

CENTRESTAND

December 2021



THIS ISSUE

2022 AGM NOTICE

ROAD SAFETY WORKSHOP

FLINDERS CLASSIC

HISTORY OF THE HELMET

BLOODBKES AUSTRALIA

TOY RUN 2021

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

VOL. 38 No. 3 December 2021

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

PRINTPOST No: 100003163

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All advertising enquiries to the above address.

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

Publication : Quarterly - March, June, September, December

Printed by Modbury Press, 91 Research Rd.
 Pooraka. Ph 08 8262 6133

COVER PIC: Peru somewhere. Wouldn't you wanna be there?

COVER DESIGN: Arwen Lindemann

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



Australian Motorcycle Council Inc.

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

EDITORIAL

The MRASA has been around since 1975. In that time it has lobbied governments for sensible traffic and licensing laws governing motorcyclists. It has made suggestions on how to improve road safety generally and instigated and attended round table discussions at Committees and with government agencies over the years to become a credible body that the government and opposition will listen to and on occasion whose advice will be sought.

Sometimes if a change in legislation is being considered the MRASA will be asked to provide an opinion. We recognise that we will not always get what we want as budget constraints and political necessities will also come into play. We also understand that results will be slow. The legislative process goes ahead at a snail's pace. Ministers change and will slow down the consultation and legislative process as they get brought up to speed on our particular issue. Governments change and we have to start the process all over again.

The MRASA will always fight for the best case scenario for motorcyclists in this state. We leave the compromises up to the government. We know that we are only one party that provides advice to the government and we won't always get what we want.

Recently I attended an online discussion of a government review of motorcycle training presented by DIT. It was gratifying to see the number of MRASA initiatives that were included in the paper under discussion. Rider Safe; which was first suggested to the government of the day prior to 1987 by the MRASA when we were conducting high school visits about road safety; LAMS - for which the MRASA lobbied long and hard before it was introduced in SA; Road Marking paint recognised as a hazard for motorcyclists – the MRASA successfully lobbied for the development of a non slip paint in the 1990s and has a policy that it be mandatory for all road markings; the CASR 2018 report on training and assessment for learner riders – contains a number of MRASA initiatives and ideas recommended by the Motorcycle Reference Group to successive governments.

Our slogan is no empty statement. 'Let Those Who Ride Decide' means that we will decide what is best for motorcyclists and we will try to convince governments of that course. We've been doing it for a while and will continue down that road.

Ride safe & stay upright, Harald

VICE-PRESIDENT'S REPORT

As 2021 draws to a close it is fitting we review not just this year but last year as well. Never in our lifetime have we had our freedom of movement restricted as much as in the last 2 years. For motorcyclists, this is intolerable, we live a free lifestyle, we expect to come and go as and where we please. For us in South Australia, the impact has been minimal, we have not endured long lockdowns we have not had lengthy restrictions tying us to a limited radius from home. Instead, we have had the full state to roam in, a state we have more often than not ignored just because it is our backyard. Many have found the beauties of the West Coast, Flinders Ranges, the wine regions to name but a few. Now that the borders are reopening let us share this beauty with our interstate mates.

The restrictions we had to endure have often led to innovations. Meetings have always been held face to face. Sometimes this is at considerable inconvenience to ourselves to get to the location at a time suitable to all. The pandemic has forced us to reconsider how we meet and we have had to adapt or fold. Since April 2020, we have not had a meeting where remote attendance via electronic media has not been a viable option. We have set up a Microsoft Teams Meeting link so any member wishing to take part in any meeting can attend remotely if they wish. All you need to do is contact the Secretary a few days before the meeting and the link will be forwarded to you. I do admit that the social side face to face meetings cannot be replaced but at least you have the option of being involved in the activities of your organisation. You pay to be a member so don't sit back and let others do make decisions for you. The General Committee would appreciate your help and every new idea or perspective is very welcome. You will make a difference.

The last two years have been years of contrast. We started 2020 with an emergency services minister who avoided contact with road safety issues as much as possible. The MRASA tried many times to engage with him to no avail. Following a portfolio reshuffle, the new minister has been responsive to our contacts, been available for radio interviews on Motochat and re-engaged with the motorcycling community. Meanwhile members of the opposition including the leader and emergency services spokes person

have been fully supportive of our efforts to advocate for motorcyclists safety. The MRASA has always stated that road safety must be a bi partisan activity transcending party politics. No one person has all the answers and no person's opinion should be disregarded just because they are not part of the right club. In 2021, the MRASA Road Safety Workshop demonstrated how much we can achieve if we are inclusive, not divisive. For this we thank MPs and public servants for accepting our invitation and working together with us on our safety.

