

CENTRESTAND

June 2013



THIS ISSUE

HELMETS

AMC POLLIES RIDE

CTP CHANGES

DIRT RIDING

VIC PARLIAMENTARY ENQUIRY

ROAD DEATHS 2012

Let those who ride decide



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

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EDITORIAL

Harald Lindemann

Don't you just wish that sometimes you could really sound off at people doing the wrong thing? It happens every day that you ride. You see drivers using their mobile phones, drivers who don't know how to merge or driving vehicles with faulty brake lights or headlights. You know that they all put you at risk and you just want to shout at them to get with it.

What about riders that you see doing the wrong thing? Mostly they only put themselves at risk, but if you are following them it might be you they put at risk. Small bikes riding in the bicycle lane or close to the kerb because they feel safer there than in traffic. All it takes is an irregularity in the gutter to send them careering into your path. Bikers weaving around traffic because they can. Inevitably you end up one or two vehicles behind them at the next set of lights. Riders with plastic bags full of groceries hanging over the handlebars. Not only can this affect steering but the rider behind them may have to dodge cans of tomatoes from Italy if the bag breaks. Riding two abreast at high speed on the highway. Haven't they ever heard of the slipstream? It is not only good for passing but can unexpectedly pull the bikes together, with disastrous results. Riding over the white arrows when going through intersections or riding in the centre of lanes on busy roads where the oil slick is heaviest – especially hazardous in wet weather. Tailgating when not intending to overtake is to be avoided, but some still do it.

What about parking? No danger there, is there? Park tail-end to the kerb. Trying to back out of a parking space means that you can't see the oncoming traffic clearly and they will expect you to see them. When the traffic is busy they will ignore you until you enter the traffic stream. Good luck getting there without heart palpitations. While we're on parking – watch out for oil spots. Your boot or your sidestand can easily slip on the oil that accumulates in parking spots.

So, don't just assume that it's cage drivers that will make life hard for you. You can't take it for granted that all riders on two wheels have got it as together as you have. And of course, you wouldn't do any of the above yourself would you?

Also watch out for new bitumen on hot days. New bitumen is not friendly to sidestands. Know where you are parking and use the centrestand to stabilise your bike. If you don't have one use the *Centrestand* with your sidestand. Don't forget to carry it with you once you've read it – just in case.

So be aware of who's doing what out there and what you are doing.

Ride Safe, Harald

ACCC TESTING REVEALS UNSAFE MOTORCYCLE HELMETS

17 May 2013

Over 1,000 potentially dangerous motorcycle helmets have been recalled after testing by the Australian Competition and Consumer Commission found they were unsafe and did not meet the Australian/New Zealand Standard.

The ACCC recently tested six different brands and models of motorcycle helmet against the requirements of the Australian/New Zealand Standard. Two of the six helmets failed to meet minimum safety requirements and have been recalled.

“If consumers own a recalled helmet they should contact their supplier immediately for a refund or replacement and use an alternative helmet. It is not safe to wear the recalled helmet,” Ms Rickard said.

The recalled helmets are:

Kylin XR 205 open face skull cap style helmet (all sizes). This helmet was supplied by Bulk Bikes via eBay between 1 July 2012 and 30 April 2013. The supplier is working to contact customers directly and advise them of the recall. Full details of the recall are available at <http://www.recalls.gov.au/content/index.phtml/itemId/1047706>.



Also recalled was the **X1 Moto XR-205** supplied by J & M Dixon. This helmet is identical to (i.e. the same model as) the Kylin helmet.



KBC VR-1X full face helmet. This helmet was imported by Monza Imports and sold by retailers online and in motorcycle accessory shops nationwide between 1 September 2012 and 7 May 2013. The model number of the helmet (VR-1X) is printed on the Vehicle Helmet User Warning Label stitched to the inside lining of the helmet. Full details



of the recall are available at <http://www.recalls.gov.au/content/index.phtml/itemId/1047524>.

The ACCC will be closely monitoring the effectiveness of these recalls. For further information, including supplier contact details, visit the Recalls Australia website at www.recalls.gov.au. For information about product safety, visit www.productsafety.gov.au.

For more information about the recall go to:

<http://www.accc.gov.au/media-release/accc-testing-reveals-unsafe-motorcycle-helmets> or to the MRASA Website under ‘Road Safety’.

For a read about standards and to view the stickers

<http://roadsafety.transport.nsw.gov.au/stayingsafe/motorcyclists/motorcyclehelmets.html>

HELMETS – from another perspective

How often do we see second-hand helmets for sale, whether at Cash Converters, on Gumtree or occasionally at motorcycle club meetings? What is the condition of these helmets on the outside and, more importantly, on the inside?

A helmet is a complicated piece of safety apparel which we often take for granted. Helmets last forever – right? Wrong! A helmet used virtually every day should be replaced every three years as a minimum and those used less frequently will see a replacement period of not more than five years. The outer shell is typically 3 to 5 mm thick and is either injection moulded thermoplastic or a pressure moulded thermoset reinforced with glass or Kevlar fibres.

The shell has at least six roles related to crash performance. It needs to absorb energy, distribute local forces from an impact, protect the face and temples, prevent the inner liner from fracturing, slide easily on the road surface and support other safety related components such as visors and chin straps.

Just as important is the inner foam liner. This is nearly always a polystyrene bead moulding with a regulated variable density. The foam cells are closed so the air inside is compressed in an impact. To provide a vital stopping distance for the head, this foam must compress by 90% during an impact and only partially recovers afterwards. In other words, if your helmet is involved even in a low speed impact, it will have lost most of its resilience to protect your head in a subsequent impact.

If the helmet falls from your bike seat, how can you be sure that it retains its outer shell resilience? You can't,

and the helmet will always have a big question mark hanging over it.

Never, ever, purchase a second hand helmet as one cannot be sure of its past history. Do you go to the wreckers to buy a second hand seat belt for the car? You can't anyway, as there is a legal requirement to destroy seat belts from a wrecked vehicle. One can purchase a decent new helmet for a measly \$150 which will conform to AS1698, one of the most stringent helmet standards in the world. The \$1000 helmet may be more comfortable and look a bit more spiffy, but will protect you to the same level a cheaper model will.

Just a casual look around at the commencement of a club ride will reveal a few very suspect helmets of unknown condition. You will never know just how good they are until it is all too late.

That old helmet sitting in the garage for years that only comes out for the occasional pillion usage – do everyone a favour, cut off the chin straps and chuck it in the bin, so no one else will ever be tempted to use it again. Even if your current 'in-date' helmet has never suffered from any known damage, it will have deteriorated just by wearing it, as the polystyrene layer will be compressed when placed on the head and pulled down. So, have a good hard look at your helmet. How old is it and how many hours use has it had? If the answer is over five years and about a thousand hours' use, it is good for only two things. Rip out the liner and use it as a planter pot or place it under the bed as the age of incontinence creeps up on us.

