

CENTRESTAND

December 2018



THIS ISSUE

KENNY BLAKE FESTIVAL

ROOS ON THE ROAD

2019 AGM NOTICE

HELMETS (3)

RJAWS

FATIGUE

Let those who ride decide



**“NOT WEARING
THE RIGHT
GEAR IS
LIKE WEARING
NOTHING.”**



MICK DOOHAN.
5 times 500cc World Champion.

“In a motorcycle crash, the road surface can instantly tear your clothing to shreds and leave your body exposed to crippling injuries. Wearing the right protective clothing can make all the difference. Otherwise, you may as well be wearing nothing.”

GEAR UP 



For more tips visit mac.sa.gov.au/gearup



MAC – 2018 TOY RUN PARTNER

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

Established 1979

VOL. 35 No. 4 December 2018

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: Kenny Blake monument at Strathalbyn

COVER DESIGN: Arwen Lindemann

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



EDITORIAL

40 years of MRASA Toy Runs. That is a milestone to be proud of and I've been involved one way or another for nearly 30 of those years. That's a lot of toys donated and collected and countless number of smiles created. Just think, the kids that we made smile in 1979 are now parents and maybe even riding in the Toy Run and creating smiles for other kids.

If you haven't been on a Toy Run yet, then this is your year to do it. Bring some friends and have a great time. We've got the ride from Vic Park to Callington, the fete at Callington Oval with the band Stray Dogs, Adrian Harry and his trials demos, Santa and lots of kids activities, lots and lots of food and trade stalls. We have a raffle this year with lots of motorcycle prizes like Motodry outfits, helmets, gloves, wine and a Mick Doohan signature watch as first prize. All the proceeds will go to the Vinnies for their Christmas Appeal, so buy a ticket and help the Vinnies do their thing.

This summer looks like it will probably be a hot one, so be conscious of your health and safety when riding. Drink regularly so you don't get dehydrated and don't compromise your safety by not wearing the right gear. Skin and road don't mix.

Ride safe & stay upright
 Harald



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 SHARE YOUR PASSION

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PRESIDENT'S REPORT

Come and participate in the 40th Adelaide MRASA Toy Run, enjoy the festivities and the spectacle of riding with thousands of other riders. It's for the kids, please give generously.

I was visiting a friend the other day just north of the CBD. It was dusk and I was on a side street near a park when a PTW cruised by. The bike had no registration and no lights; the rider was in thongs, T-shirt and no helmet. He was travelling at a moderate pace but was oblivious of his situation. I have since learnt this activity is common in some suburban areas, and I find it astounding.

Apart from the obvious of having no physical protection and no legal standing, the rider was committing considerable offences. This seemingly innocent ride could result in over \$21,000 of fines. It is an offence to drive an unregistered vehicle, or to own or allow an unregistered vehicle to stand on a road, with penalties in SA of up to \$7,500. It is an offence to drive an uninsured vehicle, or to own or allow an uninsured vehicle to stand on a road, with penalties in SA of up to \$10,000. An uninsured vehicle is defined as a vehicle that is not covered by *compulsory third party insurance*. CTP comes with the registration of a vehicle and continues until thirty days after the registration expires.

It is an offence to drive without due care or attention or without reasonable consideration for others, with a penalty of up to \$2500 and 3 demerit points (non-aggravated). There are also graduated penalties for driving without a licence – \$1250 for first offence, \$2500 for subsequent offences.

A quick comparison with legislation changes that came into effect in Victoria on 1 November 2018 include:

1. You will lose your licence for 3 months for exceeding the speed limit by 25km/h or more but less than 35km/h. In a 110km/h zone the speeding criteria are 20-25km/h respectively.
2. The maximum penalty for unlicensed driving goes from \$3950 or 3 months jail to \$9500 or six months' jail.

3. One maximum penalty for driving while disqualified, regardless of whether it is a first or subsequent offence, increases from \$4700 or 4 months jail to \$38000 or 2 years' jail.

New Victorian offences include:

1. A person who knowingly allows an unlicensed driver to drive will face a maximum \$9500 fine or 6 months' jail
2. The penalty for employers who employ someone to drive who is unlicensed will be a maximum of \$3160 fine for individuals and \$15800 fine for body corporate.


Some see the solution to unlicensed and unregistered riding is to provide designated areas such as a national park for these individuals to ride freely. This concept has merit, however this will never address the desires of the rider to ride home from work or a mate's place through back streets late at night. Education is needed here. Riding lawfully, self preservation and the safety of others are paramount.

As at 14 November, there have been 6 motorcyclist fatalities in South Australia, and no pillion fatalities. This is an increase of 2 in the last 6 weeks, and serves as a reminder for all road users to exercise care and for motorcyclists to ride defensively. Your family will appreciate you being here at Christmas.

The warmer months are here, and the Adelaide hills are coming alive with riders heading out for some exhilaration and excitement. Take care out there, make sure you are in the right headspace for riding, and that you have checked your bike to ensure it doesn't let you down.

Ride Safe,
Graeme Rawlins
MRASA President.

References - Legal Services Commission of SA, Motor Vehicles Act 1959 (SA), Vic Roads.