The public face of the MRASA continues to attract new members and encourage existing members to renew their subscription. Obviously the message is out there that we are working for your benefit and that effort is worth supporting. You show you are prepared to put your money where your mouth is. You know that to put on events like the annual Toy Run, or to attend field days or seminars is both a financial and time commitment which you support just by being a financial member.

The main constant within the MRASA over many years has been the Toy Run Committee

Firstly the Toy Run Committee is tasked with organising our most public function. Imagine organising a site on which up to 4000 motorcyclists can gather and then depart as one behind Santa, travel through the hills, arrive safely at another site where adequate off street parking is available, a fun fair and food and drink for all. Every little detail has to be sorted even making sure there is enough toilet paper in each portaloos for the entire day. The people that give their time to organise this for you are true heroes and they do so without expectation or reward other than knowing kids will have a good Christmas because of them. So next year don't be among the few but noisy who complain Our Toy Run was restricted by the organisers. Roll up your sleeves and find out the hoops the organisers jump through. Make it happen rather than make a complaint. Best of all, after the Toy Run is over and packed away you can also say, "That was hard work but gee it's worth it"

On behalf of the MRASA have a Merry Christmas, stay safe and see you next year.

Ebi Lux

MRASA NEWS

🏍️ **Macclesfield Bike Show** – the MRASA was at the Lions Bike show at Macclesfield on Nov 7. Cathy, Ebi and Harald attended our stand which was loaded with give-aways and information about road safety. Lots of people came up to say hello and have a chat. It was apparent that our efforts lobbying the government on road safety issues was appreciated. A few riders signed up as members and others reminisced about the good old days. The most popular give-aways were the old MAC side-stand plates (considering the grass parking area this was to be expected) and the DIT key rings. We ran out of both. Lots of stickers were given away especially ‘Volvo Aware Rider’ and ‘Hang Up and Drive’. Riders also picked up information for learner riders. We gave away a lot of Toy Run pamphlets assuring riders that “Yes, the Toy Run was on again.”

🏍️ **Motochat** – We are still having a lot of fun making sure that we can bring you interesting news and information about motorcycling issues. Over the last couple of months we interviewed: Kim Killick about the Women’s Simpson Desert Crossing fundraising for Dolly’s Dream; Leah Sampson from Queen Cherry Bomb which makes Riding gear for Women; the Partisans from Mount Gambier about their work supporting Veterans; Toni Barwick and Peter Davis about Blood Bikers Australia; Hobbit from the Ulysses; and Sarah Clark from DIT about the Graduated Licensing Scheme. Keep listening.

🏍️ **Toy Run News** – At the time of writing it’s only three weeks to go to the 2021 Toy Run. Hopefully the opening up of the borders doesn’t precipitate a crisis which will affect the Toy Run. Fingers crossed. The Toy Run Report is on page 10. We have noticed in previous years that many riders don’t bring a donation. While we don’t want you to name and shame, if you’ve got a mate coming to the Toy Run without a present, encourage them to dig deep and give a monetary donation to the Vinnies. Remember:

“IT’S FOR THE KIDS”

A GOOD DEED IN THE COLD

One bitterly cold winters’ day a police patrolman came across a young motorcyclist who was swathed in protective clothing, stalled by the roadside. “What’s the matter?” asked the policeman.

“The carburettor is frozen.” was the terse reply. “Pee on it.” advised the policeman, “That’ll thaw it out.”

“I can’t” replied the motorcyclist.

“Ok. Watch. I’ll show you,” said the helpful police officer.

The constable lubricated the carburettor as promised. The bike started first kick and the rider rode away waving. Unfortunately the cop couldn’t see the smile as the rider was all wrapped up. However chalk up another good deed done by the police force.

A few days later, the chief constable received a note of thanks from the rider’s father. It began: “On behalf of my daughter who was recently stranded ...”



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MRASA INC. ANNUAL GENERAL MEETING 2021 NOTICE

The Annual General Meeting of the MRASA Inc. will be held at 7.00 pm Monday 21/2/2022 at the MSA Clubrooms at 251 Norwood Parade. This will be in place of the regular Committee meeting scheduled to be held on that date.

All the positions of the Association listed below will be declared vacant and will be voted on for election to the 2022 - 2023 Committee.

