

# CENTRESTAND

September 2023



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ROAD FRICTION

BANNING M/C

HELMETS AGAIN

NEWS FROM SWEDEN,  
ROMANIA & SINGAPORE

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. 40 No. 3 September 2023**

**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 preferably in digital form – Word file. These may be edited for space and clarity.
- Photographs welcome: colour or black-and-white. pdf file preferred.
- Opinions: contributors' and advertisers' opinions and assertions do not necessarily reflect the views of the MRA
- Deadline: 1<sup>st</sup> 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: Recent SAMRATS Ride. Photo by Sam Maddock.**

**COVER DESIGN: Arwen Lindemann**

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



**EDITORIAL**

Winter storage is over for those of us that don't ride all year around. So time to think about what a few months of inactivity have done to the bike. Please don't tell me that you just fired it up and roared off on the first fine day that came along.

Of course you occasionally left the battery on trickle charge during the down time. If not, give it a charge. You might be thankful on the first short trip.

Change the oil. If you didn't before you packed your bike away, then those contaminants in the old oil have been working away at your engine. So give it a good start. The fuel may also only be good for cleaning if it's been a few months or more between rides. Modern fuel doesn't hold its octane rating as well as the fuels from 20 years ago did.

Check the tire pressures and the condition of the tires. Tires are expensive but they cure over time and become less flexible and take longer to warm up in this condition. Not good when leaning, leaning, leaning into a corner.

Definitely change the brake fluid. The braking system is not a closed system so over time, working or not working, air and moisture creep in attacking the integrity of the fluid. Play it safe with new fluid. Also check the condition of your brake pads.

Check that all your lights are working – indicators, brake light, tail light, headlight and panel lights. Best done in the evening so you can clearly see what is and isn't alight. Months without work can allow a little corrosion to work on the contacts, so check it out.

Areas of lubrication to check are the chain (if you have one, give it a good squirt with some sticky lube), the sidestand and the throttle twistgrip.

All ok, then off you go. Settle into the ride, get familiar with the bike. You've probably lost a bit of your riding mojo after a few months in the tin can so take it easy for starters. Watch out for potholes, gravel, general debris ie from trailer droppings and road repairs. New paint can also be slippery and unexpected. Your favourite ride may have changed due to Winter conditions and new Spring growth.

Remember to ride defensively and share the road. Drivers may not be used to as many bikes on the road. By the way, are your rego and insurance up to date? Is your good gear in A-okay condition?

Not all as simple as you thought eh?

Ride Safe, Harald

## PRESIDENT'S REPORT

Hi Everyone,

Many people ask me about the Adelaide to Perth drive that I usually do. With the distance overall being 2680km. Along this journey there aren't many fuel stops or accommodation as most towns are greater than 100kms apart.

My journey starts in Adelaide heading to Kimba for my first stop of the day. This is where you'll find The Big Galah. Kimba is also the halfway point across Australia. In town the local pub is a fantastic place to stay with accommodation and food available. I've stopped in Kimba many times and the food is always outstanding with fantastic customer service. After Kimba, some of the places I'll stop at are, Poochera Hotel and Caravan Park, Ceduna, or Penong. Penong is known for its Windmill Museum. When I leave Ceduna this is known as the Nullarbor Plain, from this point that's where accommodation, food and fuel stops are further from each other be sure that you are prepared for this and plan your stops.

The Nullarbor Plain goes from Ceduna to Norseman in Western Australia. The distance of the Nullarbor Plain is 1200km. After Ceduna I'll go through Penong, Nundroo Hotel Motel, Yalata (has fuel however no food available), Nullarbor Roadhouse, Border Village Roadhouse and the WA Border which is also a fruit fly inspection point. At Nullarbor they have the Head of the Bight visitors centre (best time June to Oct).

