

CENTRESTAND

September 2022



THIS ISSUE

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Motochat

Road Rage

FEMA Survey

Electric Motorcycles

Let those who ride decide



THERE'S A LOT RIDING ON IT.



THINK!

**ROAD
SAFETY**



Government
of South Australia

Ride to return.

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

Established 1979

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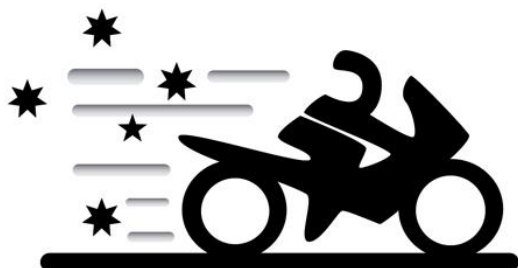
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**COVER PIC: Mid-North President 'Toot' on
the Mid-North Ridden On Ride**

COVER DESIGN: Arwen Lindemann

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Australian Motorcycle Council (AMC)**



Australian Motorcycle Council Inc.

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

EDITORIAL

Spring is here and we are finally getting some great weather and great riding days, some of them even on the weekend!

Weekends are great for getting out of the house and if you are fortunate enough to not have to work on the weekend, for going for a blast with your mates up into the hills, down the coast or into the country. Coffee shops, bakeries and pub lunches are de rigeur.

The Australian Bureau of Statistics tells us that in 2020 16% of Australians were retired. That's up from 12% in 1995. That means that all things being equal, there are currently 16+% of motorcyclists on the retirement roundabout and many of them are still fit and wealthy enough to get out and ride. That also means that we don't have to wait for the weekend to take advantage of the great weather and our mates are probably in the same age category.

One thing we know is that weekends and especially Sunday afternoons are among the peak times for traffic accidents. There is more traffic on the roads and more people driving on unfamiliar roads. Add traffic frustration and tiredness from a long day in the outdoors to that and you will find some motorists making mistakes that they would not normally make on their routine drives during the week. That means that motorcyclists need to take special care on their weekend sojourns.

So why take the risk? Spend a weekday with some mates on a leisurely ride without having to contend with the weekend traffic hassles. I know a number of clubs that specialise in more mature members that hold regular mid-week rides, many of them advertised on Facebook. So get out there, have fun and feel safer.

Did you know that there is an annual motorcycle ride and concert in Dallas, Texas that benefits the Stevie Ray Vaughan Memorial Scholarship Fund? This is a fund set up by his family to encourage young musically talented students from his hometown high school to stay in school. Just another example of a variety of interests supporting each other.

Ride safe, Harald

PRESIDENT'S REPORT

Hi Everyone

The Following is an outline of what I've been up to over the last few months.

I was a guest on the Motochat show on 18 May 2022.

On August 4 Ebi, Cathy & I met with the Police & Emergency Services Minister Joe Szakacs and gave an overview of the MRASA, it's history, Motochat and the Toy run.

The following issues were raised as being of concern to MRA SA :

- Rider training review
- Motorcycle licence for all scooters,
- An outline of MRA SA partnership with DIT,
- Recognition of overseas licences (relevant to DIT),
- Introduction of sound for EV's.

LAPSED MEMBERS

I have telephoned about 60 lapsed MRA SA members, I had up to ten former members indicate either they would definitely renew, or that they may. To date several lapsed members have renewed.

The only long calls I had were with folk who for various reasons, including no longer riding a motorcycle would not renew. I would point out though, riding is not a requirement of membership. If you support the aims of our organisation, renew anyway, subs are about the same as 4 or 5 cups of coffee.....

It has taken me a while to get to 60 lapsed members, but it seems to be a worthwhile exercise.

The long term goal is that lapsed members would be contacted by phone within, say three months of not renewing. Ideally this task would not need to be done as you will all renew on time.....

Me at 10 years old: When I grow up I want to be a motorcyclist.

Mum: Sorry love, you can't be both.

MOTOCHAT NEWS

Over the last couple of months guests on the show have included: reps from the Phoenix Club, Triumph Club, Z-Owners Club, Ducati Club, the Broken Hill Ulysses Club, the Adelaide Hills Riders, the Flinders Classic and the Brothers Ink about their charity work.



Club, the Broken Hill Ulysses Club, the Adelaide Hills Riders, the Flinders Classic and the Brothers Ink about their charity work.

We also talked to Lew Hilton about the upcoming Festival of Motorcycling, Peter Fraser about the Sarah Group, the Hon. Joe Szakacs about the new legislation to curb extreme speeding and Cheryl Lee and hubby Barry about their trip to Byron Bay. We had lots of fun and shared some great information with our listeners.

We now have a logo:



and will soon have some business cards to hand out.

We also have another **Bilby**, as Runner-up for Best Radio Program for 2022 presented by the South Australian Community Broadcasting Association, making us a multi-award winning show.



