

CENTRESTAND

March 2022



THIS ISSUE

MRA NEWS

8 TYPES OF RIDERS

BLU CRU 2022

VALE DAVID VASELLI

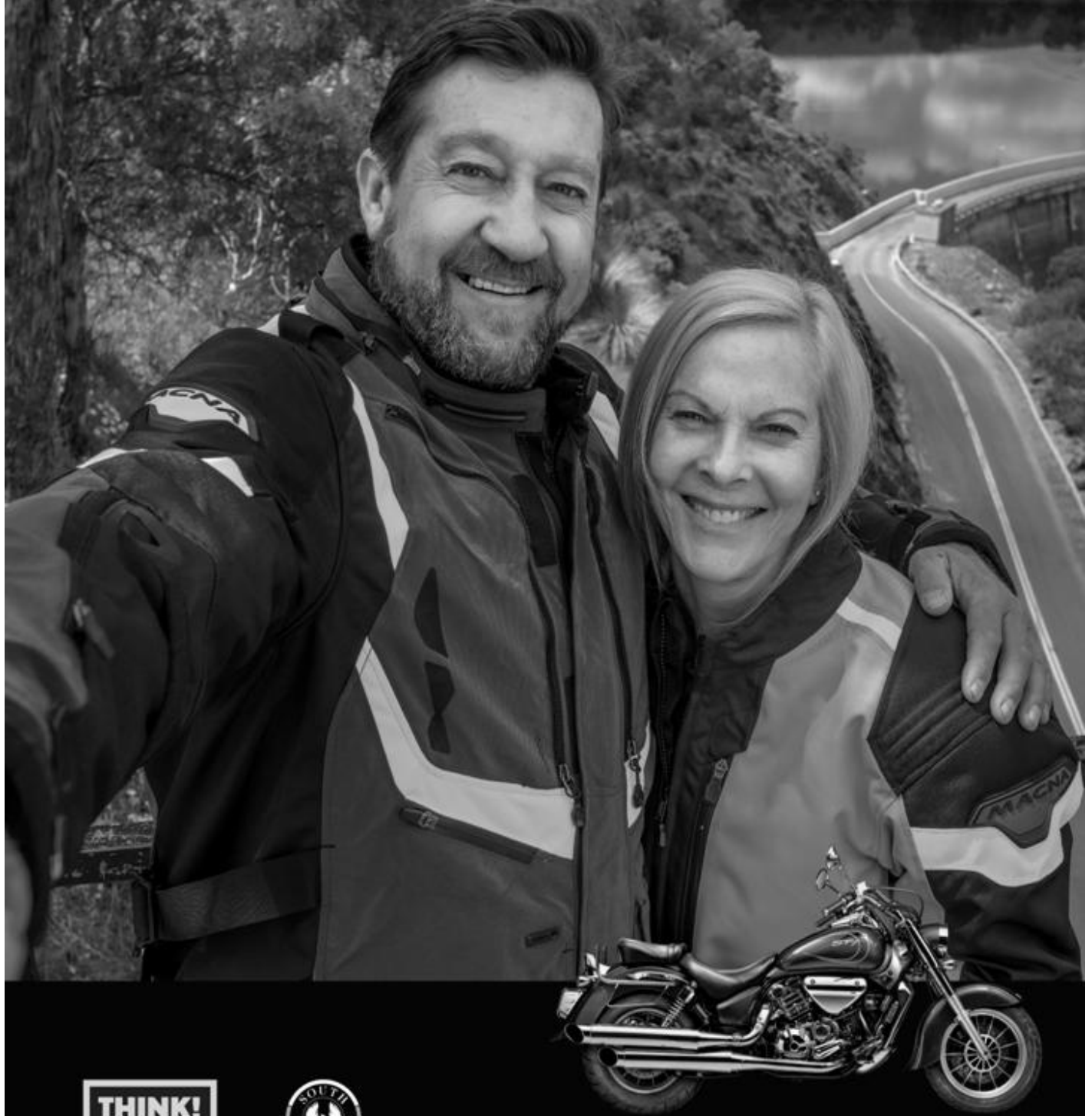
DANGEROUS TIMES

OS NEWS

Let those who ride decide



THERE'S A LOT RIDING ON IT.



THINK!

**ROAD
SAFETY**



Government
of South Australia

Ride to return.

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

Established 1979

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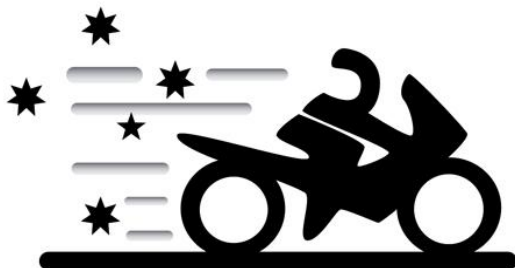
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Australian Motorcycle Council Inc.

Contributions welcome – preferably in digital form. These may be edited for space and clarity

EDITORIAL

Quiet times – a pastiche of thoughts on today. The weather is fine, probably one of the last really nice riding days of Autumn. We now have winter to look forward to. Still, there will be some pleasant riding days over the next few months. For most of us, we can only hope that they appear on the weekends. For the rest of us, we will take the opportunities when they present.

The good thing about Winter riding, is in general riders will be more suitably attired. Too cold and wet for shorts, trakky daks and sneakers. An interesting thing about the Winter season, is the number of motorcycle crashes declines. I guess because many riders avoid those months and mothball their bikes until better weather presents itself. Also, riders on the road take a bit more care because of wet and windy conditions, more leaf litter and gravel spills across roads, and the anticipation of slippery bitumen not found at other times.

