

CENTRESTAND

December 2017



THIS ISSUE

2017 AMC CONFERENCE REPORT

FAST WOMEN

TOY RUN STORIES

AUTONOMOUS VEHICLES

QLD TRAVELOGUE

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EDITORIAL

Harald Lindemann

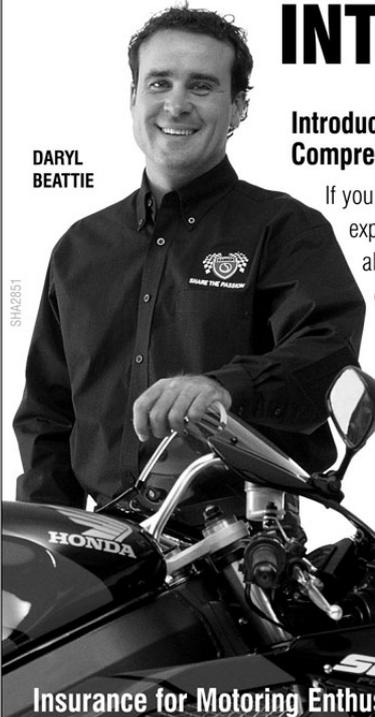
The Toy Run is the highlight of the MRA's calendar. We work all year from about March organising and arranging, telephoning and talking to sponsors, traders, suppliers of equipment, printers and anyone who can help us make the day a success. We book volunteers who help set up on the Saturday, who act as marshals, help in the MRA tent on the day and pull the whole thing down at the end of the day. We liaise with SAPOL, the SES, the Metropolitan Fire Service and local councils. We put up signs, distribute posters, answer phone calls and emails, talk on the radio, give interviews and try to get as many people to know about the event as possible.

We watch the weather judiciously in the weeks leading up to the event and hope that it will not be too hot or too wet. We hope that we have provided enough shade, enough food, enough drinks, enough parking space. We hope that on the day you will come with your family and friends and that you will have a good time.

Why do we do it? **IT'S FOR THE KIDS!**

Ride Safe, Harald

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PRESIDENT'S REPORT

The MRASA Toy Run is on December 3. Decorate your bike, buy a toy from the recommended list and join the motorcycling spectacle. Thousands of bikes will be rolling through the city and up the Freeway to the fête at Callington. St Vincent de Paul will collect your gifts and distribute them. Join in, it's for the kids.

The MRASA was represented by two delegates plus observers at the national Australian Motorcycle Council (AMC) conference. Annual committee elections were held, reports were presented and presentations were made. The conference provided the opportunity to discuss motorcycling issues with subject matter experts from across the country. Discussions with experienced individuals who are prepared to share ideas, give support, advice and knowledge are invaluable. Members of the AMC have decades of motorcycling experience, allowing us to learn about campaigns and methodologies that work (and those that don't) and take invaluable insights back to our own jurisdictions.

A presentation was given by Danielle from Maurice Blackburn (lawyers) on the changes to CTP insurance in NSW and the legalities surrounding the changes. A new no-fault system will be introduced on December 1 in NSW together with some new criteria for getting payouts for injuries.

Another presentation was from Dr Liz de Rome on the 5-star clothing system. The team at Deakin University are world leaders in their field. They possess the technology and understanding together with years of experience.

As well as testing garments they are also proactive in writing standards and defining criteria around clothing protection. A range of testing equipment was shown with an explanation of how testing is performed, highlighting the Cambridge test and how it is superior to other testing devices. Garment performance outcomes measured in seconds of abrasion resistance inform the buyer regarding just how much protection is offered.

I took the opportunity to ask Liz what constitutes a high-performing garment. A jacket, for example, containing layers, performs well with an outer waterproof layer, a middle protective layer

and an inner comfort layer. However, there are still challenges to achieve breathability in hot weather with garments achieving the high-protection ratings.

I am sure the other conference delegates and observers would agree on the enthusiasm and positives that have come from the conference. I will work not only to raise motorcycling awareness, but to improve motorcycling through focussed efforts. Working together with other jurisdictions through the flow of information and ideas will benefit us all as we move forward with motorcycling advocacy.

The importance of advocacy at both the state and national levels is clear. I have been advised that the National Transport Commission (NTC) will make an announcement of some updates to road rules during November. The MRASA will work at the state level to bring about harmonious road rules across the country for the benefit of all motorcyclists.

Feel free to contact the MRASA with your concerns, thoughts and questions. Let's continue to move motorcycling forward in this state. Gear up, ride safe, ride to return.

Graeme Rawlins MRASA President

<h3>MRASA AGM</h3>

The MRASA Annual General Meeting will be held on Sunday 11th of February 2018, 1.30p.m. at the MSA Hall, 251 The Parade, Beulah Park, SA.

Committee nomination forms and proxy info forms are available in the members area of the website. These forms have also been provided to members with this December edition of *Centrestand*. The Constitution (currently under review) is available from the MRASA website.