If you would like to talk to us about your motorcycling exploits or know someone who has an interesting story to tell or have an event to advertise then call Harald (0421 289 714) or Cathy and Ebi (0418 800 362) for an invitation.

Motochat is presented every Wednesday 7-8pm on Adelaide's Coast FM 88.7. Australia's only radio program, for Motorcyclists, about Motorcycling, by Motorcyclists.

MID-NORTH RIDDEN ON RIDE



**MOTO
CHAT**
with Ebi, Harald & Cathy
EVERY WEDNESDAY AT 7PM
only on
88.7 ADELAIDE'S COAST FM

To quote the great John Cleese from a recent interview with Bill Maher: *"What I realize at 75 years old now, is that almost nobody has any idea what they're talking about."* (Think about it. Ed)



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Sunday the 18th of September saw the Mid North M.R.A's annual Ridden On ride that left Crystal Brook just after 9.30. A not so perfect weather forecast with a possibility of the odd shower and a top temperature around 20 may have kept a few away, but we managed to part with 30 badges with at least 25 of those on motorcycles. Covid was responsible for keeping several of the regulars away but we had a few new faces this year to see what it was all about and go for a ride.

This year we decided to donate the proceeds toward pancreatic cancer research as sadly we lost a good mate and fellow rider to the disease just recently. I'm not sure if John Scott was ever an M.R.A. member but I can't recall any of our charity rides where he wasn't present and willing to donate to whatever the cause. We will all miss you Scotty.

The ride headed north and into the Port Germein Gorge where we have a stop at the Bangor ruins and spend a little time reminiscing about friends who are no longer with us. Unfortunately another one added this year, to leave a flower, have a drink for and have fond memories of. The weather was still behaving as we headed off through Murraytown and Booleroo out toward Pekina on those beautiful long sweeping bends that must have been specially designed for motorcycles. Turning south put us on the road to Appila and the scenery at this time of year is stunning as the road snakes through the hills and valleys. A short light spot of rain through there was the only moisture for the day but didn't seem to bother anyone at all. Turning toward Jamestown on the smooth straight road got the average speed up a bit and enabled us to get through to the lunch appointment at the Laura Hotel pretty much on time.

After a very nice lunch and a relaxing break it was decided to take the shorter of the options back to Crystal Brook, so it was off down to Gulnare where we farewelled an Adelaide rider before heading home through Narridy. Meeting up back at the Brook for a debrief it was very pleasing to hear from some of the first timers to the ride as to how much they enjoyed the day. It really does make these days all that much more worthwhile when you get that type of feedback. The other worthwhile outcome was the \$850.00 we raised that will be going to a worthy cause.

Malcolm Hill

TOY RUN REPORT

More than a Ride, It's for the Kids.

Once again, we are using Victoria Park as our starting point. There will be a few stalls at Victoria Park, including a BBQ and **Coast FM**.

Adelaide Supercars date has been set for the 1st - 4th Dec. There is no clash of date, but there will be site bump out in progress with infrastructure still in place.

Decorate your bike and **Santa** will lead a scenic ride through the hills culminating in a motorcycle show and funfair at Callington.

At Callington, we are planning stalls with a motorcycle related theme, bike club displays, food vendors, live music and the jolly gentleman himself, Santa. He's asking you to dig deep and donate a toy or a monetary donation to Vinnies.

St Vincent de Paul (Vinnies) collect the toys and donations for distribution at Christmas. There will be a major toy collection at Vic Park venue, for your convenience and to avoid damage to your donations. There will also be a toy collection point will be at Callington. Please bring a gift or give a monetary donation, so Vinnies will be able to give, on your behalf, to South Australian children in need, this Christmas.

Motorcycle Show and Shine at Callington. Entry by ringing Frank on 0412 937 606

Entry Fee is only \$5

MRASA Toy Run information updates are available on the MRASA web site mrasa.asn.au and Toy Run facebook page. You can ring Cathy on 0408 853 380 or Harald on 0421 289 714

We thank our partner **SA Government - Think Road Safety**, our sponsors and our supporters.

See you at the
MRASA Toy Run 11th Dec 2022

More than a Ride, It's for the Kids.
Visit the Toy Run page on the MRASA website
at <http://mrasa.asn.au/toyrun.shtml>
Cathy Lux on behalf of the Toy Run Committee

Toy Run Message from Vinnies

It's great to know so many people are passionate about the event and supporting Vinnies to put a smile on children's faces this Christmas.

Just to clarify, you now have the choice to take your toy up to Callington or to leave it safely at Victoria Park. For those who cannot attend, or who would prefer Vinnies to purchase a toy on their behalf to cater to the age groups most in need, an online donation option is now available.

The list of FAQs on the website explains these options in more detail –
https://mrasa.asn.au/toyrun_faq.shtml
We look forward to seeing you on December 11!