 **Don't forget to get your free helmet stickers from the MRA tent at the Toy Run. They say "In case of accident do not remove helmet unless not breathing properly". Take some for your mates.**

MRASA INC. ANNUAL GENERAL MEETING 2019 NOTICE

The Annual General Meeting of the MRASA Inc. will be held at 7.00 pm Monday 18th of February 2019. Location: MSA Clubrooms at 251 The Parade, Beulah Park. This will be in place of the regular Committee meeting scheduled to be held on that date.

All the positions of the Association listed below will be declared vacant and people for the following positions on the 2019-2020 Committee will be elected:

President (Executive Committee member)
Vice-President (Executive Committee member)
Secretary (Executive Committee member)
Treasurer (Executive Committee member)
Membership Secretary Magazine Editor
Register Liaison Officer Minutes Secretary
Stock Control Officer Webmaster
Road Safety Officer

General Committee Representatives (number unspecified until the AGM)

At this meeting the auditor for the 2018-2019 year will be appointed. All current financial members of the MRA SA Inc. are eligible to stand for election to one or more of the positions. Nominations and proxies should be in writing to the Secretary of the Association prior to the beginning of the AGM and evidence of current membership must be provided. All members and are invited to attend the meeting.

Nomination and proxy forms are available from the MRASA website at www.mrasa.asn.au

Sub-Committee representatives of the MRA Committee

- Toy Run Committee
- Scooter Club
- SAMRATS
- 4Bs

will be elected by the sub-committees at meetings to be held within 4 weeks of the AGM.

Secretary MRASA

Are you interested in road safety?
 Do you want to know how we get things done?
 Come along and meet your Committee.

RJAWS

No, it's not a piratical denizen of the deep. It's a new innovation from DPTI. Well, not so new, because it was developed in Sweden and trialled in New Zealand previously. It stands for Rural Junction Active Warning System and is being funded to the tune of \$500k from its Annual Program.

It's part of a road safety program to address safety in rural areas, specifically at high-risk junctions and mainly where minor roads meet major roads in situations where there might be limited visibility.

The system involves installing variable speed limit signs at junction approaches, including where there are blind bends, which are radar-triggered by the presence of side-road traffic.

Motorists crossing a major road or turning right onto a major rural road can often underestimate the required gap to do so safely. The activation of a reduced speed limit for a short section of road approaching the junction will slow down approaching traffic and increase the gap time.

Lower vehicle speeds also translate to lower impact speeds in the event of a collision, which reduces the severity of sustained injuries.

The RJAWS will be trialled at the junctions of:

- Cudlee Creek Road and Fox Creek Road, Cudlee Creek
- McLaren Flat Road and Baker Gully Road, Kangarilla
- Bull Creek Road and Paris Creek Road, Meadows
- Horrocks Highway and Stradbroke Road, Stanley Flat

(I would suggest here that DPTI consider also placing warning signs alerting motorists to the presence of variable speed signs ahead. Being variable means that the speed limit changes only when traffic is at or near the junction. If motorists become use to the speed limit when there is no other traffic is becomes easy to assume the higher limit applies and not really pay attention to the changed sign. Ed)

Here is the website link; the video is on the same page:

<https://dpti.sa.gov.au/news?a=511136>

KENNY BLAKE FESTIVAL

This Festival was held on the weekend of October 26-28, 2018, as a result of the passion of Marylou Nees who was inspired by the suggestion of Mayor Keith Parkes that a major event could be organised in Strathalbyn.

Ken Blake grew up in Strathalbyn. When he left school, he became an apprentice panel beater at Gilbert Motors. He honed his skills as a motorcyclist around the district until opportunity led him to Melbourne. From there – with enormous support from sponsors and friends – Ken went on to win 11 national and international motor racing titles.

Ken was tragically killed in what was planned to be his last race at the Isle of Man where he hit a wet patch on the track and aquaplaned into a barrier. He died instantly on 9 June 1981.

Marylou and a small team have spent over two years developing the Kenny Blake Festival of Motorcycling to celebrate the achievements of this home town hero. The date was set for the closest weekend to Ken's birthday (27th October).

It was envisaged that there would be two major activities – a monument fitting of the achievements of the man and a weekend of festivities which allowed motorcycling enthusiasts from far and wide to celebrate the contribution Ken Blake made to Strathalbyn in the context of their passion for motorcycling.

The first step in the process of staging the festival was to gain sponsorship. Sponsors were: SA Plasterboard, Ken Blake Foundation, Alexandrina Council, Shannon's, Phoenix Motorcycle Club of SA, Lake Breeze Wines, Littlehampton Bricks and Pavers, Motorcycling SA.

80 people attended the dinner in the football clubrooms. The wine was generously supplied by sponsors Lake Breeze Wines from Langhorne Creek.

After the Welcome to Country (by local Elder Freda Mills), guests were entertained with a slide show/panel discussion led by Hendrik Gout and several of Kenny's friends who rode, worked or were associated with Ken during his racing career. (Snowy Armill, Gavin Porteous, Glen (Pebbles) Rose, Trevor Otto and Takara Morgan (Ken Blake's niece)



On Saturday, motorcycle owners were invited to enter their bikes in a Show and Shine where the public could vote for the people's choice for prizes in three categories – Best Pre-85, Best Modified, and Best in Show.

