

CENTRESTAND

June / September 2017



THIS ISSUE

AMC REPORT

RECYCLING TYRES

UNRIDERS IN SWEDEN

PLASTIC ROADS

BIKING BOOKS

CLOTHING RESEARCH

MOTORCYCLES BANNED IN PARIS

Let those who ride decide



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

Established 1979

VOL. 34 No. 2 June/September 2017

Produced and published by the Motorcycle
 Riders' Association of South Australia Inc.

PRINTPOST No: 100003163

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All advertising enquiries to the above address.

- Subscription gratis to members
- Contributions welcome
- Photographs welcome: colour or black-and-white
- Opinions: contributors' and advertisers' opinions and assertions do not necessarily reflect the views of the MRA
- Deadline: 1st of the month prior to publication

Publication : Quarterly - March, June,
 September, December

Printed by Fuji Xerox, 123 Hayward Avenue,
 Torrensville. Ph: 8375 9500

COVER PIC: Jackie Reilly in Europe

COVER DESIGN: Arwen Lindemann

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



EDITORIAL Harald Lindemann

Spring is here and we have some great riding days ahead. For those of us who ride through winter we have *more* great riding days ahead. There will be many more bikes out on the road. I already notice it at work where by the time I get there at 8am the bike parking spaces are already getting a bit crowded.

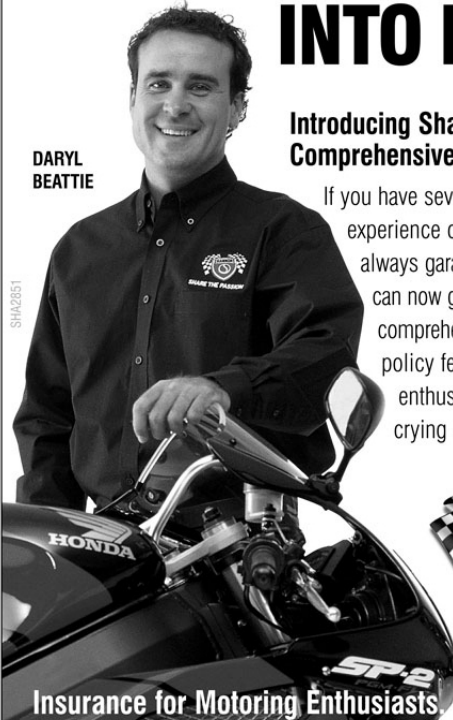
So take the time to say 'Hi'. A wave or a nod to other riders as you pass on the street tells them that we are out there supporting each other. This is part of the camaraderie of the road, just as much as talking about tyres and lube, brake pads and acceleration, sub-frames and shocks, helmets and boots.

Those who don't ride don't understand and would have to experience it to get the gist. They would rather be whisked about in a cocoon, music blaring, air-con on and blue-tooth at the ready.

So remember that we have something special in our lives and take the time to acknowledge those of like mind on the road.

Ride Safe, Harald


SHANNONS IS NOW INTO BIKES.



DARYL BEATTIE

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Insurance for Motoring Enthusiasts **Call 13 46 46.**

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PRESIDENT'S REPORT

Operation Safe Hills 2017-2018 (OSH) was announced by SAPOL on October 4. SAPOL will again be targeting dangerous motorcycle riders, and with good reason. From 1/1/2015 to 24/9/2017 motorcyclists represented 20 per cent of the overall fatal and serious injury crashes in South Australia. Men represented 90.7 per cent of fatal and serious injuries in motorcycle crashes. OSH runs through to the end of April 2018.

We urge all motorcyclists to take care on the roads, be alert and ride safely. The MRASA website has published a checklist to go through before heading out on a ride. SAPOL also has a list of safety tips for motorcycle riders which will be copied to our website shortly.

On May 11 2017 the Adelaide City Council announced the addition of three more footpath parking areas in the Adelaide CBD. There are now 8 dedicated areas for footpath parking for motorcycles and scooters. The MRASA is pleased to be involved with the ongoing expansion of footpath parking in Adelaide.

The Australian Motorcycle Council (AMC) has welcomed a major step forward in plans to introduce a ratings system for protective clothing. Motorcyclists around Australia and New Zealand will soon have access to more information about the safety of protective clothing with the formation of a working group and commencement of a pilot program at Deakin University.

With more than 10,500 motorcycle riders admitted to hospital with serious injuries over the past five years in New South Wales alone, improving the quality of the protective equipment and clothing could have a significant impact on this trauma. A 12-month pilot program has started with Deakin University, where some of the clothing currently available to riders is being tested at its Waurn Ponds campus. The MRASA actively supports the activities of the AMC.

The MRASA Toy Run 2017 will soon be upon us. The Toy Run committee is working hard to make this year's run another success. Please note the date for this year's run is December 3, tell your friends. Participate, donate a preferred gift, and should you want to contribute further, consider becoming a marshal – it is very rewarding to

know you are a part of such a wonderful event. St Vincent de Paul is the recipient of your kindly donated gifts and is gearing up for 2018.

I would like to acknowledge the efforts of Phil McClelland who recently stepped down after nearly 10 years as President. Phil has contributed to motorcycling in so many ways, and has used his depth of knowledge regarding politics and motorcycling to guide us for many years. Phil will continue to be a strong advocate with the MRASA and the 4Bs but in a less public role.

The MRA looks forward to the coming months. Get out on your bike, gear up and ride safely.

Graeme Rawlins, MRASA President

MRASA NEWS

Changing of the Guard Phil McClelland has resigned as President and AMC Representative. To fill the vacancies Graeme Rawlins was appointed President and Harald Lindemann Vice-President, and Ebi Lux and Graeme Rawlins were appointed AMC reps to the AMC conference to be held in November. These appointments were made by the MRA Committee and will last till the AGM in March 2018

MRASA General Meeting This will be held at 7pm on Monday 30th October 2017 at the MSA Hall, 251 The Parade, Beulah Park

Toy Run Marshals Consider becoming a marshal for the MRA Toy Run. If interested, ring Cathy on 0408 853 380, and check out the Marshals section on the Toy Run page. Marshal training dates for 2017 are Saturday October 21 and Sunday October 29, 1pm at the Clipsal Track. Ideally, we need about 40 marshals for the day.

NEXT BLOOD RUN
Saturday Dec 23 2017

8.30am Roll-up, 8.45am Departure

**For the Regent Arcade Blood Centre from
Findon Shopping Centre
Grange Road, Findon**

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

REPORT TO AMC AGM (Sydney, November 11-12, 2017)

The MRASA has had an introspective year resulting in a number of innovations and changes.

In the past we have relied on members accessing our web page and quarterly publications to remain up-to-date with our activities. This has resulted in a lot of criticism from our members and other ride groups who have become used to the world of instant communications. Sadly our use of social media has been limited due to the misinterpretation of comments made and the lack of responsibility by some commentators.

More importantly we are using Mailchimp to send out regular individually addressed emails updating members of our activities. Feedback on this initiative has been very positive.

During the last 12 months the MRASA has been the first point of reference by media outlets and government departments. Like most other states, we have had a spike in motorcycle fatalities and serious injury crashes. The disturbing aspect is that a very large proportion of these accidents were a result of poor decision-making and lack of concern for their own road safety. The media especially are keen to publicise the poor behaviour by a small group whose irresponsibility is reflecting upon all riders. Similarly the government is looking for ways to be seen to be proactive against the rising road toll and the easiest way to achieve this is to reduce speed limits and increase insurance premiums.

