

CENTRESTAND

June / September 2011



THIS ISSUE

VIETNAM RIDERS PT. 2

BLOOD RUN

TOY RUN NEWS

NEW CRASH BARRIER

GREAT ESCAPE RALLY

TRAVELS IN INDIA

Let those who ride decide



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

Established 1975

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EDITORIAL

Peter Mount

We have received feedback that some of our members would like to have access to their copy of *Centrestand* through the MRA website, so the membership form has now been modified on the website to enable new and renewing members to indicate how they would like to receive it. This could take up to three years to become fully effective as current memberships finish and are renewed.

We will also aim to post *Centrestand* on the website as soon as it is completed, on a 'members only' page. However, this will not happen immediately as our Webmaster will need to set up a dedicated program for it. At present, *Centrestand* is posted to our website three months in arrears; e.g., when the June issue is published, the March issue goes online. This is intended as a benefit to members: that they enjoy the availability of the MRA magazine well before the general public and other riders.

Although this will take a while to set up, it will be worth the time as it has the potential to provide direct access to members for other MRA matters.

As *Centrestand* is a quarterly publication, some editorial pieces may not be as recent as others, which is an unavoidable consequence. We try to balance this by sourcing articles from a diversity of fields ranging from state to national and international, with the criteria including interest, the likelihood that our members will not have access to the stories, relevance and importance.

Occasionally some of these might be covered in the daily paper, but that doesn't necessarily mean that all our members will have seen such articles, and if they are particularly important they will be easier to refer back to if needed as *Centrestand* is more likely to have been kept in a dedicated pile than the newspapers, which might have gone to wrapping up the fish and chips.

If anyone comes across such diverse items please send them, or links to them, to me, and we'll try to fit them into the next, or the subsequent, magazine.

This month you will notice that we have presented you with a combined June/September issue. We apologise for this. The work we have had to do for the Toy Run took precedence for much of our time and as a result the work for *Centrestand* kept being put on the backburner. It didn't help that the Assistant Editor and Toy Run Coordinator was off swanning around India for a month on a motorbike that kept falling over (see p.5). The next issue will be in December as usual.

PRESIDENT'S REPORT

The last few months have been unusually demanding as the Committee's collective energies have been absorbed by a multitude of matters with which we have had to contend, ranging from internal management refinements to the external political and road safety developments that are, traditionally, our main fare.

These matters have included a modified membership application form enabling members to receive *Centrestand* electronically, development of protocols for our website management, the re-establishment of the regular MRA Blood Runs, distribution of the Good Gear Guide which provides sound advice about motorcycle clothing, the implementation of an innovative underrun protection barrier system which is finding considerable favour within the motorcycling community, addressing the government's lack of support for a dedicated SA motorcycle road safety strategy, and dealing with the prospect of major changes to the Toy Run, brought about in part because the size of the event has increased dramatically over the thirty-two years of its existence.

If we ever gave pause to wonder about the purpose of or justification for the MRA's existence, or to think we were doing OK and could take it a bit easy for a while, this year to date has given us every reason to shun any thought of complacency and to maintain our vision and determination.

Come to think of it, every year seems to be like that, more or less. I guess that's why MRASA remains so strong and focussed. Challenges come, we deal with them. Change is necessary, we adapt. Innovation is required, we grow. Our members are our strength, our foundation, our heart. The MRA will always be needed.

On that note, it is rare that appreciation is expressed for the effort committee members put into their roles in ensuring that their field of endeavour is running well. Perhaps, because these roles are seen as simply getting on with the job, we tend to take these efforts for granted, and award few accolades. To each of you, rest assured that your efforts, whatever their degree and kind, are all, without exception, integral to the effective functioning of the MRA, and are highly valued and genuinely appreciated.

During the last month we were fortunate to welcome George Otis, President of the South-East Register, into the ranks of those with MRA life membership. George has provided stability and consistency in promoting the MRA values through the high profile of the Register and enhancing the safety of motorcyclists in the region for many years, and the MRA's appreciation of his staunch effort is marked by this award, the most meaningful in our limited repertoire of thanks.

As Phil McClelland, our Register Liaison Officer, was unable to travel to Naracoorte to make the presentation to

George at a Register meeting, David Povey, who has known George for over thirty years, together with Cathy Lux and hubby Ebie, , kindly offered to represent the MRA to present the award. An article and photos of George's presentation will be in the next issue of *Centrestand*.

Rene Borst, our Membership Officer, has been particularly busy over the past couple of months and more revamping the membership database so that we can break down our membership into various categories according to any particular need of the time. The range of demographics so far includes things such as city and country, age, gender, primary family membership, the means by which members first joined (such as *Centrestand*, Toy Run, website etc.), and the relative popularity of one, two and three-year memberships.

These stats will help us identify trends in membership and the most effective means of promoting the MRA, allow us to cater more specifically for the needs of our members and formulate policy or protocols in accordance with, and hopefully satisfy, a broader range of members' requirements.

We are also approaching the busy period in motorcycling when more people are on their bikes and more functions are on the motorcycling calendar. As a consequence, although our work is ongoing throughout the year, our rate of application tends to increase proportionally, but with the anticipated reduction as a respite in January when everybody rides off into the sunset for their holidays.

But don't think about that yet: there's much work still to be done.

Peter Mount

AMC Chairman Meets Wilkie

Australian Motorcycle Council Chairman, Shaun Lennard, has met high profile independent Federal MP, Andrew Wilkie, to raise key issues of concern to motorcycle riders.

Lennard provided Wilkie with an overview of recent key events, including Canberra's Motorcycle and Scooter Safety Summit, production of the Good Gear Guide, development of a national graduated licensing system and establishment of the National Road Safety Council.

"Over the past couple of years we've been putting our case directly to the major parties, so it's now time now to involve the independent members," explained Shaun.

"The AMC is aiming for all parties and politicians to adopt a positive policy position on motorcycling."

Mr Wilkie is yet another 'former rider' – one of the million or more Australians who have a motorcycle licence although don't currently ride.

EASTER BLOOD RUN by Cathy

Thank you to our 12 participants in the inaugural Blood Run Resurrected. What a mouthful! What fantastic people, to come out on Easter Saturday at a moment's notice. We had 10 happy donors and 2 contented supporters. Three of our donors were newbies. An enormous round of applause for having the courage to take that first step.

We met at Kurralta Park Shopping Centre and travelled *en masse* to the Pirie Street Blood Bank. Next time we hope to have a flag or two with MRA Blood Run on it or just the MRA flag so that we can give the public a positive image of us. Motorcycle riders with good intent.

We were greeted with enthusiasm by staff, interviewed, and then drained with dignity and care (see, we are normal people). The staff were quite impressed by the amount of gear piled in the corner from 12 people. One of the first-time donors, while very apprehensive at first, is now eager to return and is drumming up business.



Stocking up before bleeding

Lessons we have learned from our visit:

1. When we are asked to drink water/juice before donating – it does mean water/juice not coffee, tea or coke.
2. Have something to eat before you leave home.
3. Know what setting your camera is on before you go in – unfortunately the photos were too grainy to use. Better ones next time I promise.

At a time when we, as law-abiding bike riders, have become political targets it is necessary for us to be waving the flag. So even if you can't donate please come along and support us. I am also looking for a few riders with a spare pillion seat. I have some donors who are interested in coming along but are not riders and are eager to be part of our group. Please call me if you can help so I know numbers.

If you donate already and are unable to make our Saturday run, you can increase the awareness of the

MRA by placing your name in the corporate book in the donors lounge. What corporate body? The MRA of course. If you haven't donated before or for a long time there is a list of what to do prior to coming in. The aphaeresis unit is open for plasma and platelet donation also.



Waiting for the leeches. Who's going first?

Being a donor also makes you eligible for the MRA blood donor's badge. I ask you to purchase one and wear it with pride.

