads of donations worth tens of thousands of dollars. Donations were a bit down as expected, so I guess that a lot of people were feeling the pinch a bit during this world economic downturn.

Many thanks to our sponsors: FLOTEK Engineering, Star Track Express, Adam Internet, Acquired Home Loans, MIX 102.3 for radio notices, TOLL SPD for the panteks for the stage, B&C Security for the security – great job guys, the City of Holdfast Bay for the road closures and general help for the gathering at the Bay and the District Council of Mount Barker for the Oval and road closures at Hahndorf and all the other bits and pieces the council guys and gals willingly did for us, and all we had to do was ask.

Thanks to the guys from SAPOL, the bike cops who gave their time to escort the run and provide traffic management and the seniors in the traffic division for their advice and help prior to the day. Thanks also to the Hahndorf SES who were there to help with the parking and traffic management, the St Johns Ambulance guys who were ready for anything as usual, and the Mt. Barker Scouts for the end of day cleanup.

Thanks to all the trade and food stalls who came up to entertain and feed you, the band 'The Smarty Boys' for the music, the Modbury Kiwanis for the beer tent and the St. Vincent De Paul Society for the BBQ tent and not to forget the guys who put on the kids entertainment, the face painter and of course Santa. Thanks all of you for helping to make it another memorable day.

Thanks also to Kathleen and Matt Stevens and Bronny and Stef Karalus who will be retiring from the Committee. Their hard work and support over the years has been invaluable to the Committee, to the success of the Toy Run and to the MRA.

TOY RUN COMMITTEE 2009

The first meeting of the TOY Run Committee for 2009 will be held at 7pm on Monday the 30th of March at the Directors Hotel (upstairs), Grote Street.

The meeting will elect the 2009 Committee and discuss the responsibilities of the positions as well as canvass ideas and issues relating to this years Toy Run.

If you would like to be involved in the Committee for this year, if you would like to help out in some non-official capacity or even if you simply would like to vote for the new Committee members come along on the night.

If you have any queries call Phil on 0408 607 788 or Harald on 0421 2189 714.

BIKE NEWS

Better infrastructure to benefit motorcyclists' safety, a study says. Motorcyclist will benefit from better infrastructure management. The analysis of fatal accidents on Germany's road network has highlighted the dangers posed by rural roads to motorcycle riders. Professor Jürgen Follmann of the University of applied sciences in Darmstadt comes to the conclusion that motorcycle safety is strictly linked to the conditions of the road infrastructure. The safety of motorcycle riders – the study finds out - has long been ignored by highway authorities across the world.

(ITS Safety & Security Supplement) ACEM Newsletter 2/09

Killer Car Race

Two drivers in Tasmania who had been drinking alcohol were racing at speeds of up to 150 km/h last May when one of them struck and killed a motorcyclist, a court has heard. Witnesses said the cars were speeding excessively, closely overtaking and crossing double white lines. Some cars went off the side of the road when they saw them.

Just north of Franklin, one of the men lost control of his car while clocking 140 km/h and went across to the wrong side of the road, colliding with the motorcycle, pushing it back 30 metres. The rider was killed instantly while the passenger in the man's car was injured. When the other driver failed to see his friend's car following him around the corner he turned back, but upon seeing the accident he didn't stop to help but returned to Hobart and went to a hotel for a drink, it was claimed.

The drivers' lawyer said there was no agreement between the two drivers to race and there was no culpable negligence, an element needed to prove the manslaughter charge.

(Courtesy Tassie Mercury Law reporter Maria Rae)

SMARTCARD PROTOCOL SIGNED BY NATION'S TRANSPORT MINISTERS

Australian driver's licences are now set to move into the digital age, with all the nation's transport ministers agreeing on how information will be stored on "smartcard" licences.

The Federal Minister for Transport, Anthony Albanese, said the November 7 signing of the Smartcard Licence Interoperability Protocol (SLIP) will ensure that when states and territories introduce smartcard technology the information contained on the card's chips will be accessible by the traffic and law enforcement authorities of other jurisdictions – while safeguarding the privacy of Australians.

Smartcard technology will make it harder to use stolen or fake cards which, according to Mr Albanese, will be

an important protection in these times of growing identity theft.

These licences also have the potential to make it easier for motorists to change their personal details and store a range of other important information such as donor and health information. Mr Albanese said the Protocol is an example of how a national approach can be achieved with the cooperation of all jurisdictions. It was developed by Queensland Transport in consultation with state transport and licensing authorities as well as business groups.

Queensland plans to be the first jurisdiction to issue smartcard licences in 2010.

Self-Inflating Tyre Technology Wins Top Award

The Self-Inflating Tyre (SIT), a new invention by Coda Development, has scooped the prestigious Tyre Technology of the Year award at the Tyre Technology Awards for Innovation and Excellence 2009, which were presented at Tyre Technology Expo last week in Hamburg, Germany.