South Australia has finally legislated for lane filtering. Our biggest problem in getting this through has been a rapid succession of Road Safety Ministers, none of whom have been willing to make a decision in the face of opposition from motoring associations and the police as well as a relatively free flowing traffic system. Fortunately our current minister is attuned to the advantages of motorcycling and we were able to convince him of the advantages and the low risk involved in properly controlled filtering practices. We analysed the eastern seaboard's legislation, drew up a matrix and ended with our preferred options, which was presented with SAPOL approval to the Transport Department. The final legislation is a very clear reflection of the MRASA presentation (many thanks to Graeme and Cathy for the amount of work done on this with me and all of my predecessors who set the groundwork).

We have submitted our response to mandatory fitting of ABS to motorcycles. Whilst this is inevitable and we can see advantages for all but the best riders amongst us we urge the Federal Government to sanction studies into the effect of ABS on non-bituminised surfaces. I have been working with the Adelaide University's Centre for Automotive Safety Research to firstly find any study undertaken to determine the reaction of ABS on dirt roads and secondly to support the MRASA in doing our own preliminary testing of ABS on adventure bikes.

We have been lobbying the Adelaide City Council to permit motorcycles to park on footpaths. Three trial sites were initially chosen for a six-month study and results have been very positive for motorcyclists, pedestrians and most of all for businesses in the immediate vicinity. The council has been quick to develop this initiative, and consulted with the MRASA as to the viability of further sites and how best to publicise their actions. As of March 2017 there are 8 locations for footpath parking in the Adelaide CBD. Consequently we have information available on our Facebook page and website as well as at our request each location has a CBD map showing alternative sites. This has been a good win for us and has set up a new working partnership with local government.

Coast FM, a community radio station, is committed to continuing its programme "Motochat", aimed at the motorcycling community. The programme will move from its Sunday morning timeslot to a Thursday evening at a time when riders will be listening rather than out riding. The MRASA will continue its fortnightly radio presentations and Coast will again be transmitting from the start of our annual Toy Run.

In summary, the past year has been both testing and rewarding. Our position as a motorcyclists' advocate has been questioned by a biased minority but we as an organisation have remained dedicated to our task. We accept that a number of practices needed to change and have done so. We needed to be more open and transparent in what we do and have found a way to achieve this. Our solid base in dealing with all issues, large and small, has been vindicated and we continue to do what we say, not just claim credit for other people's work. We look after the small detail in achieving the bigger wins and involve all of our hardworking volunteer committee in determining policy and direction.

Ebi Lux MRASA AMC Representative

BIKER WORDS TO LIVE BY

- 🏍 Loud pipes save lives.
- 🏍 When life throws you a curve, lean into it.
- 🏍 Four wheels moves your body but two wheels moves your soul.
- 🏍 All the gear all the time.
- 🏍 You start the game with a full pot of luck and an empty pot of experience. The objective is to fill the pot of experience before you empty the pot of luck.
- 🏍 A bike on the road is worth two in the shed.
- 🏍 Most motorcycle problems are caused by the nut connecting the handlebars to the saddle.
- 🏍 Yes it's fast. No, you can't ride it.
- 🏍 Hold it wide open till you see God, then brake.
- 🏍 Live to ride and ride to live.
- 🏍 You don't stop riding because you get old. You get old because you stop riding.
- 🏍 Saddlebags can never hold everything you want, just everything you need.
- 🏍 The older I get, the faster I was.
- 🏍 There are old bikers and there are bold bikers, but there are few old, bold bikers.
- 🏍 Don't tell me when it's time to slow down.
- 🏍 I might look like I'm listening to you, but in my head I'm riding my motorcycle.
- 🏍 When life gets you down remember that its one down, the rest is up.
- 🏍 The brave don't live forever, the cautious don't live at all.



- 🏍 Daddy told me I shouldn't chase boys. I should pass them.
- 🏍 We only regret the rides we didn't take.
- 🏍 Happiness isn't just around the corner. It is the corner.
- 🏍 Sometimes people around you won't understand your journey. They don't need to. It's not for *them*.
- 🏍 Biker hair, don't care.
- 🏍 Stressed out, maybe you need an iron supplement.
- 🏍 I just want to go riding and ignore all of my adult problems.
- 🏍 Everything looks better from the inside of a motorcycle helmet.
- 🏍 God grant me the serenity to accept the things I cannot change, the courage to change the things I can and the wisdom to know just when to go riding.

🏍 **MOTORCYCLIST**
(definition): A person willing to take a container of flammable liquid, place it on top of a hot moving engine and put the whole lot at high speed between their legs.

- 🏍 It's ride o'clock somewhere.
- 🏍 Does this bike make my arse look fast?
- 🏍 Forget glass slippers, this princess wears motorcycle boots.
- 🏍 The only way to see the sunset is to ride into it.
- 🏍 The answer my friend, is blowing in the wind.

<https://au.pinterest.com/explore/motorcycle-quotes/>

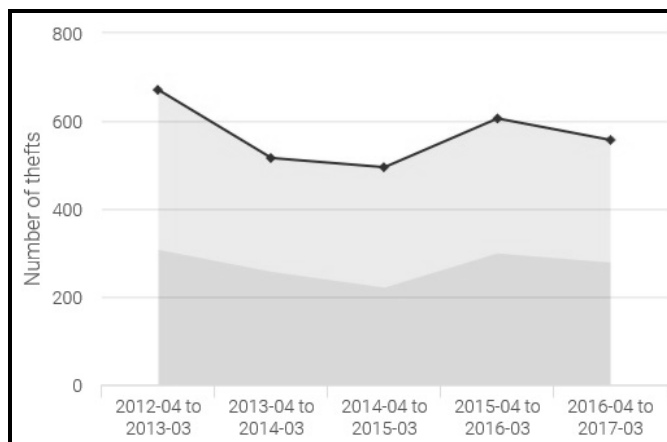
THEFT WATCH UPDATE

The MRASA is a stakeholder of the National Motor Vehicle Theft Reduction Council (NMVTRC). Theft Watch is a newsletter designed to provide readers with quick and easy access to key vehicle theft statistics at both the national and state level.

Motorcycle thefts in South Australia have dropped 8.1% for the 12 months ending March 2017 when compared with the previous year. This is a positive, however it still represents 557 thefts and unhappy riders. After attending the NMVTRC conference in Adelaide on May 13, 2015, I wrote a report to the MRASA outlining the statistics and theft categories including short-term theft, profit-motivated theft and the differences of motor cycle theft from other vehicles groups.

The conference highlighted the importance of securing your motorcycle at home, and not having your keys easily accessible or too near your motorcycle for those of you with an immobiliser fitted. Immobilisers have shifted the focus to steal vehicles from your home or driveway rather than when you are out and about. If your motorcycle is in the high-risk category, you should take care not to be followed home, alerting thieves as to the whereabouts of your vehicle.

There is a wealth of information available from their website, some of which I have include here. Below are the trends of motorcycle thefts over the last 4 years.