Don't forget the visor, as scratched visors produce problems at night, as the glare from oncoming headlights is increased by the light scattered from scratches.

OK, so you're off to buy a new helmet. Be sure to buy one that is a little on the tight side as the liner will soon settle in after a few hours use to produce a more comfortable and airtight fit which will give the added bonus of lessening the noise level somewhat. The helmet salesperson will know these things and be able to point you in the right direction. Make sure the chinstrap is done up tight as helmet loss in an impact is not uncommon. You wouldn't ride without a helmet, so why risk it coming off in an impact.

Ride Safer
Neville Gray

What is C-ITS (Cooperative Intelligent Transport System)? Can vehicles see around corners? Does this mean the end of hands-on-the-wheel motoring? To find out read the September issue of CS.

MOTORCYCLISTS' HEAD INJURIES INCREASING

The most recent World Health Organisation (WHO) report on road safety globally identifies a significant increase in the number of head injuries to motorcyclists.

Rapid growth in the use of motorised two-wheeled vehicles in many countries has been accompanied by increases in injuries and fatalities among their users.

Motorcyclists comprise a third of all road traffic deaths in the South-East Asia and Western Pacific Regions, but are also increasingly represented among deaths in Africa and the Americas, which are seeing rapid increases in motorcycle use.

Head and neck injuries are the main cause of severe injury, disability and death among motorcycle users. In European countries, head injuries contribute to approximately 75% of deaths among motorcycle users; in some low- and middle-income countries, head injuries are estimated to account for up to 88% of such fatalities.

Wearing a standard, good quality motorcycle helmet can reduce the risk of death by 40% and the risk of serious injury by over 70%. Introducing and enforcing legislation on helmet use is effective at increasing helmet-wearing rates and reducing head injuries.

Progress has been made in the number of countries with motorcycle helmet laws. This figure has risen from 131 countries in 2008 to 155 countries in 2011 (covering 88% of the world's population). High-income countries are more likely to have enacted comprehensive helmet laws than are middle- and low-income countries. To effectively reduce motorcycle head injuries, countries need to review their helmet legislation and tighten provisions that limit the coverage and potential effectiveness of such laws, so that all those using motorcycles are protected by the use of a helmet, at all times, on all roads and on all engine types.

To be effective, helmet legislation needs to be supported by strong enforcement and social marketing campaigns. While there has been progress in adopting helmet legislation globally, only about one-third of countries rate enforcement of helmet laws as "good" (8 or above on a scale of 0 to 10), showing that this critical component of road traffic safety remains neglected.

More effort is needed to promote helmet standards and quality. About half of all participating countries (98) apply a helmet standard. Helmets must meet recognised safety standards with proven effectiveness

in reducing head injuries to reduce the impact of road traffic crashes. While there are a number of internationally recognised standards, it is important that a particular government's helmet standard is suitable for the traffic and weather conditions of the country, and is both affordable and available to users.

Furthermore, governments need to ensure that mandatory helmet laws are linked to the helmet standard used, whether an international or country-specific standard. In this way, use of substandard helmets can be a violation of the law, and thereby incur penalties that will act as a deterrent.

Enforcing helmet standards can be complicated, and countries need to provide training to enforcement officers on how to identify substandard helmets.

To date 90 countries, representing 77% of the world's population, have a comprehensive helmet law covering all riders, all roads and all engine types, and apply a helmet standard.

To date, 90 countries meet both the criteria considered here as essential for comprehensive helmet legislation to be met; that is, they have implemented a helmet law that covers all road users, all road types and all engine types and they apply a national or international helmet standard.

In the Western Pacific and South-East Asia regions, which have the highest proportion of motorcyclist deaths, the proportion of countries covered by such laws is 56% and 64% respectively.

Data on helmet wearing is weak. Countries need to implement measures to periodically assess helmet wearing rates, to target efforts and resources effectively, and to evaluate the effects of helmet programs, including the impact of mandatory helmet legislation. In most countries, these data come from periodic observational studies conducted according to an acceptable study design that ensures the reliability and validity of results.

Only 69 countries have any type of data on rates of helmet wearing, either on riders, passengers or both, with wearing rates ranging from under 10% in Ghana and Jamaica to almost 100% in the Netherlands and Switzerland. In particular, there is a lack of data from low-income countries in the African, Eastern Mediterranean and Western Pacific regions.

Given the increasingly high proportion of motorcycle deaths globally, governments need to support data collection efforts that provide good estimates of helmet wearing rates on a regular basis in their countries.

Reprinted from WHO Road Safety Report March 2013

BOOSTING MOTORCYCLE SAFETY MEDIA RELEASE 6/6/2013

David O'Byrne, Minister for Infrastructure
Shaun Lennard, Tasmanian Motorcycle Council

The Government is boosting safety for Tasmanian motorcyclists on two key highways. Collapsible road markers are being installed at two sites on the Lyell Highway and one on the Tasman Highway to address a history of motorcycle crashes. The three sites have also had shoulder sealing and resurfacing works.

The Infrastructure Minister, David O'Byrne, today told Budget Estimates the work is funded by \$300,000 from the Road Safety Levy. "Despite our road toll being around record lows, every life is precious, and every death or serious injury is one too many. There's no room for complacency, and this is another strategic investment to protect lives on our roads. Protecting vulnerable road users is a major priority – including pedestrians and motorcyclists. Crashes involving motorcycles account for almost a quarter of all serious casualty crashes in Tasmania – so practical protections like this make a real difference," he said.

Most motorcycle crashes happen on curves and bends. The markers collapse and absorb an impact before springing back into place. To protect riders, they're made from a non-metal polymer. The markers, known as chevron alignment markers or CAMs, are being installed on:

- The Lyell Highway, just north of Tarraleah's southern access road.
- The Lyell Highway, at Fourteen Mile Creek near Tarraleah.
- The Tasman Highway, east of Weldborough Pass, in the Little Plain region.

The move has been welcomed by the Tasmanian Motorcycle Council. The Council's President, Shaun Lennard, said it has worked with the Government to improve safety over the past six years. "We've already seen DIER retro-fit rub-rail to the steel W-beam on some tight-radius curves, to prevent a motorcyclist who loses control from hitting the posts. We understand there are plans to expand this further and we strongly support this investment. These flexible safety markers are another welcome measure and represent big safety wins for Tasmanian motorcyclists. We're pleased to see the Government recognising motorcyclists as vulnerable road users, and investing in the safest possible conditions for us to do what we love. This is a great example of the 'safe system' approach to road safety," he said.