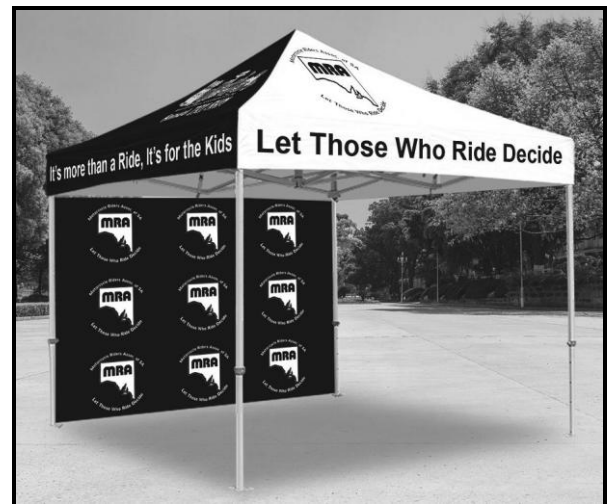
After crossing the border into WA the first town is Eucla following on I'll go through Mundrabilla Roadhouse (No petrol available), Madura Pass, Cocklebidy, Caiguna, Balladonia then into Norseman. Cocklebidy is my favourite roadhouse in this stretch. I've been going there for over 8 years they are always very welcoming and are always willing to go over and beyond to help anyone. Between Caiguna and Balladonia is the 90 mile straight (146km) starting just after Caiguna. The distance between Caiguna and Balladonia is 181km. Balladonia Roadhouse also has a museum in it, which is free to look through.

At Norseman there are two ways to get to Perth. The more direct way is via Coolgardie however you can go through Esperance instead.

*Continued on p.5*

## MRA NEWS

**MRASA Marquee** – The MRASA now has a branded marquee for use at events. No SMIDSY excuses now. We will be at the Lions Bike Show at Macclesfield on November 5. Look for the MRASA logo or the Toy Run t-shirt 'running toys' blaze. Come over for a chat.



### **BADGES**

The MRASA still has a number of 10 year and 20 year member badges in stock. You can order them through the stock officer or buy them at the MRASA stock tent at the Toy Run.



**MOTOCHAT** – Most recent topics under discussion were: Women2Wheels, Royal Enfield Day, Rotary M/C Fellowship, Saltbush M/C Club Port Augusta, Apex Outback Postie Bash, Festival of M/C, We also interviewed special guest the Hon. Joe Szakacs SA

Minister responsible for Road Safety

Remember, if your other club has something to talk about we'd be pleased to have you on the show - in the studio or as a phone-in.



**MOTO  
CHAT**

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

*President's Report continued from p.4*

From here I'll take you through the more direct way through Coolgardie. Leaving from Norseman I'll go through a little town called Widgiemooltha with the Widgie Tavern & Roadhouse available before you reach Coolgardie.

From Coolgardie I'm only about 6 hours out of Perth so towns are starting to get closer now. After Coolgardie is Yellowdine Roadhouse, Southern Cross, Merredin, Kellerberrin, Tammin, Cunderdin, Meckering, Northam, Bakers Hill and finally into my destination, Perth. Then after a sleep, I'll turn around and do it all backwards. *(That must be hell on the reverse gears! Ed)*

As we are flying through the year already with the MRASA Annual Toy Run fast approaching on the 10<sup>th</sup> of December. I would like to ask if anyone can assist in our iconic event that would be greatly appreciated. There are a number of positions still needing volunteers. Please call Cathy Lux to express your interest on 0408 853 380. It would be great to see you at this year's Toy Run. If you wish to renew your membership you can do this at either Victoria Park or Callington.

Hope to see you at this year's Toy Run.

Ride Safe,

Sam Maddock

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### TOY RUN FLIERS

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In this issue of Centrestand you will have received 4 copies of the Toy Run flier. Keep one for your fridge or the back of the toilet door to remind you of the date and to collect a toy for donating, and distribute the rest.

Maybe at your doctor's, dentist, on a local community notice board, at your next other club meeting. Just spread the word around.

Don't waste them by leaving them lying around the house.

Thanks  
 The Toy Run Team



WHATEVER YOUR RIDE WE  
 SHARE YOUR PASSION

We understand the passion and the sheer emotional attachment motoring enthusiasts have for their special bike.

When it comes to insurance for your special car, daily drive, bike or your home, there's only one person you should talk to – a fellow enthusiast at Shannons. You can even pay your premium monthly at no additional cost.


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 **LET THOSE WHO RIDE DECIDE** 

## MID NORTH MRA RIDDEN ON RIDE

An excellent day was on offer for the Mid North's Ridden on ride on the 17<sup>th</sup> of September, with a beautiful mid to high 20's temperature a pleasant change from the normal cool and occasionally damp weather we had been having. This brought out a good selection of bikes to take part that might normally have stayed in the shed if inclement weather was a possibility. There was a nice Norton Commando, a very tidy XS2 650 Yamaha, several Honda fours, a rebuilt 900 Kawasaki as well as a spick and span MV Agusta to be seen in the group among all the rest of the machines that were in sparkling condition for the occasion.