A couple of articles in this issue of Centrestand cover these phenomena. The article on page 6 asks you to decide what kind of rider you are, based on your riding habits. You might be one or another or like me, an amalgam of two.

The other article on page 12 is about the most dangerous times of the year to be on our roads. Take note and just be a bit more aware at the times and circumstances described.

Coming out of COVID means that things are starting to happen again. Lots more group rides, rallies and motorcycle events are coming up on the riding calendar. After months of isolation, testing and vaccinations, masking and taking care in public situations we are coming back to a kind of normality.

We will however, have to continue to be more aware of our health safety with an altered mindset that was not around pre-COVID. Just like on the road we need to continue to pay attention to our environmental situation and behave accordingly to make sure we get home safely. Our families and friends depend on us to take care.

Ride safe & stay upright, Harald

PRESIDENT'S REPORT

This is my first report as the newly elected president of MRASA. I was elected at the AGM and had previously served as a General Committee member several years ago.

I was recently posed the question "What do we get for our membership?" There is a lot of advocacy, which goes on between MRASA & SA Govt - DIT etc. MRASA has had direct input in shaping some government policies in relation to motorcycling, though it has not always gone our way as with the 18 plus rule. For those few who question handing over \$25 each year, I would point out that at the very least you get a newsletter four times a year - other organisations I have belonged to probably would have charged about \$3 for each issue.

In the short time I have been in the role I have had the pleasure of representing MRASA at the Festival of Motorcycling SA British Motorcycle Day which was held at Balhannah oval on Sunday 27 February. It was great to be able to network with people from fellow motorcycling organisations. There were some exciting new initiatives discussed which will contribute to road safety and also help to raise the profile of MRASA within the motorcycling fraternity.

It was pleasing that several people either signed up as members or said they would go home and renew their membership! Please encourage your friends to renew or sign up as members. If you have any queries about what we do, I encourage you to make contact and ask or even step up and join the committee. It is not as daunting as people may think.

I look forward to working for and with you, and hope to meet some of you at the Toy Run or other events during the year.

John Maidorn, President

RIDDEN ON RIDE 2022

This year's Ridden-On Ride was held on Sunday April 10. Just over thirty riders attended and everyone bought a badge except one rider who didn't want a badge but gave a donation. Ian

reminded us why we were there and thanked people for coming and set out the rules of the ride.

The weather was a bit coolish to start with but warmed up after we got going. There were no incidents on the ride and after a comfort stop at Myponga, we headed on down to Second Valley.



Second Valley

The shale beach was pretty deserted, just us folks and a few wanderers. Justin said a few words about the joys of riding, friendship and comfort and Cathy read out the names of many people that we remember from the past.

At the conclusion a number of us went on to Victor Harbor for a Kranski lunch and the rest of us went home. See you all next year.

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MRASA NEWS

🛵 **Blood Run Badge** Even though the MRASA has discontinued the Blood Runs, a badge celebrating the fact that as a member you are a blood donor is still available. The cost is \$10



plus \$3 postage. It measures 18mm x 19mm and features a blood droplet in red superimposed on the MRASA logo. Contact Stock Officer Amanda Locke and she will send one out to you.

🛵 **Motochat** What a year it's been so far. Due to Covid we are still limited to numbers in the studio and that includes presenters so we are often



just one or two in the studio while everyone else phones in. We have not been short of guests though. How about Colin Whelan

from the Australian M/C and Camping Assoc. and author of books about Aussie pubs; Chris Hurren from Motocap; Ivan Golding, President of Gillman Speedway; Craig Field from the Black Dog Ride; Muzz from the Levis Club; Erron Frankiew organiser of the Great Southern Rally; Baily Gifford from the BMW club to discuss the joys of German motorcycling; Hutchy from the Hoodlums MCC to tell us about the Wunkar Rally to name a few. If you want to come on the show and tell us about your motorcycling passion or you know someone who should be on the show then let Harald, Ebi or Cathy know.

🛵 **Memberships** We are in the process of reorganising the way in which the membership database sends out reminders to members regarding renewals of membership. As we were doing this we found that the database has been cutting members off from receiving the Centrestand as soon as the due date comes up. We always thought that it allowed for one or two issues leeway because we know that members sometimes forget to renew. So, if you think that you have missed out on any issues of Centrestand because of overdue subs, then let Harald know on haraldhl@bigpond.com and he will send the missing issues out to you *tout suite*.

2022 MRASA COMMITTEE

The AGM of the MRASA was held on at 7.00 pm Monday 21/2/2022 at the MSA Clubrooms at 251 Norwood Parade.

Elected to the MRASA Committee for 2022 were:

Executive Committee members:

President – John Maidorn
 Vice President – Ebi Lux
 Secretary – Cathy Lux
 Treasurer – Harald Lindemann

Committee Members with portfolio:

Membership – Sam Maddock
 Secretary – Cathy Lux
 Magazine Editor – Harald Lindemann
 Register Liaison Officer – Cathy Lux
 Minutes Secretary – Cathy Lux
 Stock Control Officer – Amanda Locke
 Webmaster – Graham Rawlins
 Road Safety Officer - Ebi Lux

General Committee Representatives

Greg Janzow, Warren Hicks, Andrew Offe, Ian Lowis, Frank De Francesco

As you can see a number of us have multiple responsibilities and there are also a number of General Committee Member positions still available to be filled so if you are interested in becoming involved with the Committee (Never too onerous) then contact Secretary Cathy Lux.

All contact numbers for Committee members can be found on page 20 of the Centrestand.