Postscript: Saturday 20th August 2011, Sefton Plaza to Pirie Street Donor Centre. 6 bikes and 1 car carried our willing donors to Pirie Street. We had 8 donors on the day. Thank you from the Red Cross Blood Service, the recipients of the blood products and myself for making this another successful event. One of our first-time pillions is eager to get her bike licence.

Our next collection day is Saturday 26th November. Meet at Findon Shopping Centre on the corner of Findon and Grange Roads. You need to tell me if you are participating, so I can book a more accurate number of chairs than between 10 and 20, and let me know if you are able to provide a lift for a donor.. Please ring 13 14 95 or visit www.donateblood.com.au and make an appointment with the MRA group. My number is 0458 798 335



After donating George & Suzi had to have a lie down

TRAVELS IN INDIA by Harald Lindemann

A few years ago I heard about a trek through the Indian Himalayas by Enfield 500s and liked the idea. So last year I booked myself in and started to save. Time went by quickly and sooner than I expected I found myself winging my way to Delhi.

At Delhi I met the crew that I would be travelling with, two New Zealand couples, a couple of mates from Queensland, two more from Victoria, two Pommy expats from Hong Kong and the tour cameraman from Sydney, who was making a doco of the trip.

The tour, organised by Mike Ferris of Ferris Wheels, took us north from Delhi through the province of Himachel Pradesh through Jammu to the city of Leh and up to the highest point navigable by road in the world, the Kardung pass (5,602m) near the Chinese border, then east to Kashmir near the Pakistan border, south through the Punjab and back to Delhi – a trip of 2425k. It doesn't sound far for three weeks does it?

I had prepared myself by making sure that I had all the right gear – for safety (good call), for wet weather (we one day), cold weather (none at all), cameras (lots of piccies), medicine chest for any and nearly all ailments (useful) etc. I tried to get fit for the trip, but really, it wasn't enough. I should also have gotten in some off road practice as well because about 50% of the roads were not quite there. What none of us could prepare for was the psychological impact.

India is both compelling and confronting, through its culture, its variety of lifestyles and religions, and of course the sheer poverty that prevails throughout the society. You never get away from it. It slaps you in the face every day, everywhere you turn. That and the dirt and the amazing juxtaposition of poverty and wealth that is so obvious and is part of the way of life.

The riding was, for the most part, challenging. Traffic in India is just plain looney based on our standards. Four or even five lanes of traffic on a road designed for two. Vehicles forever shoving and jostling for that extra inch of space on the road, horns constantly blasting, constant overtaking through blind corners, might is right.

Out of the towns the traffic was less, but the roads often deteriorated from fine bitumen highways to goat

tracks with no warning. No funds for signs. In one day we might ride on good roads, gravel roads, ball bearing roads, muddy roads, roads under repair and roads that make the Oodnadatta track look preferable. And most of this was on mountain roads so you were forever distracted by the scenery which was just marvellous. Road repair gangs mostly used pick and shovel and crowbar, with the occasional bulldozer thrown into the mix.

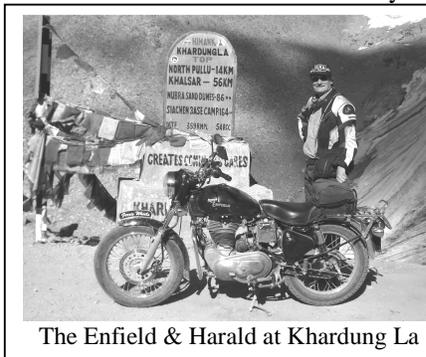


Cooling the Clutch on Rhotang La

The most memorable road was the Rohtang Pass road (3,978 m) which was mostly mud on the way up. It was absolutely exhausting. Riding through sometimes axle deep mud is taxing. Add to that having to kickstart a bike that was continually stalling because of overheated clutch plates, and coping with the lack of oxygen at

that altitude. I was continually breathless and had to stop often to get myself ready for the next push. At 3,600m there is 40% less oxygen available for you to breathe. That day we did 8½ hours of riding to make 130k and burnt out 4 out of 12 clutches, broke two mirrors and one headlight. Most of us fell down at least once. I fell down three times. At least the landings were soft.

There is a lot to see in India that is interesting. We rode from the Hindu south to the Buddhist north, across to the Islamic west and through the Sikh south - west. The culture of the various areas is strongly influenced by the regional religions and this often predicated what we experienced.



The Enfield & Harald at Khardung La

We did however mostly focus on the riding and, of course, occasionally its consequences. Some of us came down with altitude sickness. The occasional person had a fall which necessitated a spell in one of the support vehicles.

My moment came when on the third last day of the tour I was slowing down on a mountain road to join my fellow travellers at an observation point when I was sideswiped by a Tata truck that just barrelled past me. I ended up with a couple of cracked ribs, a hole in my knee that took 12 stitches to repair and a crushed foot due to the bike landing on it. The truck drove over the carry rack of the bike crushing all my camera gear in the backpack and disappeared. I walked (hobbled) to the support vehicle feeling on top of the world and that I had probably used up all my good karma at once. The mechanic rode the bike down the mountain.

Thank goodness for good safety gear. The knee of my K-Shield kevlar jeans was torn right through the Kevlar, my DriRider jacket was torn in a number of places and my left boot (Rossi) had much of the stitching torn out. My helmet (Nolan) ended up with some nasty scratches on one side from the road and contact with a truck tire. Unfortunately my helmet cam was also run over (ripped off the helmet) and the memory chip damaged so there is no movie of the fall.

Given all this I still felt and still feel pretty lucky to have survived the crash and an Indian hospital. I struggled, but went with the guys over the next few days to visit the Golden Temple in Amritsar and the Taj Mahal in Agra and then made my way home.



Switchbacks

The tour cost \$7,500 plus air fare and personal expenses. All accommodation, food, bike hire, fuel and repairs, mechanics and guides were included in the

price. It sounds expensive but when you consider the professional organisation displayed and the lots of little extras that you don't get when you're on your own, there are a lot of things that you don't have to worry about. If you are interested check out www.ferriswheels.com.au. They don't just do India.

Would I do it again? Sure I would, but without the truck.

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MOTORCYCLE BARRIERS ON TRIAL IN SA

The SA Motorcycle Riders' Association is backing a government initiative to save motorcyclists' lives.

A new steel under-run guard rail system supplied and distributed by Australian Construction Products is being installed on the Gorge Road and some Adelaide Hills road in a Transport Department trial that replaces the recently installed rubber BASYC system.

Leigh Brown from ACP said the new guard rail system features a galvanised steel sheet fixed in front of the support beams, creating a solid steel wall between the guard rail and the ground.

The difference between this and other systems used in Australia is that it has been crash tested to the highest European standards.

MRA Vice-President and Road Safety Officer, Neville Gray, said; "Stats tell us that in 55% of the cases where a rider hits a barrier of any type they're actually off their bike, and the first thing they hit at that low level are the posts, and because they're only thin, they're like knives.

MRA support for this trial is based on the fact that the ACP guard rail system prevents riders from hitting exposed support beams, reducing the likelihood of severe injury or limb amputation by hitting exposed posts.



MOTORCYCLING – AN OBSESSION OR A PASSION?

Do you have more than one bike? Do you talk to strangers about motorcycling? Do you get jittery if you haven't ridden for two days? Have you ridden in the rain soaking wet saying, "It'll stop soon." rather than break out the wet weather gear? Do you check out the bike rather than the pillion? What do you think?

SPRINGS AND WASHERS

🏍️ **Variety SA V2 Classic Bike Run** – This will run for four days October 13-16 and will be held in the Riverland, raising funds for children in need. It will be great fun for participants and includes a visit to Banrock Station, a dinner cruise on the Mundoo paddle steamer and cruising around some great countryside. Entry is a minimum payment of \$4,500 and a \$550 participation fee. So how much can you raise? If interested contact the event chairman, Alister Haigh on 0401 679 851.

🏍️ Did you know that this is the **UN Decade of Action for Road Safety 2011-2020**?