There were also opportunities for riders to experience the country around Strathalbyn.

On Saturday a short memorial ride took them in a timed loop around the countryside. Gold, silver and bronze medals were given to riders who managed times to the targets set.

On Sunday, entrants were given cryptic clues to locate places relating to the life of the Blake family.



The absolute highlight of the weekend was unveiling the monument in the park on the corner of Grey/High Streets by His Excellency the Governor of South Australia the Honourable Hieu Van Le. The stunning statue of Kenny Blake onboard his Number 6 Suzuki made from recycled motorcycle parts was the original concept/design of Marylou Nees and James Stewart of Goolwa. The single racer theme was then replicated in the posters, banners, T-shirts and caps. James Stewart (Cat Scratch Goolwa) with his amazing talent as a sculptor.

TOY RUNS IN SOUTH AUSTRALIA

The unveiling on Sunday 28 October attracted a large appreciative crowd of locals as well as visitors from all over Australia. After the unveiling, His Excellency waved off the participants in the Navigation Rally.

Meanwhile at the oval there was a swap-meet and the Adelaide Horsepower Crew joined with cars, bikes, displays and carnival activities, which filled the oval with colour and sound.

An historic display in the hall featured some Blake family history, published stories of Kenny's racing achievements, and his Hall of Fame medal and citation. Thanks to Brenton Matters of Motorcycling SA, one of Kenny's bikes was brought over from Melbourne.

Outside on the oval several trade stalls attracted much interest.

Large screens were set up in the football clubrooms to enable people to watch the Phillip Island racing.

We were delighted that the daughters of Kenny's sister, Yvonne, were able to attend from interstate. The organisers have resolved that the Kenny Blake Festival of Motorcycling would be a biannual event in Strathalbyn, possibly expanding through the region.

We envisage that the small profit the Festival has generated will be used as follows: 50% will be quarantined in a designated Kenny Blake Festival of Motorcycling account of the SLTA for use for the next festival (likely to be in 2020) and 50% will be used to offer a scholarship to a young developing motorcyclist who may go on to achievements like those of Kenneth Maxwell Blake – Strathalbyn's home grown hero of racing.

The winner of the KB racing scholarship will be announced at the next festival which all enthusiasts are encouraged to put in their diaries. It will be on the last weekend in October 2020.

Organising team:

Marylou Nees, Sue Scheiffers, Jo Scheiffers

<p>We are all sliced from the same loaf of bread; we just happen to be toasted differently. Anon</p>
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Here is a list of some more Toy Runs held within South Australia. Please note these are not MRA events, they are held by individuals or ride groups who choose their own start, finish and beneficiaries. For a list of Toy Runs around Australia, visit www.toyrun.org.au.

Northern Yorke Peninsula – Sunday 25th November 2018. Meet at V&V MCC of NYP clubrooms, Drain Road, Kadina. Ride will depart at 10am and return at approx 12.30pm for a BBQ lunch @ \$10 per person. There will be a long run and a short run, open to any roadworthy and registered motorcycle. All Welcome, phone Kerry 0429 906 677 or Pat 8821 1075.

Port Pirie – Flinders Tourers 2018 32nd Annual Paul Gianoni Memorial Toy Run – Sunday 25th November 2018. Meet 9am at Ellen Street Port Pirie. There will be two routes both with the same destination of Laura Hotel. Contact Lefty 0412 767 945 or Chesty 0418 845 148.

Roxby Downs – Saturday 17th November 2018. Run usually goes from Roxby Downs to Andamooka. The 2018 run will be the 21st Annual Toy Run at Roxby. Contact Neil on 0408 315 703 for details.

Waikerie – Sunday 2nd December 2018. Assemble outside the Waikerie Hotel and depart at 9am for Loxton via Moorook. Combined group then departs Loxton to arrive Barmera Markets at around 11.40am.

Renmark – Sunday 2nd December 2018. Assemble in Macca's carpark, departing 9.15am for Loxton via Paringa. Combined group will then ride to Berri and on to the Barmera Markets to arrive at around 11.40am. Riverland Runs organised by the Ulysses Mallee Branch.

Limestone Coast – Sat 1st December 2018. Meet at the Marketplace carpark in Mount Gambier. Departs meeting point at 12.30pm. Contact Jezza on 0400 125 545. Proceeds go to the Department for Child Protection.

By the time you get this edition of Centrestand these runs will be over, but it's good to acknowledge the work they are doing.

SECOND-HAND HELMETS PART 3

Having read the article on Second Hand Helmets in the September issue of Centrestand I began to wonder if I lived in a time warp. September is no-where near April Fools Day, mad March or the silly season. The mid day sun is not strong enough to affect even Englishmen yet here I was transported back to pre-consumer protection days.

Australian Consumer protection law enshrines the right of consumers to expect to buy a product that is fit for purpose. A helmet is designed and must meet performance standards that will provide protection for the wearers head. Once we have a situation where the seller cannot guarantee the product meets that standard then it should no longer be a saleable item.

Australian and Competition and Consumer Commission clearly states:

Mandatory standards

Certain products sold in Australia are subject to mandatory standards. These are introduced when considered reasonably necessary to prevent or reduce the risk of injury to a person.

If a product is subject to a mandatory standard, it must meet particular safety criteria before it can be sold in Australia.