A focus on motorcycle safety and other vulnerable road users will also feature at the second National Road Safety Forum to be held in Hobart 29-30 July 2013.

CTP CHANGES by Dion McCaffrie

How does the new motor vehicle accident legislation affect motorbike riders? Over the past nine to twelve months the Government of South Australia has indicated its intention to significantly amend the compensation system as it applies to the victims of motor vehicle accidents. A new system came into effect from 1 July 2013. There have been many suggested reasons for their wish to do so with the most likely being that, in an effort to fund their portion of the National Disability Insurance Scheme they have had to raise money from somewhere, and that somewhere is from the Motor Accident Commission paying out less in claims.

To achieve this they have created an entirely new and, in our opinion, unnecessarily complicated system of assessing claims.

In some respects it seems that they have approached the task from a statistical basis and identified that the most common car accident is a rear-end collision, giving rise to “whiplash” type injuries. They have targeted those so that the majority of whiplash claims will not reach the new threshold imposed by the new legislation.

This of course has little or no effect on claims brought by motorbike riders as your average bike rider is less likely to sustain a whiplash-type injury.

The new system. We do not propose in this article to provide details of the new system. It is complex and radically different than the previous system and, given it only commenced on 1 July 2013, there has not been sufficient time to properly analyse all implications.

A significant change in the legislation is that prior to 1 July 2013 it was a “fault-based scheme”, and after 30 June 2013 it moves to a “no-fault scheme”, but only in some aspects. For example, prior to 1 July motorcyclists (and indeed other vehicle drivers) who sustained injuries in a single vehicle accident were not guaranteed the ability to claim compensation under the scheme. For accidents after 30 June 2013 however (and in particular involving a single vehicle), where the injured person sustains what is termed a catastrophic injury, there are avenues to claim some compensation. Again, the legislation is complex in this regard and it is essential motorcycle riders sustaining injuries in a road accident seek experienced legal advice.

To give you some idea though, we now have to deal with what are called injury scale values (ISV). The Regulations provide us with approximately 150 types of injury.

Claiming non-economic loss. The scale for ISV runs from 0 to 100. For a person to bring a claim for non-economic loss (pain and suffering) they need to attain an 11 on the ISV scale. For that same person to bring a claim for future economic loss they need to achieve an 8 on the ISV scale.

To put this in some context, they have borrowed this ISV system from Queensland; the main difference being that in Queensland an injured person only needs to score 1 point before they achieve compensation.

We will try and provide an example which may be relevant to many road users and particularly motorbike and bicycle riders. It would not be unusual for a rider to suffer a wrist injury from a low speed accident. When you go to the Regulations you find that wrist injuries are defined as follows:

1. Minor wrist injury:
A fracture from which the injured person almost fully recovers; an ISV 0 to 5.
2. Moderate wrist injury:
A wrist injury that causes some permanent disability leading to a whole person impairment of 10%; an ISV 11 to 15; or
A wrist injury that is not serious and causes some permanent disability with some persisting pain and stiffness; an ISV of 6 to 10.
3. Serious wrist injury:
An injury causing significant permanent loss of wrist function; an ISV of 16 to 24.
4. An extreme wrist injury:
The injury will involve severe fractures or a dislocation causing a high level of permanent impairment; an ISV of 25 to 40.

It should be noted that assessments of a person’s ISV can only be made once their condition has stabilised. That may well be a considerable time after the accident has occurred. One change to formalities is there is now a new Injury Claim Form which needs to be completed within six months of an accident occurring.

Claiming economic loss. The issue of economic loss is broken up into two areas with the first being for past economic loss; that is, economic loss that occurs from the date of an accident until the date of conclusion of the claim. There is no ISV requirement for that loss, presumably because it is sufficient for a person with a suitable medical certificate to prove economic loss in that manner.

As to future economic loss, there are some restrictions brought in under the legislation which will require judicial testing in due course. Nevertheless, there is more of a burden on an injured plaintiff proving his/her inability to continue working. In each case, (that is both past and future economic loss) for reasons best

known to those drawing up the legislation, they have reduced the amounts of entitlements by 20% across the board. For example, if your wage at the time of the accident was \$1000 per week, your benefit payable under the scheme would be 80% of that amount: \$800 per week. It should be noted that economic loss is not necessarily only restricted to lost wages but again, this is a complex area and your specific circumstances need to be carefully considered.

Claiming medical expenses

You should be aware that medical expenses will be met in the normal course of events as they are incurred.

Often in an accident a person will suffer from more than one injury. The sections dealing with multiple injuries are, to say the least, somewhat complex.

Because of the technical nature of this legislation, we cannot suggest strongly enough that bike riders who suffer injuries in motor vehicle accidents after 30 June 2013 seek early and experienced legal advice to try and put some context around their own particular situations.

For more information on motor vehicle accident claims, get in touch directly with today's writer, Partner in Civil Litigation, Dion McCaffrie.

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W: www.andersons.com.au

DVD HANDOVER AT HAMPSTEAD REHABILITATION CENTRE.



The handover of a box of DVDs on Friday 3rd May 2013 was attended by (left to right) Liv Anderson - 4Bs, Kathy Benger (Volunteer Manager in front), Phil McClelland - 4Bs (back), Kate Nicholls - 4Bs, Koruna Schmitt-Munn (Art & Music Coordinator), Greg Janzow - 4Bs. Many thanks to all who have donated and please, it is not too late to add some more.

THE WIT & WISDOM OF MOTORCYCLING

- 🏍️ The road is only open when you ride alone.
- 🏍️ If it can't do some dirt, why bother?
- 🏍️ In the end, it's all about the stories.
- 🏍️ Enjoying life one ride at a time.
- 🏍️ Destinations are merely excuses to ride.
- 🏍️ You might ride fast, but never ride in a hurry.
- 🏍️ Life is short, and best savoured ... every day, hour, minute. Especially when motorcycling is involved.
- 🏍️ Never do less than 40 miles before breakfast.
- 🏍️ You live more in a few seconds at 150 miles per hour than most people do in a lifetime – Anthony Hopkins in *The World's Fastest Indian*
- 🏍️ They cannot be built any bigger or faster without leaving the road. – Thomas Krens
- 🏍️ Remember... It's not how FAST you get there, it's how FAST YOU GO getting there.
- 🏍️ I always slow down if my riding buddy in front of me disappears or launches skyward unexpectedly.
- 🏍️ When life throws you curves, aim for the apex.
- 🏍️ Must work ... for bike things.
- 🏍️ When in doubt, gas it out. It may not solve the problem but it will end the suspense.
- 🏍️ I'm not lost, I'm exploring.