🏍️ **Australian Motorcycle Tourism Award** – initiated by Peter “The Bear” Thoeming of *Australian Road Rider* and *Cruiser+Trike* magazines. At the opening of the Tasmanian Tourism and Leisure Expo, Shaun Lennard of the Australian Motorcycle Council presented the inaugural Australian Motorcycle Tourism Award to Glamorgan/Spring Bay Municipality for **Outstanding Motorcycle Friendliness**.

Congratulations to GSBM mayor, Bertrand ‘Le Frog’ Cadart, for leading the initiative to make Tasmania’s Freycinet Coast officially “motorcycle friendly”. Congratulations also to the business operators and all people of the region who have embraced and supported this great initiative.

🏍️ **Tender for Executive Director, NRSC** – closes Mon 26 Sept 2011. The National Road Safety Council (NRSC) is seeking to engage an Executive Director to progress the work of the Council. The position will be focussed on partnership development and maintenance and the research and project management aspects of the Council's work and liaising with officers of the Department of Infrastructure and Transport (the Department) on reporting and administration matters as necessary.

Timeframe for delivery of Tender: November 2011 - November 2013. Further information is available on the AusTender website. Address for lodgement: electronic lodgement only should be made by accessing the AusTender system at <https://www.tenders.gov.au> Contact Officer: Mr Roger Gottlob, Phone: 02 6274 6690, email: Roger.Gottlob@infrastructure.gov.au

🏍️ The National Road Safety Council’s website has been updated recently, with a complete new look and specific sections on the six key focus areas.

The section on motorcycles includes the South Australian “Mick Doohan” ads.

🏍️ **New Bike Shop Owners Offer Discount**

Cherie Daniel and Darren Willis have recently purchased ASI Motorcycles at Lonsdale, and are keen to entice riders to support their new venture. To this end they are offering MRA members discount on request. You’ll find them listed on the inside back cover of *Centrestand* with the other motorcycle shops. ASI Motorcycles is located at 3/48 O’Sullivan Beach Rd Lonsdale 5160, phone 08 8326 2800. MRA members, please support the businesses that support us.

🏍️ **Roadsafe Conference** at Wangaratta – coming up on 6-7 October: ‘Reducing Road Trauma’ presented by Roadsafe of N-E Victoria and the Goulbourn Valley.
Contact lori@nolanmediaevents.com.au

🏍️ In Queensland now, before you get a motorcycle licence you must have held a car licence for at least 12 months. A serviceman from NSW, who only had a M/c licence, was transferred to Qld. He was able to transfer his bike rego but was refused a licence transfer. So now he has to sit for a car licence that he doesn’t want or need just to be able to ride his bike – in 12 months’ time.



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Motorcycle Protective Clothing: Against Injury or Just the Weather?

An Australian study providing new evidence on the injury reduction benefits of motorcycle clothing in crashes was launched in Sydney on June 20. The study, led by Liz de Rome, Research Fellow of the George Institute for Global Health at the University of Sydney, is the first of its kind and will be published in *Accident Analysis and Prevention*.

This is the first study in over 25 years to examine the effectiveness of specialised motorcycle protective clothing and, in particular, body armour. It is also the first to control for the contribution of other factors that may affect the severity of injury, such as speed or type of impact and age of rider.

One of the key findings of the study, which was funded by Swann Insurance and involved 212 motorcycle and scooter riders, was that riders were significantly less likely to be admitted to hospital if they crashed wearing a motorcycle jacket, pants or gloves. Ms de Rome said, "One of the most important findings was the difference it made to be wearing body armour, particularly for hands and knees."

When garments included fitted body armour there was a significantly reduced risk of any injury. This included a reduced risk of any injury to the upper body by 23%, legs by 39%, hands by 45% and feet by 45%. The results also found riders wearing shoes or joggers had a much higher risk of foot and ankle injuries, as any type of boot reduced risk of injury by 53%.

While there are limits to the extent clothing can prevent injury in high impact crashes, it is in low impact crashes that protective clothing is thought to offer the greatest injury reduction. There is also evidence that the majority of motorcycle crashes do not involve high impacts.

Ms de Rome commented, "Over 200 motorcyclists die and a further 8,000 are seriously injured on Australian roads each year. For many years, motorcycle safety research has been dominated by debate about the effectiveness of helmets with less focus on other protection for the rider's body.

"With the increasing human and economic costs of motorcycle injuries around the world, there was a need for research into the effectiveness of protective clothing. We hope that the results of this study will

show riders that their gear protects them from more than just the weather, encouraging them to wear more protective clothing which will in turn help reduce injuries."

The results of the study also send a clear message to the manufacturers of motorcycle protective clothing. The proportion of jackets (29%), pants (28%) and gloves (25%) that failed under crash conditions due to material damage indicates a need for improved materials, manufacturing and quality control.

While mandating usage of protective clothing is not recommended by the study's authors, consideration could be given to providing incentives for usage, such as tax exemptions for safety gear, health insurance premium reductions and rebates.

Co investigator, Associate Professor Rebecca Ivers, Director of Injury Research at the George Institute, said, "This is ground breaking research. It sends a clear message to riders that protection is important every time they ride, and highlights the need for further

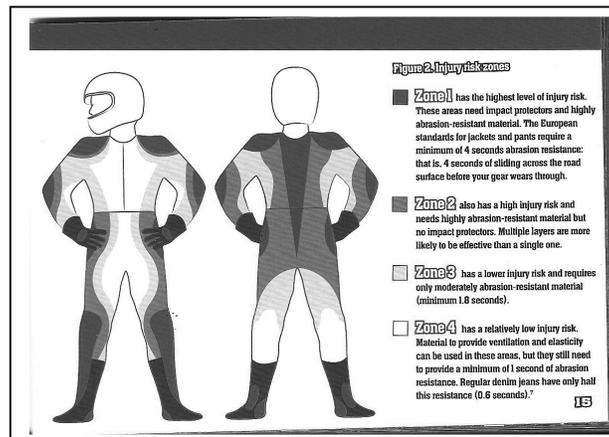
investment by Government to encourage riders to wear appropriate clothing, and to work with the industry to improve the quality of products available"

For more information, contact Sue Murray, Executive Director, George Foundation 02 8238 2423 / 0401 771 457 smurray@georgeinstitute.org.au

Comments from Guy Stanford (NSWMCC)

The problem from here is to ensure that the message is clear. The gear you wear is unlikely to make the difference in being dead or alive. Riding gear won't save your life, nor stop broken bones from a heavy impact. However, it will reduce personal pain and inconvenience. Good gear can reduce injuries from minor to bruising, or in some cases from significant to minor.

The big message is "use body armour". Then it's the specifics – protect hands, feet, knees. The data on feet is interesting: shoes are useless, they come off your feet, pull-on boots also come off, in both cases, leaving feet unprotected. Same for gloves: without a wrist strap, gloves fly off. Jackets need to be made of material that hangs together and doesn't tear, get cut or shred or have the stitching come apart. Some jackets are "single-use" and were destroyed on impact, although they did still protect riders to some degree.



But do not be deceived. The belief by the uninformed that good gear WILL save your life like a crash-cage is a dangerous belief in the hands of roads authorities. It prompts them to "do something" that is visually apparent so that they get a pat on the back by their boss – yet achieve very little at all.

To be misled to a belief is deception. We all need to work a bit harder at making sure the message about gear is not a confused and misleading one.

Good gear will save you a lot of personal pain and lost time away from work and play. Like having to have someone else wipe your arse until your hands heal – 'cos you didn't wear gloves. But while embarrassing and painful, it's not life-threatening.