All positions of the Association will be declared vacant and positions on the 2017-2018 committee will be filled through election. At this meeting the auditor for the 2017-2018 year will be appointed. All current financial members of the MRASA Inc. are eligible to stand for election to one or more of the positions. Nominations 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 are invited to attend the meeting.

HELMETS REALLY DO WORK

An international research organisation, the Cochran Collaboration, which includes a number of Australians, has published its findings on the effectiveness of motorcycle helmets in preventing or reducing injury and death.

The paper summarises the purpose of the research as follows: Motorcycle crash victims form a high proportion of those killed or injured in road traffic crashes. Injuries to the head, following motorcycle crashes, are a common cause of severe morbidity and mortality. It seems intuitive that helmets should protect against head injuries but it has been argued that motorcycle helmet use decreases rider vision and increases neck injuries. This review will collate the current available evidence on helmets and their impact on mortality and head, face and neck injuries following motorcycle crashes.

Main results

Sixty-one observational studies were selected of varying quality. Despite methodological differences there was a remarkable consistency in results, particularly for death and head injury outcomes. Motorcycle helmets were found to reduce the risk of death and head injury in motorcyclists who crashed. From four higher-quality studies helmets were estimated to reduce the risk of death by 42%, and from six higher-quality studies helmets were estimated to reduce the risk of head injury by 69%.

Insufficient evidence was found to estimate the effect of motorcycle helmets compared with no helmet on facial or neck injuries. However, studies of poorer quality suggest that helmets have no effect on the risk of neck injuries and are protective for facial injury. There was insufficient evidence to demonstrate whether differences in helmet type confer more or less advantage in injury reduction.

Authors' conclusions

Motorcycle helmets reduce the risk of death and head injury in motorcycle riders who crash. Further well-conducted research is required to determine the effects of helmets and different helmet types on mortality and head, neck and facial injuries. However, the findings suggest that global efforts to reduce road traffic injuries may be facilitated by increasing helmet use by motorcyclists.

PLAIN LANGUAGE SUMMARY

Helmets are shown to reduce motorcyclist head injury and death.

Motorcyclists are at high risk in traffic crashes, particularly for head injury. A review of studies concluded that helmets reduce the risk of head injury by around 69% and death by around 42%. There is, so far, insufficient evidence to compare the effectiveness of different types of helmet. Some studies have suggested that helmets may protect against facial injury and that they have no effect on neck injury, but more research is required for a conclusive answer. The review supports the view that helmet use should be actively encouraged worldwide for rider safety.

Note: A Cochrane Review collects a whole range of research and looks for the overall picture of "What does all this research tell us?" This avoids the over-reliance on one piece of research that may in fact be an effort to muddy the waters, or poor quality research that takes a very narrow view or just misses the point.

One of the main authors, Rebecca Ivers, from the University of Wollongong and the George Institute, is an experienced scientist in this field, as is Tom Gibson from Human Impact Engineering, (probably) the foremost helmet researcher in Australia, who has worked with helmet design and testing in Canada and the USA.

These scientists are the most reliable sources available in Australia.

Courtesy Guy Stanford, AMC Helmets Committee Chairman

Paper Title: *Helmets for preventing injury in motorcycle riders (Review)*, The Cochran Collaboration, John Wiley & Sons, Ltd, New Jersey, 2009.



Darth Vader Helmet



Le Chat Casque Helmet

**AMC ANNUAL CONFERENCE –
SYDNEY NOVEMBER 11–12 2017**

The Australian Motorcycle Council is an umbrella advocacy organisation, working primarily at a federal level, consisting of delegates and subject matter experts sourced from member groups like MRASA, Ulysses and other similar bodies. Whilst most road rules are state based, ministers and their departmental representatives meet nationally to decide on the appropriate legislative direction. However, each state likes to put its own stamp on legislation, resulting in considerable variation across the nation. As most of our protective clothing and motorcycles are imported, the Federal Government is the first legal point of contact. We must be represented at decision-making forums at these levels, hence there is a very real need for the AMC. When you consider that all delegates are volunteers, the volume of work undertaken is enormous and the results staggering.

Shaun Lennard in the Chairman's report summarised the year's activities. The calibre of AMC representatives made them the first point of contact for motorcycle information and participation on standing committees. Shaun attended a road safety conference in America, and presented papers at Deakin University and at national road safety seminars held in Perth. A major problem with motorcycle safety improvements is the inaccuracy of crash data reporting. Frequently, critical information will be missed, not reported, not collected or misinterpreted. Major statistical errors are a very poor foundation for road safety programmes. Shaun's presentation at Deakin University was based on all the unanswered questions.

Financially the AMC is now in a healthy position thanks to the ongoing support of the MRASA. Long-term planning to attend conferences is now possible due to the financial stability we have provided. Our main concern is to encourage other members to consider increasing their financial contribution to the AMC to fund its activities.