President (Executive Committee member)
Vice President (Executive Committee member)
Secretary (Executive Committee member)
Treasurer (Executive Committee member)
Membership Secretary Magazine Editor
Register Liaison Officer Minutes Secretary
Stock Control Officer Webmaster
Road Safety Officer
General Committee Representatives (number unspecified until the AGM)

At this meeting the auditor for the 2022-2023 year will be nominated. All current financial members of the MRASA Inc. are eligible to stand for election to one or more of the positions. Nominations and meeting proxies (forms are available from the MRASA website at www.mrasa.asn.au or contact the Association Secretary) should with the Secretary at secretary@mrassa.asn.au prior to the beginning of the AGM and evidence of current membership must be provided. All members and are invited to attend the meeting. The Auditor's report and the financial records for the 2021 year will be available for inspection.

Sub-Committee reps to the MRASA Committee: Toy Run Committee - Scooter Club - 4Bs - SAMRATS. These positions will be elected by the sub-committees at meetings to be held within 4 weeks of the AGM.

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

ROAD SAFETY WORKSHOP

Comments have been made that the MRASA committee does not seek grass roots involvement in formulating policies. The MRASA has always sought the opinions of its members on how best to represent them and to this end, it was decided to hold a Road Safety Workshop on September 12, to which all members were invited. Invitations were issued through Centrestand, personal emails and direct mail.

The aim of the workshop was to present a number of motorcycling road safety issues to guests and to elicit robust discussion to inform guests from government agencies about what we see as crucial safety matters in motorcycling. In return we hope to receive information that would help us form firm policies that would provide direction for the Association.

It was pleasing to note, whilst a relatively small number of MRASA members attended, many apologies were received.

Invitations were sent to the Premier and Opposition Leader, the Minister for Emergency Services and the Opposition Spokesman for Emergency Services, Road Safety Policy Unit, Department of Infrastructure and Transport. Guests from Hogs, SA Adventure Bike Riders attended as well. All invited guests either sent their apologies or ensured they were adequately represented by staff authorised to comment in an official capacity

In order to ensure impartiality, Rob McLennan from Coast FM agreed to moderate proceedings, doing an excellent job in maintaining time and focus. The presentations were well done and generated discussion with everybody, including official guests willing to voice their opinion.

Overall, I feel the workshop was positive in presenting our opinions to the decision makers and demonstrating our commitment to be constructive in developing road safety strategy.

We expect to hold another workshop in mid-April 2022 and ask that members seriously consider setting aside this time to develop the direction of their organisation.

Ebi Lux

ADVENTURE RIDING IN THE FLINDERS

What a weekend! I'd been looking forward to the Flinders Classic ever since Ebi and I interviewed Martin Winters and Stuart Duisberg on Motochat back in 2020. I had to wait until February in 2021 to register. Then I had to wait until August for the weekend to finally come around.

In the month before the Classic I made sure the V-Stromm was ready. I changed the oil and filter, changed the fork oil and brake fluid – front and rear (don't forget), replaced the air filter (I won't tell you what it looked like suffice to say that I'll be checking it a bit more often now.), adjusted the chain and gave the bike a good clean up. I packed the trailer (I decided to ride up) and checked my list twice (now this is important).

Tuesday morning I parked the bike in the driveway and while I went inside to lock up the bike fell over in the soft sand of the driveway – right up against the fence so I couldn't pick it up. I waited for my neighbor to come home from shopping and finally got upright. A quick check and thankfully no damage, hooked up the trailer and off to Claire to stay the night with my sister. Had a great time catching up but realised that I'd forgotten to pack my camp chair so borrowed one (remember the list?).

Had a great run up to the Flinders on Wednesday and arrived at Angorichina Village mid-afternoon, registered and got to know a few people. I went to find a camp-site and set up my tent. This is where I realised that checking the list properly is ultra important. Where's the %\$@*& tent?? Back in Adelaide of course, leaning against the bench where I put it while sorting through the trailer making sure I had everything.

The clouds of doom circled my head, or are those the vultures of doom? Not good omens for the weekend. Help was at hand. I got a dorm room which turned out to be warmer and quieter than a camp site would have been which meant I got a good night's sleep every night in preparation for the exertions ahead.

Thursday morning after breakfast we all mustered up, were introduced to the officials, reminded of some rules and got into our groups. Mine was one of the Adventure groups with Group Leader Martin Winters. The day's ride was a warm-up ride through some of the gorges and a mixture of sandy roads, potholes and creekbed shale. Nothing too challenging, but a lot of fun. I dropped the V-Stromm coming down a steep rocky slope off one of the lookouts. A classic case of look where you want to go, not where you're going, while the front tyre slid out on some loose rocks. No damage and a good days ride. Dinner was great with lots of camp fire talk, making new friends.

