

CENTRESTAND

September 2014



THIS ISSUE

SOCIAL MEDIA

CRASH CODING

VOYEUR CAM

FAREWELL PETE

SAFETY TIPS

MUDGUARDS

SACCADES AND FIXATIONS

Let those who ride decide



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

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EDITORIAL

Harald Lindemann

An era has come to an end. Our good friend Peter Mount is retiring from the MRASA and calling it a day after 33 years of motorcycle and road safety activism. I met Peter in 1989 and have since then had the benefit of his knowledge and wisdom in my own work for the MRA. I have fond memories of discussions with Pete and others about road safety and plans for the MRA, talking about what the MRA is about and why we do what we do – well lubricated by a red or two of course.

I also remember working together on Centrestand articles discussing the merits of various phrasing, word meanings and the use of apostrophes. It didn't seem to matter who was Editor at the time as we always seemed to do the work together, usually well-lubricated by a red or two of course. And if there were very few typos to be found in the issues that we sent out it was because of Pete, as he was the final proof reader.

Organising the Great Escape Rally and the Toy Run were the other two great projects which we fell into, again with much discussion about the issues which were of concern to those attending the events. And it always seemed to work, because the guys and girls all enjoyed themselves. It was the red, you see.

Thanks Pete, for your help, your wisdom, your companionship and your red. (*Read some parting words from Pete on pages 8 & 9.*)

Finally, spring is here again. This means more great riding weather and more time on the road. Have you given your bike the once over recently? Have you even ridden it since the weather turned last winter? If you answered no to one or more of the above questions then it's time to play safe. Check tyres and brakes for wear. Squealing brakes are not a good sign – and no, they will not get better by themselves. Change the oil and any other fluid it needs. Make sure cables (clutch and brake if you have them both) are moving smoothly. If not relace them or clean and oil. Change the brake fluid. Did I say change the brake fluid? Check the tyre pressures. And give the bike a clean. There's nothing like going for a ride on a clean, freshly serviced bike. Enjoy. And hey, be careful out there!

Ride Safe, Harald

PRESIDENT'S REPORT

2014 is proving to be a significant year for the MRASA. Phil Creer and Neville Gray have announced that this is their final year on the Committee and Peter Mount retired this month. I have difficulty putting into words how much they will be missed.

Neville has been our Road Safety Officer for nearly all of my time with the MRASA and has been my "go to" person for anything relating to motorcycling road safety and our state government motoring departments. Nev's knowledge of who does what and where in the SA government departments has been invaluable. He is well-known and highly respected around Australia and this was recognised when he was awarded an Order of Australia for his contribution to motorcycle road safety.

Peter has been with the MRASA from the start in 1981. He has held just about every Committee position, some for many years and more often than not, a few at the same time. Peter did another year as President a couple of years ago when I had a year off and this was while still the Toy Run Site Manager as well as Centrestand Editor and our Public Officer. A past Australian Motorcycle Council Chairman, Peter has represented motorcyclists at all levels of Government throughout Australia and internationally. With the MRASA, he was heavily involved in our successful major campaigns on Third Party Insurance and the Lights On. One of the problems I have as a volunteer and representing the MRASA at meetings and forums is the difficulty in taking time off from my full time job. An example would be a meeting with MAC or DPTI, scheduled for 1.30 or 2 o'clock on a Tuesday. Peter and Neville have always dropped everything and been there for us. The South Australian motorcyclists have lost a couple of outstanding advocates.

Dr Phil may have focused on the Scooter Club but has always been an informed, articulate and passionate voice on the Committee. He shares with both Neville and Peter in serving as the MRASA Vice-President during my time as the President. He has been our Forum and Face Book moderator, a Scooter Club Coordinator and a regular contributor to ABC radio.

These three share a few things in common. A love of motorcycling, a willingness to donate time and energy past the reasonable point and most importantly, they are all great guys. Yep, they leave a legacy. Hopefully you will see where I am going with this. We need people to come along and be a part of the Committee. Start like we did as a General Member and see where it goes.

You will know a couple of things. You are needed and very welcome. Hope to see you soon.

Phil McClelland
President MRASA

SE FREEWAY SPEED LIMIT REDUCTION

Here is what MRASA has posted regarding the recent speed limit reduction for the SE Freeway:

The MRA would like to announce its position on the speed limit reduction applied to the down-track of the South Eastern Freeway effective 1st September 2014. The speed reduction was introduced after the recent horrific crash and loss of life from an out-of-control truck descending the hill.

We urge the Government to address the issue of faulty vehicles and inadequate driver training. We suggest the fees be abolished for vehicles using the arrester beds, and the introduction of an additional roadside mechanism or escape path near the lower end to arrest the descent of an out-of-control vehicle.

Whilst the MRA does not support reduction of speed limits to address other issues, we support the reduced speed in this instance as it moderates to a degree the speed differential between the slow and fast moving vehicles sharing the same segment of road. It also makes the speed limit from the top to the bottom consistent all the way.

There are only two mistakes one can make along the road to truth: not going all the way and not starting.

Guatama Buddah

MRA SOCIAL MEDIA**Graeme Rawlins Social Media/Webmaster**

Dear Members,

The MRA has a social media presence providing you with up-to-date information on current events and what is happening in the political arena. If you have a Facebook account, computer or a smartphone you can join in the commentary.

We have the committee-endorsed MRASA group where you will read the latest discussions relating to motorcycle safety and related news, reminders for rallies and other relevant material within the scope of the Association. Type 'MRASA' in the search to find the group.