🛵 **Let's Yarn Café** 14 George Street, Balaklava. It's run by our colleague Laury Bais who has managed the security for the Toy Run for many years. It's a café / restaurant with fantastic food and is motorcycle friendly (of course). There is plenty of parking and also a pub across the road if you prefer that. Group bookings can be made for a great barbeque lunch. Just ring Laurie on 0409 714 345 and let him know how many are coming.

This would make a great lunchtime stop for your next weekend ride – or just drop in for a coffee and a bun anytime when you're going past.

8 TYPES OF MOTORCYCLE RIDERS

Are you a time-optimizer or a daily user?

If you're reading this, chances are you enjoy riding motorcycles. However, Belgian research group Vias wasn't so concerned with *why* riders take to two wheels. Instead, researchers asked 2,963 motorcyclists (over the age of 16) *how* they enjoy motorbikes. After poring over the data, Vias determined that riders fall into eight different classifications.

First, there's the *Time-Optimizer*. This user turns to a motorcycle or scooter to cut down travel time but only relies on two wheels when the weather permits. Time-Optimizers are no small group in the community either, comprising 11.6 percent of the respondents.

The *Multimodal* user also prefers clear skies but uses a motorcycle alongside other forms of transportation. This camp comprises 11 percent of the surveyed riders.

At the opposite end of the spectrum, we have the *Unconditional* rider. As the name suggests, these riders throw a leg over a bike regardless of the time of day and conditions. Only 9.5 percent of those surveyed fall into this class, but you can bet they're a diehard bunch.

Conversely, the *Tactician* keeps all its mobility options open, only riding a two-wheeler when the vehicle suits the situation. Of those included in the poll, 18.2 percent engage with motorcycles in this way.

Then there's the *Good-Vibe Seeker*. This rider prioritizes enjoyment over utilitarian purposes. As a result, Good-Vibe Seekers rarely head out when the weather turns damp and 14.2 percent of the survey sample meet these qualifications.

The *Time-For-Me* rider also uses two wheels for leisure activities but the motorbike or scooter can help them escape the pressure of work and family life as well. This group makes up the largest share of the study's subjects with 18.8 percent.

The *Daily User* has to get their two-wheeled fix on a regular basis. Similar to the Unconditional rider, the Daily User doesn't let the weather deter

them from hitting the road. Only 7.5 percent of riders meet those standards, though.

Lastly, we have the *Lifer*. This rider has been on two wheels from a very young age, and only 9.2 percent of riders achieve this status. Of course, most Lifers have integrated a four-wheeled vehicle into their lives, but they still represent a dedicated population of the riding community.

If the Vias survey teaches riders anything, it's that people embrace life on two wheels differently and similarly. In the end, the way *you* enjoy motorcycles is most important.

Which category do you fall into?

Courtesy RIDE APART (Dustin Wheelan)

WHY MOTORCYCLE SAFETY GEAR IS IMPORTANT

- Helmets reduce the risk of death by 37%
- Helmets reduce the risk of head injury by 69%
- The proper jacket and pants will reduce the risk of minor injuries like cuts, scratches and road burns
- Gloves reduce the risk of hand injuries
- Boots reduce the risk of injuring the foot or ankle
- Motorcycles with antilock braking systems are 23% less likely to be in an accident
- Antilock braking systems reduce the riders' chance of injury by 34%

Robert J. DeBry
ASSOCIATES

<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/809661>
<http://www.cdc.gov/motorvehiclesafety/pdf/mc2012/motorcyclesafetybook.pdf>
<http://www.ii.org/issue-update/motorcycle-crashes>

AN INTERESTING DAY

I rode into town today to get Trike form updated for registration. Steve from Regency ID section was very accommodating and I was in and out within 10 minutes.

Dropped in on K&M at their new (small) premises. A couple of nice choppers in there.

Had a new tire fitted by Don at DC Motorcycles on Marion Rd. I then had to cut across traffic to head south and home. Just across Sturt Road a police car came up behind me with lights flashing. "Well", I thought, "This could be interesting!"



Copper and Hat

I pulled into the bicycle lane for a couple of hundred yards so I could pull into a drive and get out of the traffic. Copper got out of the car as I got off the bike and immediately said, "You've done nothing wrong." Great relief me thinks. Turned out I'd left my hat on my sissy bar when I'd left DC and he saw it fall off. He said he would have stopped to pick it up, but then might not have been able to catch up with me.

"Follow me and I will take you back to it" He then blocked three lanes of traffic for me to get across and U turn and then led me back to the hat. He pulled up, got out of his vehicle and brought the hat to me.

Now that is what I call service and a genuinely good police officer. I told him about my website and asked for a photo, saying cops get a lot of bad press and I wanted to let bikers know about his act of kindness. He was ok with that, hence the photo.

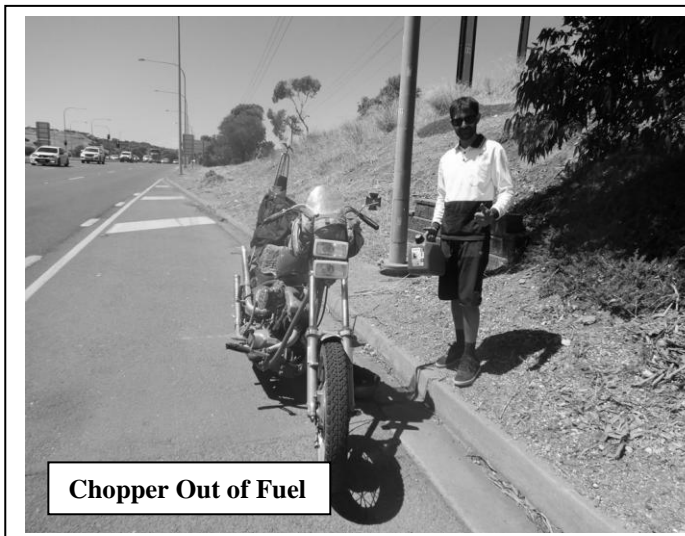
If you are reading this, 'Thank you sir'. A true gentleman and example to all police in SA.