The Helmets Sub-committee continues to be led by Guy Stanford. The long effort to get helmet legislation changed to accept the EU 22.05 standard is nearly completed. This body of work is a good example of the need to have a thorough understanding of the legal environment, the

technical requirements and the political process. Australia's helmet laws were a disgrace with vested interests protecting themselves and imposing a restrictive test environment to the detriment of motorcyclists, which would never have been identified unless the entire process was understood and challenged. Next we had to understand the technical advantages in moving from the Australian to the European Standard. An unshakeable argument must be presented to support a request to even be considered at the federal level, then the whole effort must be repeated in every state for implementation. In doing this the political process must be understood and kept very simple. It is much more effective to use a step-by-step approach to change legislation than to expect a massive total change at one go. One phase remains to be achieved: the revision of national rules allowing attachments to helmets, use of tinted visors and acceptance of the original compliance sticker rather than compliance in perpetuity (*i.e. for the life of the helmet...Ed*). At the moment we need all labelling, stickers and instructions to be with the helmet at all times to be legal, which is a farce.

The work of sub-committees is continuing, attending meetings with the government as required. The Road Safety Barrier Systems Standards Committee reported that work on installation of barrier rub rails is ongoing. The current focus is to work on the standards for posts and tops of barriers.

One area with which the AMC must become closely involved is the introduction of autonomous vehicles. Legislation is being considered by all jurisdictions to facilitate their introduction. Again, as with all other legislation, we must ensure that the needs of the motorcycling community as vulnerable road users are not forgotten in this debate.

Parking is largely a state or local council issue, therefore it is up to national bodies to disseminate information to its members to discuss with their local authorities. One typical example is the NSW "First and Last" motorcycle parking. This is a very simple concept of the first and last space next to a driveway or entrance being reserved for motorcycles as they do not obstruct vision in the way a van or truck would. A very simple idea with great safety implications.

Guest Speaker Danielle dePaoli from Maurice Blackburn spoke on upcoming changes to bodily injury insurance in NSW and the impact upon riders .

Dr Liz de Rome provided an update on the Five Star Rating project for motorcycle safety clothing. Please refer to the President's report for more details.

The AMC Committee was elected as follows:

Chairman	Shaun Lennard (TAS)
Vice Chairman	Dave Wright (WA)
Treasurer	Brian Wood (NSW)
Secretary	Ebi Lux (SA)
Exec Committee	Peter Baulch (VIC)
	Chris Mearns (QLD)
Public Officer	Graeme Rawlins (SA)

In summary, the most important message I took away from the conference was the critical need to work with politicians and bureaucrats. We have to understand and accept that they are probably not motorcyclists and so view the transport world from a car driver's perspective. Added to this is the myriad of conflicting demands and advice from all road users, and the constraint of a limited budget. Next we need to consider the innate sense of public service caution and self-preservation. In other words, if legislation exists, any changes required have to be repeatedly demonstrated to be advantageous to the interests of the person who has to write or approve the changes. However, the most critical event that must always underpin any national activity is for member organisations to deal with their own state legislative bodies and politicians to gain traction at the grass roots level. It is only in this way that we can ensure even a degree of uniformity.

Ebi Lux

COUSIN JACK RALLY

This will held by the Veteran and Vintage MCC of Northern Yorke Peninsula on Sunday May 6 2018 at their clubrooms on Wallaroo Street, Kadina. Entry Fee \$25.00 per bike. Lots of caravan park and motel accommodation available nearby. For more information call Kerry Cornish 0429906677 or email veteranvintagemccnyp@gmail.com .



MRASA NEWS

🏍️ Last year, around Toy Run time, **Barry Moore** made a number of posts on the Ride To Review Facebook page to say that the committee members of the MRASA and the Toy Run Committee were using donations to the Toy Run for their own benefit. This was blatantly false and upset a number of committee members and some of our Vinnies helpers who knew otherwise. Barry had obviously been given wrong information and when recently presented with the facts made a public retraction on Facebook and apologised for any upset he had caused. Thanks Barry, for being big enough to admit when you've made a mistake. End of story.

NEXT BLOOD RUN

Saturday Dec 23 2017

8.30am Roll-up, 8.45am Departure

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

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

🏍️ Remember, the **Toy Run** date this year is on the **3rd of December**, that is, the first weekend in December, unlike previous years when it was on the second weekend of December. Back to normal next year.

🏍️ The **Constitutional Review Committee** (CRC) has met a number of times this year to consider changes to the Constitution and Regulations of the MRASA. It has looked at some areas of the Constitution which needed tidying up and will be proposing some new regulations regarding the running of elections, particularly in relation to the nomination of candidates to the Committee and information to be sent out to members regarding this information. It is also looking closely at what rules need to be in the Constitution and what needs to be held as regulations. Some things are a bit fuzzy at the moment. At this point in time it looks like the Committee will make its recommendation in about April 2018 and members will be asked to approve the recommendation at the next general meeting of the MRASA around that time. The next meeting of the CRC will be on December 11 this year.