Bans

Products can be temporarily or permanently banned in Australia when considered reasonably necessary to prevent or reduce the risk of injury to a person.

It is against the law for businesses to sell products when they are subject to an interim or permanent ban.

Research has shown that the protective soft layers of the helmet deteriorates over time. Therefore a 25 year old helmet will not protect you as well as a 5 year old helmet. I refer to the following article:

<https://www.quora.com/How-does-a-motorcycle-helmet-work>.

This deterioration is just a time issue. Like the human body, helmet materials degrade even with the most intensive care and attention. To continue the analogy, many humans abuse themselves by overeating, drinking too much, substance abuse, extreme exertion and risky past-times. Often their pattern of excess is not visible until too late. In the same way, many riders mistreat helmets in insidious ways. Helmets are rested on mirrors, linings are never cleaned, they are dropped or loosely tied to a bike whilst travelling. They are left in the sun unnecessarily.

All experts agree that the strength of seatbelts can only be checked by testing to destruction. A visible inspection will only show the most obvious damage.

A growing number of experts agree the same is true for helmets. Riders, especially novices, cannot identify a helmet as being unfit for purpose. You can look at a helmet and see it is not damaged. You can try it on to check for a snug fit, but you cannot tell if the soft material is still sufficiently pliable to protect the one and only brain you will ever have.

To return to consumer protection legislation. In the 60s & early 70s the free market was king. Consumers were subjected to a myriad of abuses by unscrupulous sellers. As products became more sophisticated we could no longer tell the good from the bad. Laws and performance standards were introduced to protect us from greed, often only after preventable tragic events had maimed or killed a number of people.

The MRASA is chartered to promote the interests of motorcyclists. Suggesting we should allow the continuation of second hand helmet sales is a totally against this aim. New helmets must meet a standard and under that very same law we cannot guarantee second hand helmets will comply to the standard. Unless we can guarantee the product is fit for purpose it should be only fit for disposal.

Ebi Lux MRASA Road Safety Officer

MOTOCAP'S LATEST JACKET RATINGS

MotoCAP has published new ratings for 8 textile riding jackets. Unlike the leather jackets already rated for MotoCAP, none of the textile jackets scored more than 2 stars for comfort or safety. As MotoCAP has only recently been launched, we expect that better gear with higher ratings will become available as industry responds to the demands of informed consumers.

The new ratings can be viewed on the MotoCAP website at motocap.com.au/products/jackets.

MotoCAP is a partnership between Transport for NSW, State Insurance Regulatory Authority (SIRA), VicRoads, Transport Accident Commission (TAC), Royal Automobile Club of Victoria (RACV), Department of Transport and Main Roads (TMR), Motor Accident Insurance Commission (MAIC), Lifetime Support Authority (LSA), Motor Accident Commission of South Australia (MAC), Western Australian Police: Road Safety Commission, Department of State Growth, Insurance Australia Group (IAG), Australian Motorcycle Council and Accident Compensation Corporation.

THE FATAL FIVE - No. 2 FATIGUE

Fatigue tends to combine with other factors to cause major accidents. It is believed to play a role in about a third of fatal car accidents, and a much higher proportion of fatal accidents involving a single vehicle. And while driving or riding while fatigued is as dangerous as driving under the influence of alcohol, it is much harder to detect, police and prevent than drink-driving.

Another major issue with driving while fatigued is that most people are simply unaware of just how badly their driving and cognitive abilities can be impaired when they are tired.

The impacts of fatigue on riding include:

- impaired reaction times
- impaired decision-making ability
- periods of 'micro-sleep' which last a few seconds without the rider being aware of the lapse in focus.

Even if you're aware that you shouldn't ride when you are tired, it can be hard to know when this becomes a threat to your safety. Technology to detect drowsiness in drivers is available, but is not a standard feature in new bikes or cars. Therefore, the best way to avoid becoming a casualty of riding while fatigued is to avoid it the old-fashioned way:

- stop for 10-15 minutes every two hours if on a long trip
- drink caffeinated beverages to address low to moderate fatigue
- if you're feeling sleepy and like you need to take a nap, stop your vehicle and take one. A 20-minute nap can significantly relieve fatigue and improve alertness.

References:

- (1) National Road Safety Action Plan 2003 & 2004

KILLER SPEED

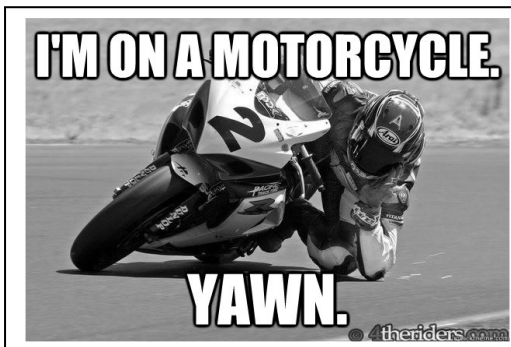
Not the white powder, but the fast stuff. The powers-that-be would have us believe that speed on the roads is the biggest killer, and there can be no doubt that it is a contributing factor to the severity of accidents. But is it the most serious factor? The police and road safety departments all around Australia agree. In fact, of the Fatal Five key factors blamed or fatalities on the road, speed is their No. 1 guilty party.