Later as I am almost at the end of the expressway, the chopper coughs and spits a few times and dies. I pull over and check the ignition fuse which looks a bit suss and replace it. Take bike off its stand and it starts. Problem solved? Never sure though. Four hundred yards on and it dies again. I manage to coast through the intersection at South Road. Now suspect it is fuel, but I should according to my trip meter have 30 miles left. Check fuses again. OK.

A car pulls up and the driver, a young bloke, walks back. He offers to take me to the servo to get petrol. I buy a plastic container and fill it. He insists

on taking me back. Fuel in and the shovel fires immediately. Ok. Fuel it was.

On the way home, I am thinking. I should have 200 miles of fuel and only got 170. Then the penny drops. I was surprised when I had to switch to reserve at 120 miles instead of 150. I should have realised then that I was 30 miles short.



Chopper Out of Fuel

But I suspect this situation has actually been very beneficial. It turns out my helper, is a local and not only a trail bike enthusiast, but has been restoring bikes and does ceramic coatings on any and all bike parts. Says it is definitely better than heatproof paint on the barrels and heads. This will be an option I can offer my customers and one that involves only 4 miles travelling.

So, all in all an interesting day.

Prof

Only Bikers understand why dogs love to stick their heads out car windows.

bLU cRU SA JUNIOR CUP IN 2022

In recent years Motorcycling Australia have created a junior road racing programme, called the Oceania Junior Cup, where riders compete at selected Australian Superbike Championship (ASBK) rounds alongside the current stars of the sport here in Australia.

Motorcycling SA, in conjunction with Motorcycling Australia, and driven by the Road Race SA Sports Manager, Kym Bolto, and his dedicated Road Race Panel, are excited to announce that South Australia is set to launch of a brand-new development series for junior road racing here in South Australia, The bLU cRU SA Junior Cup.

To run alongside the Junior Class of the South Australian Road Race Championships, this new Series will offer the chance for South Australian juniors to race in a similar style series to the national model, but also have a clear pathway into that National series, the Oceania Junior Cup.

Motorcycling SA have secured 10 Yamaha R15 V2 150cc race bikes, that will be made available each year to 10 lucky junior riders aged 11-U16 who nominate and are then selected – and may unearth a talented South Australian rider, girl or boy, that may otherwise go unnoticed, as there is no other opportunity like this.

In looking to find the next Ken Blake, Davo Johnson or Levi Day the bLU cRU SA Junior Cup here in South Australia aims to feed into the Oceania Junior Cup Academy, which has seen 4 riders go on to secure international rides in 2021, three in the Asia Talent Cup and one in the Red Bull Rookies Cup, the premier feeder series to world Grand Prix racing and MotoGP.

Brenton Matters, President of Motorcycling SA is excited about the future direction of junior road race in SA, stating that, “This junior development series by Motorcycling SA will give diverse opportunities for junior racers and with the cooperation between Motorcycling Australia & Motorcycling SA, along with our fantastic sponsors, I am sure the series will be a great success. I want to thank Kym for his passion and drive in getting this series to fruition and Motorcycling Australia for their continued support.”

A major part of this Series will be to create a very welcoming and inclusive environment for all, which includes getting more female riders involved in our sport and more indigenous and multicultural riders, and appeal to riders in all of the MSA disciplines, to encourage cross discipline riding.

Included in the package being offered to prospective riders are the following.

- Four full race meetings per year, comprising practice, qualifying and 3 races over the 3-day meeting, so a total of 12 separate races for the year.
- One race bike, fully prepared and ready to race at each of these meetings, including a mechanic on hand for all.
- Riding gear (still to be confirmed) – helmet, leathers, boots, gloves and back protector at a hugely reduced price, with the leathers fully decked out in SA colours, and complete with all sponsor logos.
- One 3-day coaching weekend at Mount Gambier’s Mac Park Circuit, with Levi Day’s ‘On Track Rider Training’ coaching crew, with full details of what will be included still to be confirmed.
- Two other separate coaching days during the year to be held at a track to be decided on.
- A number of other benefits, including media training and rider presentation lessons.

It is a huge opportunity for junior South Australian riders, and those who have aspirations of heading overseas to chase international success, and this inaugural Series is looking for talented riders from across ALL disciplines of the sport, not just road racing!

Motorcycling Australia CEO, Mr Peter Doyle is also excited about this exciting new avenue for junior riders to chase their dreams, “Young riders will now have the opportunity to prepare themselves at state level and then move up to National level when they are ready. Having a state series with low-cost access where all riders are competing on equal equipment will give all young riders the opportunity to not only show their skills, but also allow them to develop in a lower pressure environment before trying to step up to the next level.”

Courtesy MASA

BEE STING

Both Jane and I rode a 1981 Honda CM400T motorcycle as our first bike. Jane then bought a 1989 Honda Shadow 600, and I purchased a 1991 Honda Nighthawk 750. A few months later I had my first incident on the Nighthawk.

As you may know, riding a motorcycle to work can often take twice as long as driving a car. How can that be? Simple. With a bike, sometimes it has a mind of its own. It sees a corner coming up and then automatically activates the turn signal. That's your signal that the bike wants to take you to work using a different, more scenic, and perhaps more challenging route. It happened to me.