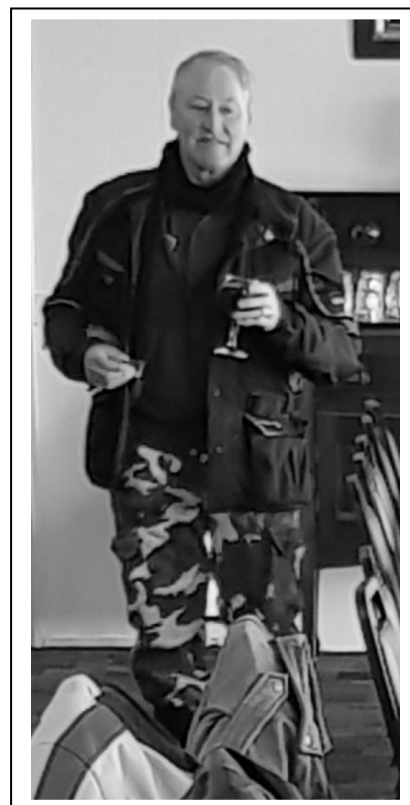
by Graeme Rawlins

VALE JIM BUCKINGHAM

It is with much sadness that I inform you that on Sunday, August 27, James (Jim) Buckingham had a motorcycling accident about 3pm while returning from a SAMRATS ride.

According to an eyewitness, it appears Jim had a medical incident and then ran at low speed into a guardrail. There were no other motorcycles or cars involved in the accident. Members of the public stopped and gave him CPR and he was taken by ambulance to Mount Barker Hospital where he died shortly after.

Jim at lunchtime on the day of his last ride.



Jim had been a ride leader for various ride groups since the early 1980s and was a SAMRATS ride leader for the last 7 years

plus. Jim's rides were the largest of any ride leader and he regularly drew 20 to 40 riders for a Sunday ride.

Last Sunday, August 27, he led a 25-strong ride group via a circuitous route to Strathalbyn for morning tea and then Tailm Bend for lunch where we all had a meal in the pub overlooking the river. The accident occurred while on his way home on Bald Hills Road near Nairne.

Jim will be greatly missed by all who knew him. He was an affable, gentle and generous gentleman who never had a bad word for anybody and he was much liked and loved by all those who had the privilege of getting to know him

Ken King, Samrats Coordinator

UNRIDERS IN SWEDEN

In Sweden the total number of motorcycle accidents is declining, but the number of fatal accidents due to extreme behaviour is increasing.

Every year SMC, the Swedish Motorcyclists Association, is invited by the Swedish Transport Administration to review the in-depth studies of fatal motorcycle accidents. It is these facts that are collected in the report *Extreme behaviour- mainly a question of riding without a licence 3.0*. Over the years it's become clear that in Sweden a high proportion of those killed on motorcycles are not members of the motorcycle community at all.

In the report SMC highlights the fact that in Sweden almost one-third of the people who are killed on motorcycles are not motorcyclists: they don't own a motorcycle and they don't have a motorcycle licence.

Road safety has been a top priority in SMC since the organisation was founded in 1963. Several studies have been made among the members of SMC that show that motorcyclists in general have a better attitude to road safety compared to motorists, for example concerning driving under the influence of alcohol or drugs.

Some of the facts that are presented in the report:

- 28 percent of the fatalities on motorcycles did not have a valid motorcycle licence.
- 70 percent of the persons who were killed without a licence were drunk and/or under the influence of drugs.
- 78 percent of the persons without a licence were riding an illegal motorcycle (not in use, not registered, not insured, banned to ride, stolen, competition bike).
- Less than half, 46 percent, of the persons without a licence owned the motorcycle.

The statistics clearly show that there is a huge need for special measures to reduce motorcycle accidents. Maria Nordqvist, SMC's political secretary, said, "We can't continue to create a road safety strategy based on motorists in Sweden. More barriers with unprotected poles increase the injury risk for riders. To reduce the speed limits, when not even 50 percent of the road users obey the present limits, will not change anything.

"The installation of more speed cameras will not lead to fewer fatalities on motorcycles or in cars. We need more police on Swedish roads and harder punishment for riding and driving under the influence of alcohol and/or drugs. For SMC it is obvious that all the road safety work must include valid driving licences as a priority if we are to reach Vision Zero".

Courtesy SMC News Nov 7 2016

THE COST OF OWNING AND OPERATING VEHICLES

According to the Australian Bureau of Statistics (ABS) *Household Expenditure Survey 2009-10*, Australian households spent an average of \$209.36 per week on transport in 2009-10, of which \$165.06 was on owning and operating private vehicles. Household expenditure on owning and operating vehicles averaged \$8,583 annually (or \$9,081 in 2015-16 dollars) and represented 13.4 per cent of total expenditure on goods and services, equal to aggregate expenditure of \$72.1 billion in 2009/10 (\$76.3 billion in 2015/16 dollars).

Weekly expenditure on owning and operating vehicles: 33% was on vehicle purchases (\$54.74 per week), 28% motor vehicle fuel, lubricants and additives (\$46.68), 17% on vehicle registration and insurance (\$28.57), 16% on vehicle parts, servicing and crash repairs (\$26.74) and 5% on other vehicle charges (\$8.33).

Average weekly household expenditure was around \$91 per vehicle, with variable costs estimated to be around \$18 per 100 kilometres in 2009-10.

In 2009-10, taxes and government charges on owning and operating vehicles averaged \$49.08 per week for Australian households. This amounted to an aggregate of \$21.4 billion of taxes and government charges and represented 29.7% of household expenditure on owning and operating vehicles. Government charges averaged \$17.31 per week (mainly rego and CTP insurance). The most significant of the tax items was *taxes on production-motor vehicle fuels* (\$18.09 per week), which includes fuel excise.

Each of the different region types considered (states and territories, capital cities and state balances, remoteness areas, section of state, and city sectors) have an influence on household spending on owning and operating vehicles. However, rural areas (towns of fewer than 1000 and those who live outside towns) have a particularly high weekly expenditure on owning and operating vehicles (\$197) and allocate a large share of their total spending to this item (18.1%). This is due to a high spend on motor vehicle fuel and on vehicle servicing and repairs. The higher spend on these variable costs may be due to rural residents facing relatively long distance commutes, relatively high prices and/or having fuel-intensive vehicles. Rural households are about 11% of the population.

Other regions with a particularly high weekly expenditure on owning and operating vehicles are the Australian Capital Territory (\$209), regional New South Wales (\$188) and regional Tasmania (\$182). The proportion spent on owning and operating vehicles was very high for regional Tasmania (18.1%), regional Victoria (16.9%) and regional NSW (16.4%).
Courtesy BITRE

ADVENTURE BIKING

Trisha Greenhalgh rode a motorcycle from England to the Sudan. Here is an excerpt from her story, *Who Dares Truly Wins!*

One morning, when we had been riding in the blazing sun and stifling humidity for five hours, we came to a narrow, rickety bridge where the railway crossed a stagnant pond. For 30 feet there was nothing but the widely-spaced wooden sleepers under our wheels, and nothing to stop us falling into the steaming bog below if we overbalanced. Right under the bridge lay the body of a dead cow.

I watched Mat as he approached the bridge and rode straight over, bump-bump-bump, without even slowing down. I stopped.

“What’s up?” he yelled, from the other side.

“I’m not riding over that thing. If I slip, I’ll be in there with that cow!”

“There’s nothing to it. I just did it, didn’t I?”

“You’re stronger, and taller. My feet don’t touch the ground. You do it for me!”

Mat said strength didn’t com into it and rode off, leaving me staring down into the sickly brown soup. He would be waiting for me around the next corner, but I knew he would give me at least an hour before coming to help.