SIT is an integral tyre feature that uses atmospheric air to inflate the tyre automatically when a vehicle is in motion, compensating for natural loss of pressure, and ensuring maintenance-free, constant tyre pressure over the lifetime of the tyre.

"It's a fantastic, beneficial technology, yet remains a simple, inexpensive solution designed to be manufacturer-friendly," said Adam Gavine, editor of Tyre Technology International. "Production costs for incorporating this component will increase only marginally compared to regular tyres, but the benefits the technology provides are considerable."

Coda Development, which is based in Prague, Czech Republic, plans to develop the system further into a proven production model in joint cooperation with partners from the automotive and tyre industries. At this time it is not certain whether the technology can be adapted for motorcycles.

NO BARRIER TO PROGRESS IN ACT

As a result of letters from an ACT rider and the AMC earlier this year, Roads ACT recently commissioned an independent study of the crash barriers on Mt Stromlo Road.

The assessment found instances of non-conformance with the Australian Standard AS3845:1999, and made a number of recommendations for improvements to installation, ground support, terminals and post spacing. As a consequence, Roads ACT has given the AMC an assurance that it will rectify the deficiencies. The AMC and MRA ACT will monitor progress of the issue.

MOTORCYCLING BEHAVIOUR STUDY *courtesy Deakin University* **edited by Peter Mount**

Deakin University's School of Psychology at the Geelong campus has recently completed a study to investigate how various motorcycle riding behaviours (e.g., wearing protective gear, riding at night) are related to involvement in a motorcycling accident, as well as how riding behaviour and crash risk varies with age, sex, whether you live in the country or city, your feelings about your motorcycle, and some personality characteristics, one of which was psychological need for control.

The research team, consisting of Dr Lucy Zinkiewicz, Patrick Wig, Amy McKenna, Lauren Gook and Kristen Gerlach, was able to collect such a large amount of data that it is still in the process of analysing it, and has therefore decided to release some preliminary information to assist those interested.

Who completed the questionnaire?

An online questionnaire was completed by 1365 motorcycle riders, made up of 1168 men and 195 women. Respondents ranged from 18 to 86 years of age, with an average age of 43.53 years, and were employed in a wide range of occupations. Respondents came from across all states and territories in Australia, with about a third coming from each of NSW and Victoria. They mostly lived in cities of 100,000 people or more (72%), with 23% from regional areas and 4% from rural areas, which is similar to the spread of the Australian population across these areas.

They rode a range of bikes, with about 28% riding sport/touring bikes and 25% riding sport or supersport. Riding experience ranged from less than one year to 70 years (18 years on average), and annual kilometres rode ranged from 50 to 200,000 km (12,816km on average).

So what was people's riding behaviour like?

On average, respondents reported:

- Nearly always wearing protective clothing (an average score of 5.5 out of 6),
- Occasional speeding (average score 3 out of 6), and
- Hardly ever committing control errors (cornering too fast or too wide) (average score 2 out of 6), traffic errors (e.g., failing to notice pedestrians or signs) and stunts (wheelies and wheel spins - 1.5 out of 6 on av).

How does behaviour relate to crashes?

Respondents reported being involved in very few accidents over the last three years, with 70% of people being involved in none at all. About 58% of these involved the rider hitting another road user or an obstacle, and 52% were due to the rider being hit by another road user. Most of the crashes caused damage

only, though nearly 3% caused serious or fatal injury. As you'd expect, riskier riding behaviour was associated with involvement in crashes over the last three years. Those reporting more traffic errors, control errors, speeding and stunts were involved in more crashes in total, and in more crashes in which they hit another road user or obstacle. Those wearing protective clothing less frequently were also involved in more crashes in total.

Were there any differences by age and sex?

The younger the rider, the more they reported speeding while on their bike, regardless of the amount of riding experience they had. However, more riding experience was associated with fewer control errors (less cornering too fast or too wide).

Male riders reported performing more stunts and wearing less safety equipment than did female riders, with younger male riders performing more stunts and wearing less safety equipment than did older male riders. Younger male riders were also more involved than older male riders in crashes where they hit another road user/obstacle, and in crashes where they were hit by another road user.

What about by region?

Riders living and riding in urban (metropolitan) areas reported significantly more accident involvement and speeding than those living and riding in regional areas. Accident severity didn't differ in urban, regional and rural area, though crashes in which the rider was hit by another road user were more frequent in urban areas.

What about psychological need for control?

The research team has not yet done all the analyses in relation to personality, though it has some interesting findings in relation to psychological need for control. For both men and women, higher need for control was associated with fewer traffic errors. For men, higher need for control was associated with more wearing of protective clothing.

However, and unexpectedly, higher need for control was also associated with more performance of stunts. This is really interesting, and the team plans to do further interviews to look at this issue.

In conclusion...

The team is hoping to present some of these findings at the 9th National Conference on Injury Prevention and Safety Promotion, being held in Melbourne over July 26-28, 2009. It is also aiming to present papers at forthcoming road safety conferences, as well as write up the results for publication in academic journals.