TOY RUN MEMORIES

My first Toy Run was in 1989 and I enjoyed it so much the next year I joined the committee and along with Justin Kilgariff (former MRASA President) we got Westfield shopping centre group involved to produce a professional poster, which they produced for about five years.

The most memorable poster was the 1991 one with both Wayne Gardener and Mick Doohan on it. We got a few autographed for a raffle, which was quite a feat, as at that stage Wayne and Mick were not talking to each other.

After Westfield stopped printing the poster, I took over designing it (with some help from the committee) and organised the printing. In the mid-90's I was elected as Toy Run Coordinator, a position I held for about twelve years until I had to give it up in 2008 due to ill health. I rode in every Toy Run from 1989 until 2007, (the last year I was able to ride a bike). I now go up in the car, nowhere as much fun as riding with 1000's of other motorcyclists, but I still get a buzz out of seeing them ride into the oval.

I still remember getting up to Hahndorf Oval early Saturday morning with the other helpers, spending until about 8p.m. Saturday night setting up, spending the night at the oval with about 8–10 others, then getting up at 6a.m. to finish off getting everything ready for the arrival of the



How Paul spent his (Toy Run) life then pizzas all round for those who had helped with the tidy-up. Yes, those were the days, a lot of hard work, but well worth it and some good memories.

Paul Morgan

HELMET VIDEOS

With all the confusion around helmets and helmet laws, the Motorcycle Council of NSW got some funds from Transport for NSW to clarify some issues and move discussions away from "stupid laws" and onto a proper discussion about helmets.

We've made three YouTube videos:

- WHICH helmet do I wear in Australia?
- HOW do I fit a helmet?
- WHAT can a helmet do for me?

Basic stuff, to provide a key into the subject for questions.

You may recall when there was something you knew almost nothing about and didn't know how to formulate a question that would give you an answer that was useful and would inform you.

Many newcomers to motorcycling (and old hands) have absolutely no idea about why a helmet is useful, other than that you need one or you get a ticket (one form of risk management!).

So the videos range across the subject from a user's perspective, to prompt questions and inform on the basics.

Hopefully, they'll raise questions (in the mind) about helmets that can be readily answered and understood, at least in the general sense.

There is much we had to leave out to keep to the 3-minute limit on a short attention span YouTube video.

Guy Stanford, AMC Helmet Committee Chairman, NSW Motor Cycle Council representative.

Note: With the NSW MCC's permission, MRASA has provided a link to the videos on our website...Ed.

REMEMBER

November 19 was the World Day of Remembrance for Road Traffic Victims – adopted by the United Nations to remember all those affected by death and injury on the world's roads, including families and friends of victims.

CRAIG'S CAUSE

I have been riding in the MRASA Toy Run for about five years now, since I bought my Yamaha 650 Cruiser. My mate Richard Chapman-Stevens (my then supervisor at ThermoFisher Scientific) and I decided to collect a few donations from family, friends and workmates and ride together on the long run up to Callington Oval.

Richard dressed as Angry Bird and me as Elvis. From there things have snowballed. I began canvassing the businesses in my local area and the wonderful people at Foodland, Drumstix Fish and Chicken, Subway and Jester's Café at Osborne came on board. More and more toys were donated.



From then on and now, more businesses have joined in. Ruga's Café and Autopro along with Spaceman Pizza are the latest to join the team by displaying a donation box and posters advertising the Toy Run.

More mates have since joined me. Anthony Seaman, Craig Seaman, Andrew Suthers and just last year Adrian Beacham and the crew from the Military Brotherhood MMC joined in as well. A special year for all of us in 2016 was riding up front with Santa! This year we will once again be riding up the front but many of us will be newly-trained marshals to help at the event as well.

A special memory from last year was on the way home from the Toy Run. It had become a tradition to stop in at Hahndorf, give out lollies and give the soft toy that rides up with me to a child there. Last year, I stopped at Semaphore Beach to enjoy the sea air and noticed a man watching a little girl paddle in the shallows. With my Christmas bear still tied to the bike, I took it off and asked the man if his little girl would like it. He was overjoyed with emotion as he proceeded to explain that the family had just

arrived in Australia a few days before and it was to be his little girl's first Christmas here. With tears in his eyes, he could not have been more grateful over a very small token of kindness.

I get a great deal of satisfaction in giving to others. Many families do it tough every single day, for so many reasons, and when Christmas comes around their budgets just do not stretch far enough. Children miss out on what a lot of us take for granted at such a special time of the year. The MRASA Toy Run brings together great people who love riding motorcycles, for a common cause.