The sun burned my face; sweat ran off my forehead into my eyes and stuck my shirt to my body; big black tsetse flies stung me through my clothes and mosquitoes flew into my mouth when I breathed. To remain stationary in this place was suicide; anyway, to sit around waiting for Mat to help was more than my feminist pride could take.

I rode back along the track a few hundred yards to get a good run-up, and over I went; bump-bump-bump. Mat was right: all the obstacles were in the mind.

From ‘Hard Track to Africa by Trisha Greenhalgh in The Observer

(The lesson is: Don’t listen to the voice that says, “You can’t do it, it’s too hard.” Just do it. Ed)

SUCCESS: AUTONOMOUS CARS TO BE TESTED WITH MOTORCYCLES

Vehicle authorities will cooperate with motorcyclists' organisations and conduct their own test program with different brands of semi-autonomous cars.

In response to the letter motorcyclists' organisations FEMA, MAG NL and KNMV sent to RDW, with regard to the European type approval of the Tesla by RDW, a meeting took place recently where the motorcyclists' worries were addressed. RDW is the Netherlands Vehicle Authority that issued the European type approval for Tesla.

A driver of a Tesla – and other advanced cars – can leave key actions to the vehicle, while in the opinion of the motorcyclists' organisations this equipment is not or not sufficiently tested with motorcycles. In the discussion about the concerns that motorcyclists have with admitting (semi-) autonomous vehicles on the road, it became clear that many of the concerns of the motorcyclists' community are shared by RDW.

RDW proposes, in cooperation with the motorcyclists' organisations, to conduct their own test program with different brands of cars with Advanced Driver Assistance Systems. RDW also believes – as do the riders – that testing with motorcycles should be part of the test protocol for European type approval.

Courtesy FEMA



RECYCLING TYRES

We all use tyres on our motorcycles, cars, trucks, bicycles, go-karts, wheelbarrows – you name it. So what happens when they wear out? You get new ones of course, and throw the old ones away. Hopefully they don't go into landfill, but get properly recycled.

Why bother recycling old tyres? Well, illegally dumped tyres and old tyres just hanging around somewhere are hazardous. Tyres are flammable and a fire hazard. Not only are they a possible source of toxic smoke, but once started burning, they are hard to put out. The Springfield tyre dump has been burning for years.

Tyres buried in landfill and on properties are a source for the leaching of heavy metals (lead, cadmium, dioxins, furans, hydrogen chloride, benzene, polychlorinated biphenyls (PCBs), arsenic, mercury, chromium, and vanadium – substances that can cause cancer, mutations, and autism) through the soil and into groundwater as the tyres slowly degrade.

Tyres left lying around are great breeding grounds for mosquitoes once they get a bit of water standing in them. Mosquitoes are annoying sure, but think Dengue fever and Ross River virus, which are spread by mozzies and whose area of influence in Oz is spreading from the tropical areas southwards. Not pleasant.

Properly recycled tyres are shredded, the metal recovered and the waste product used to make new products such as:

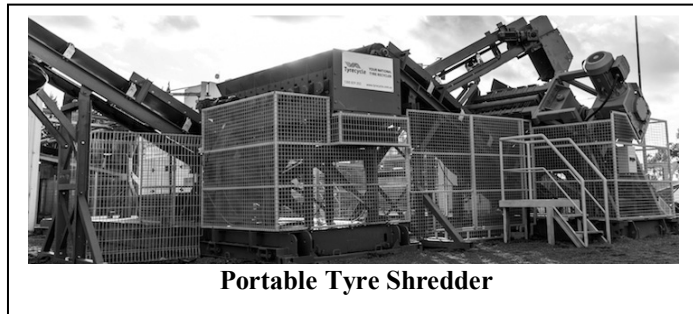
- athletic tracks
- brake pads
- building insulation
- civil engineering

- fuel for energy recovery
- playground surfaces
- marine non-slip and matting surfaces
- new tyre manufacture
- road surfaces
- tile adhesives
- sporting surfaces



It is expensive deconstructing an item that has been designed not to fall apart, so it is a specialised industry. TYRECYCLE are probably the current experts in Australia as they have recycling plants in all states, and are involved in

collection, recycling and the manufacturing of new products. This includes the collection of waste tyres and conveyer belts from remote mining areas using a portable shredder.



Portable Tyre Shredder

Tyrecycle's parent company, ResourceCo, has a burgeoning alternative fuels business. Tyre Derived Fuel (TDF) is a globally traded commodity that burns cleaner and hotter than brown coal combined

with lower moisture sulphur, nitrogen and ash outputs. Replacing coal with TDF from a million end-of-life tyres cuts carbon dioxide emissions by around 19.5 per cent.



By the way, if you are thinking of using tyre towers as a way of propagating potatoes or other vegies as some people do, then don't. The same rules about heavy metal leaching apply, but this time straight into your

vegies. While there are no definitive answers on this aspect of tyre toxins, it's better to be safe than sorry.

www.tyrecycle.com.au

<https://brightonpermaculture.org.uk/permaculture/articles/218-growtyres>

USED BIKE SPECIAL: 5 MODS THAT ADD VALUE AND 5 THAT DON'T

By Scott Redmond

In this segment of used bike buying and selling articles, we've taken a look at what changes are hot and what's not in 2017, but more importantly we want to look at what adds value to your bike, and what detracts from it's worth.

The first thing we do when we buy a motorcycle is to start changing it. This is nothing new; motorcyclists have been tinkering with their bikes for generations. Not every change is a good one yet there are plenty of modifications that allow you to enjoy your bike that little bit more.

HOT

Exhaust It's probably the number one item that we change. From cruisers, customs and sports bikes right down to MSX125s and mopeds, the exhaust is the first part we want to upgrade. This is even more relevant in these days of tighter emissions and ever-larger silencers. Get it right and you'll not only add value to your bike but you'll also add street cred. Get it wrong and you'll wish you hadn't bothered. Full systems are an expensive change, so for many purchasing an end can is the cheapest option. There's no shortage of styles, from stumpy cans to WSB replica items, it's all down to personal choice at the end of the day. Carbon fibre silencers do look cool but over time they can age badly, and in the event of your bike falling over, or worse, they're not so good at taking an impact when compared to alloy, titanium or stainless silencers.



Power Commanders/Engine Remapping The Power Commander is a tuning tool to adjust fuel and ignition timing. Just adding a Power Commander to a completely stock vehicle usually does not increase peak horsepower. It will improve driveability, throttle response, and mid-range horsepower and torque. If the vehicle has been modified to increase airflow through the motor, the Power Commander can provide the correct amount of fuel for those modifications. This will often give an increase in overall horsepower.

To get the best from your bike a Power Commander or remap can really help to bring your bike alive. This goes hand-in-hand with aftermarket exhaust and silencer upgrades, but can also work remarkably well on a stock machine. Again, it's our friends at the emission police who factor in hurdles for manufacturers to jump when they're building a new machine. This year's Euro 4 is just a taster of what's

to come, with Euro 5 already taking shape. Unlike a posh pipe there's no added kerb appeal to your bike's appearance, but that doesn't matter when you're flicking through the gears on your favourite stretch of road.