Friday was a bit more challenging, taking some roads (roads?! – goat tracks is more like it) through some of the properties and along public access roads. Lots of unmaintained roads that were a mixture of rocks, sand drifts, sand, washaways going across the road in all directions, sandy creek beds, rocky creek beds, sheer drops into and out of creek beds. I had some moments. In one I dodged a washaway while going up a rise and ended up off the road heading for another similar washaway which I also dodged before getting back on the road. The track to Nuccaleena Settlement, which was an old Copper mine from the 1860s, was especially rugged and there was only one way in, and the same way out.

I fell down three times in very deep sand going along creek beds. That, and muscling the bike around for most of the day found me absolutely exhausted by the end of the day and really appreciate the beer at the Blinman Hotel on the way home



I took a rest day on Saturday as the next day was, I was told, going to be even more challenging. I took a ride around the Flinders which included a run through the Morelana Scenic Route – very relaxing. The guys on the Adventure Run that day told me that I had made the right decision. It was a much harder ride, through a lot more sand. Tom fell down 9 times after which he stopped counting and one rider smashed his Triumph Tourer and made it unrideable. The group got back to camp two hours late. Saturday night dinner included a lot of speeches, raffles and fund-raising auctions.

continued on p.10

PROTECTING THE BEAN

In 1903 wiper blades were developed and patented by Mary Anderson, a cattle rancher from Alabama. A simple lever inside the car connected to a rubber blade on the outside that was operated by hand. So was it the driver or the passenger that operated the wipers? As a safety feature it had a long way to go, and it was the same for safety gear for motorcyclists.



In the early days of motorcycling safe headgear was not mandatory and riders did what they thought was necessary. Riders quickly saw the need for eye protection from the wind and dust so goggles were developed and of course early motorists had very little protection from the elements and used goggles as well.

Many motorcyclists took a lesson from early aviators and wore aviator caps with their goggles though this may have been more for warmth or for keeping the dust thrown up from mostly unpaved roads from getting into their hair.

The first ever head protection for motorcycle racers was introduced, in 1914. A British physician named Dr. Eric Gardner, who had been attending to a patient for concussion from a motorcycle crash, commissioned the construction of an idea to prevent it – a shellacked canvas shell to cover the top of the head.



Research into safety headgear took a leap forward with the death of T.E. Lawrence in 1935 and the British military was in the forefront of R&D into

helmet safety. The general public however, was slow to be convinced.

In spite of this, there was a developing sense over the years that falling off a motorcycle onto your head could be hazardous (especially as bikes got faster) and that head injuries for motorists were something that should be avoided. Enter in the 1950s, 'The Motorway Cap – A Safety Felt Cap for Motorists'. The marketing copy reads: "The Motorway Cap is specially designed to give motorists protection from head injuries and incorporates the special "No.11 antishock felt" developed by the British Hat and Allied Felt Makers Research Association."

By the Late 50s and early 60s manufacturers began to get an idea of what was important in a helmet and



started to use cork as the inner liner to shock-proof the helmet and 'safety bond' to keep it all together. I guess it was a step up from the 'antishock felt' of the 50s. Helmets by now also incorporated leather neck warmers and clip-on visors for some degree of face protection, but the majority of helmets were open-face and there was still no mandate to wearing anything to protect your noggin.

The first full-faced fibreglass helmet was developed by Bell in 1963 and became the standard for racers and riders for many years.

In 1964 the first regulations governing helmet manufacture were passed in the US and the first mandatory helmet laws were enacted in 1966.

Now we have highly developed plastics and Kevlar and no doubt R&D will continue to make helmets a priority for motorcyclist's safety.

Harald Lindemann

RAIN DODGING

Are you a Sunday rider, a sunny day rider or an everyday rider?

Me? I'm an everyday rider. My bike's out of the shed most days. ... Rain or shine. Sometimes I look for some light rain to ride in - to hear the swish of the tyres through the water, a rooster tail behind me, the feeling of detachment and freedom. Deluges don't excite me though, but the possibility still doesn't stop me going out.

I have a great time. The tyres sing and sigh through the water. Lights shine on wet bitumen and reflect in strange patterns on the small windscreen. The air is clean and cool.

Sure, cleaning takes time, especially when I get the rain spots and grime wiped off in the morning from the wet ride the night before and then get it all dirty an hour later. But hey, that's why I spent so many weeks moulding the frame and getting rid of every possible muck-collecting nook and cranny. And wiping over those lovely smooth flowing surfaces and feeling across every lovingly shaped curve is therapeutic.

I gave the front wheel a super long mudguard to stop the proverbial muddy stripe, but alas, it's too narrow and the Harley still comes home with a dirty nose.

Anyway, I've always been an all-weather rider. I've always gotten great satisfaction from boring through pouring rain snug as a bug in a rug in my waterproofs, long visor and boots, enjoying the rain while all drivers around me were cursing it. In my Youth, I'd watch for every opportunity to point a great big grin at some poor coot staring through windscreen wipers and a semi-transparent windscreen.