(<http://www.injuryprevention2009.com/index.php> for more information).

AAMI Calls for End of War Between Two Wheels and Four

National insurer AAMI is calling for an armistice between motorcycle riders and car drivers in the wake of new research¹ showing hostility between both parties shows little sign of abating.

“AAMI’s research clearly shows an element of contempt between motorcycle and car drivers, with most motorcyclists of the view that car drivers think they’re more entitled to our roads,” AAMI Corporate Affairs Manager Mike Sopinski said. “Also, while most car drivers (86%) said they always made a point of checking for motorcyclists when changing lanes, pulling out from the kerb or entering an intersection, motorcyclists overwhelmingly disagreed, with 90% saying drivers don’t look out for them.”

Mr Sopinski said as congestion increased on our roads, AAMI’s plea was for all road users to show greater tolerance and understanding towards each other. “As congestion levels increase, drivers of cars, motorcycles, trucks and bicycles need to show greater awareness of, and respect for, their fellow motorists’ right to use the roads,” he said.

“While four out of five motorcyclists (78%) think that car drivers believe they have more right to the roads than riders, most car drivers (82%) are frustrated with motorcyclists’ behaviour, saying they often see them breaking the law or taking unnecessary risks on the road,” Mr Sopinski said. “Clearly, motorcyclists and drivers both believe they’re doing the right thing, and are more than happy to point the finger at the other party while ignoring their own shortcomings. Both types of driver would do well to remember that they have identical road rights and responsibilities.”

Federal Chamber of Automotive Industries data released recently showed continued record growth in motorcycle sales, with 134,112 motorcycles, scooters and all-terrain vehicles sold in 2008, an increase of 3.2% (4146 units) on the previous record set in 2007. “The mass exodus by commuters towards two-wheeled modes of transport that began in 2007 and continued in 2008 is largely due to rising fuel costs, increased traffic congestion and an unreliable and expensive public transport system,” said Mr Sopinski.

As the rate of motorcycle usage has risen, so too has the rate of serious injury due to road vehicle crashes in the last three years, mainly attributable to higher numbers of seriously injured motorcyclists and bicyclists, with riders 34 times more likely to be seriously injured than motorists².

National Trauma Research Institute Acting Director Peter Cameron said while all road users had an obligation to look out for the safety and best interests of each other, motorcyclists were particularly vulnerable because they lacked the safety features with which cars were equipped. “Due to their shape and size, motorbikes cannot offer the safety benefits like seatbelts and airbags that are largely standard in today’s cars, which means that in the event of a collision with a larger object, the motorcyclist will most likely come off second best,” Dr Cameron said.

This is supported by a report from the Australian Institute of Health and Welfare showing the rate of serious injury was 38 times higher for motorcyclists than for car occupants³ (395 motorcyclists compared to 10 car occupants were seriously injured per 100 million kilometres travelled).

One of the most effective ways for motorcyclists to prevent injury is by wearing the correct riding gear, including a full face helmet, full leather suit, back protector, boots and gloves. AAMI’s research showed one-third of motorcycle riders (31%) admitted they didn’t always do this, while 82% of drivers said they had also observed motorcyclists failing to wear adequate protective clothing.

Despite rising fatalities, the research showed more than half of Australia’s motorcycle-riding population (51%) said that even a serious accident wouldn’t stop them from riding.

Tips for Sharing the Road

Car drivers are obliged to share the road with all other road users in a safe and responsible manner. The follows are some useful tips car drivers should follow for sharing the road with motorcyclists and scooter riders⁴:

At Junctions:

- When coming out from a side road, be careful if there are parked cars or large vehicles obstructing your view of a motorcyclist.
- Before turning left, make sure a motorcyclist isn’t on your inside, and before turning right, make sure a motorcyclist isn’t on your outside.
- Give motorcyclists room at roundabouts.
- Don’t squeeze motorcyclists’ space at traffic lights. It can make them accelerate faster to get a lane.

When Overtaking:

- Give motorcyclists as much room as you would a car. They might need it to avoid a pothole, a manhole cover, or a loose surface.
- Don’t overtake when you can’t give enough room; for example, where the road narrows.
- Don’t overtake when approaching a junction.

When Parked:

- After parking, check for motorcyclists before opening your door, and get passengers behind you to do the same.
- When pulling away from the kerb, look out for motorbikes. They have a narrower profile than other vehicles, which can make them harder to see.

Other common situations: If you drive too closely it can intimidate an inexperienced motorcyclist – they might make a mistake. A motorcyclist might be in the lane you want to move into. Look out. Are they already there or approaching quickly?

1. *AAMI’s research, independently conducted by Sweeney Research, is based on a telephone and internet survey conducted by Sweeney Research of 2503 licensed drivers in every state and territory.*
2. *Transport Accident Commission, 2008.*
3. *Serious injury due to land transport accidents, Australia, 2005-06; Australian Institute of Health and Welfare*
4. *Motorcycle Riders Association (Vic) website*

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