Suspension

Over the last decade the manufacturers have really stepped up their game where suspension is concerned. Back in the 90s owners were presented with adjustable forks and shocks and, if we're being honest, none of us had a clue how to set them up. Since then forks have got fatter and shocks have got sexier but do any of us really understand the black art of preload, rebound and other suspension-related jargon? Getting your bike's suspension set up to suit you is like wearing a suit from Tesco's and then popping down to Saville Row and getting a bespoke one knocked up. You will reap the rewards during your ownership.

Brakes Like the suspension on modern bikes, the brakes have continued to progress. Anything that aids better braking is money well spent. There are various places you can invest your dollar. These range from fancy master cylinders and racy callipers to humbler parts of the braking process like the pads and brake lines. Most riders will appreciate any braking upgrades, so they're a sound investment.

Luggage So far I've been leaning towards the sports bike owner, but one of the things I really appreciate is a decent luggage system. Unlike advances in technological gadgets, the topbox and pannier world is still pretty much unchanged. Sure the boxes are bigger these days and have more aesthetically pleasing lines



but at the end of the day they're pretty much the same kit. Prices for touring kit, racks, panniers and luggage systems have never been cheap. With the swing towards adventure bikes still carrying traction, it's never been cooler to have a top box. They might cost a lump to buy but they really do add more than just convenience to your machine.

NOT

Custom paint jobs Respraying a motorcycle is without doubt the biggest change that you can make to your bike. Why do it? Most models come in a variety of colour schemes to suit most tastes, so why do machines end up under the spraygun? There are several reasons and most of them aren't good. The most likely reason will be because it's been in an

accident. Even bikes repaired to original colours never look 100%, and when you remove the panels and see etched instructions inside the panel, you know it's been repainted. They don't do that back at the factory.

Race replica paint jobs are almost acceptable but come the following year when the sponsors and team part company, your bike instantly looks so last year. One-off custom jobs are the worst offender at knocking value from your bike. Keep it standard if you want to reach a wider audience.

Polished parts Polished alloy looks lovely. It's one of those things that can really make your bike stand out. It's a popular addition to bikes right across the spectrum from race reps to customs. Unpolished and weathered alloy looks pants. Keeping those polished alloy components is a real labour of love and not cheap. You're going to need some pretty professional kit to keep the bling shining. Polished frames usually result from accident damage, so that's another alarm bell your bike will set off in any potential buyer's head.

Anodised fasteners We've all got that one mate that's addicted to anodised bolts. Like a rash the coloured alloy fasteners can quickly riddle a machine. It usually starts with a few bolts, maybe to hold the screen on, the numberplate or pretty coloured banjo bolts for the brake lines. The curse afflicts certain models more than most.

Mini Indicators This is one craze that refuses to go away. They cannot just detract from the value of your bike, but actually stop people wanting to view it in the first place. After all, what's so bad about a standard indicator? There's a mini indicator for all pockets ranging from a set of four for a tanner right up to proper custom ones that cost the wrong side of a hundred.



Alarms Alarms are one of those dull items you purchase. They're mostly bought at point-of-sale when sat in the swanky dealer's showroom. They're an add-on like getting sold a warranty on a new fridge or some Scotch Guard on that new sofa: you never see that money again. Alarms have improved over the years, and of course they are one way to stop someone else pinching your bike.

Nothing ever lasts forever and alarms often prove this. When they play up it's a job for a skilled technician to untangle the wires from the loom of the bike. Certain manufacturers' alarms are like ticking time bombs: it's not if they'll pack up, but when.

Courtesy Bennett's Insurance UK

PLASTIC ROADS

Bitumen and chemicals producer Total has teamed up with KWS, a subsidiary of Dutch construction group VolkerWessels, and plastic pipe manufacturer Wavin to develop PlasticRoad.

The plastic road concept, introduced by KWS in 2015, consists of recycled plastic waste formed into lightweight modules. The hollow interiors allow for cables, plastic pipes and general drainage of water. The companies claim that the prefabricated units will be easy to transport, assemble and maintain. Their lighter weight means the ground will be less prone to subsidence.



The objective is to create a road with a smaller ecological footprint than traditional road systems. When the elements reach their end-of-life expectancy they can be recycled again, contributing to a circular economy and cleaner environment.

KWS engineers Anne Koudstaal and Simon Jorritsma, inventors of PlasticRoad, said that a prototype should be completed by the end of 2017.

Xavier Bontemps, senior vice president for Total's polymers business unit, said the project fits in with Total's expertise in polymer solutions and recycling processes.

"This agreement is aligned with our commitment to using renewable and recycled sources and reducing the carbon footprint for the markets we serve."

Wavin is a Dutch manufacturer of plastic pipes, mainly for drainage and water supply purposes.

Courtesy World Highways Nov 2016

MOTORCYCLE LICENSING AUSTRALIA-WIDE

Victoria

Minimum age 18 to apply for a Motorcycle Learner's Permit. Restrictions apply.

You must hold a Motorcycle Learner's Permit for a minimum of three months before you can apply for a motorcycle licence. This begins as a four-year probationary licence. The first year is called P1, the remaining three years P2. Restrictions apply. This creates a minimum age of 22+3 months for a full licence.

NSW & ACT

Minimum age 16 years 9 months to apply for a Motorcycle Learner's Permit. Restrictions apply.

You must hold a Motorcycle Learner's Permit for a minimum of three months before you can apply for a motorcycle licence so that makes it age 18 for a probationary (red plate) licence.

You must hold red P's for at least 12 months, so the earliest you can get green P's is 18.

You must hold green P's for at least 2 years so the earliest you can get a full licence is 20 years old.

Queensland

Minimum age to apply for a driver's Learner licence is 16.

You can apply for a P1 Provisional driver licence at age 17 if you've had the Learner's licence for one year. Restrictions apply.

Having the P1 licence for one year means at age 18 you can apply for an RE Learner's licence. Restrictions apply.

You must have held an RE licence for a minimum of two years to be eligible to apply for an R licence, making it 20 minimum age.

Northern Territory

You must be 16 years old to get a Learner's licence.

You must hold an R(L) licence for a minimum of 6 months before you can get an R(P) Provisional licence so the minimum age for a Provisional licence is 16.5.

A rider must hold a Provisional licence for 2 years if under 25 and 1 year if over 25 before it is automatically upgraded to a Restricted licence (R). This is an open licence but with a LAMS restriction for a further 12 months.

So a rider can technically have a rider's licence at 18 years and 6 months old. However to have an open unrestricted licence a rider must be at least 19 years and 6 months old.

Western Australia

You can apply for an R-N (Moped) Learner's Permit at age 15.5.

You can apply for an R-E (LAMS bike) Learner's Permit at age 16.

You can apply for a Provisional motorcycle licence at minimum age 17 having held the Learner's Permit for a minimum of six months and completed 25 supervised riding hours.

Minimum age of 18 to apply for an R class Licence having held an R-E licence for a minimum of one year.

Tasmania

Minimum age to apply for motorcycle Learner's licence is 16.5. Restrictions apply.

Minimum age to apply for a Provisional P1 motorcycle licence is 17 having held a motorcycle Learner licence for a minimum of six months. Restrictions apply.

Minimum age to apply for Provisional P2 motorcycle licence is 18 having held a P1 motorcycle licence for a minimum of one year.

Minimum age to apply for full motorcycle licence is 20 having held a P2 licence for two years.