www.bikeexaminer.com

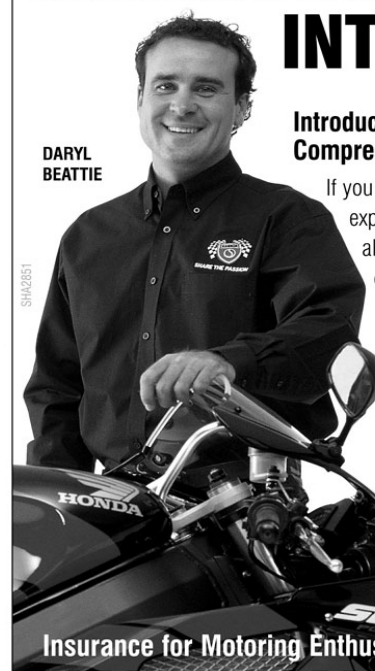
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SAMRATS SUNDAY RIDES

Calendar 2013

Note: Sept 14 is a Saturday. We will be day-tripping to the Bush Pig Rally at Crystal Brook. Warning – this will involve about 200 metres of dirt road.

Date	Time	Departure From/Destination
July 21	09.30	Crafers Deli / Riders' Choice
July 28	10.00	Civic Park, Modbury / Sedan
Aug 4	10.00	BP West Terrace / Murray Bridge
Aug 11	10.00	Crafers Deli / Mt. Barker Circuit
Aug 18	10.00	BP Mt. Barker / Karoonda
Aug 25	10.00	BP Belair / Tailem Bend
Sept 1	10.00	BP West Tce. / Victor Harbor Ct.
Sept 8	09.30	BP Gorge Rd Newton / Morgan
Sept 14	09.30	Caltex Bolivar / Bush Pig Rally
Sept 22	10.00	BP St. Mary's / Riders' Choice
Sept 29	09.30	Caltex Bolivar / Clare

Due to weather or other events runs may be adjusted.
For more information Phone Ken 0401 866 037

ARE YOU A BLOOD DONOR?

Some of us go for a short ride to the Blood Centre in Grenfell Street every few months to donate blood. We haven't had a chance to make a withdrawal so far and for that we are thankful. Others have and for that **they** are thankful, so it's important to keep on giving.

The MRA Blood Donors are members of Club Red, a listing that records corporate donations. This means that wherever you give blood you can ask for your donations to be recorded on behalf of the MRASA.

Go to www.donateblood.com.au to check out the tally.
Click: Who Can Give
Click: Group Tally Result
Type: 'Motorcycle Riders Association' in the box, and there you are. We've only been recording for a few months but it's nice to see how we've done. You can register for Club Red and have your donations recorded. Just follow the prompts.

NEXT BLOOD RUN
Saturday August 31 2013
Departs 9am for the Grenfell St Blood Bank
from
The Arkaba Shopping Village 263 Fullarton
Road Fullarton (beside the Arkaba Hotel)

If you've never given blood, then think about it.
If you have, then bring a friend.

RALLIES

July 19-21 MRA SE Register Radiata Rally
South End. Andrew 0427 249 779, Frank 0429 065
103 MRASA Website for flyer
THE LAST! Be there or be square!



IT IS WITH REGRET THAT
WE ANNOUNCE THE
PASSING
OF THE
RADIATA RALLY
ON
19TH TO 21ST JULY 2013
AT SOUTHEND
BETWEEN MILLICENT AND
BEACHPORT

WE WOULD LIKE TO INVITE ALL WHO HAVE BEEN
ASSOCIATED WITH THIS EVENT IN THE PAST
TO JOIN US AT THIS SAD TIME
BACK TO BASICS
BYO GROG AND FOOD

WATER AND FIREWOOD SUPPLIED

FURTHER INFORMATION
CRAZI 042 724 9779
ELLEN AND FRANK 042 906 5103

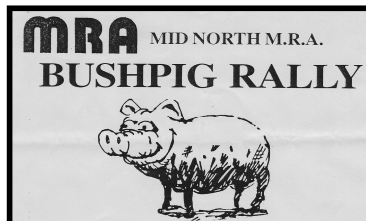
NO RESPONSIBILITY TAKEN FOR ANY INJURY,
DAMAGE OR PERSONAL LOSS
ENTRY \$12 PER PERSON

Aug 9-11 Flat Earth Rally Sedan (Back to Basics)
Feral 08 8568 2503

Aug 17-18 FTMA Wombat Rally Chesty 0418 845
148 Warnertown MRASA Website for Details

Aug 23-25 Peregrine Rally Jabuk MRASA Website
for YouTube clip Chris 0402 128 468
chrismcale@gmail.com

Sept 6-8 Ghost Town Rally
Chickenman 0419 983 193 Details TBA



Sept 13-16 MRA
Mid North Bush
Pig Rally Crystal
Brook Greg
Stevens 0409 842
434 Crystal Brook
Motocross Track –

look for the signs. **THE LAST BUSHPIG RALLY**
One of the most enjoyable rallies around. Be there
or miss it forever.

Oct 4-7 Oasis Rally Paruna Bear 0407 394 322

Oct 19-20 Lake Bonnie (Redback Tourers)
Shaz 0428 878 113

VICTORIAN PARLIAMENTARY ENQUIRY INTO M/C SAFETY

This report came out recently with some 64 recommendations. We would do well to take note of this report because other states will be considering it closely, especially those recommendations that are acted upon. The report draws on the experience of other Australian states and overseas. The AMC and Victorian rider groups were consulted during the discussions which led to the report and many of their suggestions have been incorporated. Many of the recommendations are 'feel good' statements or deal with structural management but others have bite and will need a lot of thinking about, e.g. recommendation 54.

Here are some of the highlights.

Recommendation 13:

That VicRoads and the Transport Accident Commission treat off-road motorcycle safety no differently to that of on-road motorcycles.

Recommendation 22:

That the Transport Accident Commission focus its motorcycle safety advertising on redressing the attitude that responsibility for rider safety is solely attributable to the rider, by ensuring that campaigns dealing with motorcycles raise driver awareness and do not create negative stereotypes, perceptions or attitudes among drivers.

Recommendation 23:

That a 'Motorcycle Safety Awareness Week' be held annually in Victoria in conjunction with the Phillip Island MotoGP. The focus of the week is to be on how all road users can contribute to the safety of motorcyclists.

Recommendation 25:

That the motorcycle safety levy be abolished.

Recommendation 26:

That the methodology underpinning the identification of blackspots be altered to take into account the smaller number of motorcycle crashes and crash data accuracy.

Recommendation 28:

That VicRoads and the Transport Accident Commission make available and publish, through a dedicated area on their respective websites, or on another appropriate website, details about all motorcycle safety levy projects, project documentation, start and completion dates and the results of any evaluations.