As noted before in these pages, speed is an easy culprit on which to focus. It is measurable and finite limits can be set. It is also a great money-spinner for the government and very easy to increase the level of fines. In fact, it is a very easy argument to make that if fines for speeding were increased high enough then the incentive to speed will be decreased. Hence we have in many jurisdictions very high punitive fines, with limited efforts made to educate drivers on this issue.

The Motorcycle Council of NSW is challenging this mindset. The police accident investigators, they argue, operate with a conflict of interest as they are the same people responsible for prosecuting motorists. This may create a tendency to use speed as a catch-all reason when apportioning blame for accidents. This may be particularly when the accident cause is unclear, as in the case of what might appear to be a single vehicle motorcycle accident. They are also inadequately trained in accident investigations.

The NSW Motorcycle Safety Action Plan for 2017-19 notes that 54% of fatal motorcycle crashes and 28% of serious injury crashes have "inappropriate speed" cited as a contributing factor to the crashes. Police accident investigations in other jurisdictions also show speed as the most important contributing factor.

However, when researching best practice regarding accident investigations, it appears that there are some differences worldwide. In the US the National Highway Traffic Safety Administration's long-term Naturalistic Driving Study of 2005 found that only in 7% of cases was speed a contributing factor. Similarly, the British Transport Laboratory's figure was less than 8%. Both noted that driver inattention was the most significant factor causing fatal crashes, with the US study claiming up to 80%, yet the in NSW



research the figure for inattention was 25% according to police crash investigations.

One of the differences is that in the UK police crash investigators are specially selected and trained and are not involved in the prosecution side of things. This means that they are able to have a more independent view of accident causes and can make recommendations that actually influence road safety in terms of where to effectively allocate resources.

One would think that modern, western nations with similar populations, culture and economies would tend to have many other things in common, including, all else being equal, crash stats. So maybe it's time for Australian authorities to have another think about how they assess crashes, or will they be too wedded to old ideas and the cash flow to the public coffers that this involves?

Harald Lindemann

(adapted from an article previously posted on motorbikewriter.com)

**NEXT BLOOD RUN
Saturday December 15 2018**

8.30am Roll-up, 8.45am Departure

**For the Regent Arcade Blood Centre from
Woolies cnr Kensington Rd/Tusmore Ave
Marryatville**

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

MRASA NEWS

🏍️ Toy Run Raffle for Vinnies \$5/ticket

1st prize: Mick Doohan signature watch donated by MAC

2nd-17th prizes: Motodry Outfits, Shark & Kabuto Helmets, Motodry and Five Brand Gloves donated by McPeake Motorcycles, Lonsdale

18-20th prizes: 6 Bottle Wine Pack donated by Salena Estate, St Peters

🏍️ Great Escape Rally 2019

This will be held on May 24-26 next year, so keep the date free and enjoy a weekend at the Marrabel site, camping, meeting up with friends etc.

Depending on the weather we will have fires or not. It might be hot or raining, but it will be fun. See you all there!

🏍️ Motochat

Coming up on future Motochat programs are discussions on the technical aspects of motorcycles, motorcycle tourism and scooters. Did you miss our program on choppers or the ones on good gear and heat stress and riding? Then don't miss any more by tuning in to Coast FM at 7pm on Wednesdays.

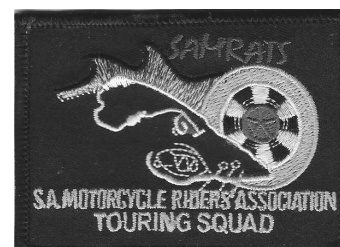


SCOOTER CLUB RIDE CALENDAR



The Scooter Club has regular rides on the 3rd Sunday of every month, meeting at 9.30am for a 10am departure. Check the SAS Facebook page for more details as they come to hand.

SAMRATS RIDE CALENDAR



Sunday Rides leave at 10am.

Departure	Meet at	Destination
Dec 23	9.30am Crafers Deli	Normanville

Check the MRASA Website for more information and route maps.

NEW AV DRIVING LAWS

A ground-breaking approach to driving laws in Australia will see the development of purpose-built legislation to allow an automated driving system (ADS) to drive more automated motor vehicles in place of a human.

Australia's National Transport Commission (NTC) Chief Executive Paul Retter said a new national law, due to be in place by 2020, would bring certainty to manufacturers and operators looking to bring more automated vehicle technology to Australia.

“With automated vehicles, there will be times when an ‘automated driving system’, rather than a human, will be in control of the vehicle. We need a nationally consistent law to know who is in control of a motor vehicle at any point in time,” Mr Retter said.

“Without a change to existing laws or new law, there would be no-one to hold responsible for compliance with our road rules when an automated driving system is in control of a vehicle.”

Mr Retter said the NTC believed a uniform national approach will help automated vehicle manufacturers and the public understand the legal framework they are operating in and accelerate the introduction of automated vehicles in Australia. Australia's transport ministers have agreed to a uniform approach across all states and territories to ensure there is always a legal entity in charge of driving when an automated driving system is engaged. This is set out in the NTC Policy Paper *Changing driving laws to support automated vehicles*. The new legislation would be in place by 2020 in time for the anticipated commercial rollout of automated vehicles in Australia.