South Australia

See December 2016 issue

KANGAROO CREEK DAM UPGRADE

The Kangaroo Creek Dam safety upgrade will continue right through to December 2018. The MRASA has been made aware that current concrete truck movements are in the vicinity of 60 per day, travelling up the hill as part of the upgrade. Please take care as you travel along this segment of road.

If you see a road hazard please report it to the Traffic Management Centre direct on 1800 018 313. This could be anything from potholes, slippery road plates or traffic lights with a faulty globe. MRASA members will find this number on the back of your membership card.

NEW DIRECTIONS IN MOTORCYCLE SAFETY RESEARCH

Motorcycle safety research will be the focus of a major seminar conducted by the Deakin University later this month as a new riding gear protection rating system is unveiled.

Deakin University Senior Research Fellow Liz De Rome PhD says the seminar is an “internal university workshop to inspire researchers to contribute their expertise to motorcycle safety”.



Liz De Rome

Liz De Rome is well-known in the motorcycle community for her research into protective materials in motorcycle clothing.

She has worked for some time on a Personal Protective Equipment rating system to give riders an idea of how much protection riding gear really

offers, and says the rating system is imminent.

Deakin University has invited motorcycling representatives, rider community representatives and “other stakeholders with motorcycling expertise” to the seminar

“There won’t be any report, but hopefully over the next few months some of those researchers will come up with research proposals or ideas for developments that will be of benefit to riders,” Liz says.

The seminar will be held at the University’s Geelong Waurin Ponds Campus on Friday, October 27. “Researchers who are new to motorcycle safety research will be welcome as it is their own specialisation that we are seeking for collaborative work,” the seminar notice says.

Speakers include:

- Australian Motorcycle Council Chairman Shaun Lennard who will give the riders' perspective;
- Dr Trevor Allen of the Monash University Accident Research Centre who will talk about factors associated with human error in motorcycle crashes;
- David Milling of the Australian Road Research Board who will address infrastructure improvements to reduce motorcycle crash risk;
- Professor Richard Page of the Deakin Uni School of Medicine who will look at the prevalence and type of injuries sustained in motorcycle crashes;
- James V. Ouellet, Motorcycle Accident Analysis (USA) who will talk about motorcycle crash investigation and injury mechanics.

• *Shaun Lennard*

Elaborating on 'The Riders' Perspective', Shaun said: "This isn't so much a technical presentation; rather a presentation of the “view” of motorcycle safety in Australia from the AMC's perspective.

I'll be covering a range of areas – rider



training, infrastructure, technical advances with motorcycles and protective clothing, to name a few."

Seminar aims

The aims of the workshop are to take a broad view of the causes of motorcycle crashes and crash injuries; to explore the potential for new approaches and technologies to play a role in reducing the risk and severity of motorcyclists' injuries; and to investigate improvements for treatment and post-crash rehabilitation.

Other topics will include:

- Injury avoidance, first responders, treatment, rehabilitation;
- Collecting and analysing big data, pattern recognition;
- Rider education, rider training, potential application of virtual reality, hazard perception training, risk management training;
- Computer simulation applications;
- Roadside infrastructure, smart vehicle technologies such as air bags and crash avoidance systems; and
- Sports science – rider movement and interaction with the motorcycle.

The workshop will be facilitated by Eric Howard, former GM, Road Safety, VicRoads.



Courtesy Liz De Rome (Deakin University) and Mark Hinchcliffe (motorbikewriter.com)

MOTORCYCLES BANNED IN PARIS

There doesn't seem to be much happening in France – apart from a national demonstration on October 1, organised by the French riders group FFM (Fédération des Motards en Colère), regarding emission-free zones and the banning and fining of motorcycles and other vehicles that do not meet emission standards.

In Paris where this has already been introduced, the following vehicles are banned between the hours of 8am and 8pm during weekdays: motorbikes manufactured before June 1, 1999, and other vehicles and PTWs (powered two-wheelers – motorbikes, scooters and mopeds) manufactured before 1997, as well as those vehicles that do not meet European Emissions Standard Euro2. France is under threat of fines by the European Commission for non-compliance with a European Directive on air quality. FFM is of the opinion that this may be borne of a political vision of making the streets "nice and friendly", with bicycles and pedestrians only.

Further restrictions are planned from 2020. Only vehicles registered after 2011 will be allowed to travel in the emission restricted zone, with all others banned on weekends and evenings. That means that, technically, only vehicles that meet Euro 5 and Euro 6 standards will be permitted in the city.

London

London at present has a congestion-free zone, which does not charge PTWs, and a low-emission zone, which is over the same area as the congestion-free zone, in which motorcycles and compliant cars do not have to pay.

However from September 2020, all cars, motorcycles, vans, minibuses, buses, coaches and heavy goods vehicles will need to meet exhaust emission standards or pay a daily charge of £12 when travelling in central London.

Therefore, unlike Paris and other French cities applying to introduce emission zones, motorcyclists, if they can afford it, can pay to ride in London. There is no outright ban and there is an historic vehicle exemption if built before 1/1/76.

Back in France...

Other French towns that are considering introducing restrictions of freedom of movement of vehicles are Reims, Strasbourg, Grenoble, Lyon, Saint-Etienne, Dijon, Montpellier, Toulouse, Arras, Dunkirk, Lille, Rouen, Avignon, Cannes, Clermont-Ferrand and Bordeaux. Other smaller communities are considering similar restrictions, amounting to around 735 municipalities across France.

Earlier this year the Ligue de Défense des Motards (LDM) threatened to block the start of the Euro 2016 football tournament in June and FFM along with others have organised previous demonstrations.

Why the ban?

Motorcyclists and motorcycle organisations have always argued and promoted how the PTW is the best of all worlds as an everyday method of personalised motorised transportation:

Smaller, lighter and very well adapted to the challenges of urban traffic, commuter solution, congestion-busting, affordable transport solution for the young (providing access to work), cutting the length of journey times to work, an economical alternative to a car and environmentally friendly transport, reducing air pollutant emissions

How the last two "claims" – in terms of the environment – that motorcycles of all sorts were cleaner, is where issues arise, including a rhetorical debate that started at least ten years ago that motorcycles should be mainstreamed and integrated into national and European core transport policies.

In that respect, we may have got what we wanted to a certain extent, but now it looks like we are having to pay the piper for being a congestion-busting solution for urban commuting and mobility.

It is not that motorcycles are being targeted *per se* in the environmentally/green/emission-friendly world in which we are now trying to live, which is being modelled by governments, scientists and environmentalists in an attempt reduce emissions from vehicles and hence to improve our quality of life.

However as the motorcycles industry attempts to produce cleaner motorcycles and prove that they are as clean as other emission friendly vehicles, we as motorcyclists are being given the same treatment as other older more polluting vehicles and included in the same “mainstreaming” policies that we asked to be included in.

Already in Paris the Mayor has announced the postponement of further bans of pre-1997 cars and motorcycles before 1999 until 1st January 2017, this should have come into force October 1 2016.

“We must be careful: this is not an educational decision as announced by the City, and this is not the removal of the ban,” says Jean-Marc Belotti, coordinator of the FPMC Paris Petite-Couronne.” A representative of the Mayor said, *“We want to give more time for motorists to find alternative means of transport and the city’s aid.”*

Somewhere, we found this definition of a road: *“A route which all persons, rich or poor, can use to pass and re-pass as often and wherever they wish without let, hindrance or charge”*. I think we have now moved beyond that definition.