Recommendation 32:

That projects that do not adhere to the *Strategic guide for expenditure of the motorcycle safety levy funding* not receive funding under any circumstances, and particularly those projects that propose to use motorcycle safety levy funding to pay for enforcement or Victoria Police operational costs.

Recommendation 38:

That road safety agencies formally review their existing stakeholder arrangements and identify new stakeholder groups for inclusion in their stakeholder engagement plans, policies and approaches. As part of this review, the Transport Accident Commission and VicRoads in particular should invite motorcycle stakeholders, clubs and groups to indicate their interest in being included in all forms of stakeholder engagement and then take steps to ensure they are included.

Recommendation 41:

That the Transport Accident Commission consult broadly with motorcycle stakeholders, including those on the Motorcycle Action Group, at the inception, design and production phase of motorcycle safety advertising and safety messages.

Recommendation 44:

That motorcycle advocacy groups in Victoria continue to work towards greater cooperation and coordination amongst themselves, particularly when engaging with road safety agencies.

Recommendation 45:

That VicRoads and the Transport Accident Commission, in conjunction with road safety researchers, undertake a crash reporting and investigation study, using the Motorcycle Accident In-Depth Study approach as a model.

Recommendation 46:

That VicRoads update its road engineering guides to ensure they account for motorcycles. The guides, including any policies, procedures and any other documents needed in the design, building and maintenance of roads, should take a safe systems approach, with a view to reducing the injury and fatality risk to motorcyclists.

Recommendation 47:

That VicRoads improve, in respect of motorcyclists, the operation of Wire Rope Safety Barriers and other roadside barriers (such as steel or concrete barriers) by utilising existing technology such as retrofitting barrier posts with cushioning products, employing underrun protection rails and using other technologies to reduce the impacts of snagging or deceleration. These improvements should occur on roads that have been identified as requiring improvement based on crash statistics, or using the approach taken for identifying blackspot and blacklength roads, to ensure that funds are best utilised.

Recommendation 52:

That a star rating system for protective motorcycle clothing, which includes boots, gloves, jackets, pants and armour, be established within 24 months, and be fully functioning within 36 months, of the tabling of this report. It should adopt the Conformité Européenne standards for protective motorcycle gear, and also take into consideration Victorian requirements including weather patterns and must include a testing and certification regime.

Recommendation 54:

That VicRoads and the Transport Accident Commission in conjunction with Standards Australia create an Australian Standard for motorcycle protective gear. This standard should use the European standards as a basis, but take into account Victorian- and Australian-specific factors.

Recommendation 59:

That the benefits and risks of filtering, as distinct from lane splitting, be reviewed with the aim of introducing filtering in Victoria. A review committee should be constituted within 12 months of the tabling of this report and its members must include motorcycle community stakeholders and advocates, transport academics, police and other government agencies. The review committee will be responsible for:

- creating a definition that includes references to speed and the location of the rider on the road during filtering among others;
- identifying the benefits and risks of legalising filtering;
- undertaking research into the incidence of rear-end crashes and crashes involving motorcycles and other vehicles within the same lane;
- formulating training requirements so that riders can safely filter;
- implementing a trial of filtering, followed by an evaluation to allow for a realistic assessment of the risks of filtering; and
- consulting with the public and motorcycle stakeholders.

The review committee will produce a report, with recommendations, and submit it to the Minister for Transport and the Road Safety Committee within 12 months of the committee being constituted.

Recommendation 60:

That the Transport Accident Commission's funding of enforcement be reviewed with a view to identifying whether there has been an undue reliance on enforcement by the Transport Accident Commission, and whether these funds would be more appropriately spent on alternative programs, initiatives and activities (such as subsidising countermeasures) which can improve motorcycle safety.

Recommendation 62:

That the hypothecation of funds derived from enforcement, and their transfer to a specific road safety fund which could be used to supplement existing funding for road safety measures, including those aimed at motorcyclists, such as that in Western Australia and New South Wales, be implemented in Victoria.

Thanks to Guy Stanford of the NSW MCC for the info.

Bikers Shouldn't be on Bikes: WA Police

It seems that, according to WA police, it's their own silly fault that motorcyclists get killed on the road. A recent police study concluded that nearly all riders who had a fatal crash were speeding, had a traffic record, had drugs or alcohol in their system, were risk-takers and used the road recklessly, and a majority were also novices and rode without licences.

WA Police Assistant Commissioner Nick Anticich said the police would crack down on reckless riders. "Police need to do more to target motorcyclists. It's not about being vindictive towards motorcyclists as a road-user group, it's because we see that they need protection from their own behaviour."

Motorcycle Riders' Association of WA Vice-President Dave Wright said, "Motorcyclists need to watch out for cars, cars need to watch out for motorcyclists and there has to be that personal responsibility there."

A-C Anticich said, "If you want to avoid being killed or suffer a serious injury, from a pure statistical perspective you should not be getting a motorcycle."

So it seems that, to ensure that only well-behaved, sober, drug-free, law-abiding, experienced, responsible motorcyclists utilise our roads, those inclined towards alcoholism, drug-taking, risk-taking, illegal, antisocial, reckless or incompetent behaviour should get cars.

But perhaps they already do, and perhaps that's why a South Australian study (Harrison Research) in 1992, and many subsequent ones (e.g. MAIDS 2001, Molinero 2008), found that up to 74% of motorcycle crashes involving a car were caused by the driver, and a NSW Motorcycle Council study indicated that 36-38% of "single-vehicle" motorcycle crashes may have involved another vehicle which did not stop or whose driver was unaware of having contributed to a crash.

In addition, the recent Vic Parliamentary Enquiry into Motorcycle Safety (Dec 2012) found that "motorcycle fatalities overwhelmingly involve fully licensed riders", that "unlicensed or inappropriately licensed motorcyclists comprise only 2% of injured riders", that "riders have positive attitudes towards not riding under the influence of alcohol because they are aware of the risks", that motorcyclist "have positive personalities that include well-developed attitudes to safety", and that "motorcyclists generally appreciate the risks of drink-riding to a greater extent than do car drivers".

It can also be construed from the police study that, contrary to the comments from A-C Anticich, riding is relatively safe if the rider behaves responsibly.

Maybe there's something in the WA water that makes motorcyclists, or the police, different. Or perhaps the enforcement path is easier than the educational path.

AMC 4th ANNUAL FEDERAL MEMBERS AND SENATORS MOTORCYCLE RIDE

FORECOURT PARLIAMENT HOUSE, CANBERRA
25 JUNE 2013 – Minister Albanese’s speech.