We have the committee-endorsed MRASA Toy Run community page. This page was created on 25th July 2014 and provides recent news and information on the Toy Run. As a community page, you will need to search for it and like it to receive updates on your timeline. Type in 'MRASA Toy Run' in the search to find the community page.

There is also the MRASA Toy Run group page, which may appear in your search results above. This page is a 'group' and not a 'community' page and was the original page created. The MRA will soon be closing this group and redirecting all users to the new community page.

Our sub-committees also have Facebook pages which you can also join. There is the SA Scoots group page (search 'SA Scoots') and the SAMRATS page (search 'SAMRATS Riders') where you will find latest information on rides and events.

Graeme Rawlins

POLLIE'S SPEAK

The Liberal Democrats have presented a policy on Motorcycling. Listen to what Senator David Leyonhjelm has to say on YouTube. Google '*Motorcycles and the Liberal Democrats*' and you may be gently surprised to hear something that motorcycling organisations around Australia have been saying for years. Maybe it's a start towards some clear thinking about road safety.

SCOOTER CLUB RIDE DATES

Meet at 9.30 for a 10am ride-off

Oct 19 to Southern Vales gathering TBA

Nov 16 Destination and gathering TBA

Dec 8 Toy Run Victoria Park 8am for an 11am ride-off to Callington

Check the MRASA website for updated details

NEXT BLOOD RUN
Saturday November 1 2014

8.30am Roll-up, 9am Departure

**for the Grenfell St Blood Bank from the
 Shopping Centre, Cnr. Cross Road and
 Goodwood Road, Cumberland Park**

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

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POETS' CORNER**WA GOV SUPPORTS RIDERS USING
BUS LANES****Peter Mount****THOSE DAYS BH**

Porus leaking gaskets
 no silastic then
 Puddles of black oil
 everywhere you went
 Headlight dim as winter
 hardly any brakes
 Such was life on bikes
 in the days BH

Forgot to decompress
 nearly broke my ankle
 No electric start
 wiring was abysmal
 Engines breaking down
 often running late
 I had weary bikes
 in those days BH

Frozen to the bone
 leathers hard to get
 Helmets open faced
 scarf all soaking wet
 Laprug getting old
 edges frayed of late
 That's the way it was
 in those days BH

Pillion on behind
 ride home from the shop
 Gearsak not invented
 carry all you got
 No indicators then
 use your hands old mate
 Needed wits about us
 in those days BH

Riding dusty roads
 potholes by the score
 Only gone eight miles
 backside getting sore
 Back there in my mind
 memories growing longer
 Back to those old days
 old days Before Honda

Blue Coppin

Motorcyclists would be allowed to ride in bus lanes under a plan to ease congestion being considered by the Barnett Government. A working group established by the Road Safety Council this year has recommended a six-month trial of shared bus lanes.

"Evidence presented suggested that allowing motorcycles and scooters to use bus lanes for a traffic efficiency gain would not adversely impact on safety for motorcyclists and other users," the council said in a recent report.

Motorcycle Riders' Association of WA President Dave Wright said bus lanes were an under-used asset. He said the move would free up Perth's congested highways by encouraging more commuters to hop on a bike and would also improve safety for motorcyclists.

"I looked around and really the bus lane was an under-utilised asset that we have as taxpayers," Mr Wright said. "We have 120,000 registered road motorcycles in WA, and a lot of them are sitting in people's sheds. If you were stuck in traffic going nowhere and you saw scooters and motorcycles going down a relatively empty lane – well, we're hoping people will get them out of the shed and use them instead of cars."

Mr Wright said the group had identified two sections of road for a trial, including South St and the Kwinana Freeway. "We haven't got a lot of bus lanes at the moment but in 10 years' time there is going to be a lot of bus lanes in Perth," he said.

"We will be educating our motorcycle riders that it's a bus lane so we can't hold up buses in any way, shape or form. The only issues I can see is maybe cars turning left across the bus lane but that would be part of the education and communication leading up to the trial."

Mr Wright said he expected the trial to start next year. Transport Minister Troy Buswell said the Barnett Government was still considering the idea.

CRASH CODING

Neville Gray, Road Safety Officer

Crash Coding comes to South Australia

For many years motorcycle safety protagonists throughout Australia have yearned for meaningful data and statistics on motorcycle crashes so that safety initiatives can be targeted at the real issues.

At last we have the ability to learn where the problems are with the introduction of a Crash Coding System (DCA) now used by the Department of Planning, Transport and Infrastructure (DPTI). Most other States have had this process in use for many years and we have adopted the best system that is used in Victoria after perusing all the systems used in other States.

I attended an Australasian College of Road Safety Dialogue session on Friday 29th August where the DCA was explained to interested parties. Crash data from the SA Police crash report forms are fed weekly into the Road Information Analysis Section of the Department and updated when say a serious injury goes to a fatality so that all data is true and relevant. From these SAPOL report forms all crash type data is put into the extensive data base by highly-trained operators. The new system is a major advancement on the old system and allows for a more detailed analysis of the contributing factors to a crash. This will lead to identifying site treatments or issues of inherent concern to road user groups.

So how does the system work? All crashes are categorised into one of 80 basic types such as multi-vehicle, single vehicle, head on, cutting in and fatalities, serious injury or property damage only – the list goes on and covers all crash types including location, gender, age, BAC level etc. Crashes involving multiple impacts are catered for as the original 80 categories are further split into multiple categories. We end up with a large data base that can be analysed further depending on what the researcher specifies.