I was riding to work along Route 537 East in the Colts Neck, New Jersey, area when the bike suddenly slowed, flipped on the right turn signal, and honked once to get my attention. I complied and awaited a new adventure. I knew that the road I had turned onto was the road to an old abandoned airport. The sun was out, the air was flowing past my helmet, and I was relaxed, enjoying the ride. All of a sudden, I felt a sharp pain on the left side of my neck. I instantly knew that something had stung me. I didn't think much about it, but suddenly I began to feel lightheaded.

The bee sting reacted quickly, and I was forced to stop on the narrow gravel road, turn around, and head back to Route 537 thinking all the time, "Where do I go?" All I could think of was the Colts Neck Rescue Squad that I knew to be nearby.

I rode the bike straight to the Rescue Squad building hoping I wouldn't pass out or get too dizzy to balance the bike. I got to the building, got off the bike, and ran to the first door I saw. It was locked. It didn't occur to me that there wouldn't be anyone there. I tried another door, and it opened. A clanging bell went off as I entered the building. I was an intruder.

Almost immediately I heard a disembodied voice call out, "Who are you? What are you doing here? What's your name?" I answered as best I could in my steadily increasing dizziness and told them what happened. The voice quickly answered, "I'll dispatch an ambulance. Stay where you are. Sit down so that you won't hurt yourself."

I told the voice that I was on a motorcycle and asked what I should do with it. I was told that someone would move it into the building when the ambulance came. I could come back later and get the bike.

Within a few minutes, the rescue squad arrived, stabilized me, and transported me to Freehold Area Hospital. I had never been a patient who had been transported to the hospital in an ambulance. The siren was going. I was still quite alert.

When we arrived at the Emergency entrance, I was taken in and expedited through to a treatment area - no waiting involved. A nurse called Jane and informed her. She came right over. I was administered a shot of adrenaline (epinephrine), and that's all it took to get me released.

I called into work and told my supervisor the situation. I stayed home the rest of the day. Jane drove me back to the Colts Neck Rescue building before sunset, where I got my bike and rode home with no problem.

I was required by the doctor to get one of those rescue pens and always carry it with me. (I didn't think I needed it, but I kept up an annual renewal for more than ten years without ever using it.)

After I had got the bike home and it was just the bike and me in the garage, I proceeded to chew the bike out for giving me such terrible advice on my trip to work. The bike never again suggested that I make that turn on any trip I took to work. I traded it in on a Honda PC800 in a few years. The PC800 always let me decide what turns I wanted to make on my trips.

From 50 MORE Wild Motorcycle Tales: An Anthology of Motorcycle Stories by Walter F. Kern. Available through Amazon (also available for Kindle).



Government of
South Australia

DIT: MRASA PARTNER 2020- 22

TOY RUN REPORT

Thank you to Harald for his many years of hard work and dedication.

The Toy Run planning is a team effort. We need more committee members, so will be approaching motorcycle clubs for new committee members with new ideas and perhaps younger ideas. They don't need to be MRA members, but MRASA maintains control of the Toy Run, with a little help from the external motorcycling community.

We should have of confirmation of date and the availability of Vic Park soon. The tentative date is Sunday 11th Dec. This is due to the Government announcement of the recommencement of the Supercars Racing in Dec. The project team hasn't yet been formed, so we wait.

**IT'S NOT JUST THE RIDE,
IT'S FOR THE KIDS**

Cathy Lux

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Harald Lindemann : MRASA Toy Run Publicity
and Media 0421 289 714 haraldhl@bigpond.com

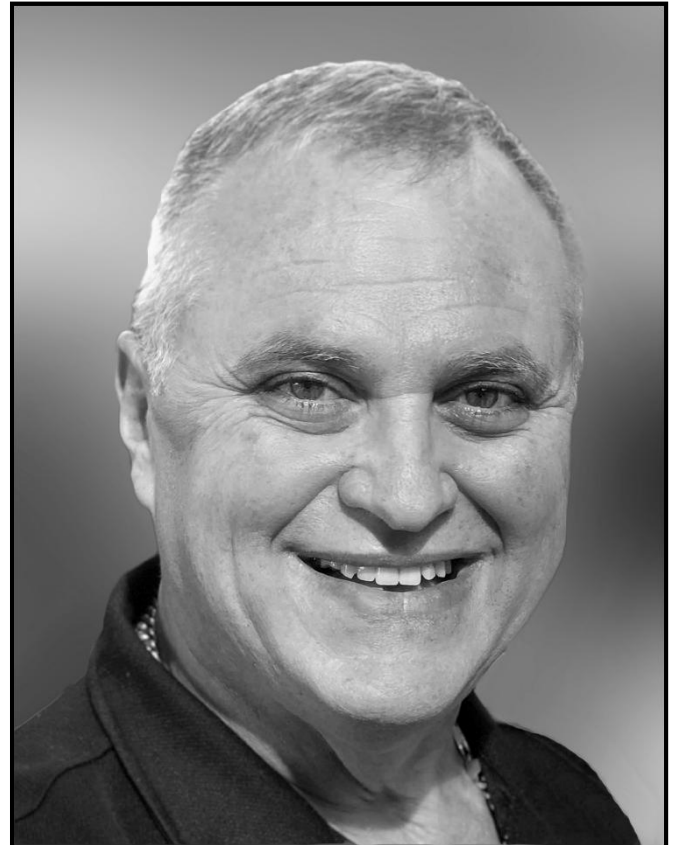
**Visit the Toy Run page on the MRASA website
at <http://mrasa.asn.au/toyrun.shtml>**

Here's a question for you. If you took part in the Toy Run last year, did you bring a toy or make another kind of donation? If not, ask yourself
"Why not?"