The poster features the MRASA logo at the top left, followed by the text 'Motorcycle Riders' Association of South Australia Inc'. The main title is 'TOY RUN 2022' in large, bold letters, with the tagline 'MORE THAN A RIDE, IT'S FOR THE KIDS' underneath. The date 'Sunday 11 December' is prominently displayed. A circular image shows a group of people on motorcycles, with one person in a Santa suit riding a small cart. Below the image, the event details are listed: 'TOY COLLECTION AT VICTORIA PARK 8AM - 12 NOON', 'RIDE WITH SANTA FROM VICTORIA PARK TO CALLINGTON 11AM', and 'BIKE SHOW, STALLS & LIVE MUSIC AT CALLINGTON'. A QR code is provided for more information, with the text 'Scan here for more information and to pre purchase an online gift - or bring one to leave at Victoria Park before you ride! You can also call 0408 853 380 or visit www.mrasa.asn.au'. At the bottom, there are logos for 'THINK! ROAD SAFETY', the Government of South Australia, and 'Vinnies'.



This block contains three logos: 'THINK! ROAD SAFETY', the Government of South Australia logo, and the Vinnies logo. Below the logos, the text reads 'DIT: MRASA PARTNER 2020- 23'.

ROAD SAFETY OFFICER'S REPORT

The MRASA was invited to attend a national forum on the review of Learner Approved Motorcycle Scheme [LAMS] conducted by Dr Tana Tan from Safe System Solutions. Government project leads will be Peter Bawden and Rickman Smith both from SA Department of Infrastructure and Transport.

The review has been commissioned as the rules supporting LAMS have not been reviewed since 2002 and in that time many changes have occurred to motorcycles, riding, traffic congestion to name but a few.

To understand this better what is the current status In order to meet the definition of a learner approved motorcycle, the motorcycle must meet all of the following criteria:

- be a motorcycle on the approved list of motorcycles by notice in the Government Gazette
- have a power-to-weight ratio of 150 kilowatts per tonne or less
- have an engine capacity of 660 cc or less
- be the standard model and variant as specified on the approved list
- has not been modified in any way that increases its power-to-weight ratio.

So what was discussed?

Three wheeled Motorcycles are the big issue for novice riders. An increasing number of mature age people are taking up riding for the first time but do not feel comfortable on a two wheeler. Hence, there is a growing demand for three wheelers such as the Can Am Spyder, to be LAMS approved. The irony is that this machine meets the power weight ratio criterion but it has a 1000CC capacity.

Unfortunately, in this round of discussions there was a reluctance by the research team to make an exception for the Spyder, citing instead that a lower capacity machine was available which would, in their opinion, fit the need. So, at this point the engine capacity and power weight ratio remains as is.

The next item under discussion was modifications. Currently, a LAMS machine must be stock standard as supplied by the manufacturer. ANY

modification can be assessed as a variation rendering the machine non compliant to LAMS specifications.

It is proposed to alter this requirement to allow modifications based on improvements to rider safety and comfort. This means that height adjustments, alternative foot pegs, heated seat and handgrip accessories, improved lighting will all be deemed approved modifications. This change to legislation is a common sense approach, probably something done by riders from the very beginning as it improves their riding.

However, any modifications which potentially alter weight or power will not be approved. Things like aftermarket exhaust systems, modified air intake and filter systems will remain on the banned list.

The next thing discussed was the training process itself. Currently, most programmes do not cater for three wheeled motorcycles. This needs to be reviewed and restructured to cater for the wider range of motorcycles used by novice riders.

Much work needs to be done in the area of electric bikes, as that change is coming much quicker than us older riders ever thought possible. We accept this is an a very new phenomenon, but we sincerely hope experienced motorcyclists will be extensively consulted in establishing a legislative framework.

So, the question now is “What did this workshop achieve?” In reality, not very much at all. Dr Tana Tan is a well respected researcher but in this case changes proposed are basic common sense. Any Sunday morning ride group would have come up with the same results and they would have been happy to receive a cup of coffee and pastry for their trouble.

We, the motorcycling community, need to make governments aware that over-thinking a problem does not necessarily solve it. As our motto says:

LET THOSE WHO RIDE DECIDE.

TESLAS & MOTORCYCLES

Tesla's Autopilot is Being Investigated Over Rider Fatalities

In February 2022, The Motorcycle Industry Council (MIC), American Motorcyclist Association (AMA), and the Motorcycle Safety Foundation (MSF) met with the U.S. Department Of Transport Secretary and other government department staff on the concerns of autonomous driving.

These concerns are a part of the second of two different schools of thought:

1. **That today's roads aren't yet ready for automated driving**

2. **That today's roads are ready for automated driving**, provided technology can create safety precautions that outweigh the dangers of autopilot malfunctions for all on the road

In the latter party sits Honda, which has released the World's First "Intelligent Driver-Assistive Technology" with plans to show off zero fatalities by 2050, alongside other bike brands with similar goals.

Automotive company Tesla's also in the latter category, and their machines are out and about on today's roads with their own Autopilot systems – systems that are being called into question, and with good reason.