At the Dialogue, the Motor Accident Commission spokesperson gave some examples of how this powerful data base could possibly be used. Picking out 'older drivers' over the age of 60 years showed that they are over-represented in crashes and the times of day that these crashes occur. Motorcyclists were showcased and we

learnt that on the Old Willunga Hill, for example, there were 6 major crashes involving motorcycles on the short piece of road in the last 12 months since the new data base has been developed. Each crash was further analysed into two head-ons between two motorcycles, crashes into bicycle riders, and single vehicle crashes on downhill corners. Exact locations were clearly presented on Google maps. This indicated that the Old Willunga Hill road is a high crash rate area and needs to be looked at in terms of making it safer for riders. Normally this road would not be closely inspected as a problem area but was clearly highlighted by the DCA system as a high risk motorcycle area.

The possibilities of extracting meaningful data from the Crash Coding System are endless – at last we have the means to research motorcycle and other road user crashes to find out where the problems are. So who can use this data? At the conclusion of the presentation, I queried Emily Cornes who is the Senior Road Information Officer charged with maintaining the quality of the crash data base, on the possibilities of the motorcycle safety researchers getting their hands on this valuable data on request. She stated that such a request would be successful within confidentiality limits with names of victims removed etc. The MRASA stands to gain valuable information from this source and we will be well-prepared to understand exactly where the problems now lie.

AMC CORNER

2014 Chairman: Shaun Lennard
 Secretary: Tony Ellis
 Treasurer: Brian Wood
 Exec members: Phil McClelland
 Nicky Hussey

AMC Position Statements

Road Safety Daytime Running Lights
 Frontal Identification
 Protective Clothing Rider Training
 Verifiable Power Restrictors for LAMS
 Motorcycles Diesel Spills
 Road Design & Maintenance
 Unriders Differential Speeds
 Pocket Bikes Crash Barriers
 Electric Motorcycles & Scooters

For information go to:

<http://www.amc.asn.au/web/position-statements>

MAC SAFETY TIPS

Neville Gray

1. Look for other road users who are not looking for you. Ride conspicuously and never in blind spots. Never assume that the other vehicle will stop.
2. Riders, unlike car drivers with aids such as air bags, collapsible steering columns and the stability of four wheels, only have their hazard perception and avoidance skills and their protective clothing to make them safer.
3. Always wear good quality protective clothing from your head to your feet. Protect your extremities with helmet, gloves and leg and arm protection in all weather conditions.
4. Most cars can stop quicker than most motorcycles especially in emergency situations. Therefore always keep a 3-second gap to the vehicle in front of you.
5. Always perform a head check before changing lanes. Just looking in your mirrors is not good enough.
6. It is vital to ride at a speed to suit the prevailing conditions. In bad weather this could mean at a speed under the posted speed limit
7. Riding under the influence of alcohol and drugs is plain suicidal. You need all of your faculties at a high level to successfully ride a motorcycle.
8. Don't forget the safety of your pillion as well as your own. They too need good protective clothing and to be informed about the dynamics of a motorcycle and know how to assist by being a good pillion.
9. Never lend your motorcycle to riders who are unlicensed or inexperienced.
10. Intersections are high-risk areas. Slow down when approaching an intersection and be ready to avoid a possible collision.

VOYEUR CAM

We all know that Victoria has the harshest road rules in Australia and that the police there are more than willing to hit drivers and riders for minor infractions to increase the general state revenue, so it's no surprise that they are always on the lookout for greater powers and tools to help them achieve those goals.

Information in from Victoria is that the police have a new weapon in their arsenal. – 'The Rangers'. These are high-tech cameras that are the domestic equivalent of CIA spy satellites. They can zoom in on motorists from 700 metres and check if they are wearing seat belts, making phone calls or texting or even not paying attention to their driving – and you won't even know that they are watching. The police also have the discretion to decide if you are being distracted in a dangerous manner. So don't go admiring your junk while you're waiting at the lights, it may look like you're secretly texting and you would then have to prove that you were not or else pay the fine.

Maybe they won't do it but they can – the law allows them to – and as we know, if they have discretionary powers then they probably will use them. What if it was decided that you were eating in a dangerous manner?

New drink-driving regulations are designed to hit drivers with a double whammy. They are proposed for drivers convicted of drink-driving while under the influence of drugs. First offences allow for over \$4000 in fines and, for repeat offenders, fines of up to \$39,000, 12 months' licence cancellation and vehicle impounding. These penalties are expected to come into force in 2015.

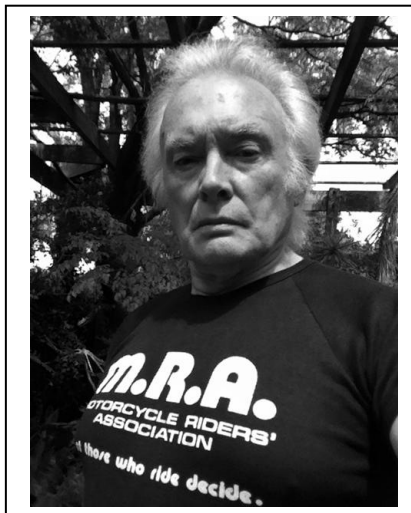
Higher penalties are also now on line for those who speed through school zones and shopping precincts and try to beat red lights - \$289 for speeding more than 10kph and \$361 for a red light offence and includes 6 demerit points if snapped together.

Other states will be watching for their effectiveness in saving lives and raising revenue.

Thanks to Turbo, the Herald Sun and the Geelong Advertiser for the info.