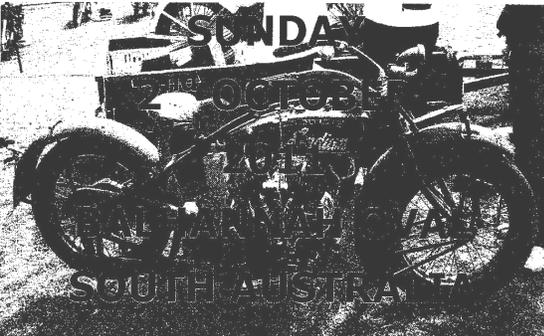
If young riders believe that wearing good gear will save their life, their risk acceptance level will go up. Politicians and road authorities have a responsibility to ensure they do not mislead people into false beliefs. It's false beliefs that kill people.

The quality of riding gear is clearly in need of close inspection.

10th ANNIVERSARY
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- Contact: Peter Yates Ph: 0408 019 950 after 6 pm or email secretary@vmmccsa.org.au

Sunday 2 October Balhannah Oval

Contact Peter Yates 0408 019 950 after 6pm or email secretary@vmmccsa.org.au

WHAT IS A MOTORCYCLE?

by Harald Lindemann

Does it have two wheels or three? Are two of the wheels in-line or in a trike arrangement? Do you sit astride or armchair it? Does it have handlebars or a steering wheel? Is it open to the elements or have a bubble enclosure? Is a powered mono-wheeler a motorcycle or something else?

These are important questions because the vehicle designation makes a big difference to issues of registration, insurance, safety regulations and safety training, licensing and inclusion in accident statistics. New vehicles, experimental vehicles, vehicles that are imagination come to life are pushing the boundaries of what we expect in a motor vehicle and what we recognise to be a motorcycle.

The definition is usually left up to government departments who have shown themselves to be rather myopic and inflexible in their dealings with the new and unusual.

A real concern is that statistics involving vehicle registrations and accidents are subject to the vagaries of different definitions for motorcycles in the various jurisdictions.

In the USA recently, for example, there has been an influx of three-wheeled vehicles, including small trucks, into the country which are able to bypass US strict federal safety requirements normally imposed on cars and trucks by being classified as motorcycles - because they only have three wheels.

The T-Rex for example, is a three wheeled truck powered by a 1,400 Kawasaki motor. It has a roll cage and seat belts and is lauded by its importers as the safest motorcycle in the United States because not a single fatality has been recorded in it since production started in 1992. That's good news, but is it actually a motorcycle? A three-wheeled sedan model is also available.

It is clear that in the United States work needs to be done to consistently define a motorcycle to suit motorcycles, mopeds and scooters and to be able to handle characteristics that are not usually associated with motorcycles (like a steering wheel).

The US Federal Highway Administration is one body that is concerned enough about the issue that it has been soliciting public comments on the issue with a mind to reviewing the definition of motorcycle for all concerned.

Thanks to the American Motorcyclist June 2010 for the info

IN PARIS YOUR BIKE CAN BE REMOVED...LIKE A CAR

We have recently found out that the French police have been taking drastic measures against motorcyclists who park their bike in a way that is not considered appropriate. We say "not considered appropriate" because, in Paris, parking on the pavement is tolerated, as long as the bike doesn't obstruct the footway. But the police seem to have recently changed their mind, as we have been sent pictures of bikes being removed from their parking space and taken away to the pound, in exactly the same manner as for cars!



It looks like the French authorities have not been at all impressed by the recent enormous demonstrations attended by more than 40,000 bikers that took place in 60 cities and towns all over France. Motorcyclists protested at a government proposal to make filtering through the traffic (also described as "lane-splitting" in the United States) illegal by each taking the space of one car and causing massive traffic jams, which brought the whole country to a complete standstill on 13th March 2010.

In response to this, the authorities, who were humiliated by the enormous turnout and the complete chaos that resulted from it, seem to have decided to apply the same parking rules to motorcycles as for cars, i.e. remove them all when not parked properly, even where tolerated, as you can see on the pictures. Can you imagine the potential damage caused to the bikes, stuck like sardines on that truck?

The number of motorcycles in Paris have been increasing at the amazing rate of 15% per annum in the past few years. It is estimated that there are 120,000 motorbikes and scooters in the French capital, all there to reduce pollution and bring no congestion at all. Although the council has recently created 30,000 free parking spaces for bikes and announced the creation of an additional 18,000 by 2014, all equipped with security devices, the police and the government don't seem to be on the same page. But these guys just don't

know what to expect. The French, when unhappy, are able to bring the whole country to a complete standstill for days and weeks, until they get what they want. We have heard that the Fédération Française des Motards en Colère (FFMC – the French Federation of Angry Bikers) is prepared to organise another enormous demonstration all over the country, which will be even more disruptive than the last one.

Meanwhile, in the London borough of Westminster, bikes are being squeezed into minuscule parking spaces for £1 a day, with no security devices and the high risk of being damaged. This is what bikers pay for in the British capital, that is, the right of having their bike damaged and stolen in the absence of individually delineated spaces, with no security devices as originally promised by the Westminster Council.

← From this – protesting bad laws, to this – pay back. Wouldn't happen here would it?

FFMC
Fédération Française
des Motards en Colère

A tous les conducteurs...

**POUR UNE AUTRE POLITIQUE
DE SÉCURITÉ ROUTIÈRE !**

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**NON à la répression aveugle
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ROAD SAFETY OFFICER'S REPORT

by Neville Gray

I was recently invited to a meeting with the Minister for Road Safety, the Hon. Tom Kenyon, at his city office. In attendance were his Ministerial Advisor Ms Anna Bradley, the Director of Road Safety, Mr. Martin Small and Ms. Paula Norman, the Manager of Safer People from the Department of Transport, Energy and Infrastructure.

The Minister posed three questions to me, without notice, I might add.

Does the MRA support the mandatory wearing of protective clothing for motorcycle and scooter riders?

No, it does not. The prevailing opinion is that currently there are no set standards for protective clothing so how can this be policed? How do we know what we are buying – how do we know if the clothing we purchase will fall apart on impact with the road surface if we crash? What is appropriate for Darwin is not so for Hobart. *Let the riders decide.*

What is needed is to promote the wearing of safety clothing. The recent release of the Good Gear Guide and the current Mick Doohan Motor Accident Commission campaign goes a long way in doing this. The Minister was unaware of the 'Good Gear Guide' and luckily enough I had a copy on hand and told him of a plan I had to walk around the Adelaide CBD and place a copy on every bike and scooter seat. The Minister asked if he too could be part of this handout. (On the 30th May the Minister and my helpers, under the surveillance of all three commercial TV Stations, performed a very successful media event by placing copies of the Good Gear Guide onto motorcycles and scooters in selected parking areas within the CBD.)

The second question posed by Tom was "*Does the MRA support the raising of the age that one can obtain a motorcycle licence to one year after a car licence can be obtained?*"

No it doesn't. This ridiculous idea is currently in use in Queensland without any serious research to back it up. There appears no reduction in young rider crashes after some 18 months. If anything, it should be the other way around as it is in many European countries where one can get a moped licence at 14 years, a scooter licence at 15 years and a car licence at 16 years.

In SA, only 8% of new riders fronting up to the compulsory RiderSafe course do not have a car licence. It is a well-known fact that motorcyclists make excellent car drivers with their superior road craft skills. In SA it is a rare occurrence for 16-year-olds to appear as a fatality. The average age of persons

doing the RiderSafe course is over 31 years, making this idea a silly one and certainly reeking of an anti-motorcycling stance.

The next question was not unexpected. "*What is the MRA's opinion of a motorcycle levy?*"

This is certainly of a discriminatory nature against motorcyclists and would be resisted. Motorcyclists already fund state roadworks and safety campaigns through their taxes and should not be expected to pay extra.

However, if such a levy were to be implemented by the government, motorcyclists must be in charge of the expenditure whether it came from registrations or licences, as it would specifically be their money.

I was prepared for this question and passed over a written list of conditions prepared by some concerned members of the Motorcycle Task Force some time ago when this idea was first rumoured.