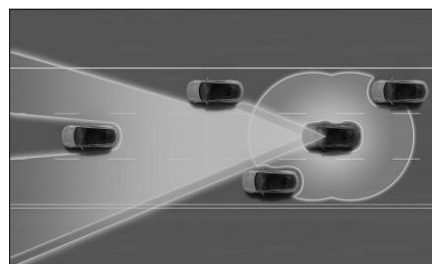
According to ABC News, the National Highway Safety Administration is currently investigating two crashes involving Teslas and motorcyclists. In both situations, the riders were killed.

"The agency suspects that Tesla's partially automated driver-assist system was in use in each," states the report.

"The first crash...a white Tesla Model Y SUV was traveling east in the high occupancy vehicle lane. Ahead of it was a rider on a green Yamaha V-Star motorcycle... At some point, the vehicles collided, and the unidentified motorcyclist was ejected from the Yamaha. He was pronounced dead at the scene...whether or not the Tesla was operating on Autopilot remains under investigation."

The accidents have purportedly been added by the NHSTA to a thick file folder that includes 'over 750 complaints that Teslas can brake for no reason,' as well as issues with 'Teslas striking emergency vehicles parked along freeways.'

"The second crash ...a Tesla Model 3 sedan was behind a Harley-Davidson motorcycle...the driver of the Tesla did not see the motorcyclist and collided with the back of the motorcycle, which threw the rider from the bike...Landon Embry, 34, of Orem, Utah, died at the scene. The Tesla driver told authorities that he had the vehicle's Autopilot setting on."



A Tesla's range of view when in Autopilot. Media sourced from Ars Technica.

In reaction to the reports, the acting Executive Director of the Nonprofit Center for Auto Safety has requested NHSTA to recall Tesla's Autopilot.

"It is not recognizing motorcyclists, emergency vehicles, or pedestrians."

"It's pretty clear to me (and it should be to a lot of Tesla owners by now), this stuff isn't working properly, and it's not going to live up to the expectations, and it is putting innocent people in danger on the roads."

So how safe are Teslas?

The Department of Transportation in an article in the New York Times states that Tesla Autopilot systems are considered to be twice as safe when used on the highway, with the statistics for Tesla accidents sitting a decent percentage (when in the general collisions category), with the maker herself stating that 'one accident [happens] for every 2.42 million miles driven.'

Since both the above accidents happened on highways (Interstate 15 near Draper and State Route 91 in Riverside, respectively), the concern will be at the top of NHSTA's docket for the coming season.

Courtesy of Motorcycle News·12/8/22 Amanda Quick

GERMAN ROAD BANS

In the Hochtaunuskreis (Hesse) – and unfortunately not only there – there are currently temporary road closures for legal motorcycles and for motorcyclists who behave in accordance with the law. German motorcyclists’ organisation BVDM – a member of FEMA – has repeatedly asked whether such bans also apply to electric motorcycles. It has been established that electric motorcycles are also not allowed to drive on routes that are closed to motorcycles in the popular German region of Hochtaunus.



As part of the announcement of the ban on motorcycling on various routes, the traffic authority of the Hochtaunus district. wrote on March 9th, 2022 “The term motorcycle traffic includes all motorcycles within the meaning of the StVZO (the German

regulations authorising the use of vehicles for road traffic)”.

The Vehicle Registration Ordinance reads “Motorcycles: two-wheeled motor vehicles with or without a sidecar, with a displacement of more than 50 cm³ in the case of internal combustion engines, and/or with a design-related maximum speed of more than 45 km/h”. This means that any one of the above conditions is sufficient to describe a motorcycle. The StVO does not distinguish between a motorcycle and an electric motorcycle. The entry of the vehicle type in the registration certificate is decisive.”

To BVDM this makes it clear: even e-motorcycles are not allowed to drive on roads in the Taunus that are closed for motorcycles. The bans were originally claimed to be necessary to combat air and noise pollution. (Yeah? Ed)

Source: BVDM June 3, 2022

STREET RACING CRACK-DOWN

Thai police are cracking down on street racing, and the deputy national police chief says that, since the start of this year, thousands of street racers have faced charges and tens of thousands of parents have faced charges because their children were involved in races. Police are even giving out 3,000 baht to those making reports about street racing if the information leads to an arrest.

According to Nation Thailand, deputy chief General Damrongsak Kittipraphas said officers have confiscated 320,973 motorcycles and motorbikes that were used in illegal races. The deputy chief says more than 3,000 street racers have been charged with violating the country’s Traffic Act and more than 1,000 bike shops have been charged for doing illegal modifications.

“Meanwhile, over 40,000 parents were charged with violating Child Protection Act for letting their children participating (sic) in illegal street racing, either as racers or spectators.”



Officers even set up a 400,000 baht (AUD\$15,000) fund in a tip-off campaign to crack down on illegal street racing. If a tip leads to an arrest, then the individual will be rewarded with 3,000 baht (AUD\$120).