The number of donations has steadily decreased over the last 12 years in spite of the numbers of riders attending staying around the same (ignoring the COVID years). This means that a lot of riders are attending the event and not making a donation. We estimate that at least half of the riders attending do not make a donation. Donations are also made by the non-riding public because they believe in what we are doing and want to show their support. So why don't riders donate?

When the time comes, please make a donation, toys, non-perishable food or cash and encourage your riding mates to do the same. It can make a big difference.

VALE DAVID VASELLI



9/4/1960 – 5/3/2022

It is with sadness, that we advise that one of our Life Members, David Vaselli, has passed away. He lost his struggle with pancreatic cancer on the third of March this year with dignity and cheer, and surrounded by friends and family.

Prior to moving to Queensland, David had been involved in MRASA operations for many years primarily as Run Coordinator and with the Toy Run, especially finding the bands that played on the day. He was always generous with his time and for a while all of the Toy Run stock, equipment and paraphernalia was stored in his garage taking up not a small amount of space.

He was dedicated to the MRASA, always coming up with new ideas of what the MRASA should do. We didn't always do them, but that didn't stop him.

He was devoted to his family, to football and to motorcycling. For many years he wanted to own a Harley and was very pleased when the day came when that was possible.

We will miss him but the memories remain.

JUST HOW GOOD ARE MOTORCYCLE JEANS AT PROTECTING RIDERS, ANYWAY?

Bennetts Bike (UK) and MotoCAP break down what you should look for to protect yourself.

When you're shopping for motorcycle gear, it can be difficult to separate useful information from marketing copy. That's why the folks at Bennetts Bike purchase the gear that they then independently test and speak to unaffiliated experts about—and clearly explain their testing methods, as well as the end result.

Take a test of motorcycle jeans in 2022, for example. The battle here is single-layer moto jeans versus lined ones, how safe they are in general, and how they stack up against leather. While most riders are probably aware that leather is usually the best protection, it's not always what riders want to wear. Track days are one thing, but leather pants can definitely feel bulky and more than a little like overkill if you're just heading out to run a few errands in your neighbourhood.

So, how do those single-layer motorcycle jeans stack up against the lined ones? First things first: The slide times that some brands reference on their websites are unfortunately marketing, and not particularly useful to real-world rider applications, says Bennetts. Furthermore, their independent testing of at least one pair of jeans in their video showed a failure time that was *less than half* of what its own marketing campaign claimed as its slide time. While most bike gear shoppers in 2022 expect that any company worth its salt is trying to sell you on how great its own gear is, it just goes to show that those claims aren't always borne out by the truth.

Bennetts also spoke to Dr. Chris Hurren, senior research fellow at Deakin University, and one of the masterminds behind Australia's MotoCAP motorcycle gear safety testing authority. Through MotoCAP's extensive testing, a few things have become crystal clear over time.

One important thing MotoCAP has learned is that armour really does make a difference in your gear—and not only on impact. The level of protection may significantly change, depending on whether there's armour underneath it. Additionally, a comfort base layer between your

skin and your protective gear can help to prevent skin shearing injuries, should you crash.

In the U.K. and E.U., all motorcycle jackets, pants, and leathers sold must meet the EN 17092 safety standards. The available ratings for this standard in 2022 are, in order from least to most protective: B, A, AA, and AAA. Levels A through AAA must have armour as well as abrasion resistance, while level B may have good abrasion resistance but does not have armour. Those of us who ride outside of places where these gear safety standards are required by law still benefit from this testing because a lot of motorcycle gear is sold in multiple markets.

The conversation and information presented in the video is interesting and informative—and confirms once and for all that:

- a) Some gear is better than no gear at all, even if it doesn't have the absolute highest safety rating, and,
- b) Regular denim jeans are no substitute for motorcycle jeans with some level of protection engineered into them. The best motorcycle gear for you is always the gear that you'll wear. Good information can help us all make the best decisions for ourselves, and maybe even help us point other riders in the right direction for their needs, too.

Watch the video at: [Best motorcycle jeans Single layer vs lined: THE TRUTH - Bing video](#)© RideApart.com Bennetts Bike Tests Motorcycle Jeans

Sources: *Bennetts Bike & Ride Apart*



MOST DANGEROUS TIMES TO BE ON AUSTRALIAN ROADS

We hardly need research to tell us that weekends are the most dangerous time on Aussie roads — or any country for that matter — especially for motorcycles. After all, more motorcycles are out on the roads on weekends, for a start.

The one constant is that the most dangerous times to be on the roads are from Friday afternoon until Sunday evening. People have switched off from work and are using the roads for reaction and travelling greater distances, so there is more likelihood of a crash. There is also a greater abuse of alcohol and drugs in these times, according to Professor Max Cameron from Monash University's Accident Research Centre.

New data from Compare the Market not only confirms Saturdays as having the highest rates of car crashes resulting in deaths, but also shows some other interesting results. For example, the most deadly season is Spring! Yes, when the flowers start coming out and young fancies thoughts turn to motorcycling, it is more dangerous to be on the road. August to November and the first month of summer, December, are the most lethal, according to the review of data from 1989 to 2021.

Centre for Accident Research and Road Safety – Queensland (CARRS-Q)'s Professor Teresa Senserrick says these spikes in road deaths match with school holidays. "This is why there is justification for double demerit points during those periods," she says, even though Queensland is one state that does not have double demerit points. Professor Cameron says a key characteristic of fatal accidents in holidays is that they usually involve higher speeds, which are more common in rural areas.