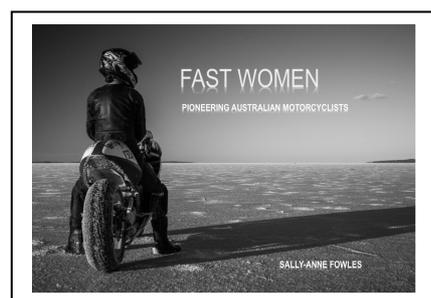
We do it for the kids!

Craig Harrison

FAST WOMEN

In 2013, South Australian motorcyclist Sally-Anne 'Sal' Fowles recognised that, yes, women were portrayed in literature and media aboard two wheels. However, the stories usually featured women on motorcycles as a novelty or in bikinis, so she went about researching and finding Australia's most inspirational female motorcyclists from 1910 to 2017 to "fit the bill" as pioneers.

Four years in creation, **Fast Women – Pioneering Australian Motorcyclists** has timed in well for the MRASA Toy Run as its long-awaited release date comes only ten days before the run. This is a joy to the author as it means the first eyes seeing **Fast Women** will be her very own fellow South Australian motorcyclists.



Three South Australian women are featured, including Jane Queain, 1910 trailblazer, Mandy Beales – Australia's first and only woman to win a solo road racing championship, and Kim Krebs – land speed racer, achieving a top speed of 392.85kph on her Hayabusa.

Drop in and check out the book at Sal's stall at the Toy Run.

THE SAVANNAH WAY

A group of New Zealanders came to Australia in early 2017 to do a lap of Australia. Starting their trip in Adelaide, three riders went anti-clockwise and made it to North Queensland in the time they had available. John Moreland decided to return to Australia and continue the trip by himself. Riding a V-Strom lent to him by (MRA member) Kerry Turnwald, John headed towards Darwin through some of the remotest sections of highway in our country.

John made it to Domadgee when a ute, failing to give way then braking heavily, caused John and the V-Strom to end up underneath it in a bad way. The subsequent Flying Doctor flight to Mount Isa then on to Townsville Hospital days later meant some serious medical attention was needed to repair his broken arm and monitor the blown ear drum, crushed chest and head injury.

John wrote to us regarding his unfortunate experience:—

A phone call to my wife and son in NZ ensured a fast flight was booked to Townsville, not knowing what to expect. On arriving in Townsville my family were met at the airport by a total stranger – Spanner Sharine, the owner of RHD Classic Supplies. RHD Classic Supplies and Services is a motorcycle service and repair shop located in Townsville, Qld. How would a Kiwi on a South Australian bike know this?

This had been arranged by Kerry Turnwald in Adelaide who had contacted the family. Spanner assured them not to worry about anything, a vehicle was available for transport, beds were made available by family members, and food was purchased and prepared. That comfort and reassurance removed enormous pressure from my wife and son so they could get to the hospital and focus on my condition and how to support me.

The next few days were filled with assessments and operations from a most efficient medical system and ten days later we were discharged. Another week waiting for clearance to fly back to

NZ and once again Spanner was there to ship us to the airport and make sure we got away safely. Three months on the rehabilitation process we are working through is showing excellent results. I should be back to full health in the next month or so.

Spanner of RHD is a member of DR Wings Bike Force and is involved in the work they do for M.A.R.I. (Motorcycle Accident Rehabilitation Initiative) <http://www.drwings.org.au/>.

They are all for helping the riders and passengers of motorcycles getting extra care after an accident or illness that takes them through the doors of a hospital's ED or a medical centre. Please check out their website.

We are so grateful for the love, kindness and unselfish service that Spanner and her family and staff showed us during this time of trauma and uncertainty.

We have certainly been bonded to the family of bikers that we have met during this experience and have been inspired to return and complete this journey next year.

John Moreland
CMA Hamilton New Zealand
<http://www.cmanz.org/>



A MARRIAGE OF MOTORCYCLISTS



Congratulations to Lisa Clarke and Phil Mellor on their wedding on November 4. Attendants were Glen Prentice and Natalie.

Wayne Shepherd officiated. Lisa, Phil, Glen and Wayne are longstanding active members of the CMA and MRA. We wish Lisa and Phil many years of happily riding together as Mr & Mrs Mellor (bride and groom are on the right in the picture, Glen and Natalie on the left.)

AUTONOMOUS VEHICLES

Autonomous Vehicle Testing

I remember the scene in the movie *Total Recall* where Schwarzenegger caught a ride in a Johnny Cab, and wondered if autonomous vehicles would occur in my lifetime. Autonomous vehicle (AV) technology is advancing and, while there is conjecture on when it will be, it is inevitable.