THAT'LL BE THE DAY by Peter Mount

Dear members, I have reached my use-by date. I am therefore resigning from all positions, roles and activities in the MRA. In the 33 years of my involvement with the MRA and the Australian Motorcycle Council, some being spent as President, Vice-President and Secretary of the former, including 4Bs, Samrats and Toy Run Coordinator, and Chairman of the latter, I have written extensively and presented many papers on a wide diversity of topics (though primarily, of course, related to motorcycle safety in one way or another), conducted much research and represented motorcyclists at local, state, national and international forums (for many years being on up to 14 committees, working groups, panels and other bodies simultaneously), and learned the advantage to us of having direct access to the Government bureaucracy and state and federal ministers at the highest level whenever the need arose.



While AMC Chairman I was accepted as an Associate Fellow of the Australasian College of Road Safety (ACRS) in 1992 for my work in motorcycle safety and in 2000 the small number of South Australian members began an ACRS SA Chapter, in which I was installed as Vice-President. The SA Chapter now has over 130 members, including the MRA.

My view of the MRA's purpose has been fairly straightforward: essentially, it has been to promote a positive public image of motorcyclists and improve their safety. Given that the MRA is made up entirely of volunteers, I think we have been reasonably successful in these objectives, thanks to the dedication and determination of many, many people over the years.

The objectives are the linchpins of the organisation; all else is secondary. If the MRA fails in its primary objectives it becomes just another ride group. Focussing on the objectives requires constant vigilance, for there will always be issues to work on: laws, standards, technology, manufacturing, methodology, perceptions, societies, organisations, governments – all are in a constant state of change, and if the MRA is not at the vanguard of these changes it risks losing its hard-won credibility and may be seen as unprofessional, unrepresentative and unnecessary.

This means there will never be time for complacency, to sit back, relax, smugly think we've done enough for now, that there's nothing on the horizon, that things seem OK and that it will all just keep rolling along through its own inertia. That's not the way it works. We have to be continually alert and responsive

whenever opportunity presents itself. More than that, we have to be proactive. We have to go looking for things that will reflect, reinforce and vindicate our aims and claims.

A few years ago (many) I wrote a booklet of advice for novice riders called *The Ride of Your Life*, as there was nothing locally available at the time, and invited the State Government Insurance Commission (SGIC) to produce it. They were keen, and 20,000 were published under the MRA name in full-colour gloss for distribution to rider trainers, shops and individuals.

SGIC has become the Motor Accident Commission (MAC), but the people we dealt with back then are still around, albeit in different roles, are still influential in government, are familiar with the MRA's objectives, and remain supportive of the MRA's commitment to improving motorcycle safety. A recent testament to this is that, apart from MAC's involvement in the Toy Run and providing other safety-related support, MAC approached us for advice on winter motorcycle safety tips for their website.

Coincidentally, as I write this I have received another invitation from a peak government body for the MRA's members to be involved in trialling an innovative new product, solely because the Chairman and I have met frequently as representatives of our organisations over 20-or-more years and use each other as a direct contact when a relevant opportunity or need arises. Others on the various MRA committees will have similar experiences to relate.

Appreciate the value of networking. Everybody knows everybody in this game, and everybody talks to everybody. Referrals, invitations, project involvement and opportunities will come in if people know you, can work with you, trust you and believe in your commitment to and the integrity of the MRA's objectives. Networking builds up a reservoir of goodwill on which we capitalise as the need arises, but we have to keep topping it up and extending it. We don't know where the networking will lead, but rest assured, it will lead somewhere beneficial to the MRA at some time provided it is there.

If this sounds like work, it is. The MRA wasn't established to be a social group. Sure, it's nice to socialise, go for rides, enjoy each others' company in and out of session, make good friends, but that's a product of the work, not its purpose.

I cite two examples which at first glance might seem of minor significance, or perhaps having returns which do not appear worth the input time. The first is the recent approach from the Attorney General's Department (AGD) for our opinion on their draft motorcycle theft survey. This was the first time the MRA has been approached by the AGD, which provided us with two things: knowledge that the MRA has credibility at another high level of government, and an opportunity to further that credibility with a well-considered response.

This in turn led to the AGD's interest in expanding the survey beyond engaging only MRA members to include the wider motorcycling community through utilising the MRA's promotional and communication resources, together with extending the duration of the survey to take advantage of this year's Toy Run. Although a little extra work, the return for us is additional credibility of the Toy Run as an MRA and motorcycle community promotional vehicle and an enhancement of the MRA's professional image.

Although it might not seem like it, enough work went into the MRA's response that the AGD thought we had made a meaningful contribution, which has the potential to lead to other work not only with the AGD but with other government departments and organisations besides those we currently deal with. As a case in point, the survey, with our recommendations, has gone to SAPOL for approval, which will have consequently extended our contacts and added to our standing within SAPOL.

Access to government is a key part of our role on the road safety side, specifically regarding our Constitutional Objects (a) *To provide a link between motorcyclists, government, other authorities and the general public*, (c) *To work for improved road safety*, and (e): *To work for fair and sensible laws which protect motorcyclists' safety on the road*. So although the survey was on theft, it was, for us, really about road safety and our objectives.

The second example is a one-hour weekly community radio show we had in the 1980s, consisting of music, information and interviews. Quite a bit of work went into the initial setting up as all the (MRA committee) people on the mike – two per week rostered over a month – had to do a training course. Ongoing work involved preparing information covering legislation, safety, events, rallies, other clubs' activities and things of general interest, and arranging interviews with people who had expertise in various related fields or who could simply provide interesting stories about motorcycling.