As one commentator put it “... personally I think the environmental friendly issue is lost...”, but that does not mean we give up and forget all the advantages of Powered Two Wheelers of whatever age or persons that need and use an “affordable” means of personalised transport.

1. Other rider groups exist in France too – La Ligue de Défense des Motards (LDM) – Fédération des Bikers de France

Courtesy Motomag Sept 2016

BIKING BOOKS I HAVE FOUND RECENTLY by Harald Lindemann

Nothing gets the travel juices flowing like a good biking adventure tale. I love finding stories about riders going places that I have and haven’t been.

Kimchi Kiwis by Jo and Gareth Morgan describes the adventures of a group of Kiwis who travel from Russia to South Korea. The Morgans are known for their exploits in South America, Africa, USA and overland from Berlin to Beijing. They were the first motorcycle group to get permission to travel through North Korea and move through

the DMZ (the demilitarised zone between the two Koreas). The journey starts in Magadan in Eastern Siberia, along the Road of Bones to Vladivostok and through the Koreas. The trip was muddy, sometimes grim, but filled with a variety of hospitality.

Published in 2014 by Phantom Books

Sparring With Charlie is the adventures of American Christopher Hunt in Vietnam searching for the Ho Chi Minh Trail on a Russian-made Minsk. His story is full of mud, mud and more mud, washed out bridges, bad food and watered-down beer and petrol and meetings with odd-ball Vietnamese from the North and South who like Americans. In trying to understand the Vietnamese and the war it seems that he left the country none the wiser, worn down by the never-ending poverty.

Published by Bantam Books 1997

Two For the Road by Australians Shirley Hardy-Rix and Brian Rix tells about the fulfilment of a husband and wife team to ride around the world – 27 countries over 56,671 km in a year by BMW R1150GS. Their story highlights the organisation that a world trip by bike takes, the dangers encountered, the joys of meeting new people and the camaraderie of the road. It is a spine-tingling, awe-inspiring and humorous story. Well worth the read.

Published by MacMillan 2005

On the Road Again by Peter “The Bear” Thoeming subtitled ‘Australia By Motorcycle From A to Z’. This book takes you through 52 great rides all around Australia from Adelong, NSW to Zumsteins, Victoria. Peter is well-known to many Aussie riders as the editor of various biker magazines over the years and for his intrepid adventures travelling overseas. A natural raconteur, he doesn’t disappoint with his descriptions of places and rides. His preference seems to be with places that have something to do with ‘red’, like pubs and Coonawarra and other places known to have an affinity with grapes. He starts with about 40 pages of advice about travelling around Australia, i.e. which bike, security etc. Skip that for later and get into the nitty-gritty, like why go to Xantippe, WA, and Barmah, Victoria, or Weldborough, Tasmania? Why not? A good read to find places on the way to somewhere next trip away.

Published by Bear Face Books 2003

AUTONOMOUS CARS TO BE TESTED WITH MOTORCYCLES

It's become increasingly clear over the last couple of years that the era of the autonomous car is upon us and with it comes increasing concerns over whether self-driving cars are properly equipped to 'see' motorcycles on the road and react accordingly.

This summer saw what appears to have been the first documented accident involving a self-driving car and a bike. It happened on a Norwegian motorway, and involved a Tesla electric car – the brand that's leading the way in production semi-autonomous vehicles – and a young female rider. Reports suggested the car, with its 'autopilot' mode switched on, hit the back of the bike at high speed, leaving its rider seriously injured.

Although it's impossible to say whether or not the autopilot contributed to the accident,

perhaps failing to 'see' the bike with its array of cameras and radars, the accident raised concerns among European motorcycle groups. Those groups, led by the Federation of European Motorcyclists Associations (FEMA), contacted RDW, the Dutch vehicle authority that issued type-approval for Tesla, to make sure that bikes are being considered when semi-autonomous cars are given approval.

The response has been positive, with RDW proposing that it will cooperate with motorcycle organisations to conduct tests on various brands of semi-autonomous cars to objectively assess whether they respond correctly to motorcycles. The agency also says that testing these systems with motorcycles should be adopted as part of a European protocol for type approval of semi-autonomous vehicles. As a result, during the first part of 2017 a test procedure will be worked out, with actual tests being carried out before the end of the year.

Dolf Willigers, General Secretary of FEMA, said: "We are going to act together and we will see in the field tests to which extent the technique takes motorcyclists into account. In the coming years this will continue to be an important issue for FEMA and we want to ensure that motorcyclists are not overlooked in the development of the newest generation of cars. The test program can have lasting effects on road safety for motorcyclists in Europe and therefore I am particularly proud that the motorcyclists' community works together and will cooperate with the authorities responsible for allowing such sophisticated cars on public roads."

Autonomous cars: the state of play

While you might have expected self-driving cars to appear with a flourish and a blare of publicity, the technology has actually been slowly creeping into use over a number of years. It's now reached the point where you can buy a car that is able to drive itself in many situations, even though the legal framework for the use of such vehicles currently means that the driver is still expected to be fully responsible at all times.

Officially, the term is 'Advanced Driver Assistance Systems'. This catch-all covers things like adaptive cruise control, which uses cameras and radar to keep a safe distance from the car ahead, braking and accelerating automatically to stay with the flow of traffic. When combined with lane control systems, which monitor the white lines on the road and help steer cars to keep them within their lane, blind spot

monitoring systems that help lane-changes and integrated GPS to track the car's position, it's

clear vehicles have slowly become increasingly automated.

The most ambitious production cars with such systems are currently Teslas, which are able to navigate and drive considerable distances without input from the driver. They create a virtual map of their immediate surroundings, monitoring the movement of other vehicles, looking out for road signs and markings – basically doing the things drivers are normally expected to do. The Tesla Autopilot will also steer, accelerate and brake the car, as well as sound alarms if it needs the driver to intervene. The firm is very clear that the system isn't intended to be left to its own devices, and that the driver is still responsible for controlling the car and taking over if needed, but inevitably some owners won't follow that suggestion.

Other firms, particularly luxury car makers like Mercedes, are very close behind, using similar technology but slightly less brazen in the amount of responsibility they're currently prepared to allow the driver to pass on to the electronics.

There are also more complete autonomous vehicle plans, like the Google car that is being tested in America at the moment. Ford has also recently announced that it intends to have a fully-autonomous car – one that needs no driver at all – in high-volume production by 2021. BMW has also given 2021 as its date for fully-autonomous car production.

Courtesy Bennett's and Co. UK



Precisely recognizes the surrounding vehicles, even in heavy traffic.



Precisely recognizes lane markers and the surrounding environment, even on curves.



Quickly detects cars that cut into the lane.

clear vehicles have slowly become increasingly automated.

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Courtesy Bennett's and Co. UK

AMC BACKS PROTECTIVE CLOTHING RESEARCH

The Australian Motorcycle Council has welcomed a major step forward in plans to introduce a ratings system for protective clothing.

Motorcyclists around Australia and New Zealand will soon have access to more information about the safety of protective clothing with the formation of a working group and commencement of a pilot program at Deakin University.

In an historic collaboration, the Australian Motorcycle Council has joined with road agencies, motoring clubs and other stakeholders from across Australia and New Zealand to develop a ratings system for the protective clothing worn by riders.

“The Australian Motorcycle Council has backed this plan for eight years and it’s great news that it’s now underway,” AMC chairman Shaun Lennard said. Importantly, the AMC is at the table as a member of the working group as this ground-breaking project progresses.”