We managed to get away not too far off the 9.30 start time from the park at Crystal Brook and head north on the highway toward Port Germein, picking up another group of riders that joined the procession as we went past the Tin Man roadhouse outside Port Pirie. Turning into the Port Germein gorge had us in some nice tight winding road with everyone using a bit of tread out from the centre of the tyres that usually doesn't get to make much contact with the road.

All the bikes made it through to the first stop at the old Bangor ruins in the gorge where there is a nice area to park, have a chat and reflect on all the riders and mates we have known over the years that are no longer with us to enjoy these rides. This is the first place that everyone that goes on the ride is together so a bit of catching up is done and the last of the badges are handed out.

This year we had 32 badges for the bike riders and 4 for the people that come along in vehicles because they want to be part of the event. One of those normally rides but this year brought his early 454 Corvette which is extremely pleasing on the eye and has an exhaust note that stirs the soul of many of the mature aged riders.

After a while we mounted up and continued on out of the gorge through to Booleroo and Pekina, where a right turn takes us on a very scenic winding road down to Appila. This is one of those magic cruisey roads that you never seem to get sick of and this time of year the views with everything nice and green are at their best. The run from there into Jamestown for lunch is a

pretty straight affair where some have a little problem with throttle control or maybe just want to be first to order at the pub, I've never quite worked it out.

After lunch a few of the riders departed and went their separate ways but a fair portion headed down through Spalding and nearly to Clare where we farewelled riders returning home to the south. It was then a blustery headwind pushing back through Brinkworth, Koolunga and Redhill to our final destination back in Crystal Brook for a few refreshments and general review of the day's proceedings. Other than the wind on the way back home it had been a perfect day for a ride with a total of just on \$900.00 being raised that will be going to a worthy charity.

Malcolm Hill



**LIONS**



**BIKE SHOW**

Macclesfield S.A.

**Sunday 5th November 2023**  
 Macclesfield Sports Oval  
 9am-3pm  
 \$5 Entry for Visitors

- Swap Meet • Bar & Coffee
- BBQ • Live Music • Show & Shine

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Adelaide *Harley-Davidson* BIKEWORKS

SHANNONS SHARE THE PASSION

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enquiries to Fred 0449 664 370  
[www.lionsbikeshow.org](http://www.lionsbikeshow.org) 

## TOY RUN REPORT

### It's more than a Ride, It's for the Kids.

Mark your Calendar for Sunday 10<sup>th</sup> December.  
It's Toy Run Time.

Get into the Christmas spirit, decorate your bike and join Santa at Victoria Park, who will lead you on a scenic ride through the hills to the motorcycle show and funfair at Callington.

Line up with thousands of riders for the iconic MRASA Toy Run. Enter Victoria Park, at the Eastern Gate, Wakefield Road. While you wait, enjoy a breakfast BBQ, coffee and also pre-pay your entry for Callington. Toy donation points at both Vic Park and Callington

At Callington, there will be stalls with a motorcycle related theme, bike club displays, food vendors, free jumping castle for the kids, live music with Kaileb Rothwell Music, and of course Santa.

Santa's asking you to dig deep and donate a toy or monetary donation for St Vincent de Paul (Vinnies).

Vinnies collect the toys and donations for distribution, on your behalf, at Christmas.

We have a Motorcycle Show and Shine at Callington. Give Frank a call 0412 937 606 and secure a spot for your pride and joy.

Look for information updates, on the web page [mrasa.asn.au/toyrun](http://mrasa.asn.au/toyrun) and on MRASA Toy Run facebook page.

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

See you at the **MRASA Toy Run 10<sup>th</sup> Dec 2023**

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

Cathy Lux on behalf of the Toy Run Committee.

### Volunteers needed for the Toy Run

We have positions for many types of volunteers, as road marshals (with free SAPOL accredited training provided), gate marshals, with set up and pack up.

The next SAPOL marshal training day is 18<sup>th</sup> Nov. 9.30am at the Western gate, Victoria Park, Wakefield Road.

We are always looking for new ideas, so why not join our organizing committee.

If you wish to become involved in any way, you can ring Cathy on 0408 853 380 or Harald on 0421 289 714.

### 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.

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 MRASA website explains these options in more detail.

We look forward to seeing you on December 10!