We had quite a large audience, and we believed it was an effective means of enacting Constitutional Objects (a) (see above), (b) *To support other motorcycling bodies that work for the betterment of motorcycling*,

(c) (see above), (d) *To promote responsible and safe motorcycling*, and (f) *To promote, organise, manage and implement events and activities to further these objects for the enjoyment of motorcycling*. The radio show aligned with the MRA Toy Run in its promotion not just of the good things about motorcycling but of the strong community spirit that motorcyclists have.

The benefits of the radio show included regular interaction with motorcycle clubs, which we promoted free-of-charge, and the trade, which advertised for a fee; increased membership and support; increased awareness of the MRA's purpose and activities; and access to the general public as well as riders, which led, we believed, to increased awareness of riders on the road, which increased their safety.

These examples highlight two points. Firstly, the value to the MRA of whatever we do should not be underestimated. Everything, every project, every task of any dimension, is connected in some way. Identifying that connection is merely a matter of joining the dots, but connect them we must, for doing so is vital to the MRA's welfare, purpose and durability. Secondly, everyone's input is important and necessary. The Committee is a collective: it works together, thinks together, contributes together. Think of it as a big brain. An individual has only one small brain. There are 19 small brains on the committee. For every person who doesn't provide input the collective brainpower is reduced by about 5%. If only two people contribute, the MRA is functioning at around 10% of its capability. The reason MRASA has remained strong and viable for 35 years is because it has had a large collective brain with most parts of it functioning at any given time as the need has arisen. Individuals might have ultimate responsibility for any particular matter in or outside their portfolio, but if only one or two brains are contributing, the MRA is short-changing itself. Have confidence in the value of each other's contribution. Yes, it requires work, vision, conviction, resolve, patience and dogged determination, and yes, I know we're all volunteers with other commitments and limited time, but you didn't come onto the MRA committee to avoid work, did you?

This is what the MRA is about, at least to my mind. It is your prerogative to differ. These are just my thoughts; do with them what you will.

I am tired, my friends, and it's time to exit the stage. I have worked as hard as I could and as well as I could. I have tried to work for you diligently, responsibly and effectively, but I am slowing down and, despite your tolerance of my reduction in pace, I am not satisfied with it myself. The work will always be there, hence there will always be a demand for those of you who strive to be energetic contributors and innovative thinkers.

go to page 12 ☞

AN RAF PILOT CAN TEACH US ABOUT BEING SAFE ON THE ROAD

“Sorry mate, I didn’t see you” is a catchphrase used by drivers up and down the country. Is this a driver being careless and dangerous or did the driver genuinely not see you? According to a report by John Sullivan of the RAF, the answer may have important repercussions for the way we train drivers and how as motorcyclists we stay safe on the roads. John Sullivan is a Royal Air Force pilot with over 4,000 flight hours in his career. He is a crash investigator and has contributed to multiple reports.

Our eyes were not designed for driving

We are the result of hundreds of thousands of years of evolution. Our eyes, and the way that our brain processes the images that they receive, are very well suited to creeping up on unsuspecting antelopes and spotting threats such as sabre-toothed tigers. These threats are largely gone and they’ve

been replaced by vehicles travelling towards us at high speeds.

This we’ve not yet adapted to deal with.

Why? Light enters our eyes and falls upon the retina. It is then converted into electrical impulses, that the brain perceives as images. Only a small part of your retina, the centre bit called the fovea, can generate a high-resolution image. This is why we need to look directly at something, to see detail. The rest of the retina lacks detail but it contributes by adding the peripheral vision. However, a mere 20 degrees away from your sightline, your visual acuity is about 1/10th of what it is at the centre.

That’s not to say that we cannot see something in our peripheral vision – of course we can. As you approach a roundabout, you would be hard-pressed not to see a bus bearing down upon you, even out of the corner of your eye – obviously, the bigger the object, the more likely we are to see it. But would you see a motorbike, or a cyclist? To have a good chance of seeing an object on a collision course we need to move our eyes, and probably our head, to bring the object into the

centre of our vision – so that we can use our high-resolution vision to resolve the detail.

Here’s when things get really interesting

When you move your head and eyes to scan a scene, your eyes are incapable of moving smoothly across it and seeing everything. Instead, you see the image in a series of very quick jumps (called saccades) with very short pauses (called fixations) and it is only during the pauses that an image is processed. Your brain fills in the gaps with a combination of peripheral vision and an assumption that what is in the gaps must be the same as what you see during the pauses. This might sound crazy, but your brain **actually blocks the image** that is being received while your eyes are moving. This is why you do not see the sort of blurred image that you see when you look sideways out of a train window. The only exception is if you are tracking a moving object.

This is because your brain shuts down the image for the instant that your eyes are moving. This is called

saccadic masking. In the past it meant we could creep up on

antelopes

without our brain being overloaded by unnecessary detail and a lot of useless, blurred images. However, what happens when this system is put to use in a modern day situation, such as a traffic junction?

Why we miss motorbikes and bicycles

At a traffic junction all but the worst of drivers will look in both directions to check for oncoming traffic. However, it is entirely possible for our eyes to “jump over” an oncoming bicycle or motorbike. The smaller the vehicle, the greater the chance it will fall within a saccade.