- A South Australian Motorcycle Advisory Council must be formed with representation from the current major rider groups and DTEI, MAC, RAA, RiderSafe etc. This high-level group would solely administer all levies raised.
- It would need instant access to funds that were to be collected in the 12 months as a short term loan so that works could be commenced immediately
- All funds raised would go to motorcycle-specific projects only.
- No motorcycle related projects would be funded if already coming out of general revenue, such as the barrier protection system being rolled out on the Gorge Road black spot area.
- RiderSafe fees should be reduced by the amount of the levy so that new riders will not be initially disadvantaged.

During the meeting the Minister expressed a desire to attend an MRASA Committee meeting in the near future to answer questions and speak about the Government's plans to enhance motorcycle safety issues and the possible introduction of a motorcycle levy.

I believe that the MRASA has established a good working relationship with the Minister, and we await further developments to see if this meeting was successful in heading off some of the ideas that are not in the best interests of motorcyclists.

TOY RUN REPORT by Harald Lindemann

The Toy Run has been in the news quite a bit recently due to statements from various quarters that the Toy Run is in trouble and may not continue. We have had reports on the telly, channels 7 and 10 ran rather prominent stories featuring Kevin Foley giving the Toy Run the bum's rush. The Hills Courier has also been following the story in its columns regularly while the Adelaide Advertiser has been fairly quiet on the issue.

Just to set the record straight, the Toy Run will go ahead. We just need to iron out some details and hopefully it will be a better and safer Toy Run all round. The Toy Run Committee recognised after last year that some changes had to be made – changes to the organisation and to the route in order to make it safer and more enjoyable. Feedback suggested that riders were avoiding the run and some were avoiding the event itself. We certainly saw the results in the number of toys that were donated. Donations were well down on previous years and we needed to make some changes to turn this around. Our primary purpose of the Toy Run is to collect toys for needy families at Christmas and we were not doing as well as we wanted to. So we were working on some ideas.

Then we got distracted.

We were informed by the Mt Barker Council that SAPOL felt that the Toy Run route to Hahndorf was too risky and they would not support a Run to Hahndorf in the future. Council was not willing to take on a public risk without the logistical support of SAPOL and withdrew their permission for us to use Hahndorf Oval for the Toy Run.

The police decision was based on a risk assessment that they made (without talking to us) and largely on the fear they had of making the Mt Barker to Hahndorf road two-way again. Apparently, when it was one-way two years ago a local tool who couldn't or wouldn't read the signs that had been up for two weeks decided to go the wrong way down the (temporary) one way highway and only the quick action of a motorcycle officer stopped the driver from possibly causing an accident.

We know that last year the Toy Run was under-resourced because the police told us that. A number of officers had been redeployed to the country and others had been told to take their annual leave over Christmas and so would not be available for the Toy Run.

We had informed SAPOL about a number of high-risk spots where we wanted officers to be present to manage the traffic and we were told that those positions would be staffed if the officers were available. They were not, and problems occurred –

problems that were obvious to the riders taking part and might influence them in their decision to take part in future years if things didn't change.

We were working on making changes to the Run which would make it safer and more manageable for the riders when we were informed that Hahndorf would no longer be available for the Toy Run. This has meant that we have been expending a lot of energy looking for and negotiating for a new home for the Toy Run.

The impression I get from the news is that there are people out there who don't care if the Toy Run goes ahead or not. I guess that depends on whether you think that what we are trying to do matters or not. I think it does. Since the telly stories broke we have had lots of support from riders concerned about the possible loss of the Toy Run and angry at the contempt that Kevin Foley showed for the event, and also from Hills communities offering their ovals for the Toy Run should we have need.

All this tells me that we will be welcome wherever we end up and that there are people who appreciate the small contribution that each rider makes on the day to help families at Christmas. So I urge you all to support the Toy Run and get your mates to do the same. Let's show the people of Adelaide that the Toy Run matters.

 Since I wrote the above report we have arranged to start the Run at the Victoria Park Clipsal track (where we will have food stalls and toilets set up). We will move out along Wakefield Road, Hutt Street, Glen Osmond Road and then up the Freeway to Callington. The route out of the city is supported by SAPOL which will monitor the traffic lights (fewer than Anzac Highway/Cross Road) and side streets to ensure that we will have, as much as possible, a free run as a group to the Freeway, making the experience much safer and more enjoyable for all the riders taking part.

The new site for the Toy Run will be Callington Oval and we are working closely with the Callington Oval Recreation Committee to make sure that your experience of the Toy Run is as good if not better than at Hahndorf Oval. Much will remain the same. There will be food stalls, trade stalls, the MRA tents, a band, some rides for the kids and, of course, Santa. The Show and Shine will be in its 3rd year, so start polishing early. The differences will be that all the bike parking will be on the flat (no hills) and we are looking to have one entrance into the oval and one separate exit. So, if you just want to come on the Run and drop off your toys and then scoot – no problemo.

Check the MRA website closer to the day for more details on the rally point and the route. See you there.

CRASHES AND HEADSPACES

by Harald Lindemann

It's almost inevitable as a motorcyclist that at some stage of your riding life your bike will decide to lie down on the job, for whatever reasons. These can range from the ground under the sidestand being too soft, to coming unstuck around a corner because of speed, gravel, water etc., or even trying to avoid another vehicle on the road whose driver is blind, ignorant or just careless, but regardless is trying to use the same space as you are.

So how do we react in such a situation, in that split second of knowing that it's all gone pear shaped, how do you decide what to do? Can you still make the best decision to avoid a worst result?

I had a crash once that involved another vehicle. I was travelling up Prospect Road when I saw a removalist's van about 50-60metres ahead of me travelling in the opposite direction and starting to move to its right into a side street across my path of travel. Behind it was a sedan fairly close by. I moved to the right side of the lane without slowing down as this would give me plenty of time to avoid having to slow down to avoid the van. All OK.

Shit, the sedan is not stopping. It's just following the van around, hugging its tail. Is he blind? Is he stupid? Doesn't he see me? Yes he does, look of fright on his face, braking, too late – CRASH!

At 60 kilometres per hour I'm travelling about 17 meters per second. In 50-60 meters that gives me just about 3 seconds to the impact point. At some point I realise that something is wrong. I've already used up part of my three seconds, say up to 1½ seconds. At this point I now need to react. I need to get over my initial panic, to calm down, to assess the situation, to decide what to do and to react, that is, to do what needs to be done or just what is possible to be done. All this before the crash.

Typical reaction times of a fit, experienced rider are around 0.5 – 1 second ⁽¹⁾. This compares to a reaction time of an experienced racing rider of 0.2 seconds. An older rider will have slower reaction times. Alcohol or drugs in your system will also slow you down. What you decide to do will depend, amongst other things, on your training, road experience, crashes you have been in and your fears about what is about to happen.

So I now have about 1½ seconds before impact. My reaction time is about ¾ of a second (being generous here), so what do I think about. In this instance it is still very clear in my mind. It has always amazed me how time really did seem to stand still as I made an assessment and decided what to do. I realised that the van would clear the left side of the lane and the guy in the sedan would now be braking, because he sure as

anything now did see me. I could see that he would stop halfway into the roadway, but I would not be able to get around in front of him. If I braked hard I would hit him square on and more that likely wreck the front end of the bike and myself in some way. If I braked and swerved to avoid him I would more that likely get my right leg caught between the bike and the car. Nasty result there. The only alternative was to swerve while throwing the bike away and in some way avoid slamming into the car.

In the ¾ of a second I had left I moved to the left of the lane, pushed the bike away from me and down while I leapt at the car. No time to avoid it, maybe I could slide over the bonnet as he had now stopped. The bike hit the road, slid and spun away from the car on the crash bars hitting the kerb and came to rest without hitting the car. I ended up spreadeagled across the bonnet and grill, and slid down under the front of the car banging my shoulder in the process. I stood up and walked away to the kerb hearing behind me that old refrain, "I'm sorry, I'm sorry, I didn't see you."

I ended up with a strained groin, which saw me walking funny for about a week, and a bruised shoulder that cleared up fairly quickly but 10 years later has come back to haunt me. \$2,500 of insurance saw the bike fixed (mainly fairing damage).