**Motorcycle Riders' Association  
of South Australia Inc**

# TOY RUN 2023

MORE THAN A RIDE, IT'S FOR THE KIDS

## Sunday 10 December



TOY COLLECTION AT VICTORIA PARK 8AM - 12 NOON  
RIDE WITH SANTA FROM VICTORIA PARK TO CALLINGTON 11AM  
MOTORCYCLE SHOW & SHINE, STALLS & LIVE MUSIC BY  
KAILEB ROTHWELL MUSIC AT CALLINGTON



MRASA

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](http://www.mrasa.asn.au)







**EDITORIAL THE AGE 20/6/23***We can do more to save lives on our roads*

Twenty-three people die on Australia's roads on average every week – about four a week in Victoria – in crashes so commonplace that sometimes they don't even make the news. But the cumulative loss of life is almost unfathomable: 11,800 people killed nationwide in the past decade. Another 39,000 or so people are hospitalised after crashes every year, around a quarter of them with life-threatening injuries, and for each victim there are many more traumatised loved ones.

Victoria has witnessed an alarming increase in road deaths: 147 people have been killed so far this year, which is 35 more deaths than this time last year and the five-year average. This state, along with the Commonwealth and all other states and territories, committed in 2021 to halving road deaths by 2030 and getting to zero deaths by 2050, but clearly something has gone very wrong.

Australia was once a world leader in road safety. It was the first country to make front and back seatbelts mandatory, starting with Victoria in 1970. There were 1061 road deaths in Victoria alone that year. We pulled that down to 242 last year, and 1194 Australia-wide. Progress has stalled, though. Deaths have been stuck at those levels for the past decade.

Perhaps the biggest challenge in saving more lives is to bust the misconception that those deaths are inevitable, and are an acceptable and necessary "toll" we pay for motor vehicle transport. There is ample evidence they are not. Norway was already a world leader in road safety and managed to reduce its road deaths by half between 2010 and 2019. Victorians die at twice the rate of Norwegians, as measured by population (4.1 deaths versus 2 deaths per 100,000 people in 2019) and by how much we drive (4 deaths versus 2 per 100 million vehicle kilometres). Switzerland, Sweden (both 2.2 deaths per 100,000 people), the United Kingdom (2.7), Ireland (2.9) and Denmark (3) all show we can make further improvements. But we need a new approach.

Road Safety Minister Melissa Horn, speaking this month after a man was killed crossing the road in Melbourne's inner north, said it was "behaviours

that people are taking out onto roads that are causing these fatalities and these collisions". She flagged education campaigns and police enforcement in response.

A Victorian parliamentary inquiry found in 2021 that 30 to 35 per cent of the state's roads have a one-star or two-star safety rating out of five using the internationally recognised iRap system. Most are in the regions, and that is where most deaths happen. While poor maintenance exacerbates the problem, these roads were dangerous even when they were brand new. The RACV told the inquiry that upgrading 180,000 kilometres of dangerous roads to the minimum recommended three-star standard would take 1000 years at current levels of funding. If we can't afford to redesign all those roads, the only way to make them safe was to slow vehicles down. It called for an urgent review of speed limits on country and outer-urban roads.

A 110km/h limit is perfectly suitable on the Hume Freeway and other roads with high-standard infrastructure. But Victoria's default speed limit of 100km/h, which is high by international standards, is plainly inappropriate for some narrow, undivided and tree-lined country roads where crashes are inevitable. Our default urban speed limit of 50km/h is also out of step with trends in developed countries, many of which are lowering road trauma by adopting the UN's recommendation of 30km/h speeds in built-up areas. Someone crossing the road has a 90 per cent chance of surviving if hit by a car at 30km/h, but only a 10 per cent chance at 50km/h.

Any step to reduce speed limits will prompt howls of outrage, and there needs to be a balance between safety and utility. For example, Australia's geography presents unique challenges: we need to travel long distances to remote areas.

Everyone should ask themselves how many deaths they are willing to accept on our roads. If the answer is none, then we must be willing to consider and discuss reasonable measures that have been shown to save lives.

*(Interesting viewpoint – What do YOU think? Ed)*

*Courtesy THE AGE (Edited to fit the page)*

[Road safety needs urgent attention if the death toll from accidents is to be reduced \(theage.com.au\)](https://www.theage.com.au/news/road-safety-needs-urgent-attention-if-the-death-toll-from-accidents-is-to-be-reduced-20230914)



## COMPULSORY MEDICALS FOR RIDERS

The question of compulsory annual medicals for riders upon reaching the age of 70, is a contentious discussion point.