This isn’t really a case of a careless driver, it’s more of a human incapacity to see anything during a saccade. Hence the reason for so many “Sorry mate, I didn’t see you” excuses. The faster you move your head, the larger the jumps and the shorter the pauses. Therefore, you’ve got more of a chance of missing a vehicle. We are effectively seeing through solid objects, with our brain filling in the image. Additionally, we tend to avoid the



edges of the windscreen. The door pillars on a car therefore create an even wider blindspot. This is called *windscreen zoning*.

The danger of playing music

Our ears help us build up a picture of our surroundings. However, inside our cars or with music playing, our brain is denied another useful cue. Also, some modern motorcycles are very quiet, so they won't be heard by car drivers.

How accidents happen

Let's say you are driving along. You approach a junction and you notice a lack of traffic. You look left and right and proceed forward. Suddenly you hear the blast of a horn as a motorbike flashes in front of you, narrowly avoiding an accident. What just happened? On your approach, you couldn't see there was another vehicle on a perfect collision course. With a lack of relative movement for your peripheral vision to detect and the vehicle being potentially hidden by being near the door pillar, you miss it entirely. Lulled into a false sense of

security, you looked quickly right and left to avoid holding up the traffic behind you, and your eyes jumped cleanly over the approaching vehicle, especially as it was still close to the door pillar in the windscreen. The rest of the road was empty, and this was the scene that your brain used to fill in the gaps! Scary, huh? You were not being inattentive – but you were being ineffective. Additionally, if you don't expect there to be a vehicle your brain is more likely to automatically jump to the conclusion that the road is empty.

Now you've been warned. What can you do?

Drivers:

- Slow down on the approach to a roundabout or junction. Even if the road seems empty. Changing speed will allow you to see vehicles that would otherwise be invisible to you.
- A glance is never enough. You need to be methodical and deliberate. Focus on at least 3 different spots along the road to the right and left. Search close, middle-distance and far. With practice this can be accomplished quickly, and each pause is only for a fraction of a second.
- Always look right and left at least twice. This doubles your chance of seeing a vehicle.

- Make a point of looking next to the windscreen pillars. Lean forward slightly as you look right and left so that you are looking around the door pillars. Be aware that the pillar nearest to you blocks more of your vision. Fighter pilots say '*Move your head – or you're dead*'.
- Clear your flight path! When changing lanes, check your mirrors and then look directly at the spot to which you are going to manoeuvre.
- Drive with your lights on. Bright vehicles or clothing are always easier to spot than dark colours that don't contrast with a scene.
- It is especially difficult to spot bicycles, motorbikes and pedestrians during low sun conditions as contrast is reduced.
- Keep your windscreen clean – seeing other vehicles is enough of a challenge without a dirty windscreen. You never see a fighter jet with a dirty canopy.
- Finally, don't be a clown – if you are looking at your mobile telephone then you are incapable of seeing much else. Not only are you probably looking down into your lap, but your eyes are focused at less than one metre



and every object at distance will be out of focus. Even when you look up and out, it takes a fraction of a second for your eyes to adjust – this is time you might not have.

Cyclists and motorcyclists:

- Recognise the risk of being in a saccade. High-contrast clothing and lights help.
- When passing junctions, look at the head of the driver who is approaching or has stopped. The head of the driver will naturally stop and centre upon you if you have been seen. If the driver's head sweeps through you without pausing, then the chances are that you are in a saccade – you must assume that you have not been seen and expect the driver to pull out!
- Recognise that with a low sun, a dirty windscreen or one with rain beating against it drivers are less likely to see you.
- Take a rider training course – this will teach you where you need to be positioned on the road, how to use your eyesight to make sure drivers pay you attention and other useful techniques that can minimise dangers.

By Andreas

<http://www.londoncyclist.co.uk/raf-pilot-teach-cyclists/>

PUSH FOR JUNIOR OFF-ROAD LICENSING

Peter Mount

The Australian Motorcycle Trail Riders Association (AMTRA), in conjunction with the Victorian Motorcycle Council (VMC), has given its support to the Australian Country Alliance Party's (ACAP) call for junior off-road motorcycle licensing.

AMTRA's club-based junior licensing policy shares common ground with ACAP's more expansive proposal. It calls for adolescents from 14 years of age to be able to ride wherever recreational registered motorcycles are allowed when under the supervision of at least two fully licensed riders who are members of an off-road riding club.

The policy calls for licensed junior riders to pass an off-road riding competency test delivered by an authorised rider training organisation (such as Honda Australia Rider Training), to ride LAMS appropriate off-road motorcycles, and to wear appropriate protective riding gear including goggles, gloves, boots and body armour. Riding would be in groups with at least one lead and one tail-end supervising rider.

The club-based junior licensing system could be introduced through existing well-established off-road motorcycle clubs like AMTRA and the Otway Trail Riders, which would provide the required accountability and responsibility for the proposal.

Junior riders would gain valuable riding experience in supervised and controlled conditions thereby helping them to develop into future safe road users. AMTRA is calling on the Government and all parties to endorse junior off-road licensing as a road safety and family-friendly initiative. *(Courtesy VMC)*

From page 9 Peter Mount

Thank you for your companionship, your support, and your contribution to maintaining a strong, stable and effective organisation. May it continue to build on your dedication into the distant future.

Thank you for this long opportunity the MRA, and through it, the AMC, has given me to contribute, perhaps in a small way, to the advancement of motorcyclists' safety, representation and public acceptance within South Australia and wider afield. Thank you also for the opportunity to challenge myself and to thereby acquire a few useful skills in public relations and to learn – albeit slowly – some of life's essential principles. I have been borne aloft on the wings of your organisation.