Things haven't changed much. I still think the same. Do us fellows ever really grow up? Older maybe. Slower maybe. But not up, I'm sure.

It's one thing to ride in the wet yourself, but how many of us can boast a wife who's not fazed by wet weather either? Well lucky for me, I can.

The Prof

Courtesy Choppers Australia

BLOOD BIKES AUSTRALIA

SA Volunteer motorcyclists help with urgent deliveries.

Bloodbikes Australia is a group of volunteer motorcyclists, founded by Peter Davis just over two years ago, and now has 259 fully qualified and active volunteers in all States and Territories who volunteer for 39 healthcare providers nationally, now including SA.

Founder Peter Davis explains, "Bloodbikes Australia is loosely modelled on the concept from the UK and Ireland with two major differences. Firstly, we are not frontline but purely a last resort service and do not interfere with any in-house or commercial couriers. Secondly, we do not need or raise any money. All Bloodbikes Australia volunteers look after their own expenses, even pay for their own uniform. It's really volunteering in the purist sense."

Since starting in September 2019, Bloodbikes Australia has completed 1600 pickups and deliveries, Australia wide, including South Australia. To quote Deb Hornsby, GM, Mater Pathology: "Frankly, I do not know how we would have coped without the Bloodbikes Australia free volunteer service taking up the slack."

Bloodbikes Australia has 8 fully qualified volunteers in SA and has just started doing last minute urgent pickup and deliveries for Australian Clinical Laboratories in Adelaide. Toni Barwick, Bloodbikes Australia's SA coordinator said, "We will volunteer for any healthcare provider that is in need of our last resort service." She went on to say, "We really volunteer for the patient and better patient outcomes, so it doesn't matter if it's private or public healthcare providers that use our service."

So if you're a healthcare provider or think you'd like to be a volunteer, have a look at the website for all the information (bloodbikesaustralia.org.au) or email Toni Barwick at:

bloodbikes.adelaide@gmail.com



DIT: MRASA PARTNER 2020/21

TOY RUN REPORT

The MRASA Toy Run will be held on Sunday December 12th. There will be no fair at Callington again this year or a mass gathering of bikes at Victoria Park.

Unfortunately due to Covid-19, things haven't changed a lot. We want everyone to be safe. At the moment we can't guarantee that. The SA Health guidelines for our sort of event means that we would have to QR code check everyone into Victoria Park and Callington Oval and control social distancing, cleaning etc. for the whole event. Frankly, we just don't have the personnel for that. We work on a shoe-string as it is and we get help from the Mt. Barker SES to assist with the traffic control at Callington. Ideally we require about 40+ volunteers to run a normal Toy Run. In spite of promises in 2019 we only had 26 to help us out and at the end of the day at Callington we had about 12 all up to help pack up. There is no way we could guarantee the extra helpers needed this year without falling foul of the Health Department Regs for a Covid-19 protected event. The Toy Run Committee (8 people) and the MRASA are responsible for the safety of everyone who attends the event.

This year we are having a ride to Callington with Santa as many riders let us know that this is what they missed about the Toy Tun. No mass gathering at Victoria Park and no parking on the track except for invited clubs. Santa will be leaving the park at 11 am and riders are welcome to join him along the route to Callington to drop off donations. Everyone rides on their own.

Contacts for further information :

Harald Lindemann : MRASA Toy Run Coordinator 0421 289 714 haraldhl@bigpond.com
Cathy Lux : MRASA Toy Run Site Coordinator 0408 853 380 cathy_lux@hotmail.com

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

'IT'S FOR THE KIDS'

CFMEU
CONSTRUCTION

2020 TOY RUN SPONSOR

continued from p.7

On Sunday morning I got ready to go on our final ride and then it started raining, just a drizzle at first, but enough to make me think that I didn't want to tackle wet, rocky creek beds and slick clay roads – not yet, so I headed for home. Once I got onto the main highway I looked back at the ranges and saw that they were covered in rain clouds. Another sensible decision. So, a nice run home and another set of riding memories to cherish.

The Flinders Classic is probably not for everyone. You will challenge yourself and probably find your limits on where you would be willing to ride off the bitumen. It's good to recognise your limits, and the limits to which you can take your bike, as I think that it makes you a better rider. I was impressed by the camaraderie expressed on the weekend. The group was totally non-judgemental on what you rode and where you rode it. Advice was always given in the spirit in which it was sought and everyone looked out for each other.