Over 1.2 million people have been charged with traffic violations this year. According to The World Health Organisation, the traffic conditions in Thailand are the worst in Southeast Asia, and among the most dangerous in the world. They report that around 20,000 people die in road accidents in Thailand each year, a figure of about 56 people per day.

SOURCE: Nation Thailand

HELMETS AND CAMERAS

Back in 2015, Max Lichtenbaum in Victoria was fined by the police for having a GoPro camera attached to his motorcycle helmet. He took the matter to the Victorian County Court which led to questions around the legality of consumers putting attachments on their helmets.

When it comes to road rules, there is a lack of uniformity in the law that governs them in each state. The fact that lane filtering is legal in some states and not others is just one example. When the aforementioned GoPro court case came to light, the Victoria court was forced to re-examine the legalities around consumers attaching bits and bobs onto a helmet that is used on the roads.

In Victoria and NSW, adding an attachment that protrudes by more than 5mm was seen as voiding the helmet's adherence to the Australian Standards, effectively classifying it as a non-compliant helmet. But there has been a debate over whether this was a rule that applied only to manufacturers and not consumers.

The use of cameras on motorcycle helmets is now legal in the ACT provided that the mount is "frangible". The NSW Centre for Road Safety is undertaking another round of tests to determine what constitutes a frangible mount. (MCCNSW)

While Lichtenbaum, who was initially fined \$289 for having a GoPro on his helmet, lost the court case, the decision was overturned on appeal. County Court Judge John Jordan dismissed the charge and agreed the standards for helmet attachments only applies to manufacturers. The decision spurred legislative changes in Victoria. All other states except NSW have either explicitly legalised attachments on helmets or have no law against it.

Having cameras on helmets isn't just for fun and capturing memories. Much like dash cams in cars, portable action cameras like the GoPro allow motorcycle riders to record footage for insurance and safety purposes.

So thank Max Lichtenbaum. His landmark case finally gave motorcyclists and cyclists some clarity over this part of the law. *(And not much has changed since then. Ed)*

Courtesy Lifehacker 2020



BIKER WISDOM

- 🏍️ Saddlebags can never hold everything you want, but they CAN hold everything you need.
- 🏍️ NEVER argue with a woman holding a torque wrench.
- 🏍️ Never try to race an old Geezer, he may have one more gear than you.
- 🏍️ Home is where your bike sits still long enough to leave a few drops of oil on the ground.
- 🏍️ You'll get farther down the road if you learn to use more than two fingers on the front brake.
- 🏍️ Routine maintenance should never be neglected
- 🏍️ It takes more love to share the saddle than it does to share the bed.
- 🏍️ The only good view of a thunderstorm is in your rear-view mirror.
- 🏍️ Never ask a biker for directions if you're in a hurry to get there.
- 🏍️ Pie and Coffee are as important as petrol.
- 🏍️ Bikes don't leak oil, they mark their territory.

ROAD RAGE & MOTORCYCLISTS

YouTube is a gold mine for videos involving some form of road rage. While it's sometimes even amusing to see a stranger so aggravated by another motorist, these incidents can often have dire consequences. As a motorcyclist, you're incredibly vulnerable, and getting involved in an altercation with someone in a car or any larger vehicle is something you should try and avoid.

Unfortunately, there's only so much you can do to avoid confrontation, and if you ride often, you're bound to cross paths with an aggressive driver at some point. If you're a motorcyclist or know someone who is, this article will talk you through how you can do your part in keeping the public roads a safer place to be on.

A report from a few years ago mentioned that an important distinction is that aggressive driving is a traffic violation, while road rage can be a criminal offense. If you drive or ride long enough, you will be involved in a road rage incident. In fact, a 2016 survey by the AAA Foundation found that nearly 80 percent of drivers experienced aggression while driving that year.



Source: cycleworld.com

That's a significant percentage of people and the incidents that escalated dramatically resulted in regrettable circumstances. Over a seven-year period, road rage incidents were the cause of 218 murders and 12,610 injuries.

Now, compared to the 42,915 deaths that occurred in motor vehicle crashes in just 2021, that number might not seem as severe. However, there is an irrefutable difference between a death caused by an accident and one that occurs with the intent to cause harm.

Why Has There Been an Increase in Road Rage? Some common precursors to road rage are traffic jams, delays, aggressive driving like cutting someone off, and behavioural or psychological issues. Every year, the number of vehicles on the road only increases, and the likelihood of being involved in an altercation rises proportionally.

How to Avoid Road Rage

If You're the Victim

- Abide by the rules of the road. You might be on a motorcycle, but drivers can be peeved if you choose to lane filter (even if done safely) in a state that does not allow it. Similarly, if you tailgate or cut someone off, it may aggravate them.
- Don't reciprocate in a situation that might be harmful to you. If someone is being aggressive to you, remain calm and try to avoid escalating the issue.
- Stop only when necessary. If a driver is aggravated and pulls up next to you, the safest thing to do would be to try and create as much distance as possible. Stopping could lead to further confrontation.
- Lastly, wear your riding gear. If someone in a car tries to run you off the road, wearing protective gear will increase the likelihood of you escaping with less severe injuries.