A witness, a guy in the garage opposite said, "I thought you were a goner. I've never seen anything like what you just did. It was exactly the right thing." It just shows that even in such a short space of time your brain is working overtime to help you out. The sense of slow motion that you get is due to the speed of the brain processing information way faster than it usually does and enables you to make that split second decision that may save your life or save you from serious injury. But don't depend on it.

Ride Safe and Good Luck.

(1) *Stay Upright, Warwick Schuberg, 1982, Macdonald Futura*

Pubs of South-Western Victoria

By Phil Cole

The last issue of *Centrestand* had a general article about roads in SW Victoria and the GOR (Great Ocean Road), and some little issues like the mobile tax units. This month I want to introduce you to some of the most important aspects of SW Victoria, the pubs.

Lets start in Portland. There are 4 pubs and 3 footy clubs, 2 RSL clubs, one significant bowls club and one golf club. The pubs are the Royal, the Henty, the Gordon and the Mac. The Royal is in the main shopping street, Percy St. Good meals but very ordinary outside that. Is also known as the Duck and Weave, or the Hose Out. Bit rough. The Henty is a motel complex and dining restaurant. At the rear, in Richmond St, is a bar that specialises in TAB betting. It is a clean pub but lacks atmosphere. The Gordon Hotel on Bentinck St also has a TAB bar but has much more atmosphere and is generally a good pub to go to. The meals are very good and well-priced. The Mac hotel on Bentinck St is a very grand 3-storey bluestone building that would have been the jewel in the crown of Portland in its heyday. Now it has good meals, a large bar, no TAB (a plus) but does lack a social atmosphere. The locals are not the friendliest people on earth.

25 kms north of Portland on the road to Hamilton is the town of Heywood. Great town with a great fish and chip shop, great bakery good footy club but sadly a shocking hotel. The service is non-existent and the woman who owns it has about as much understanding of customer service as a dog has table manners. At present I cannot recommend travellers stop here. This is particularly sad as it is my home town, having recently purchased a house there. I am aware that a consortium of business people are trying to buy her out and plan big improvements. You can but hope.

40 kms north of Heywood is a little hamlet named Condah. Here sits the Greenhills Hotel. Great little pub. Basic and rustic but great atmosphere and good service. It has it's own beer on tap and is competitive on prices. Every couple of months it has a local live band playing on a Saturday night. If you want to have a great night and watch the locals let their hair down be there on band night. Once the drinks flow the fun starts. Meals are only available on certain days of the week and mostly weekends only. They do not offer accommodation.

Heading back to Portland, take the turn off to Warrnambool and head east. 50 kms later you will see a magnificent 2-storey bluestone pub. It's the Yambuk Inn. Great pub. Small bar, but huge atmosphere. The owner is Rob Evans and his main staff member is Samara. They provide a very friendly atmosphere and

the locals are friendly as well. They have Coopers on tap and that includes Coopers Light. Meals are available Thursday – Sunday and are very well priced. Sunday night a steak and pint will set you back \$20. Thursday, a parma and a pot will set you back \$14. Accommodation is not yet available in the pub proper but camp sites, both powered and unpowered, are available at the rear of the pub. There is a dedicated shower and toilet block there also.

Carry on a further 17 kms and you will reach Pt Fairy. Nice little place with a few pubs within a short distance of each other. The main street is Banks St which houses most of them. The Victoria hotel is the first on the left. OK pub with nothing to rave about but does pour a cold beer and the meals are acceptable. Over the road is the Caledonian Hotel. Much more atmosphere but just has an unfriendly feel about it. Beer is cold but all Victorian in origin.

Further down the road is the biggest pub in Port Fairy, the Star of the West. Huge 2-storey building with the strangest looking roof line. It was a design brought straight from England and was supposed to let the snow fall off instead of crushing the roof. While it does get cold in this part of the world snow is not a common occurrence. This pub is more conventional. Has the usual sports bar, dining area and general bar. Good staff and a good range of meals. Does a lot in the way of entertainment on weekends in particular.

The next is the Royal hotel. Fine place. Friendly staff and good beer. Warning: if you don't like your pork roast as dry as old boots and twice as tough, pick something else. If you do like it this way, you will be overjoyed at standards they produce.

Heading east for another 27 kms is Warrnambool. Huge town, 30,000 people and pubs and clubs everywhere. Pick one. Also in this neck of the woods are some great little towns with great pubs. Macarthur is a little town and has a very wealthy background. Great pub that has a café attached to it. By all means go to the pub for a friendly beer but avoid the coffee in the café. There is a very good reason it is the cheapest coffee in the state!

Penshurst is another great little town with a great pub. Very friendly owners who are keen to ensure their customers enjoy themselves. Will happily talk motorbikes too. Meals are good and affordable.

Enough, enough, I hear you say! Well, I will stop here with just a taste of my corner of Victoria. If any of you want more or specific information about this corner please feel free to contact me at philcole@internode.on.net.

Enjoy your travels and remember...stay on.

VIETNAM RIDER Part 2 by Neville Gray

The scenery all the way was fantastic. We were in mountain ranges most of the time and rode up to 3,000 metres just before entering SaPa in the far north. The little bikes were straining in second gear most of the time but kept on going. The Minsks in particular were in hard labour, emitting vast quantities of smoke. We tried to keep them apart to enable other riders to get some clear air but they somehow always accumulated at the rear of the pack.

The price of fuel was around 70 cents a litre which to us was a bargain, but to the locals on a \$10-a-week wage, it was a major commitment. Hence the trucks were either small or had small motors making them slow in the hilly terrain and often breaking down, usually 'just around the corner'. When this happened, large boulders were rolled out to stop the trucks running backwards and repairs were done on the road. Oil was just dumped in-situ and when the repairs were concluded, the trucks just drove off leaving two massive rocks in the wheel paths for thrill-seeking motorcyclists to battle with. Large buffalo turds were also a concern along with crops drying on the pavement, large piles of road building material covering 50% of the road and even temporary buildings erected out to the middle of the road. As I said, expect the unexpected.

The pavements in general were poor but there was a massive road building program going on at the time; however, the recently opened roads I saw were almost instantly destroyed within the first week – a severe lack of sub-surface compaction was the reason as the bitumen was just poured on the skimmed surface without sufficient compactive effort underneath. Road surfaces varied from 'great' to 'bomb craters'. At one stage we were making forward progress by having to stand up on the bikes using first gear and this was through the main street of a large town. Dust was a constant companion.

Most days we averaged just 180 kms, which was more than adequate. One day ran into overtime and we were forced to ride in a very twisty, dangerous road under the cover of darkness, adding to the thrill of the ride. Many times we glanced down to see the valley below some 700 metres with no guardrails. All this on a narrow carriageway with oncoming traffic forcing us to virtually pull over and stop.

Each accommodation venue was pre-booked and it was a relief to finally make our destination each night and

settle into the clean comfortable hotel rooms we found in each place. Meals averaged out to \$10 a day and these varied from full-on seafood smorgasbords to simple noodle and rice concoctions that were both tasty and adequate. Several nights were spent in 'home stay' where we mucked in with the locals in one of their stilt houses, enjoying their company for meals and entertainment. These nights were a highlight even though we all ate on the floor and slept together.

After each day's ride we gathered together to simply whoop and cheer at the ride just completed, such was the quality of the scenery and the constant twisty roads we 'raced' over. The little bikes ran almost faultlessly and I am sure that Casey Stoner would be hard-pressed to keep up as foot pegs scraped and horns tooted to warn of our coming passage. After each night the bikes were given a thorough check over by the travelling mechanics. The first thing to be checked was the horn to make sure it was in good working condition.