Somewhere along the way I lost my headlight protector, I ended up with some scratches on the bike paintwork, slightly bent a hand grip and damaged the crash plate, - but that's what it's for. Would I go again? You bet! I had a great time. As an alternative to cruising down the highway the riding on the Flinders Classic wins hands down. But next time I'll check the list three times.

Harald Lindemann


 Motorcycle Riders' Association of South Australia Inc
 

TOY RUN

12th December 2021

IT'S FOR THE KIDS Supporting  **Vinnies**

Ride to Callington
 Donation Drop and Go at Victoria Park 8am–12 noon
 SA Health Covid Directions Apply

Show and Shine

Badges

T-shirts

Santa
leaves Vic Park
at 11am



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Toy Run Contact Harald: 0421 289 714
 Toy Run Contact Cathy: 0408 853 380
 Show and Shine Contact Frank: 0412 937 606
www.mrasa.asn.au









TECHNICAL INSPECTIONS FOR ALL MOTORCYCLES

The European Parliament wants mandatory periodic technical inspections for all motorcycles and mopeds in every member state. No exceptions.

On 25 February 2021, the European Parliament Committee on Transport and Tourism (TRAN) asked the European Commission to include motorcycles in the obligation to have a periodical technical inspection. For small motorcycles – less than 125 cc – and mopeds, the Committee asks for an assessment first to investigate the cost-benefit factors.

Most European countries already have a mandatory periodical technical inspection (PTI) for motorcycles, some are going to introduce it in 2022 and three countries (Finland, Ireland and the Netherlands) do not intend to introduce PTI. Some other countries also have a mandatory PTI for mopeds.

On the other hand, FEMA and some of its member organizations started to lobby against such an inclusion. Thanks to our lobby, and that of some member states, motorcycles with a displacement of more than 125cc were excluded until 1 January 2022. Member states that took alternative measures to enhance motorcycle road safety before 20 May 2017, could avoid the obligation to introduce PTI for > 125cc motorcycles. Ireland, Finland and the Netherlands made use of this possibility. Belgium, Cyprus, Denmark, France, Malta and Portugal did not and must implement PTI for larger motorcycles from 1 January 2022.

The Finnish Ministry of Transport and Communications has noted: “The continuation of the current practice in Finland is supported, for example, by the fact that the motorcycle season is quite short, and motorcycles/mopeds are not used as much in traffic as in Southern Europe, for example.”

Also part of the directive was that the European Commission was to write an evaluation before May 2019. The result was that in January 2021, when a report was presented in the transport committee, many members of the committee declared that they cared about the road safety of users of all powered two- and three-wheelers and

that for this reason they wanted mandatory technical inspections for all powered two- and three-wheelers, including mopeds.

FEMA and a number of our members immediately started a contra-lobby to avoid this. The lobby focussed on mopeds, because for this category the obligation of a periodical technical inspection would provide the largest problems.

FEMA asked members of the European Parliament not to decide based on assumptions, but based on the facts’. It soon became clear that the mandatory PTI for larger (>125cc) motorcycles could not be stopped, despite our pleas to the MEPs not to decide based on assumptions and a very bad report, but on the facts that show that motorcycle accidents are caused by technical defects in less than 1%, defects that are often barely covered by PTI.

On 25 February 2021, the transport committee adopted a compromise amendment in which it asks the European Commission for mandatory PTI of all powered two-wheelers with a displacement of more than 125cc without any conditions, the possible introduction of PTI for light motorcycles and mopeds after an assessment on burden, costs and accident statistics and also to have test locations available for moped owners who live in remote areas. The transport committee also asked for the introduction of a minimum percentage of 5% of roadside inspections and finally an additional check schedule for motorcycles that are used for deliveries and for transport of goods and persons. Although we are not happy with the outcome, at least our lobby to give some consideration to moped riders, especially those who live in remote areas, had success.

What will happen next?

First the implementation report must be ratified in the plenary meeting of the European Parliament. After this it depends on what the European Commission is going to do with this report. The European Commission will have to draft a revised directive, which will take some time. That new directive will also be discussed in the European Parliament and in the Council. This will take some time, therefore we do not expect any changes in the next few years.

*Adapted from an article written by Dolf Willigers
Courtesy FEMA*

THE MOTORCYCLE IS HERE TO STAY

It is easy for ‘outsiders’ to be negative about motorcycling, but we at FEMA have a different view. FEMA’s Dolf Willigers writes about the continuing success story of motorcycling.

Motorcycles play an important role in our society. Many people use motorcycles for commuting and leisure, professionals use them to do their work. The motorcycles developed from bicycles with an engine to highly sophisticated machines that provide safe, quick and clean transport. Yet they are ignored by policy makers, road authorities, mobility clubs and NGOs (non-governmental organizations) that deal with mobility. We think that motorcycles should and will play an important role in transport in future.