Perhaps now I will have time to attend to my bike and join you on a ride. That would be a fitting achievement, for the reason I joined the MRA in the first place was to ensure that I could continue to ride into the future (see Dec '84 *Centrestand*).

MELBOURNE BIKE SHOW NO SHOW

Peter Mount

The 2014 Australian Motorcycle Expo in Melbourne, slated for November 21-23, has been cancelled, with the organiser saying that "there's not enough room for two shows" in the Victorian capital.

The comment was made by Exhibition and Trade Fairs (ETF) Event Director (Motoring Lifestyle) Paul Mathes, alluding to the fact that the Troy Bayliss-backed Moto Expo concept will also venture to Melbourne in 2014, with its event to be held at the city's vast showgrounds complex from November 28-30.

"It was a corporate business decision to not proceed in 2014," said Mathes.

"The FCAI (Federal Chamber of Automotive Industries) wanted to have a show in Melbourne, but we just felt that there wasn't enough room for two events – simple as that. On that basis we withdrew from the process."

When asked whether ETF would consider running motorcycle expos again in the future, he said: "Never say never. We have a large database and industry contacts, so if the appetite is there we would certainly look at it. Whether it could be back with a different name or format remains to be seen, but at the moment we still have plenty of events to hold, including Motorclassica and the National 4x4 shows."

The withdrawal of ETF from the motorcycle show scene leaves Moto Expo as a single driving force in the arena.

(Courtesy bikepoint)

ANOTHER AMC CORNER

The MRASA supports the AMC financially. As well as paying subscription fees we have for the past few years made an annual donation of \$5,000 to continue its work.

For example, this enables Shaun Lennard, AMC Chairman, to attend meetings of the National Road Safety Forum in Canberra, which can cost up to \$1000 a time.

Money well spent if we can get motorcyclists' views put across to polities and bureaucrats at a national level.

HIGHER SPEEDS SAFER Peter Mount

A two-year experiment by the Danish Road Directorate shows accidents have fallen on single-carriageway rural roads and motorways where the speed limit was raised.

Since the speed limit on some stretches of two-way rural roads was increased from 80 to 90 kph, accidents have decreased due to a reduction in the speed differential between the slowest and fastest cars, resulting in less overtaking. The slowest drivers have increased their speeds, but the fastest 15 per cent drive one kph slower on average, despite the higher limit. While the average speed remains similar to before, the speeds are more homogeneous on the roads in question.

The police were initially sceptical of the move, fearing that people would drive even faster, but they have now changed their minds. As Erik Mather, a senior Danish traffic police officer admitted, "The police are perhaps a little biased on this issue, but we've had to completely change our view now that the experiment has gone on for two years."

On sections of motorway where the speed limit was raised from 110 to 130 kph nine years ago, fatalities also decreased.

Alliance of British Drivers (ABD) joint chairman Brian Gregory commented, "These findings vindicate what the ABD has been saying for years, that raising unreasonably low speed limits improves road safety by reducing speed differentials and driver frustration. They also confirm decades of research from the USA and UK on the setting of speed limits.

"It is now time for the Government to push ahead with raising the motorway speed limit to 80 mph. It must also change its guidance to local authorities on setting speed limits, so that they are once again set at a level that commands the respect of drivers. This means reinstating the 85th percentile principle – setting limits that 85 percent of drivers would not wish to exceed. Those who have argued that lower speed limits improve safety have been proved wrong."

(Courtesy ITS International)

LOWER SPEEDS SAFER Peter Mount

Speed is a significant contributor to deaths and serious injuries on rural roads in both Australia and New Zealand, according to an Austroads four-year research program which commenced in 2008 on the topic of speed reduction in rural areas.

The key objective of this research was to provide information on effective techniques to reduce speed and speed-related crashes in rural areas, particularly those involving engineering-based solutions.

The recently-concluded report is designed to be a compendium of good practice to inform practitioners of the extent of the speed issue in rural areas and to provide guidance on effective actions that can be taken to reduce the incidence and severity of crashes on rural roads. A key finding is that speed contributes to around 28% of all fatal rural crashes in Australia, and 31% in New Zealand.

In general, there has been an overall increase in awareness of speed as a contributing factor in crashes amongst the general driving population, and speeds on both urban and rural roads have generally been decreasing over time. However, speeds in rural areas have declined to a lesser extent than in other environments.

Engineering treatments that may be used to reduce speeds at key locations on rural roads include advance warning signs, chevron alignment markers, advisory speed signs at curves, advance warning signs and roundabouts at intersections, and advance warning signs and buffer zones on the approach to towns.

Emerging treatments have been identified, although less reliable information is available on their effectiveness. New and promising treatments include vehicle-activated signs and route-based curve treatments at curves, speed management and vehicle-activated signs at rural intersections, and rural gateway/threshold treatments on the entry to small towns.

Other treatments require further investigation, but show some promise. These include in-vehicle speed warning systems for curves (and potentially other locations on rural roads), removing 'excess' sight distance at intersections, methods to

highlight the presence of intersections, and road narrowing combined with reduced speed limits.

Non-engineering measures are also suggested (e.g. enforcement).

The report argues that, in the short term, speed reductions are likely to result in incremental improvements in safety. It is anticipated that in the longer term, Safe System objectives can be met through appropriate speed management used in combination with other system elements (safer roads, road users and vehicles).

(Austroads Research Report AP-R449-14)

STAY SUSPICIOUS SAYS TOP COP

Perth's congestion woes and soaring fuel prices will result in more motorcycle riders being badly injured or killed on our roads as more motorists are pushed on to two wheels, according to Police Commissioner Karl O'Callaghan.