The NTC proposed the introduction of a uniform law to:

- allow an automated driving system (rather than a human) to perform the dynamic driving task when it is engaged
- ensure that there is always a legal entity responsible for driving
- set out any obligations on relevant entities, including the ADS entity, and users of automated vehicles

- provide flexible compliance and enforcement options

The NTC consulted widely with government and industry in 2017/18 with a discussion paper on changing driving laws to support automated vehicles.

Following on from the ministers' approval, the NTC will work closely with road agencies and transport departments to develop the detailed policy recommendations and legislative analysis necessary to establish the new purpose-built national law by 2020.

“This is a considerable change to national road transport laws, to support the significant changes we see coming in transport technology,” Mr Retter said.

‘AUTONOMOUS’ A MISLEADING TERM

Carmakers using the word ‘autonomous’ are lulling UK drivers into a false sense of security, says a new report. The warning from Thatcham Research and the Association of British Insurers (ABI) follows reports of drivers crashing because they are over-reliant on technology that is not fully autonomous.

The partnership is now calling for manufacturers and legislators to clarify the capability of vehicles sold with technology that does some driving on behalf of motorists.

Thatcham's latest paper, *Assisted and Automated Driving Definition and Assessment*, has identified dangerous areas associated with some driver support technologies. These include misleading names such as Autopilot and ProPilot, which imply a level of autonomy that is currently unavailable. The document also explains how and when drivers should take back control of their vehicles.

Matthew Avery, head of research at Thatcham, says fully-autonomous vehicles – which do not require driver intervention - will not be available for many years. “Until then, drivers remain criminally liable for the safe use of their cars and, as such, the capability of current road vehicle technologies must not be oversold,” he adds.

Thatcham stresses the need for absolute clarity on how these technologies are designed to work and has created a list of ten key criteria that every assisted vehicle must meet for it to become 'automated'. These include giving adequate notice to drivers in situations where they need to take back control. In addition, vehicles must be able to arrive at an appropriate 'safe stop' if they are unable to continue, or if the driver fails to intervene.

James Dalton, director of general insurance policy at ABI, says: "Manufacturers must be responsible in how they describe and name what their vehicles can do, and the insurance industry is ready to hold them to account on this."

Courtesy ITS International

MELBOURNE'S TOLLWAYS AND MOTORCYCLES

If you are riding to Melbourne this Christmas for the first time in a number of years, and intend using the tollways to get around, this is a reminder that, just like drivers, motorcyclists have to pay the toll. The consolation is that it's half that of cars.

Contrary to what some riders think, there was never a scheduled zero toll for motorcycles on CityLink; a toll figure always existed in the contracts between CityLink and the Government. However, because they didn't have rear-facing cameras at the time, they could not levy a toll on motorcycles so they zero-rated bikes until such time as they updated their 20-or-so gantry set-ups.

In the early days, they had actually planned to toll bikes by requiring riders to wear e-tags, but MRA Vic pointed out that those tags could increase injury in a collision. As a result, motorcycles were zero-rated until technology caught up.

For vehicles not fitted with electronic tags, such as motorbikes, overhead cameras use number plate recognition technology to identify the vehicle for billing.

Riders will need to either add their rego number to a current account, create a new one, or buy a casual user pass such as a CityLink Pass for CityLink only or a Melbourne Pass for both CityLink and EastLink.

Accounts for use on all of Melbourne's toll roads can be set up through either of these toll road operators. These accounts will also work on any toll road in Australia if an electronic tolling tag is also fitted to the vehicle. Motorists with interstate toll road accounts

and electronic tags installed in their vehicles can immediately use all of Melbourne's toll roads.

Alternatively, casual toll road passes can be purchased either prior to or up to 3 days after initial toll road use. Casual passes can cover usage on either a specific toll road or on all of Melbourne's toll roads.

If you currently have a toll road account in Melbourne and you have registered your vehicle's numberplate with them, toll charges will be automatically billed to your own toll road account. Drivers will be charged a number plate matching fee, but is waived for motorcycles.

Casual toll road passes can be purchased by either:

- Doing it online, at [Linkt Melbourne](#) (for CityLink) or [EastLink](#)
- Phoning Linkt on **13 26 29** or EastLink on **(03) 9955 1400**
- Purchasing a pass at selected newsagents, 7-Eleven and United Petroleum service stations

CityLink casual passes provide unlimited travel for 24 hours for a fixed fee on either the entire tollway or just the "Tulla" section between Bell Street and Flemington Road. There is a special weekend pass that offers unlimited travel on the entire CityLink tollway from midday on Friday to Sunday night for the same cost as a weekday 24-hour pass. If you buy a CityLink casual pass in advance, you will need to specify the date you will start to use it on. If you don't use it on the nominated day, no refund is available.

EastLink casual passes are single trip passes that cover one journey of any length in one direction on the tollway. Therefore a return trip on EastLink requires the purchase of two passes. If you buy EastLink casual passes in advance, they are valid for 6 months from the purchase date.

A convenient option for visitors to Melbourne planning to make multiple trips on any of Melbourne's toll roads over an extended period of time is a Melbourne Pass. No electronic tag is required and tolls are automatically charged to your nominated credit card using number plate recognition technology when driving through toll points. This arrangement simplifies things as you don't need to keep buying casual passes and you only accumulate charges when you actually use toll roads. The Melbourne Pass is valid for up to 30 days. It cannot be used on interstate toll roads.