Smart vehicles may seem like something from a sci-fi movie, but their precursors are already on the market, with such smart features as adaptive cruise control, park assist, blind spot monitoring and lane-change or lane departure warning technology. Testing of autonomous vehicles with other road users such as motorcyclists and pedestrians is important to our safety. All players in the introduction of autonomous vehicles need to be informed of our inclusion and consideration in this technology. Motorcyclists are vulnerable road users, and we have to lobby to ensure we do not become more vulnerable.

This article discusses the levels of automation, including Level 5, the holy grail of vehicle automation, which is essentially a technology race by car manufacturers. I will also outline an emerging technology that may assist in the achievement of Level 5 and the subsequent benefit that will have for motorcyclists. Although it is an important consideration, I will not go into the legal, insurance, crash prioritisation or social issues autonomous vehicles present, nor the emerging inter-vehicle communication technologies.

Six levels of Automation

Autonomous vehicle implementation has been defined by six levels of automation (numbered 0 to 5). The lower levels of automation require a human to take over if required, with the human driver remaining fully responsible for the vehicle. A simplistic description of the 6 levels is summarised as 0 – no automation, 1 – feet off, 2 – hands off, 3 – eyes off, 4 – brain off, 5 – no human interaction required and no vehicle controls. A more detailed definition from SAE International is as follows:

Level 0 – No Automation [You drive it] Acceleration, braking and steering are all controlled by a human driver at all times, even if they're assisted by warning tones or safety

intervention systems. If your car has automated emergency braking, for example, it can still be viewed as Level Zero.

Level 1 – Driver Assistance [Hands on the wheel] In certain driving modes, the car can either take control of the steering wheel or the pedals. The best examples of Level One automation are adaptive cruise control and park assist. The computer is never in control of both steering and acceleration/braking.

Level 2 – Partial Automation [Hands off the wheel, eyes on the road] A Level Two vehicle has certain modes in which the car can take over both the pedals AND the wheel, but only under certain conditions, and the driver must maintain ultimate control over the vehicle. This is where Tesla's Autopilot has been at since 2014.

Level 3 - Conditional Automation [Hands off the wheel, eyes off the road – sometimes] In a Level Three vehicle the car has certain modes that will fully take over the driving responsibilities under certain conditions, but a driver is expected to retake control when the system asks for it. This car can decide when to change lanes and how to respond to dynamic incidents on the road, but uses the human driver as the fallback system. These are dangerous waters in terms of liability, and automakers are more-or-less trying to skip over it and move straight to level four.

Level 4 - High Automation [Hands off, eyes off, mind off – sometimes] A Level Four vehicle can be driven by a human, but it doesn't ever need to be. It can drive itself full-time under the right circumstances, and if it encounters something it can't handle, it can ask for human assistance, but will park itself and put its passengers in no danger if human help isn't forthcoming. At this point, you're looking at a true self-driving car. This is the level Google/Waymo's test cars have been operating at for a number of years now.

Level 5 – Full Automation [Steering wheel is optional] The front seats might face backwards to make this a social space, because the car neither needs nor wants your help. This is full-time automation of all driving tasks on any road, under any conditions, whether there's a human on board or not.

Testing in Virtual Environments

Autonomous vehicles will also require legal and technological frameworks. There are serious ‘liability concerns’ when machines operate themselves in a potentially dangerous environment which we won’t go into here. Fully autonomous vehicles are going to be reliant on staggering amounts of digital data, processing it at speeds not yet realised with artificial intelligence arising from deep learning. Let’s explore this in more detail.

Artificial intelligence (AI) has been idling along for decades, but its growth has taken a serious incline in the last 18 months. This is due to big data – staggering amounts of data that is being collected. Laser scanning technology (aerial, terrestrial and oblique) has increased from collecting thousands of points to millions of points per second. The collection of infrastructure and asset information is occurring at unprecedented rates as hardware and scanning devices become far more accessible via drones and mobile scanning devices. Processing speed needs a significant boost as vehicle-based computer systems will need to process terabytes of information per hour at autonomy level 5, and achieve this under battery power.

Deep learning encompasses new technologies to process data and images and make informed (and correct) decisions on your surroundings in a fraction of a second. Advanced refinement of object recognition is at the forefront of these technologies, and software engineers are concentrating on this area. Microsoft is demonstrating these technologies including extending facial recognition to also identify gender, age and expression. Deep learning allows AI recognition to be trained to derive far more from images, such as ‘I see a dog sitting down on grass with a yellow ball’.

Autonomous vehicles have a variety of sensors, interpret the data in real time and make decisions. Different types of sensors gather information on the vehicle's surroundings, process it and identify what is nearby. The important issue for

motorcyclists is that current autonomous vehicle sensors have trouble identifying moving objects less than a vehicle in size, such as pedestrians, animals, cyclists or motorcyclists. This issue will need to be resolved, and be able to achieve a high degree of public acceptance and confidence before implementation.