Unsurprisingly, the survey also found that night rides, especially in remote or rural areas are more dangerous, especially for riders dodging kangaroos and other wildlife. Also, the inferior quality of rural roads can be a contributing factor and deaths as a result of accidents can be higher because of the time it takes for emergency services to arrive on the scene.

Another interesting result is the effect of weather on crashes. The Australian Bureau of Meteorology

notes that the northern and eastern coasts receive more rainy days from November to March, while the southern states see more wet weather in the winter months. "In some parts, rain is quite torrential, but when the rain first starts in Australia's southern states, the roads often have a lot of dust on them," Professor Cameron says. "Rain turns that dust to mud, which is very slippery. Heavy torrential rain quickly clears the mud away.

"Motorcyclists, cyclists and pedestrians don't tend to be on the roads during heavy rain so much, so there are fewer fatal crashes for these groups of road users, who are at a higher risk of dying in a crash compared to vehicle occupants."

There has been a downward trend in all road fatalities over the past decade, including motorcycle fatalities. On average, motorcycle fatalities account for approximately 17% of road fatalities during this period. Motorcycle fatalities only accounted for 15.82% of all road casualties in 2011, while, at its peak, motorcycle casualties accounted for 19.27% of all deaths in 2016.

YEAR	M/C Fatalis	Australia Fatalis (All Vehicles)	M/C %
2010	224	1353	16.6%
2011	202	1277	15.8%
2012	223	1300	17.2%
2013	213	1187	17.9%
2014	191	1151	16.6%
2015	203	1204	16.9%
2016	249	1292	19.3%
2017	211	1221	17.3%
2018	191	1135	16.8%
2019	211	1195	17.7%
2020	188	1095	17.2%
Ave	210	1219	17.2%

So how does Australia stack up against others? Overall, Australia has a lower rate of road fatalities per 100,000 compared with countries like New Zealand, USA, UK, Italy, France, Germany, Norway, Canada and Ireland. Most countries have seen a year-on-year decrease for their annual road casualties, with Norway having the smallest number of casualties (just under 1 person per 100,000 people).

Courtesy: Motorbike Writer

WHAT'S HAPPENING OVERSEAS?

🏍️ **The 2022 Toronto Motorcycle Film Festival** is now accepting submissions. The festival will be held from October 6 - 8. If you are a filmmaker, then this is for you. Feature-length films, shorts, narratives, animation, documentaries, experimental and even virtual reality films are all eligible for consideration.

This is the sixth year of the festival, and films selected for the festival, will be screened on the big screen in front of an audience, as well as on an on-line platform. Film makers will be eligible for film festival awards, which will come with prizes.

All films must be either in English or be provided with English sub-titles and must feature motorcycles and/or motorcycle culture.

For more info go to www.motorcyclefilmfest.com

🏍️ **German Motorcyclists Fight for Open Roads.** German motorcyclists will stand up against road closures imposed against motorcyclists by organising a demonstration in the Feldberg (Southern Central Germany) area on 14 May 2022.

The local district councils are expanding a road closure test, which was last held in 2019 to impose temporary no go routes for motorcycles, citing safety and noise pollution as the causes for the action.

Evaluation of previous findings was promised to be done with the consultation of motorcycling groups, but this did not eventuate. Local motorcycling groups contend that the Council intends to continue with "temporary" testing until they get the results which suit them. Requests to meet with the German motorcyclist organisations and FEMA to discuss the situation, have been ignored.

The BVDM (the German Motorcyclist Organisation) does not support "temporary noise breaks for affected areas as a solution to the problem, which they see as a knee-jerk reaction to the illegal behaviour of a few motorcyclists. It instead, calls for a permanent and sustainable reduction in noise emissions, with the support of national authorities, as a solution.

🏍️ **Roadside Motorcycle Inspections in Denmark.** A new law was recently passed by the EU requiring member states to legislate for the implementation of periodic or random roadside motorcycle inspections. The law in Denmark, is not limited to Danish registered motorcycles.

So, now if you are riding in Denmark, you can be pulled over, not by the police, but by vehicle inspectors, tasked with inspecting your motorcycle's technical state. The inspection can be done on site, or you can be ordered to follow them, to another location like a Technical Inspection Centre. These inspectors, can require you to appear at a regular inspection if they find things that need to be fixed, or can issue an immediate riding ban, if this is necessary.

It is mentioned, in the Executive Order covering the legislation, that roadside inspections must take place where a certain assembly line effect can be achieved, for example on biker runs or meetings. So if you are a loan rider or ride in a small group, the odds are against you, being pulled over for inspection. That makes a lot of sense, doesn't it?

Finland and France have decided not to implement such a law, considering it unnecessary and will continue to work to improve noise emission standards.

🏍️ **Money Helps Improve Motorcycle Safety in Sweden.** Swedish motorcyclist's organisation, SMC, has shown that financial support from authorities can seriously help improve road safety. Grants allow the real experts to work on motorcycle safety.

For a few years, SMC has been granted financial support from the Swedish Transport Administration, which has targeted grants to organisations that work actively with road safety, including driving road safety initiatives and research.

The STA is now offering idea-driven partnerships with not-for-profit organisations to do this work.

The number of fatal accidents and seriously injured on powered two wheelers continues to fall in Sweden, while the number of motorcycles in traffic has risen. The SMC believes that their objective of reduced accident rates has been met, due in part to their initiatives.

ALL-FEMALE MOTORCYCLING TEAM

Gemma Kernich and Jo Dettloff are the only all-female team in the Australian Historic Road Racing Championships (AHRRC).