Courtesy (in part) Rob Salvatore (VMC), Mark Hinchcliffe

Editorial note: The editorial team seeks to amend material sent in by our contributors where there has been unintended error or for clarification, space or layout purposes, but in cases where the author has asked that their contribution be accepted exactly as it is written we honour their request.

SKIPPY CAN KILL YOU!!

Riding through the Adelaide Hills or any country area can be risky in that kangaroos can bounce out of the bush just missing you and give you a real heart stopping moment, or worse knock you and your bike over. Over the years, most riders will have had several close encounters with kangaroos and other animals in country areas.

According to Suncorp Insurance, over 60% of animal strike claims are from riders hitting kangaroos! It might be timely to remind us all on some tips to avoiding roos and other animals.

Tip #1 Wear good gear

Always wear protective clothing. Remember, hitting a roo means you'll probably come off your bike – abrasions hurt but it's the impact with the ground or tree or whatever that causes the most damage.

Tip #2 Pick your time of day to ride

Riders have been known to hit a roo in the middle of the day but the risk is higher in the early morning or at dusk – you always need to be alert and always scanning the sides of the road. Pick your time of day to go for a ride. If it's been really hot and then rains puddles form at the side of the road, watch out for thirsty roos having a drink with their mates!

Tip #3 If you see one, there's probably more

As mentioned, you should always be scanning the side of the road for both alive and dead animals. If you see one kangaroo, there's a very high chance that there is one, two or three more close by, so if you see one SLOW DOWN and be on high alert for Skippy's mates. If there's dense bush close to the road or you're surrounded by unfenced farming land take special care and be ready to brake. To help with this, practice emergency braking BEFORE you need to use it! If it does look like you're going to hit a roo (or other animal) wash off as much speed as you and hold your course. Hitting an animal at speed will send you flying so slow down as much as possible before impact.

Tip #4 Positioning

A good trick on country roads is to ride in the centre of the road which gives you better visibility

for what's coming up and time to brake or choose your line of direction. If there's dense bush at the side, ride towards the centre and away from the bush as much as possible.

Tip #5 Kangaroo signs are there for a reason

Even if you've ridden a road many times and gone past kangaroo warning signs many times, remember those signs are there for a reason – somewhere along the way, someone in a vehicle has probably hit a roo!



Tip #6 Remember, roos are unpredictable

Often they dart at speed and come out of nowhere and can change direction incredibly quickly! The best course of action if you see a kangaroo at the side of the road is counter intuitive – what you probably want to do is blast the horn but in fact, you should NOT use your horn unless you're a couple of hundred metres away. Usually they will be grazing at

the side of the road, and clear off when they hear the gradually approaching rumble of your bike. And remember that Skippy can only jump forward to get away from you, even if it means jumping towards you or in front of you.

Tip #7 If a collision is imminent, don't swerve!

Use emergency braking and slow down as much as possible, keeping the bike upright and stable. If you're trying to swerve when you hit a roo, you'll probably land on the ground with a thump!! So, your best chance of survival is braking, slowing down and keeping the bike upright and steady.

Some riders swear by the use of sonic kangaroo whistles. There are a variety out in the marketplace – couldn't hurt to fit some.

Ride safe – ride smart!



Adapted from an article by MOTO SMART

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

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 Salis Plains
Gawler Motorcycle Centre	10% discount on accessories	8522 7700	Lot 1 Main North Rd Evanston
GC Motorcycles Prospect	\$5 on tyres, 10% accessories	8344 7888	122 Main North Rd Prospect
DC Motorcycles Melrose Park	Disc on request – see Don	8377 5566	22/788-9 Maroin Rd, Marion
Gilbert & Mattner Lawyers	10% discount	8233 3661	32 St Helena Place Adelaide
Honda World / BMW Adelaide	10% parts & accessories	8374 2299	1075 South Rd Melrose Park
K & M Motorcycles	10% parts, accessories & ws 10% new products, 20% repairs, all Aussie leather	8234 1090	10 Deacon Ave Richmond
Ken Oath Leather Goods	10% parts and accessories	0417 713 523	3 Cranbourne St Elizabeth Park
Kessner Suzuki	Discount on request	8261 9955	320 North East Rd Klemzig
Motorcycle Parts & Gear	Discount on request	8562 4725	33 Railway Tce Nuriootpa
Motorcycle Revolutions	Discount on request	8371 4448	855 South Rd Clarence Gdns
Pro Street Cycles	Discount on request	8359 4449	494 Main North Rd Blair Athol
QBE Insurance	Ring for a quote	0392 462 761	
Redline Exhausts	Ring for a price	8277 0311	8 Coongie Ave Edwardstown
Shannons Insurance	Ring for a quote	13 46 46	
Victor Motorcycles	10% on genuine parts & acc	8552 3601	14 Adelaide Rd Victor Harbor
Walden Miller Clothing	10% bring the advert	8374 3884	40 Furness Ave Edwardstown
Yamaha Pitmans	Discount on request	8260 9200	420 Main North Rd Blair Athol
Yamaha Retro Spares	Discount on request, 5% tyres, 10% services	8340 1970	115 Regency Rd Croydon Pk
Yamaha World	Discount on request	8297 0622	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.