Authorities are hence setting the bar very high for Level 5. A report by RAND Corporation suggests acceptance of total autonomy is based on the demonstration of 80% increase of its safety over human-driven vehicles. Put another way, the technology is not required to eliminate accidents and fatalities but to make it 80% safer. Even under the most aggressive test driving assumptions, it would take existing fleets of autonomous vehicles tens or even hundreds of years to log sufficient distances to adequately assess the safety of the vehicles when compared to human-driven vehicles.



It is clear that accelerated testing is required, and car companies are adopting virtual environments for testing. On a recent trip to Singapore I viewed a presentation where a significant portion of Santa Clara in California’s Silicon Valley had been captured in 3D for use in virtual reality simulators. The scanned area has diverse road network environments including residential, commercial and municipal zones demonstrating complex pedestrian movements, street parking, and complicated intersections. Virtual reality systems allow simulations on how autonomous cars behave in these scenarios.

The creation of the 3D virtual environment has been achieved on a large scale through new software that can accurately process oblique photographic imagery. The 3D model (or mesh) is then classified into roads, buildings, trees, infrastructure and other features. Multiple test vehicles are driven in the virtual environment logging significant driving hours, refining the autonomous vehicle systems.

As well as using the 3D mesh to test and train the AI systems, it is also representing new ways to

improve performance. With the capture of large amounts of mesh data (i.e. city-wide) the onboard sensors can compare the existing classified mesh against the real live scans. Live processing can be significantly reduced by virtue of the system already knowing where lanes, traffic lights and indeed all fixed infrastructure is located. It can know a stop sign is coming up long before the sensors see it, also overcoming sensor issues arising from bad weather. Live processing can then dedicate more time to concentrating on smaller items (like motorcyclists). Moving objects will be easier to recognise as sensors will see them in the live scan but not have it in the static mesh. It remains to be seen if these virtual versions of the environment will be implemented into real-world publicly available autonomous systems.

It is important that motorcyclists are factored into these new inescapable technologies, and I can see reality modelling playing a role in autonomous systems to improve motorcycling safety.

Graeme Rawlins

Operation Safe Hills 2017-2018

Police are continuing the campaign against dangerous motorcycle riders, with Operation Safe Hills now underway again for the summer months. This is a police operation using a range of strategies, including both covert mobile safety cameras and highly visible policing, aimed specifically at detecting dangerous riders.

Assistant Commissioner Bronwyn Killmier says a small number of motorcycle riders are still choosing to ignore road safety. "Despite frequent targeted police operations and continuous police patrol activity, a small number of motorcycle riders continue to use our public roads as a racetrack and, in doing so, are choosing to put themselves and others in danger."

Assistant Commissioner Killmier says between 2015 and 24 September 2017 there have been 379 motorcycle crashes, with 36 of those fatal. "The 379 crashes represent 20 per cent of the overall fatal and serious injury crashes in South Australia. Men accounted for 90.7 per cent of the crashes, with 52 per cent of all crashes occurring in rural areas and the rest in metro areas.

"Police will continue to target those who gamble with their lives to get them off our roads before they cause harm. However, every motorcycle rider needs to also take a reality check: if you can't ride safely, lawfully and according to the road conditions, then stay off the roads before you kill yourself or an innocent person."

Operation Safe Hills 2017-2018 will continue targeting dangerous motorcycle riders with different phases planned through to the end of April 2018. The operation is in addition to police patrols continuously conducting speed detection duties and the ability of any police officer to stop any motorcycle rider at random, anywhere at any time in metro and regional South Australia, to be tested for illicit drugs and alcohol.

Motorcycle Crash data:

Between 2015 and 24 September 2017 there have been 379 motorcycle crashes. This represents 20% of the overall fatal and serious injury crashes in South Australia.

- 36 fatal motorcycle crashes
- 343 serious injury motorcycle crashes
- 199 (52.5%) of all motorcycle crashes occurred in the country regions – the highest rate occurring in the Hills/Fleurieu local service area
- 180 (47.5%) of all motorcycle crashes occurred in metropolitan areas – the highest rate occurring in the Sturt local service area
- The most common type of crash in country areas is leaving the road out of control, with Saturday and Sunday recording the most crashes, between 2p.m. and 4p.m.
- In the metro areas, the most common type of crash is a right angle collision, with Thursday recording the most crashes, between noon and 2p.m.
- Men represent 90.7% of fatal and serious injuries in motorcycle crashes.

Some of SAPOL's safety tips for motorcycle riders:

- Traffic and road surfaces change quickly. Don't rely on being seen: stay alert, look ahead and check your mirrors to see what's happening around you – don't take risks.
- Always check mirrors and blind spots before changing position on the road.
- Keep to the speed limit and adjust your speed downwards to the prevailing road conditions.
- Always keep a safe following distance: three seconds in normal conditions, six seconds in wet weather or other poor conditions.
- Look out for bumps, potholes, loose gravel, wet leaves or other problems with road surfaces. Steel road plates, inspection covers and painted lane lines can become slippery in rain.
- Make sure your motorcycle is in good condition. Tyres should be the right pressure and not worn or damaged. Brakes, controls and lights should be checked regularly.
- Mirrors should be checked for adjustment every trip.
- Wearing an Australian or Euro Standard helmet is the law and it could save your life. Always wear the right helmet for your head size. Buy the safest you can find for both you and your passenger.