The racers look the same in their riding leathers and helmets, but Gemma is a little different from the rest of the pack. Surrounded by revving engines, she stands in pit 13, waiting for her session to be called.

Gemma has been waiting a long time for the AHRRC. The event, at Mount Gambier's McNamara Park, has been postponed for two years due to COVID-19.

The pair hope more women will get involved in the sport. "I'm looking forward to it," Gemma says. "It's been a while since I've been able to do any racing, so it's just good to mix it up and see how we go against the best in the country."

Among the almost 200 competitors, Gemma is one of just a handful of women. But she says that it's not that unusual. "But it's a bit disappointing that more women don't come out. There are some younger girls that do come out here every now and then. I suppose it's one of those things where you can't be part of it, if you don't see it. I hope it encourages more women to come out and have a go."

Jo Dettloff is Gemma's pit crew for the weekend. They are the sole women-only team at the event. "The sport tends to be more male dominated, so it

is good to see a women's team out here," Jo says. "We can do it just as much as they can."

Racers swarm to the track at McNamara Park outside of Mount Gambier. Jo says that they are



ready for an intense but fun weekend. "I'm pretty excited for Gemma so hopefully we can get up there and do the best we can," she says. "I enjoy the motorbikes and just the camaraderie and everyone here,

it's just a fun atmosphere. Everyone's very supportive. It doesn't matter if you come first, or if you come last, at least you're out there giving it a go."



The simplicity of old technology

Gemma says she enjoys the mechanics of racing older bikes. "It's a bit of a mental challenge ... it's problem solving," she says.

Gemma enjoys the mechanical and tinkering side of racing. "I like just going out and tinkering and seeing if I can get everything working as best as I can. "Part of the excitement is to try to work out if you're going to break down." Gemma says "the simplicity" of historical motorbikes is most enjoyable. "It's old technology, there are no fancy electronics," she says. "I can just go through and nut things out mostly for myself.



"One of the things about historical racing is everyone's used to things blowing up. Everyone here is extremely giving. It doesn't really matter who you are, where you come from, if something goes wrong, everyone will drop

everything and try to help you."

From an ABC News report by Grace Whiteside (Gemma Kernich was a recent guest on *Motochat*. Ed)

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 Marion 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		0417 713 523	3 Cranbourne St Elizabeth Park
Kessner Suzuki	10% parts and accessories	8261 9955	320 North East Rd Klemzig
Motorcycle Parts & Gear	Discount on request	8562 4725	33 Railway Tce Nuriootpa
Motorcycle Revolutions	Discount on request	8371 4448	855 South Rd Clarence Gdns
Pro Street Cycles	Discount on request	8359 4449	494 Main North Rd Blair Athol
QBE Insurance	Ring for a quote	0392 462 761	
Redline Exhausts	Ring for a price	8277 0311	8 Coongie Ave Edwardstown
Shannons Insurance	Ring for a quote	13 46 46	
Victor Motorcycles	10% on genuine parts & acc	8552 3601	14 Adelaide Rd Victor Harbor
Walden Miller Clothing	10% bring the advert	8374 3884	40 Furness Ave Edwardstown
Yamaha Pitmans	Discount on request. Discount on request, 5%	8260 9200	420 Main North Rd Blair Athol
Yamaha Retro Spares	tyres, 10% services	8340 1970	115 Regency Rd Croydon Pk
Yamaha World	Discount on request	8297 0622	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

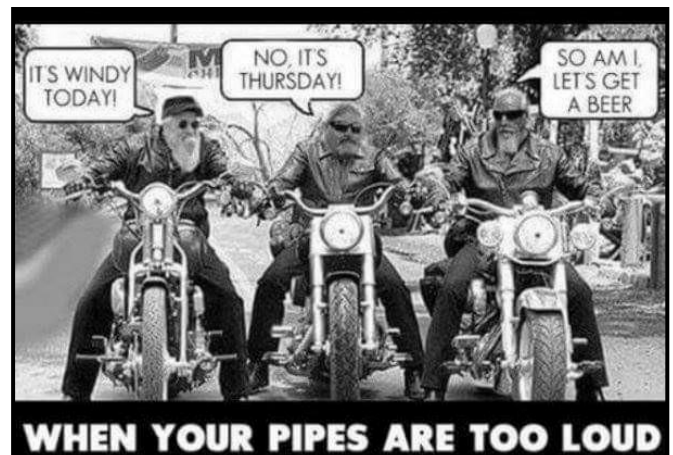
Road Statistics from SAPOL. http://www.sapolice.sa.gov.au/sapol/road_safety/road_statistics.jsp

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

MRA COMMITTEE

President – John Maidorn (08) 7225 1110
 Vice-President – Ebi Lux 0418 800 362
 Secretary – Cathy Lux 0408 853 380
 Treasurer – Harald Lindemann 0421 289 714
 Membership – Sam Maddock 0430 039 269
 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 – Ian Lewis 0427 334 843
 Toy Run Coordinator – Cathy Lux 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 Representative – Ebi Lux 0418 800 362

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: Warren Hicks, Warren Hicks, Frank de Francesco, Andrew Offe, Greg Janzow

Note: 8 General Member positions for the Committee remain unfilled and will be appointed by the Committee. If interested contact Ebi 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	\$21	\$29
\$48	\$67	\$40	\$55
\$72	\$99	\$60	\$83
		1 Year	
		2 Years	
		3 Years	

Payment by: Cheque Money Order or debit my Visa MasterCard

- - -

Amount \$ _____ - 00 Expiry date ____ / ____

Name as printed on card _____

Signature _____