Motorcycles have always been important for mobility. From the end of the 19th century until today they were used by para-medics to visit their patients. In fact, in many European cities the motorcycle

made a come-back in the end of the 20th century as ambulances and are still used that way. In Ireland and the United Kingdom they are also used for medical dispatches. In the United States, the first motorcycles were already used by the police in the early years of the 20th century. The military started to use them on large scale during the first world war. It can’t be a coincidence that many early motorcycle manufacturers were also gun manufacturers. Soon motorcycles were also used by the happy few for leisure and racing. Mobility clubs started to use them for roadside assistance. After the second world war motorcycles were used by many workers as a relatively cheap vehicle for daily commuting and leisure. And this situation still exists.

Despite a heavy lobby from environmental and safety organizations for a future with only automatic driving cars, public transport, cycling

and walking, motorcycling is still on the rise. The motorcycle industry in Europe reports a growing number of sales year after year. In 2019 the increase in sales was 8%. This is contrary to the car industry, where we see a decline in sales. Not only the number of new motorcycles rises, more and more people get a motorcycle licence. We also see more and more women choose a motorcycle.

Motorcycling is often ignored by policy makers, road authorities and practically all organizations that deal with mobility. We are buried under loads of publications that tell us to switch to public transport, cycling and walking. But we have a different view. Road users in Europe recognize the advantages and joy of riding a motorcycle, they get their licence and buy a motorcycle. And with good reason. There is no quicker way to move to and in the cities than a motorcycle. FEMA

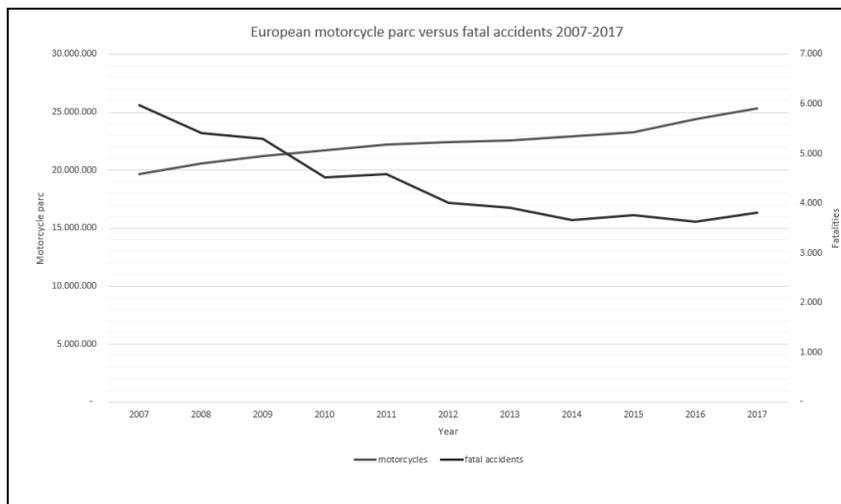
members has proven this in 2014, 2017 and 2019 with the mobility tests. From time to time newspapers and magazines perform such tests too and come to the same conclusion.

One of the arguments used against motorcycling is the risk of having an

accident and getting seriously injured or worse. We cannot deny that this risk exists. After all, motorcyclists do not have a protective cage around them like car drivers do. However, notwithstanding a growing number of motorcycles and riders, the fatal accident curves are lowering. Look at the graph comparing the growing European motorcycle purchased to the declining number of fatalities, and draw your own conclusions.

Development of fatal accidents in Europe

The number of accidents have declined thanks to safer motorcycles (almost every new motorcycle in Europe – except for the smallest category scooters – has ABS). Much is invested in better training, both pre- and post-licence, and more awareness by both the riders themselves and other road users. We’re not there yet, there is still room



for improvement. We as a motorcyclists' rights organization, but also the industry and other stakeholders have worked hard to make motorcycling safer and we are still working on safer infrastructure, safer motorcycles and better education and training.

As for infrastructure, FEMA and its members work on a European, national and local level to enhance the infrastructure, by having roadside barriers fitted with motorcycle protection systems, remove dangerous obstacles, redesign crossroads, have roads better maintained. We work on better initial rider training and road safety awareness by motorcyclists and other road users. Some FEMA members even give traffic education to young people in schools. We also participate in European committees that deal with the development of automated driving cars to make sure that they are also safe for motorcycles. To make certain that motorcycles on the road stay safe, we disseminate the motorcycle recalls from the European Commission and we give fair information to riders about new developments.

Not only the safety of motorcycles and motorcycling has improved. We also see that motorcycles have become much cleaner. Emission limits have dropped spectacularly in the last twenty years. With the implementation of the Euro 5 standards this year, motorcycle emission limits are comparable with those of petrol cars and in some respects lower than that of Diesel cars.