Pre-ride checklist from MRASA

The MRASA is concerned about the 2017 statistics, and has published a checklist you may wish to go through before heading out on a ride.

- Make sure the motorcycle is registered, roadworthy and serviced.

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

ASI Motorcycles	Discount on request	8326 2800	48 O'Sullivan's Beach Rd Lonsdale
Bills Motorcycles Richmond	10% on request	8234 2050	Belltower Centre 340 South Rd
Bills Motorcycles Blair Athol	10% on request	8349 8477	368 Main North Rd Blair Athol
Bridgeland Motorcycles	Discount on request	8532 5722	145 Adelaide Rd Murray Bridge
Coast Yamaha	Discount on request	8382 5581	212 Main South Rd Morphett Vale
DA Motorcycles	Discount on request	8281 8933	1758 Main North Rd Salisbury Plains
Eye 4 Airbrush	10% discount	8284 5393	24 Ramnet Circuit Munno Para West
Gawler Motorcycle Centre	10% discount on accessories	8522 7700	Lot 1 Main North Rd Evanston
GC Motorcycles Prospect	\$5 on tyres	8344 7888	122 Main North Rd Prospect
GC Motorcycles Melrose Park	Discount on request	8371 4699	947 Main South Rd Melrose Park
Gilbert & Mattner Lawyers	10% discount	8233 3661	32 St Helena Place Adelaide
Honda World / BMW Adelaide	10% parts & accessories	8374 2299	1075 South Rd Melrose Park
K & M Motorcycles	10% parts, accessories & ws 10% new products, 20% repairs, all Aussie leather	8234 1090	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.

- Check your tyres are in good condition and have tread at least 1.5mm deep. Check the sidewalls are free of cracks or bumps. Ensure they are at the correct pressure.
- Check the chain (or belt) has the right tension, and is well-lubricated as appropriate.
- Check fluids – fuel, coolant, engine oil and brakes. Don't forget yourself, be well hydrated, take water for the ride, stop and rest at regular intervals.
- Wear protective gear – all the gear, all the time (ATGATT). Cover exposed skin. You'll need a good helmet, purpose-made riding gloves, jacket, pants and footwear
- Be in the right headspace, ride defensively and ride to return. Your survival depends on your full concentration on the road. If you're fatigued or can't concentrate fully,

don't ride. Allow enough time to make stops; don't be in a rush to get somewhere.

- Don't ride if you've had any alcohol or drugs, as these can seriously impair your response times, riding abilities and hazard perception.
- Adjust the controls to be comfortable. Check the mirrors are clean and adjusted.
- Ensure all lights are working, and have clean lenses.

Portions of the information above are attributed to The Rider's Handbook from mylicence.sa.gov.au

MRA COMMITTEE

President – Graeme Rawlins 0419 832 384
 Vice-President – Harald Lindemann 0421 289 714
 Secretary – Cathy Lux 0408 853 380
 Treasurer – Angela McClelland 0428 887 751
 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 – Judi Overman 0488 711 947
 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 – Phil McClelland 0408 607 788
 Webmaster – Graeme Rawlins 0419 832 384
 Public Officer – Harald Lindemann 0421 289 714
 AMC Representative – Ebi Lux, Graeme Rawlins

Mid-North Register Committee

President - Stuart 'Toot' Bunnett (08) 8636 2689
 Vice-President - Jackie O'Reilly (08) 8668 4245
 Secretary – Greg Stevens 0409 842 434
 Treasurer – Barry Stoneman (08) 8825 3065
 MRA Mid-North PO Box 37 Snowtown SA 5520

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

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

Motorcycle Riders' Association of SA Inc. MEMBERSHIP APPLICATION FORM

New Member: or Renewal Membership No.

Name: _____

Address: _____

 _____ Postcode

Telephone _____ Mobile _____

Email _____

Join mailing list/s? SAMRATS Scooter Club

Birthdate Occupation _____

Gender M / F Blood Donor? Please send info

Do you ride a Motorcycle Scooter Other

If family membership, 2nd cardholder name _____

Member of: Mid North South East Register

Other Clubs? Details: _____

Do not send Association magazine

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

Date ____ / ____ / 201__ Signature _____

MEMBERSHIP FEES: CIRCLE ONE

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

Payment by: Cheque Money Order or debit my Visa MasterCard

- - -

Amount \$ _____ - 00 Expiry date ____ / ____

Name as printed on card _____

Signature _____



STARTRACK

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