On the last two days we really needed a relaxing time as we headed for Halong Bay on the east coast. This area is dotted with some 1900 islands and is a favourite tourist destination for all Vietnam visitors. We had a whole ship to ourselves as we soaked up the sunshine and fabulous food and relived memories that would last us a

lifetime. It was with some reluctance that we jumped on the bikes for the last time in Vietnam and headed to Hanoi and the frantic throng.

Crashes – yes, we had a few with eight of the fifteen riders going down at some stage, but owing to the low speeds and good protective clothing there were only bruises and dented prides that resulted. The weather had been perfect with average day temperatures of 25 degrees, nights at 15 degrees and only one hour of rain for the whole time on the bikes.

We are still coming down from a high even though we have been back now for four months. The scenery was breathtaking, the people were fascinating and friendly, the adventure riding was unbelievable and all for a song. We gave our mechanics and bus driver a good tip which would equate to quite a few months' pay for them. The looks on their faces made us feel good as we all were millionaires to them.

I thoroughly recommend a trip to Vietnam, especially the far north where tourism is just starting to gain a foothold. We had a ball and there is talk of going again in two years' time. For further information go to the Vietnam Riders website at www.vietnamrider.com.

CHANGES TO MOTOR VEHICLE REGISTRATION

From 1 July 2011 it will no longer be required to carry registration stickers on your vehicle in South Australia. Stickers will also not be issued on payment of fees so it will be up to you to ensure that this is paid on time. This new ruling only covers light vehicles under 4.5 tonnes such as cars, **motorcycles**, trailers, boat trailers, horse floats and caravans, in both metropolitan and country areas.

You will still receive a notice of your vehicle's registration details in the post about six weeks before it is due to expire but you will only have the options of renewing for three or twelve months. If you drive an unregistered vehicle and get caught or if you leave it standing on the road, the fine (expiation fee) is \$258 plus a \$60 victims of crime levy. What crime? What victim? After 30 days unregistered a fine of \$517 plus, you guessed it, a \$60 victims of crime levy, for driving without third party insurance (CTP) may be levied.

Now, what if you don't get the notice? Lost in the mail, lost in the move, mean ex-spouse threw it away, dog ate it etc. Too bad. It's your responsibility to know when your vehicle's rego is due, even if you don't have a sticker on the windscreen to remind you. And if that happens, refer to the previous paragraph.

Payment is just as easy as it was before. You can front up to any Rego office, pay by phone or through the Motor Registry's website and I guess that it's still OK to pay by cheque and mail it in. Cheque? Mail? You young riders can ask your oldies what they are.

So, what if you drive a mate's vehicle and he isn't aware that it is unregistered, or forgot to tell you? Well, you can both be fined. You have an out from this if you can prove that you didn't know that the vehicle was unregistered and you couldn't reasonably be expected to know it. The point is that you will be fined and then have to apply to have it discounted. Sounds like a real hassle for something not your fault. The other point is that if you are driving a company vehicle that is unregistered and you get nabbed then your boss is responsible and you don't have to pay the fine. You are still without a ride however, and your boss had better arrange to pay the rego or get the vehicle off the road pronto or pay the double whammy.

The only way to know for sure if the vehicle that you are driving is registered is to check on the EzyReg website and given the options available on most modern mobile phones that won't be too difficult.

Police will now check rego details using the numberplate and instant access to details over wireless networks. This includes speed and red light cameras.

WHAT'S NEW IN EUROPE

Who has never wondered what the bike of tomorrow will look like? Riders are not the only ones musing about this, and the question has recently been addressed by none else than the European Commission. New type approval rules, dictating what motorcycles have to comply with to be road-legal during the coming decade, have been published a few weeks ago. FEMA (Federation of European Motorcyclist Associations) has to congratulate the Commission for its work, as most parts of the new "Proposal for a regulation on the approval and market surveillance of two- or three-wheel vehicles and quadricycles" are well-thought and balanced.

An important victory for FEMA: the discussion to limit the maximum power of motorcycles to 74kW finally came to an end. The Commission reached the only logical conclusion and acknowledged that "the anticipated correlation between safety and absolute power limitation could not be confirmed".

New emission limits will help in making sure motorcycles remain at the edge of low-emission personal transport. In a stepped approach, newly-sold motorcycles will have to comply with the Euro 6 norm from 2020. Additionally, manufacturers will have to inform their customers about fuel consumption and the amount of CO2 emissions for every model they offer, which was another request voiced by riders.

FEMA had also been calling for the manufacturers' responsibility to produce long-lasting products and the response of the Commission consists in strong durability requirements. Motorcycles complying with Euro 6 have to do so up to 50,000km. FEMA also welcomes the market surveillance measures proposed by the Commission since they hold the potential to protect motorcyclists from faulty aftermarket parts.

Now the proposal has to be approved by the European Parliament and the Council of Ministers. FEMA will use the remaining time to mitigate the unpopular parts of the type approval regulation: mandatory ABS and anti-modification measures, while ensuring that the promises regarding repair and maintenance information for the user are delivered, and grey zones around on-board diagnostic devices and the definition of off-road bikes are clarified.

We are looking forward to working with the European institutions in order to make this new regulation a real success for motorcycling in Europe, because in the end, that will determine what the bike you buy tomorrow will be like!

Have a safe and free ride,
Aline Delhaye
General Secretary of FEMA

NOT THE GREAT ESCAPE RALLY

REPORT

Once again the Rally was promoted and people turned up. The Not the Great Escape Rally was a back-to-basics, BYO everything rally. The NTGER is a laid back affair as the GER generally was. Everyone knows how to get there. If the organisers aren't there yet then make yourselves at home. Indeed, last year, the organisers couldn't make it and it went ahead anyway.

This year, however, we made it, put up the signs, set up the toilet and made ourselves comfortable by our fire. The weather was great so we didn't move much all weekend except to visit fires and have a few chats, well lubricated by some fine wines and Stone's GG.



Kym's shed (on the left)

Some old friends came along: Peter S, Meataxe, Sebastian, Ian, Naomi & Iain and Kym to name a few. Chris came up on Saturday to see how we were going. Twelve of us in all made it with our various accoutrement. Kym brought his shed along.

Judging from what the attendees said, it might be time for the MRA to bring back the Great Escape Rally by making it a badged rally. People like the rally enough to want to commemorate it with a badge and a raffle prize or two. There are few enough rallies left that another one on the calendar would suit many of us.

RALLIES

Sept 17-18 Bush Pig Rally, Mid North MRA Crystal Brook, Greg 0409 842434

Oct 1-3 Oasis, Paruna, Bear 0407 394 322

Oct 1-3 Big Deser, Chris 0402 428 468

pilgrim@pilgrimcmc.com

Oct 22-23 Lake Bonney, Redback Tourers, Shaz 0428 878 113

Nov 11-13 Fish Holes, Portland, 0412 838 765

Note: All rally fliers and Runs information can be found on the MRASA website.

Rotary Club of Gawler Light Presents

MOTORCYCLE EXPO & SWAP MEET

Sunday, 20th November 2011

Gates open 8am - Close 2pm
Princes Park Oval, Nixon Tce, Gawler
(next to Gawler Sport & Community Centre)

Bikes of all makes & models
American, Japanese & European,
Scooters to Sports Bikes, Vintage,
Classic and Current

Motorcycle parts tools & memorabilia
Stalls and Trade displays

Admission \$5.00 per person

SHOW & SHINE
Registration required before the day via email below

This is an Alcohol Free Event

Enquiries contact Steve on 0419 036 869 or
email: motorcycleswapmeet@gawlerlightrotary.org.au

See the MRASA Website for ride details from early October on.

MID NORTH M.R.A.