With more than 10,500 motorcycle riders admitted to hospital with serious injuries over the past five years in New South Wales alone, improving the quality of the protective equipment and clothing could have a significant impact on this trauma.

A 12-month pilot program has started with Deakin University, where some of the clothing currently available to riders is being tested at its Waurn Ponds campus. The clothing being tested has been selected randomly and is being tested blindly – university staff who are carrying out the tests do not know what brand they are testing.

“I recently had the opportunity to visit the testing facility at Geelong for a run-down on the testing processes. It’s pretty comprehensive. This project is great news for riders,” Mr Lennard added.

Brian Wood from the Australian Motorcycle Council said the council welcomed the opportunity to be working with stakeholders from around Australia and New Zealand on the project.

“Once the working group has the results from these tests, they will be provided to the relevant

manufacturers or importers before the launch of an official ratings system,” Mr Wood said.

“We’re very happy to be involved in the working group so that we can provide input on this important safety initiative. “The testing of clothing and the eventual development of a ratings system will give riders more information and help them to make an informed choice when selecting their protective clothing.

“Riders need to be clear that the ratings system is different to having a mandated standard. The AMC would never support introduction of a standard as this would be inappropriate with Australia’s diverse climate. We much prefer a system that provides a market incentive for manufacturers to improve the quality of their gear, and helps riders make informed decisions about what is best for them.

“The Australian Motorcycle Council supports providing riders with information about protective clothing that will allow them to make informed choices about the level of protection and thermal comfort they are purchasing. The AMC hopes that the pilot program will lead to the introduction of a 5-star rating scheme in Australia,” Mr Wood concluded.

The motorcycle clothing rating system is a partnership between the Australian Motorcycle Council and stakeholders from New South Wales, Victoria, South Australia, Western Australia, Queensland and New Zealand.

Partners are: from NSW - Transport for NSW, SIRA and the NRMA; from Victoria - VicRoads, TAC and RACV; from South Australia - DPTI, MAC and RAA; from Queensland - TMR and RACQ; from Western Australia - the Western Australian Road Safety Commission; plus the Australian Motorcycle Council and the New Zealand Accident Compensation Corporation.

The AMC’s Position Statement on protective clothing is here:

http://www.amc.asn.au/web/sites/default/files/protective_clothing.pdf

For more news on other issues,
www.facebook.com/AustralianMotorcycleCouncil

BORDER ROADS ORGANISATION

The **Border Roads Organisation (BRO)** develops and maintains road networks in India's border areas and friendly neighbouring countries. It is staffed by officers and troops drawn from the Indian Army's Corps of Engineers, Electrical and Mechanical Engineers, Army Service Corps, Military Police and army personnel on extra regimental employment.

Officers from the Border Roads Engineering Service and personnel from the General Reserve Engineer Force (GREF) form the parent cadre of the Border Roads Organisation. Currently, the organisation maintains operations in twenty-one states, one UT (Andaman and Nicobar Islands), and neighbouring countries such as Afghanistan, Bhutan, Myanmar, and Sri Lanka. The BRO operates and maintains over 32,885 kilometres of roads and about 12,200 meters of permanent bridges in the



country.

Their motto is "BRO can construct roads anywhere Sky is the Limit." When you see that sign high in the Himalayas, then you can believe it.



The BRO is also responsible for road signs including safety signs. Our roads departments in Oz could take a lesson from the BRO in making life a bit more interesting. It uses wit, double entendre and comedy to punch the lessons of road safety home. Think about the impact



of 'Don't Drink and Drive' and then think about 'After Whisky, Driving Risky', or the difference between

'Arrive Alive' and 'Enjoy Your Ride, Don't Commit Suicide'.

Certainly someone had a lot of fun copywriting the messages and a lot of serious thought went into finally releasing them on an unsuspecting public. They certainly work on tourists who deliberately slow down in order to read them and grab a few piccies.

Some are clearly cultural;

- Don't be Gama in the Land of Lama

Some are sage;

- Caution Water on Road During Rain

Some are sombre;

- Hospital Ceilings are Boring to Look At Avoid Accidents

Some are clearly Humorous;

- Accidents prohibited on this Road
- Sorry for Ooh, Ahh, Ouch Inconvenience Regretted (at the beginning of a rutted road)

But all are worth reading.

Others are:

- Road is hilly Don't drive Silly
- If You Love Her Divorce Speed
- Better to be Mr Late than to be late Mr
- I am Curveceous (sic) Be Slow
- Life is short Don't Make it Shorter
- It is not Rally Enjoy the Valley
- No Need for Overspeed
- Be Gentle on My Curves
- I Love you But Not So Fast
- Be soft on My Curves
- Overspeed is a Knife that Cuts a Life
- Love Your Neighbour But Not While Driving
- If You Sleep Your Family Will Weep
- Safety on Roads is safe tea at Home
- Drive on Horsepower Not on Rum Power
- A Spill, A Slip, A Hospital Trip



My final favourite is one that is up near (very near) the India/Pakistan border which says, 'Be Alert, You are in Range of the Enemy'.

Sources: *Wikipedia and Google*

Harald Lindemann

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

ASI Motorcycles	Discount on request	8326 2800	48 O'Sullivans 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%	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 Tee 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	949 South Rd Melrose Park

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.

ABS UPDATE

In a previous issue we discussed a push to have ABS on adventure bikes sold in Australia having an on/off switch. The argument for is made quite succinctly by Jo and Gareth Morgan in their book *Silk Riders*, a tale of travelling the silk road by BMW GS650s which featured ABS.

The trick "... is to disengage the anti-lock braking system when you're about to enter soft riding conditions. You'd be riding along and see everyone stopped and wonder what the hell for. Well, with our bikes, you had to stop and hold down a button as you started them to disengage ABS. Anti-

lock-braking systems work by sensing loss of traction in the rear wheel and reducing the amount of braking power until it is re-established. This is all fine and dandy on hard surfaces, such as an asphalt road, where loss of traction in the rear wheel means a wheel locking up and a skid about to happen. In sand or deep gravel, however, it just means that you're in sand or deep gravel. So what you find, when ABS is still engaged, is that you're heading down a sandy slope and applying the rear brakes and they're not working. The end result is palpitations at least and more often than not an untidy finish. " (p.107)

It was noted that if you were a trail bike maestro where the front brake is everything then ABS on or off didn't matter.

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 MRA Mid-North PO Box 37 Snowtown SA 5520

General Members: Tracy and Craig Hughes, David Povey, Greg Janzow

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

Motorcycle Riders' Association of SA Inc. MEMBERSHIP APPLICATION FORM

New Member: or Renewal Membership No.

Name: _____

Address: _____

 Postcode

Telephone _____ Mobile _____

Email _____

Join mailing list/s? SAMRATS Scooter Club

Birthdate Occupation _____

Gender M / F Blood Donor? Please send info

Do you ride a Motorcycle Scooter Other

If family membership, 2nd cardholder name _____

Member of: Mid North South East Register

Other Clubs? Details: _____

Do not send Association magazine

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

Date ____ / ____ / 201__ Signature _____

MEMBERSHIP FEES: CIRCLE ONE

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

Payment by: Cheque Money Order or debit my Visa MasterCard

- - -

Amount \$ _____ - 00 Expiry date ____ / ____

Name as printed on card _____

Signature _____