With the fast development and availability of electric motorcycles we are also heading to a situation where motorcycles and other powered two-wheelers are even more clean and silent. In some cities it is already possible to rent a moped-scooter for use inside the city boundaries. This has proven to be not only a fast way of travelling, but also cheaper than most other ways of travelling.

Combine all this with the agility of motorcycles, the possibility to keep moving where cars, trucks and buses are stuck in traffic jams, the little space needed to park, the low energy use because of the lesser weight and the lesser wear on roads. Again because of the lesser weight, and it is easy to understand why motorcycling is the best option for travelling in urban and rural areas. It also makes it easy to understand why so many people switch to motorcycling.

Courtesy FEMA February 20, 2020

STOP PRESS

Graduated Licensing Scheme

On Monday November 22nd, the Graduated Licensing Scheme became law in South Australia. As of that date you will need to be 18 years of age before applying for a motorcycle learner's permit. We understand that those who have passed the basic test and have been granted and paid for their learners permit prior to and including the preceding Friday will be able to continue the learning process. The MRASA is pleased that all recommendations made other than age have been incorporated into the legislation. We must now focus on our next challenge

Rider Training

The MRASA has been very vocal on the need to have an holistic approach to the way we treat new riders. The GLS forms part of the solution but must include rider training as well. In our opinion the current rider safe training programme needs to be reviewed and incorporate best practice learning methodology. It is our understanding that the Minister has now asked for a review of training to be undertaken and the MRASA, amongst others has been asked to participate. Our recent Road Safety Workshop will provide a very good basis for delegates to represent member's thoughts on this very complex issue. More information will be released when available.

High Court Decision on Facebook

Recently the Full Bench of the High Court of Australia handed down its decision on whether comments posted on Facebook are considered published and consequently the responsibilities of Facebook Page Moderators. It found this was the case. Lawyer and Coast FM Presenter, Ron Bellman, has analysed the decision and presented his findings on Motochat on Wednesday 24th November. Hear the full interview available on the MRASA Motochat Webpage or follow the link to: www.mrasa.asn.au/motochat.shtml

This is a must listen for anyone who has a facebook page.

Ebi Lux

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

Why Not Start Today?

MRA COMMITTEE

President – Position Vacant
 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 – Ken King 0401 866 037

Toy Run Coordinator – Harald Lindemann 0421 289 714
 Scooter Club Coord – Frank DeFrancesco 0412 937 606
 4Bs Coordinator – Greg Janzow 0400 056 056
 Webmaster – Graeme Rawlins 0419 832 384
 Public Officer – Harald Lindemann 0421 289 714
 AMC 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, Gahan de Zilwa, Frank de Francesco, Andrew Offe

Note: 5 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

Payment by: Cheque Money Order or debit my Visa MasterCard

- - -

Amount \$ _____ - 00 Expiry date _____ / _____

Name as printed on card _____

Signature _____

Top 10 Things that save the day for

Motorcycle Riders



10

Rider Training Classes

Always better to learn from senior rider experiences than to learn some hard lessons yourself.

1

Brain

This, you desperately need to carry around everywhere with you. Use your brain to make sure you are safe for you yourself and for other road users too. Be Mature, Use Your Brain!!



9

Waterproof Riding Gear

Sensible people know, wetness of all kinds speaks danger. ☔ Wear waterproof Riding Gear during rains to keep your concentration intact.

2

Helmet

Think closely, helmets are the best sunscreen, dust repeller, moisturizer, thing on the planet, it is basically all the makeup stuff you need, and yes it saves your life too. WEAR ONE, Spread the word!



8

Long Pants

To simply put it, only the roasted chicken legs look fine. Wear Long pants to save yourselves from engine heat and some bruises if you end up in gravel.

3

Riding Gloves

Alongwith looking super 'Darth Vader-ish' cool, riding gloves make sure that your hand remains in place should you chose to fall down from your bike and they also save you from the atrocities of the weather.



7

Riding Jacket

Trust us, the shoulder, elbow and back protectors that come with riding jackets can save you from years of agony in case of a crash. Be sensible, wear a proper riding jacket.



4

Eye Protection

Good eyes let you look at beautiful things! Wear Eye protection to save your eyes from, strong winds, dust and dirt during your ride.



6

Riding Boots

They are protective, visible at night with their reflective linings, supremely comfortable as compared to your usual shoes for long rides and yes they look supercool too.



5

Armour

Yeah! wear one, feel like a gladiator and survive a crash like a hero. Stop being a show off, its a matter of your own skin and bones!