BUSHPIG RALLY

Friday 16th, Saturday 17th & Sunday 18th September
Crystal Brook Motorcycle Track
(180 kms north of Adelaide, just off Highway One)

Booze and tucker available. Entry Fee: \$12

GYMKANA—4 P.M. SATURDAY
AWARDS GIVEN OUT SUNDAY
100 BADGES ONLY (BE EARLY)
NO ATTENDANCE—NO BADGE

Warning: This is an important document which affects your legal rights and obligations. Read it carefully and do not sign it unless you are satisfied you understand it. Motorcycle sport can lead to injury, damage and loss. I/we indemnify the landowner, the occupier, the organiser, and their servants and officials against any claims or liabilities for any damage, loss or injury I/we suffer arising in any way out of the event(s). Where more than one signs this indemnification we are bound by each of us separately and all of us jointly. If I/we participate we do so at my/our risk and responsibility. I/we accept the track/venue as it stands with any or all shortcomings hidden or otherwise and in full knowledge that participation can be hazardous. Where the participant is an infant, the parent/guardian entrant hereby indemnifies the parties indemnified above against any claims or right which the infant may seek to claim in respect of any such damage loss or injury.

Name Pillion

Address

Postcode Telephone ()

Amount Enclosed \$

I have read the indemnification and agree to abide by it, and any supplementary instructions that may be issued on the day by the day organisers or its officials.

Rider's Signature Pillion's Signature

Signature of Parent/guardian if under 18

FIVE GOOD REASONS TO CHOOSE A MOTORCYCLE OVER A CAR

The debate between commuting by car or motorcycle has never been so intense with thousands of commuters constantly switching from four to two wheels. But the question is why two wheelers are not switching back to four wheels once they've had a taste of what motorcycling is like.

Of course, motorbikes and scooters in countries with a warm and sunny climate all year round are more popular than in countries where the weather can be cold, windy and wet. In Europe, the more you go towards the south, the more bikes you come across. In the United Kingdom for instance, there are fewer bikes in circulation than in France, and in France there are also fewer bikes on the roads than in Italy, Spain or Greece, simply because of the more favourable weather down there.

We have met quite a few Australians who used to get around on a bike in Sydney, Melbourne, Perth or Brisbane, but when they came to London for a few years to work, they left their bike behind...because of the English bad weather. *"It's too cold and rainy over here"*, said one of them, so he decided to leave his motorbike licence behind while he was in England. On the contrary, many English guys who move overseas, whether within the European Union or beyond, buy a bike (and take the test if needed) to get around locally, because in most places you go to outside the UK, the weather's got to be better!

In our case, it's been the other way round. We moved from France to England to be part of the few crazy people on the planet who decided to carry on using two wheels in a country that has crappy weather. But for us, motorcycling has got nothing to do with the weather, it's all to do with passion. If you are a true motorcyclist, you'll use a bike because you love it and are passionate about motorbikes or scooters. If you're a true scuba diver, you dive anywhere, in freezing as well as in warm water, in good as well as in poor sea conditions.

So here are the five reasons that may make you choose a motorcycle over a car, wherever you are:

- **Passion** – Yes, you are more in love with your bike than you are with your wife, husband, boyfriend, girlfriend or whatever. You would do anything to protect your bike and your rights on the roads, like the 7,500 bikers who support the No To Bike Parking Tax campaign in the United Kingdom.
- **Speed** – You always get to your destination on time, you are never late or get stuck in the traffic. Even in places like London or Paris where the authorities have tried to treat motorcycles like cars by

banning them from filtering through the traffic (or lane-splitting as it's referred to in the USA) or charging them to park, you are still a winner because you go faster than these polluting four wheel metallic boxes.

- **Environment** – If you are keen to protect the environment, then you choose to ride a motorbike or scooter to move around because of the reduced pollution and zero congestion effect. But some bureaucrats like Danny Chalkley of Westminster City Council in London who, obviously, have no idea of the green issues, have tried to treat riders like cash cows to bring in parking revenue and discourage the use of motorcycles in favour of cars.
- **Cost** – Who says that motorcycles are cheaper to run than cars? We do! They cost less to maintain, insure and purchase. If you are tight, a cost watcher or on a low income, you are a winner with a motorcycle, even in London where it's cheaper to get around town on a bike than on the underground (or subway for our American readers).
- **Fun** – Yes, motorcycling is fun! We wake up every morning in a good mood with the thought of going to work by bike, even when it's raining or freezing cold. We don't have to take the over-crowded and expensive public transport where people sneeze or cough and pass on their germs. We rarely get sick as a result of commuting by bike and we are not one of these miserable people who call in sick with a sore throat or a flu.

Wanna get on a bike? No, don't, many car drivers will tell you it's dangerous, and they're bloody right! There are always crazy car drivers around to knock you off your bike and then accuse you of causing an accident.

Scrap cars or scrap the car makers! Bikes are the solution, leave bikers alone!

Thanks to UK France Bikers



David and Goliath

MRA COMMITTEE

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 Vice President – Neville Gray 0416 050 189
 Secretary – Phil McClelland 0408 607 788
 Treasurer – Angela McClelland 0428 887 751
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 Webmaster – Jock Rogan 0411 273 184

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 Treasurer - Barry Stoneman (08) 8825 3065

MRA Mid-North PO Box 37 Snowtown SA 5520

South - East Register Committee

President – George Osis 0409 359 862 (08) 8735 6109
 Vice-President – Jane Thomson 0418 826 194

DISCOUNTS

ASI Motorcycles discount on request
 Bill's Motorcycles 10% discount on request
 Boltons Kawasaki 10%
 Bridgeland Motorcycles discount on request
 GC Motorcycles \$5 on tyres
 GP Motorcycles 10% parts/acc
 Honda World 10% parts/acc
 Pitmans Motorcycles discount on request
 Redline Exhausts discount on request
 Red Lion Motorcycles discount negotiable
 Shannons Insurance club discount available
 Victor Motorcycles 10% parts/acc
 Yamaha World discount on request

Please support these shops, as they support our members. Don't forget to show your membership card when requesting discounts.

Note: Discounts are not given on specials or with other discounts at most businesses so check before paying. Other conditions may also apply.

MRASA Inc MEMBERSHIP FORM

MEMBERSHIP FEES: CIRCLE ONE

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

Date: / / 2nd Card Name if Family M/ship: _____

Scooter Bike/Other Male Female

New Member or Renewal if so Membership No. _____

Provide Blood Donor Information: Yes /No (This is followed up by the Blood Bank)

Name:

Address:

Postcode: Telephone:..... Mob:.....

Email:

Occupation: D.O.B..... /..... /..... Other Clubs?

Signature:..... Register:.....

I agree to abide by the Articles, Rules and the Constitution of the MRA Inc, SA. (Constitution available from the Website or the Secretary)

Payment by Cheque or debit Visa M/Card B/card

AMOUNT \$..... EXPIRY DATE/.....

Name as printed on Credit Card Signature.....

Please make cheques or money orders payable to MRASA Inc.



Believe it or not,
the view does get
boring eventually

Being stuck in hospital does tend to become boring, especially if your illness or injuries don't allow you to move around. As for being on your back, in a bed for up to six weeks recovering from a broken pelvis.... boring somehow doesn't seem an adequate description.

The 4Bs is a sub-committee of the Motorcycle Riders Association (SA) and one of our goals is to provide help and support for hospitalised motorcycle riders and their families.

One of the simplest and most effective ways we have found to assist patients in passing the time is to provide them with movies to watch. To that end we have set up a DVD Library in the Royal Adelaide Hospital. We started this scheme two years ago and it works so well our library needs to be expanded.

Which is where you and your business or social group can help with very little effort. We have supplied DVD players for long-term recovering patients. Please assist us with donations of up to six DVDs. They can be movies,

sport, TV classics or documentaries...think about what you might want to watch.

Details of the last DVD handover can be found on our website at <http://www.mrasa.asn.au/html/4bs/>

Please get busy and spread the word.

DVDs can be dropped off at any Andersons Solicitors office:

185 Victoria Square, Adelaide
110 Lipson Street, Port Adelaide
11a Seventh Street, Murray Bridge
5 Gwendoline Street, Mt Gambier
163 Hindmarsh Road, Victor Harbor



Or you can mail them to:

The Motorcycle Riders Association (SA)
PO Box 1895
Adelaide SA 5001