It's hardly news to any of the riders here today that you are part of a grand renaissance. No-one in Australia could have missed your growing presence on our highways, country lanes and suburban streets. Motorcycle and scooter road registrations bumped along at around two or three hundred thousand from the 1970s, and then took off like a Ducati in the early 2000s. They are still soaring, making motorcycles and scooters the most rapidly growing road vehicle sector.

This surge in demand is forcing a major shift in how we look at bikes and scooters. A lot more people, including those responsible for transport policy, are now taking seriously the role motorcycles can play in transport, especially urban transport. Scooters and commuter bikes now dominate sales growth.

Twenty years ago, dealers in Australia were lucky to move 700 scooters in a year – these days they sell a 1,000 a month. And light-weight commuter bikes are usually the best sellers among motorcycles. This shift in consumer perception and demand is very significant.

It fundamentally changes the national conversation we need to have about the place of motorcycles and scooters in our transport system. For decades we focused on how to make bikes safer; now we need to be talking about their role in the transport ecology of our cities. With new riders taking to the roads each day, the safety aspect is as critical as ever. But we must achieve this in a way that doesn't hinder their massive potential in moving people around. In our cities, motorcycles and scooters have several advantages. They are space efficient at a time when space is at a premium. Every day we see five or more scooters parked in a single car space.

Depending on the local laws covering lane-splitting or filtering, motorcycles and scooters take up a lot less space in slow-moving or stationary traffic. Some recent European studies suggest truly extraordinary improvements in congestion through a greater reliance on motorcycles. Space-efficient transport modes like motorbikes and scooters can help more people reach their city centres helping entire cities function better.

The other unarguable fact is that motorcycles and scooters are the most fuel-efficient motorised personal transport mode. They have less embodied energy – only about a fifth of that involved in producing the rubber and steel and various parts that make up a car.

Compared to the car, they also cause much less damage to roads – not to mention lower emissions.

The surge in demand for cycles and scooters has created a major challenge, and that is, how we maximise the potential benefits that increased motorcycle and scooter use bring – not only for riders, but for transport systems and cities.

There are four actions we will take into the next term of Government:

1. We will make sure we understand much more than we do now about the effects of motorcycle use on the whole transport system in Australian cities, and how to maximise the benefits. If we do this we can put issues like the costs of lane-splitting or filtering and parking into perspective.

2. Motorcyclists and scooter riders themselves will be part of the transport infrastructure planning process. There has been real progress in this area by some local and state governments, but we can do a lot better.

3. At a Commonwealth level we need to go well beyond the current statistics which don't extend beyond mortality rates. We must understand much more about risk factors, both behavioural and environmental, e.g. road barriers that are designed to minimise damage in a car crash may, in fact, be deadly for a motorcyclist. Motorcyclists must be part of this discussion.

4. We will work with States and Territories to make sure regulations affecting motorcyclists are uniform across the country. It is crazy that you can buy a helmet in Civic and be breaking the law by the time you reach Queanbeyan. We need a national standard for helmets and preferably also one for clothing so that riders everywhere can have the best protection.

Let's acknowledge your own role in the future. Many of the bikes you now ride are light-years ahead of those of ten years ago in their performance and handling. You, the rider, will be vastly better protected than you were a decade ago. Most of you will be armoured, and that's one of the best things you can do to avoid serious injury. Many of you will have taken advantage of the excellent training courses now available. Imagine how much better it will be in another ten years.

The maxi scooters may be showing the way. Who knows, the Honda Integra, the Suzuki Bergman or the BMW scooters may be the next Bike of the Year.

I wish you well for your visit to Canberra.

Safe travelling

Hon Anthony Albanese MP Federal Transport
Minister *(Edited to fit in the space Ed)*

TOY RUN REPORT

The Toy Run organisation is chugging along. At the moment it sounds like a Matchless, banging at every Stobie pole but gathering momentum to get to the end of the road. In a few months time it will be like a BMW, steady and doing the hard yards to finish that long trip interstate. By the time we get to December we're like a Yammy one-pot 250 screamer going flat out to reach the corner which when we turn it will be December 8 2013.

I have posted a letter to motorcyclists on the Toy Run page. This outlines the reasons why we decided to charge an entry fee at the Callington Oval last year. It was written in response to some motorcyclists who contacted me and let me know that they had decided to hold their own Toy Run this year. Have a read of it and let me know what you think. And spread it around. I'd like as many motorcyclists as possible to read it.

One thing that we are doing this year is in response to the Vinnies noting that the number of toys collected has been falling over the past few years. A significant number of motorcyclists on the run don't bring a toy and this makes a difference to the total. We want to start corporate collections. That is, collections for the Toy Run at people's places of work. This would get the Toy Run message around and allow people who don't ride an opportunity to participate. All you have to do is to volunteer your workplace (check with the boss first) and a couple of weeks prior to the Toy Run we will deliver a Vinnies collection box and a poster. The Vinnies will come along and collect the box and its contents prior to or immediately after the Toy Run. Your responsibility would be to coordinate the collection and to inform your workmates. We'll try it this year and hope to expand it in future years. If interested in this, call us.

The other significant thing that we are considering is to open a Toy Run Facebook page which would inform all our Toy Run friends of the progress of the event organisation and to provide a forum for comments and queries about the Toy Run. It will also be a place where you could post your favourite Toy Run photos and links to photos. Once we get the logistics and management of the page arranged and okayed we will let you all know about it on the Toy Run page of the MRASA website.

In the UK it's too cold to have a Christmas Toy Run. It is also very likely to get rained (or snowed) out so it is appropriate for riders in the UK to have their Toy Runs early – like about now. Go to <http://www.derbytoyrun.co.uk/> to see how one group does it.

Harald Lindemann Toy Run Coordinator 2013

A MOTORCYCLIST'S COMMENT

This morning's 4th annual MPs and Senators Motorcycle Ride went very well. After pouring rain yesterday, we were greeted by cloudy skies but it was dry. The ride itself was short, but the key aspects at Parliament House delivered a lot after years of effort!

There was a strong media presence to hear Infrastructure and Transport Minister Anthony Albanese commit to a plan to implement motorcycle policy in the next parliament. This included recognising the benefits of motorcycles and scooters in reducing congestion, pushing for national consistency on filtering, sorting out the issues with helmet standards, greater consideration of motorcycles in new road design – and greater direct consultation with the AMC by government in working through all of these issues and more. Obviously with an election looming it depends, it's the government post-14 September that we'll be working with.

Shadow Parliamentary Secretary for Roads and Regional Transport Darren Chester has also vowed to work with the AMC on motorcycle policy; he and Minister Albanese both talked of a joint approach to this. Darren, the Member for Gippsland in Victoria, also made reference to the importance of motorcycle tourism as highlighted in the Victorian Government's recent tourism strategy.