For information about motorcycle safety gear testing and rating. www.motocap.com.au

For information about helmet testing and rating. <https://crash.org.au>

For regular updates register at Austroads Road Watch austroads.roadwatch@infoservices.com.au

MOTORCYCLING AROUND THE WORLD

Bike Pooling



Perfect Balance

MRA COMMITTEE

President – Graeme Rawlins 0419 832 384
 Vice-President – Ebi Lux 0418 800 362
 Secretary – Cathy Lux 0408 853 380
 Treasurer – Harald Lindemann 0421 289 714
 Membership – Graeme Rawlins 0419 832 384
 Road Safety – Ebi Lux 0418 800 362
 Stock Controller – Amanda Lock 0434 578 595
 Centrestand Editor – Harald Lindemann 0421 289 714
 Minutes Secretary – Cathy Lux 0408 853 380
 Register Liaison – Cathy Lux 0408 853 380
 SAMRATS Coordinator – Ken King 0401 866 037

Toy Run Coordinator – Harald Lindemann 0421 289 714
 Scooter Club Coord – Frank DeFrancesco 0412 937 606
 4Bs Coordinator – Greg Janzow 0400 056 056
 Webmaster – Graeme Rawlins 0419 832 384
 Public Officer – Harald Lindemann 0421 289 714
 AMC Representatives – Graeme Rawlins, Ebi Lux

Mid-North Register Committee

President - Stuart 'Toot' Bunnett 0408 840 206
 Vice-President - Jackie O'Reilly 0407 742 006
 Secretary – Greg Stevens 0409 842 434
 Treasurer – Barry Stoneman 0407 187 634
 MRA Mid-North PO Box 37 Snowtown SA 5520

General Members: Tracy and Craig Hughes, Greg Janzow , Gary Brand

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 ____ / ____ / 2018 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

- - -

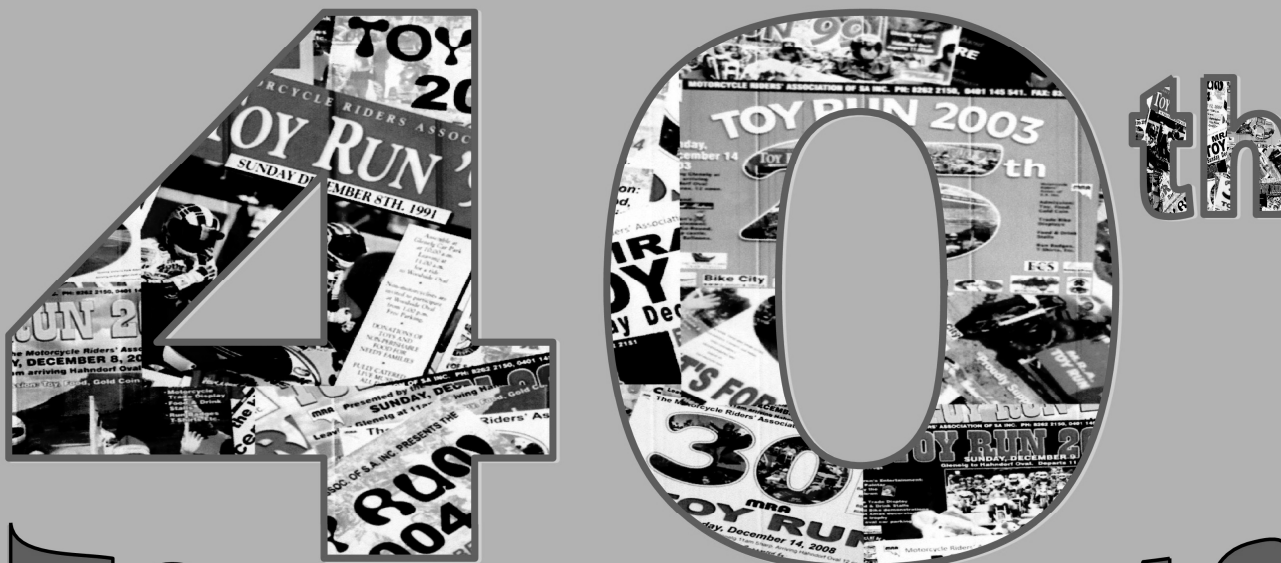
Amount \$ _____ - 00 Expiry date ____ / ____

Name as printed on card _____

Signature _____



Motorcycle Riders' Association of South Australia Inc.



TOY RUN 2018

IT'S FOR THE KIDS

Leaving Victoria Park at 11am

Arriving at Callington Oval approx. 12noon

Admission \$5

pre pay available at Victoria Park

MRA Members and children under 16 FREE

Sunday
December
9th
2018

Meet the family at Callington oval for free children's entertainment and Santa, Food and drink stalls, Show and Shine, Toy Run badges, MRA stock and Toy Run t-shirts

Live Band:
The Stray Dogs

Proudly Supported by:



Toy Run Coordinator Harald: 0421 289 714

Toy Run Contact Cathy: 0408 853 380

Show and Shine contact Frank: 0412 937 606



www.mrasa.asn.au