If You're the Instigator

There are lots of ideas on how to deal with road rage, so we won't write a novella. If you're the one raging, consider:

- Leaving to your destination a little earlier. Several road rage incidents are caused because the aggressive driver is running late and has to be elsewhere urgently. Accounting for traffic and leaving earlier will help you avoid the stress of being late.
- Stay calm. If someone does something to annoy you, take a deep breath and try to relax. There's no need to reciprocate their actions.
- Let minor incidents slide. Avoid honking or gesturing aggressively if another driver or rider cuts you off without inconveniencing you too much.
- Don't get out of your vehicle. Approaching someone in a road rage situation can force them to get defensive, leading to dangerous yet avoidable outcomes.

Vishal Venugopal · 3/10/22 www.webbikeworld.com
(All stats quoted are from the USA Ed.)

FEMA SURVEY: 'M/C PARKING

Using a motorcycle or any other powered two-wheeler to commute seriously reduces traffic jams and improves urban mobility. We help reduce emissions and once parked we hardly take up any public space, in comparison to cars.

More and more authorities are introducing restrictions on where motorcycles can be parked. We also see a rise in the number of paid parking spaces dedicated to motorcycles. FEMA wanted to know how European motorcyclists feel about this and conducted an online survey on motorcycle parking. Europe's motorcyclists are very outspoken when it comes to motorcycle parking.

The overall conclusion of the survey from an impressive 88.94% of the respondents is that motorcycles want to be allowed to park anywhere if they do not cause nuisance for pedestrians and other road users. Where in other surveys we sometimes see significant differences of opinion per country, on this issue riders from all over Europe are largely of the same opinion.



WHERE TO PARK

Local authorities may want to put some more effort in their communication with road users, since only 42% of the respondents say it is clear where motorcycles are allowed to be parked in the place they live. If it's that hard to understand the rules in your own town or city, how are visitors to know where to park safely and legally? It gets even worse when we travel abroad: only 15% of the respondents say it is usually easy to find and understand the rules for motorcycle parking when travelling abroad.

RIDE TO WORK

When it comes to finding the best and safest place to park, it's very clear we want parking spaces for motorcycles to be separated from car parking spaces, according to 67.08% of the respondents. When we ride our bike to school or to work, we find that many school boards and employers are not up to date with modern day traffic. Only 38% of the respondents report the availability of dedicated motorcycle parking at their place of work or school. All we ask for when we arrive is a safe and easy to reach parking spot.

TO PAY OR NOT TO PAY

Free parking for motorcyclists is – and should stay – the norm. That does not mean paid motorcycle parking should not exist. A large group of riders (74% of the respondents) is willing to pay for motorcycle parking, as long as there are some facilities in place. The most requested facilities at paid parking areas are anti-theft measures and storage space for helmet and motorcycle clothing. Just having to pay for a parking spot, without any facilities in place, is no option; two thirds of the respondents (69,49%) is not willing to pay for motorcycle parking without facilities. So, how much are riders prepared to pay for motorcycle parking with extra facilities? 25% of the respondents doesn't want to pay at all, 44% are prepared to pay a quarter of the price for a car, 22% are prepared to pay half the price for a car. Only 4% are willing to pay the same charge for parking a bike as for parking a car.


SHARED MOBILITY

It's an unwritten rule amongst motorcyclists that you park your bike in a spot where it doesn't bother anybody, and it is not in the way of other road users and pedestrians. We now see that local authorities struggle with often wrongly parked powered two-wheelers as a result of hundreds (sometimes thousands) of so-called shared mobility vehicles that are introduced to the traffic mix by commercial parties. In almost every place where these vehicles are available, we see that they cause a nuisance, especially when it comes to parking. It seems that the fact that the vehicle doesn't belong to the rider, means possible damage does not bother the rider. Also, social skills seem to have disappeared and vehicles like these are often simply 'dumped' anywhere at the end of the ride, often just in the middle of the footpath. When local authorities start acting against this nuisance, they tend to treat all powered two-wheelers the same, and suddenly motorcycles that are neatly parked on the sidewalk, are being fined as well.

You can read/download the full results of the survey at www.femamotorcycling.eu/news.