It's taken many years to get to this significant step today: a bipartisan commitment to motorcycling. It would be easy to dismiss these as just words, but I heard genuine commitment from both sides.

There were a number of MPs and Senators present for the launch of the ride, including Minister for Road Safety Catherine King, and other Labor members Stephen Jones, Andrew Leigh, Rob Mitchell, Julie Owens (our event host), Bernie Ripoll, and Senator Carol Brown. Darren Chester was joined by his fellow Nationals MP and ride participant, Luke Hartsuyker. Greg Hurst and I received many apologies due to other commitments. There were also quite a few advisors of other MPs present too.

I'd like to thank the following for their assistance: - Greg Hirst for all his work in organising the ride - Nicky Hussey and Jen Woods for rallying some riders - Robbo's Harley-Davidson for providing bikes for MPs and supplying a morning tea feast! - Independent MP Andrew Wilkie for arranging some office space for me to use - PS Importers, Simon Gloyne and Canberra's Motorini Scooters for use of a Vespa

It's been a great day for motorcycling.
Shaun Lennard Chairman AMC

“Go ‘Off-Road’ on my street bike...? Are you crazy?”

If you tend to shy away from gravel roads when riding, you are missing a whole new world of possibilities. Some of the most incredible places to be seen are off some old gravel or dirt road that rarely sees a car, much less a motorcycle. You may even find yourself



running out of pavement in a rural area when you least expect it, so, it's worth learning to be comfortable navigating a

motorcycle on other than paved road surfaces.

Like most things, to be successful you need to keep things simple. Riding gravel and dirt roads are no exception. As dirt bike enthusiasts know, there are really only three rules to keep in mind when riding gravel or dirt.

Let's look at each in detail.

1. Read the Road.

This is probably the single most important thing you can do to raise your confidence on gravel or dirt. Simply put, you're looking for parts of the road where the surface has been “pushed” clear and you can ride on the hard-packed dirt underneath. Most often these



will be in the shallow of the road. What's a shallow, you ask? Good question. Over time,

paths get made in the road where a car's tyres push the gravel out to the sides of the road. These are shallows. Shallows are a gravel road's sweet spot. You want to ride in these as much as possible. If you take the time to stop and look at a shallow, it usually contains very little gravel or rocks and just consists of a hard-packed dirt surface – like asphalt. Stick in the shallows whenever you can. As your ability to read the road and spot shallows increases, your confidence on gravel roads will grow ten-fold.

2. Easy on Everything.

Why do gravel and dirt roads make bikers nervous? For the same reason bikers get nervous when they get caught in the rain. Less traction. With less traction you want to go easy on everything, including turning, braking, accelerating, and your overall speed. Sudden movements require more traction to execute. If you try

a sudden movement on a surface with less traction, like wet asphalt or gravel, the bike is probably going to lose traction and not do what you want.

- Don't jerk the handlebars to make a sudden turn.
- Don't "panic jam" the brakes to slow down.
- Don't roll your throttle back like your blasting off the line (unless you're trying to throw gravel out from behind you and hit your mate on the head.

Moderate your speed and go easy on everything.

3. The motorcycle knows best.

If "reading the road" is the single best thing you can do to raise your confidence on gravel, then realising that “your motorcycle knows best” is the single best way to increase your enjoyment of riding on an unpaved road.



Your motorcycle is going to wriggle on a gravel/dirt road. It's going to feel like its sliding all over the place. Your front tyre is

going to jerk about. Let it. Your bike knows best.

Awareness that your motorcycle is going to do this will help you do the right thing. The natural tendency for most riders is to try and control every movement on gravel or dirt – don't. Just relax, keep a firm grip on the handlebars, and a light touch when controlling the motorcycle. Don't try to control every movement of the bike, allow the bike to move under you. The law of physics that says that a body in motion tends to stay in motion definitely applies in this case. Keep your head up and your focus on where you are trying to go. The bike will wriggle its way to where you want. This rule probably takes the most getting used to, especially for those of you riding the big heavy cruisers and touring bikes.

Be confident in yourself and your motorcycle and you'll be fine.

Black Mountain Motorcycle Club Rider Training
<http://blackmountainmotorcycleclub.com>

Reason to Ride Bikes: Traffic Congestion Charging

While San Francisco is considering implementing congestion charging in a bid to reduce its rush-hour gridlock, a new report finds that UK motorists are so frustrated with increasing road and fuel taxes they would welcome road user charging as an alternative if the taxes were reduced accordingly.

ITS International

BITRE ROAD DEATHS APRIL – ACRS 140513

The Bureau of Infrastructure, Transport and Regional Economics (BITRE) has just released its analysis of road deaths in Australia for the 2012 year. The smaller, year-to-date report for April 2013 was also released recently. You'll find both reports via a link at the end of this article.

The downward trend of 2011 did not continue, with total motorcycle deaths increasing in 2012. In fact, the total of 224 was exactly the same as the toll in both 2010 and 2011.

Table 1 on page 3 of the 2012 report (or page 11 of the pdf itself) shows the raw numbers for each road user class.

The largest increases in 2012 were in NSW, Queensland and WA. Victoria and SA both had decreases. In the smaller jurisdictions, ACT remained the same at 3, whilst the Northern Territory both doubled from 2011 (but small in terms of overall national total). The 2012 data shows why you shouldn't draw conclusions from just one year's figures.

The overall trend is still improving when compared to registrations (although there was an increase for the single year 2012). This data is on Table 11 on page 20 of the report (page 28 of pdf).

The overall rate for Australia is 3.16 deaths per 10,000 motorcycle registrations, and this continues the decline of an average of 6.6% per year over the past decade. It's still way too high I think, but a line that will be easy to remember is that: "whilst registrations have increased by an average of 7% a year over the past decade, the fatality RATE has DROPPED by an average of 7% a year over the same period."

The report then also examines time of day, speed zone, etc, but this is only a collective for all road users. It would be very interesting to see this just for motorcyclists. I wonder if BITRE would be willing to supply this separately – perhaps the AMC should ask.

Just a note on the year-to-date report for April: much the same as for the year to December 2012. Rolling 12-month total is 218, up on the previous year.

The full reports can be viewed here:
www.bitre.gov.au/publications/publications.aspx?query=s:%22road%20deaths%20australia%22&link-search=true

Shaun Lennard
Chairman AMC

BITRE ROAD DEATHS AUSTRALIA: MONTHLY BULLETIN SHOWING LATEST FIGURES - APRIL 2013

This bulletin contains current counts and summaries of road crash deaths and fatal road crashes in Australia. It is produced monthly and published on the BITRE website on or around the 14th of each month. BITRE falls under the Australian Government Department of Infrastructure and Transport.