Mr O'Callaghan, a motorcycle rider, said the only way motorcyclists could ensure they stayed upright and alive was being suspicious of all other motorists on our roads.

"You've got to be suspicious of everyone out there who is driving around, you just have to keep watching all the time," Mr O'Callaghan said. "The only reason I've stayed upright for 40 years of motorcycle riding is because I've been suspicious of everyone driving a car when I'm riding a motorbike."

Department of Transport figures show the number of motorcycles registered in WA has increased 48 per cent in the five years since 2008, with 120,436 registered at the end of last year.

This year, 14 of the 68, or 20 per cent, of road fatalities have been people riding motorcycles. "We are going to see an upward trend because there are more and more motorcycles being sold and one of the things that will happen is as congestion in Perth gets greater, people are

going to start taking to motorcycles and scooters because it is just more convenient," Mr O'Callaghan said.

"They may not have considered it before but the cost of fuel, the cost of parking and the very significant increase in congestion is going to push more and more people onto motorbikes and you are going to find more people getting injured. And bear in mind you don't have the protections on a motorbike when you get hit that you do in a car."

Traffic Supt Mick Emmanuel said on average deaths on motorcycles made up nearly 16 per cent of all road fatalities despite motorcycles comprising only 5 per cent of all vehicles on WA roads.

"You are four times more likely to be killed on a motorcycle than you are in a car," he said. "It's a statistic I think that needs to be known before one decides to jump on a bike and ride." Road Safety Council chairman Murray Lampard said motorists needed to remember

motorcyclists "have equal rights and access to our road network".

(Article courtesy Tayissa Barone The West Australian Picture: Nic Ellis)

Stay suspicious: Karl O'Callaghan is a keen



motorcycle rider.

By 'suspicious' Mr O'Callaghan means you should assume that all other road users have not seen you, and that you must ride defensively and take responsibility for your own safety.

Also consider that even on congested roads if more people start using motorcycles to get around then we are collectively more likely to be noticed by other road users and drivers may adjust their driving accordingly.

Perhaps "Sorry mate I didn't see you" (SMIDSY) will be consigned to history. Ed.

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	Belltower Centre 340 South Rd
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 / BMW Adelaide	10% parts & accessories	8374 2299	1075 South Rd Melrose Park
K & M Motorcycles	10% parts, accessories & ws 10% new products, 20% repairs, all Aussie leather	8234 1090 0417 713 523	10 Deacon Ave Richmond 3 Cranbourne St Elizabeth Park
Ken Oath Leather Goods			
Kessner Suzuki	10% parts and accessories	8261 9955	320 North East Rd Klemzig
Motorcycle Parts & Gear	Discount on request	8562 4725	33 Railway Tce Nuriootpa
Motorcycle Revolutions	Discount on request	8371 4448	855 South Rd Clarence Gdns
Pro Street Cycles	Discount on request	8359 4449	494 Main North Rd Blair Athol
QBE Insurance	Ring for a quote	0392 462 761	
Redline Exhausts	Ring for a price	8277 0311	8 Coongie Ave Edwardstown
Shannons Insurance	Ring for a quote	13 46 46	
Victor Motorcycles	10% on genuine parts & acc	8552 3601	14 Adelaide Rd Victor Harbor
Walden Miller Clothing	10% bring the advert	8374 3884	40 Furness Ave Edwardstown
Yamaha Pitmans	Discount on request Discount on request, 5%	8260 9200	420 Main North Rd Blair Athol
Yamaha Retro Spares	tyres, 10% services	8340 1970	115 Regency Rd Croydon Pk
Yamaha World	Discount on request	8297 0622	845 South Rd Clarence Gdns

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

Metro and Country Roadworks from Transport SA. http://www.transport.sa.gov.au/quicklinks/metro_country_roadworks.asp

Outback Roads Temporary Closures, Restrictions and Warnings Report from Transport SA website.

<http://www.dpti.sa.gov.au/OutbackRoads>

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

Road Crash Reports by month in SA from DPTI http://www.dpti.sa.gov.au/roadsafety/road_crash_facts/sa_crashes

Road Statistics from SAPOL. http://www.sapolice.sa.gov.au/sapol/road_safety/road_statistics.jsp

Road Crash Statistics from Australian Transport Safety Bureau.

4Bs AT WORK

The 4Bs recently handed over 4 wheelchairs to the Royal Adelaide Hospital. These chairs are intended for social, not medical, use of the long-term patients in the orthopaedics ward.



Pictured at the handover in the S3 ward of the North Wing are some of the current members of the 4Bs. Joanne and Andrew King, Greg Janzow, Liv Andersen, Kate Rhodes and Robyn Clissold.

Thanks to Equip4Living for the discounted price on the chairs.

MRA COMMITTEE

President – Phil McClelland 0408 607 788
 Vice-President – Ebi Lux 0418 800 362
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 SA Scooter Club Coordinator – Phil Creer 0419 842 836
 4Bs Coordinator – Phil McClelland 0408 607 788
 Webmaster – Graeme Rawlins 0419 832 384
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 Public Relations Vic – Turbo 0427 214 180
 Rally Coordinator – Andrew 'Crazi' Butler 0427 249 779
 Committee Member: Steve Trembath
 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	

Payment by: Cheque Money Order or debit my Visa MasterCard

- - -

Amount \$ _____ - 00 Expiry date _____ / _____

Name as printed on card _____

Signature _____