Written by Wim Taal FEMA News 24 May 2022

RIDES PAGE




CHRISTIAN MC

OLD SKOOL BIKE SHOW

29th October 2022

Longriders Club House, Rocky Gully Rd, Murray Bridge
 Bike Show Entries 9:30 - 11:30am
 Public Entry \$10.00 12:00 - 5:00pm

Kids U15 Free · 18 Categories · All Makes & Models
 More information contact Mouldy 0427 103 583
 Trade Stall Enquires contact Mac: 0408 457 406
 Featuring Andy and the Rockets
 Food Vans · Licensed Bar · No BYO

CRUISER CLUB POKER RUN

October 30th 2022
 8:30 Meet. 9:30 Stands up



sids and kids Entertainment provided



- Meet: Whitehorse inn hotel, 887-889 Port Wakefield Rd, Bolivar SA 5110

- Final destination will be at BLF club rooms. Drinks available (CASH ONLY). Food van on site

- \$35 PER PERSON. That includes, one free drink at final destination. A chance to win \$250

- Raffles and prizes to be won. First prize wins a beer pong table.

MY HUSBAND'S NEW BIKE

Our car had been out of service for many months and we were waiting for my brother (a mechanic) to come back from an overseas trip. My husband decided that a temporary solution would be to buy a motorcycle (as you do). Neither of us knew how to ride so my husband practiced in the driveway and when he felt secure he rode out into the street.

The ride took him downtown which was a real challenge as this is always a very busy area. Shortly after arriving onto the crowded street a policeman jumped on the back of the bike and said, "Follow that car" and away they went. Nerves (my husband's) were soaring at an intense high as the policeman kept saying, "Faster, faster. Don't lose him."

They eventually caught up with the car whose owner was booked for an offense. My husband returned the grateful police officer to his beat and came home still shaking. He wasn't game to tell the officer that that was his first time on a motorcycle or that he didn't even have a licence.




BREAKTHROUGH mental health research foundation

Poker Run Oct 16th

Registration 9am Officeworks Parafield
 Stands up 10:30am

1st card with registration
 2nd card Williamstown
 3rd card Angaston
 4th card Roseworthy
 5th card Brothers Ink Clubhouse

Best Hand **\$500**
 Worse Hand \$100

\$30 Ride Registration
\$20 per poker hand

Free Bike Show Entry
 BEAKTHROUGH FOUNDATION GUEST SPEAKER

RAFFLE & PRIZES After Party



UK MOTORCYCLE RESTRICTIONS

The UK wants to ban the sale of new fossil fuelled motorcycles from 2035

‘It is important that motorcycles do not remain fossil fuelled as the rest of the transport fleet cleans up’, according to Trudy Harrison MP, Minister of State for Transport for the United Kingdom.

The government of the United Kingdom has launched an open consultation, called ‘L-category vehicles: ending sales of new non-zero emission models’. In that consultation the government announces a sales ban for new non-zero emission motorcycles from 2035.

To be clear: with the consultation the British government is seeking opinions as to *when* the UK should stop the sale of new non-zero emission L-category vehicles, not *if* they should stop selling them.

The government clearly states: “While cars and vans vastly outnumber motorcycles on UK roads, motorcycles are an important and sizeable vehicle population, with 1.3 million currently licensed in 2021. We do not want to see them remaining fossil-fuelled as the rest of our vehicles clean up.” According to the UK government, non-zero emission vehicles produce harmful exhaust air emissions while driving, including greenhouse gases, such as carbon dioxide, and pollutants such as nitrogen dioxide.

The government has already committed to the below phase out dates:

- 2030 for new cars and vans that run solely on petrol or diesel
- 2035 for new non-zero emission cars and vans
- 2035 for new non-zero emission heavy goods vehicles weighing 26 tonnes and under
- 2040 for all new non-zero emission road vehicles

The government now proposes the following dates to stop the sale of new non-zero emission models:

- 2035 for all L-category vehicles at the latest (two- and three-wheel vehicles and quadricycles)

- 2030 for L1, L2, L3e-A1, L6 and L7 sub-category vehicles

L1 – Light 2-wheel powered vehicle

L2 – 3-wheel moped

L3eA1 – 2-wheel motorcycle (up to 250cc)

L4 2-wheel motorcycle with sidecar

L5 – Powered tricycle

L6 – Light 4-wheel car

L7 – heavy 4-wheel car

Trudy Harrison MP, Minister of State for Transport: “We have already committed to phasing out fossil fuel use across road transport, with sales of new petrol and diesel cars and vans ending as early as 2030; all new cars, vans and trucks of 26 tonnes and under being zero emission by 2035; and 2040 as a backstop for all new road vehicles. It is therefore important that L-category vehicles do not remain fossil fuelled as the rest of the transport fleet cleans up.”

The minister continues: “Zero emission L-category vehicles don’t just offer us a vital reduction in CO 2 emissions; they open up a future where our roads are less congested, and air and noise pollution are reduced across our local communities. I stress that this consultation is not about imposing restrictions; it is about addressing the climate change challenge and creating energy independence, providing certainty to industry and consumers, and ensuring the creation of a zero emission L-category industry fit for the 21st Century and beyond.”