Data are sourced from the road traffic or police authorities in each jurisdiction.

This month's key figures

- There was a total of 88 road deaths in April 2013. In comparison to the average for April over the previous five years, the current figure is 29.8 per cent lower.
- During the 12 months ended April there were 1,300 road deaths. This is a 2.2% increase over the total for the 12-monthly period ending April 2012.
- Presently the rate of annual deaths per 100,000 population stands at 5.7. This is a 0.5% increase over the figure for the 12-monthly period ending April 2012.

IMPROVING BIKERS SAFETY – MOTOSMARTY APP INFO

Motosmarty's goal is to make roads safer for motorcyclists and we have a target to reduce motorcyclist accidents by 10% in 3 years. We have built a mobile app for motorcyclists that warns them about incoming road hazards without pulling their phones out of their pockets. All our data of incoming road hazards are added by motorcyclists themselves and, in fact, to add a danger one does not even need to see the screen. To our best knowledge this is a first-of-its-kind solution.

A video explains how dangerous points can be added.
<http://www.youtube.com/watch?v=aREG17NioBc>
 We recently launched the app worldwide but till now we had it only in France and Benelux, from where we already have over 3000 marked dangerous places. You can see the map of dangerous points at: motosmarty.com/map. We also are working on adding an accident detection system so that in case of an accident a semi-automated distress call can be send to an emergency number. Moto Mat at www.motosmarty.com

Other news links about the app.
http://www.lereparedesmotards.com/actualites/2013/actu_130516-application-motosmarty-zones-dangereuses-temps-reel.php

<http://news.motorbiker.org/blogs.nsf/dx/app-helps-other-on-motorcycles-be-safe---great-software.htm>

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

ASI Motorcycles	Discount on request	8326 2800	48 O'Sullivan's Beach Rd Lonsdale
Bills Motorcycles Richmond	10% on request	8234 2050	340 South Rd Richmond
Bills Motorcycles Blair Athol	10% on request	8349 8477	368 Main North Rd Blair Athol
Bridgeland Motorcycles	Discount on request	8532 5722	145 Adelaide Rd Murray Bridge
Coast Yamaha	Discount on request	8382 5581	212 Main South Rd Morphett Vale
DA Motorcycles	Discount on request	8281 8933	1758 Main North Rd Salisbury Plains
Eye 4 Airbrush	10% discount	8284 5393	24 Ramnet Circuit Munno Para West
Gawler Motorcycle Centre	10% discount on accessories	8522 7700	Lot 1 Main North Rd Evanston
GC Motorcycles Prospect	\$5 on tyres	8344 7888	122 Main North Rd Prospect
GC Motorcycles Melrose Park	Discount on request	8371 4699	947 Main South Rd Melrose Park
Gilbert & Mattner Lawyers	10% discount	8233 3661	32 St Helena Place Adelaide
Honda World / Ducati Adelaide	10% parts & accessories	8374 2299	1075 South Rd Melrose Park
K & M Motorcycles	10% parts, accessories & ws 10% new products, 20% repairs, all Aussie leather	8234 1090	10 Deacon Ave Richmond
Ken Oath Leather Goods	repairs, all Aussie leather	0417 713 523	3 Cranbourne St Elizabeth Park
Kessner Suzuki	10% parts and accessories	8261 9955	320 North East Rd Klemzig
Motorcycle Parts & Gear	Discount on request	8562 4725	33 Railway Tce Nuriootpa
Motorcycle Revolutions	Discount on request	8371 4448	855 South Rd Clarence Gdns
Pro Street Cycles	Discount on request	8359 4449	494 Main North Rd Blair Athol
QBE Insurance	Ring for a quote	0392 462 761	
Redline Exhausts	Ring for a price	8277 0311	8 Coongie Ave Edwardstown
Shannons Insurance	Ring for a quote	13 46 46	
Victor Motorcycles	10% on genuine parts & acc	8552 3601	14 Adelaide Rd Victor Harbor
Walden Miller Clothing	10% bring the advert	8374 3884	40 Furness Ave Edwardstown
Yamaha Pitmans	Discount on request	8260 9200	420 Main North Rd Blair Athol
Yamaha Retro Spares	Discount on request, 5% tyres, 10% services	8340 1970	115 Regency Rd Croydon Pk
Yamaha World	Discount on request	8297 0622	845 South Rd Clarence Gdns

ROAD HAZARDS FREECALL NUMBER : 1800 018 313**Vic Levy Retained**

The Victorian Motorcycle Council (VMC) has given the Victorian Government's response to the 18-month Parliamentary Inquiry into Motorcycle Safety (PIMS) report a lukewarm reaction after a key recommendation was rejected by the Transport Accident Commission (TAC).

The report made 64 recommendations, a primary one being the abolition of the motorcycle safety levy of \$68.

In 2002 the current Premier Dr Napthine described the levy as being "unfair, discriminatory and bloody wrong", and pledged to abolish the levy, and Victoria's motorcyclists are "bitterly disappointed" that the levy will be retained.

Peter Baulch, Chairman of the VMC, said, "The inquiry was a no-nonsense watershed analysis of Victorian motorcycling. It saw through the negative media stereotyping aided by the TAC's abysmal motorcycle safety campaigns and represents state-of-the-art thinking on motorcycle safety. Disappointingly, the Government does not see as clearly as the PIMS committee. There has never been a safer time to ride a motorcycle in Victoria, but we'll have to endure continued negativity from the agencies."

Other recommendations included setting up an Independent Office of Road Safety Data to remove the bias and politicisation of motorcycle road safety statistics, redressing TAC's negative approach to motorcycles in the media, establishing a working party to introduce motorcycle traffic filtering and greater cooperation between road safety agencies for fundamentally better road safety data collection.

MRA COMMITTEE

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 MRASA South-East PO Box 909 Millicent SA 5280

Motorcycle Riders Association of SA Inc. MEMBERSHIP APPLICATION FORM

New Member: or Renewal Membership No.

Name: _____
 Address: _____

Postcode

Telephone _____ Mobile _____
 Email _____

Join mailing list/s? SAMRATS Scooter Club

Birthdate Occupation _____

Gender M / F Blood Donor? Please send info

Do you ride a Motorcycle Scooter Other

If family membership, 2nd cardholder name _____

Member of: Mid North South East Register

Other Clubs? Details: _____

Do not send Association magazine

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

Date ____ / ____ / 201__ Signature _____

MEMBERSHIP FEES: CIRCLE ONE

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

Payment by: Cheque Money Order or debit my Visa MasterCard

- - -

Amount \$ _____ - 00 Expiry date ____ / ____

Name as printed on card _____

Signature _____