FEMA News July 18, 2022

The idea is to eventually get rid of all combustion engines sometime this century and as quickly as possible. Much of this thinking is mirrored in what is going on in Europe. Agreements are in place amongst the European Union countries to reduce greenhouse gas emissions by motor vehicles through entry limits for certain age vehicles in major urban centres, higher taxes on larger combustion engine vehicles (especially high powered inefficient vehicles) and tax breaks for electric vehicle research to name a few. Motorcycles, despite their contribution to easing traffic pollution are also targeted in various ways. In the article on the next page Dolf Willigers from FEMA argues why including motorcycles in the general legislative round-up should not be as urgent a consideration as for other vehicles. Ed.

ELECTRIC M/Cs BY 2035?

The European Commission wants to ban the sale of vehicles with an internal combustion engine from 2035. The political reality may however force the Commission to accept a compromise that allows for vehicles to run on alternative fuel alongside battery electric vehicles. A European Council decision leaves room for the internal combustion engine.

The solution came in the form of an additional sentence to the Council agreement: “Different technologies are and remain available to reach the zero-emission fleet wide target. Zero-emission vehicles currently include battery electric vehicles, fuel-cell and other hydrogen powered vehicles, and technological innovations are continuing. Zero and low-emission vehicles, which also include well performing plug-in hybrid electric vehicles, can continue to play a role in the transition pathway.”

History has shown us that legislation regarding cars and vans will sooner or later happen with motorcycles. We already see electric motorcycles. They are not sold much yet and the market for electric powered two-wheelers consists mainly of mopeds and small, city-oriented motorcycles. There are large ones too, think of Energica, Zero, Livewire, but these are expensive and still offer an at best moderate range. Range and costs are the main reason that not many larger electric motorcycles are being sold yet. A 150 km range may be enough for the commuter and the average leisure rider, but you do not want to spend more than € 30,000 on a commuting bike.

With motorcycles, the drive-train is a larger part of the vehicle, compared with cars, and the higher costs of engine, battery pack and software, that also must be special developed for motorcycles on a smaller scale, have a larger effect on the purchase costs of the motorcycle. Another reason is that with the present development of batteries when you want a larger range, they will use a lot of space and add a lot of weight to the motorcycle which has consequences for the handling. All good reasons why electric motorcycles are not as obvious a solution as electric cars may be.

There are other reasons why maybe we should not be very keen on a quick transition to electric motorcycles.

- There is the issue of the infrastructure. Only a few countries in Europe have a proper charging infrastructure, and that is directed exclusively at cars. Some motorcycles cannot even charge at all charging poles and the parking lots that come with them are designed for cars.
- Then there is the issue of the grid and the production of electricity. There is a problem with the grid already because of the great number of electric cars and the transition from heating of buildings and houses with natural gas to electricity. Even to the point that at present new companies are denied a connection to the grid. E-fuels are not available yet on a commercial scale, prices are high and there is no guarantee that they will get cheaper in the long term.
- There is the element of the production of batteries, solar panels, and turbines. All are needed to produce and store electricity. They need large amounts of rare materials that can only be delivered at high social, economic, and environmental costs. The prices of these raw materials and thus of batteries is rising and there is a good chance that they will rise even further with a growing demand.
- Motorcycles, partly due to lower mileage per year, last much longer than cars. Any transition period should therefore be longer for motorcycles.

Concluding: for many motorcyclists, electric motorcycles can be a good solution, but not for all. In view of the above-mentioned issues, even more than the car industry, the motorcycle industry should not be forced to completely switch to electric in 2035 already, even while some manufacturers seem to have made that choice themselves. There are still too many unsolved problems to put all efforts on one technique. Given the small number of motorcycles and the potential of building very fuel-economic and clean motorcycles with an internal combustion engine, it is more effective from both economic and environmental perspective to go for a multiple approach: electric (for urban-oriented PTWs), and the combustion engine for larger motorcycles that are meant for the longer distances.

Adapted and edited from the article 'Maybe We Should Not Want A Transition To Electric Motorcycles Too Quickly' Written by Dolf Willigers FEMA 7/7/22

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 0417 713 523	10 Deacon Ave Richmond 3 Cranbourne St Elizabeth Park
Ken Oath Leather Goods			
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.

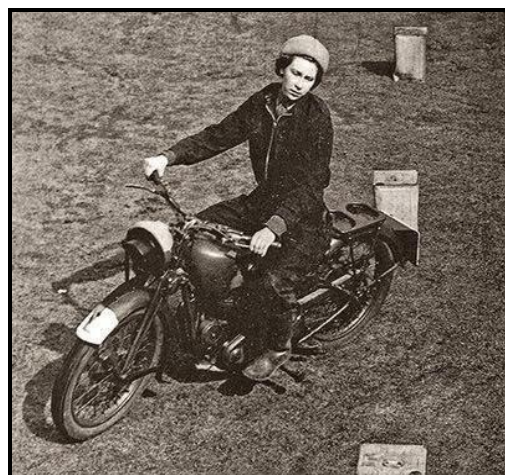
For information about motorcycle safety gear testing and rating. www.motocap.com.au

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

A Family Outing



Vale QEII