Since 2015 the requirement to undergo a medical examination was changed.

*“A self assessment will allow older drivers to assess their own fitness to drive. From the age of 75, if you only have a car licence and you don't have a medical condition, you will receive a self assessment form in the mail to complete.*

*You will be asked to visit a doctor and submit a Certificate of Fitness form if:*

- *you have a medical condition recorded against your driver's licence, or*
- *you are aged 70 and older and hold a class of licence other than for a car e.g. LR, MR, HR, HC, MC, R-DATE or R licence classes (annual requirement).”*  
(source [www.mylicence.sa.gov.au](http://www.mylicence.sa.gov.au))

The would strongly like to argue here that this requirement is discriminatory in favour of car drivers.

Firstly, a motorcyclist needs to undergo an annual full medical from age 70 whilst a car licence only requires a self assessment from age 75. To state the obvious, that is a 5 year gap in favour of car licences. It also means your GP is completing the details on your behalf whilst as a car driver, I only have to report what I think may be wrong with me. We all know how accurately we report our deductions on our tax returns, so why should this form be any different.

Certainly, if you have a medical condition noted by your GP, there is a requirement for the GP to report on your behalf. However, confidentiality of medical records and other privacy issues come into play, all of which must make the cynical motorcyclist question the validity of the self assessment process.

I question the stringency applied to medical assessment for people to retain the licence. To support this argument we suggest you watch any suburban shopping centre car park on a pensioner discount day. It is not uncommon (and a bit

scary) see the number of elderly drivers shuffling from their vehicle to the shops using mobility aids. These same drivers may very well have a medical condition noted on the records but they can still drive and are expected to react quickly to emergency situations including lifting their foot off the accelerator and applying the brake. Please note there are very good drivers with some form of impairments but casual observations suggest they are the minority.

I would not want to be relying on such a person's reaction time ability to save me from injury in the event of an emergency situation.

The GP may well have endorsed the licence as having a medical condition but it appears to do be ineffective.

Now let us examine some road crash reporting. Every so often, a crash is reported where a driver, usually elderly, suffered a medical episode or hit the wrong pedal resulting in a crash. Fortunately such events are not too frequent. What is of concern is that it may be a car driver who by legal requirement, does not need to have an annual examination to determine their fitness to drive.

Consequently I recommend the following.

- 1 Medically examine all road users on an equal basis from the same age.
- 2 Ensure the minimum standards required to retain a drivers licence are adequate to allow the holder to maintain full control of a vehicle in emergency situations.
- 3 Once the minimum standard cannot be met revoke the licence to prevent possible harm to other road users.
- 4 Compensate the individual by ensuring adequate alternative transport options such as taxis are available at a cost commensurate to owning and driving a car.

Road safety is a matter for all and we cannot accept half measures applied to a large road user group.

I will be encouraging the MRASA Committee to develop a policy along the lines discussed above.

Ebi Lux

## OLD CODGER'S GUIDE TO SAFE RIDING Part 2

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### Keeping the gap...

Standard advice is to keep a three second gap. I almost double that. A bike will not stop as quickly as a car especially in inclement conditions. If a few cars slip into my space, so be it. It's no big deal. If traffic ahead slows suddenly, I brake hard instantly in the hope that the driver following me will be shaken into action and then I ease off. I have found this has so far kept me from copping a rear ender.

### I never drive alongside or slightly behind a car even in thick traffic...

Cars have extensive blind spots and even if the driver is actually concentrating on their driving, it is highly likely they will not see me as they change lanes. I will either stay at least a bike length behind a car or ride slightly ahead of the drivers position, so he cannot fail to see me.

### Road Position...

In traffic, never ride in the centre of the lane. You can see very little ahead of you from this position. So I pick either just off the white line to the lane's right or left. This has saved me on a number of occasions when cars ahead have stopped unexpectedly. Not only can you see more down the side of the car ahead, but if there is a sudden stop you have somewhere to safely go (other than into their boot!). Also, the lane centre can be greasy and slick in the wet. In daytime on country roads I keep to the left when approaching crests in case of an oncoming vehicle overtaking over the line, but at night close to centre to give me more chance to avoid an animal on the left verge.

### Utes and trailers...

I never ride behind loaded trucks, utes or trailers. Coming home from Adelaide one afternoon, a ladder came off a ute in the lane next to me. The ute was slightly ahead and the ladder slid across in front of me very gradually sliding off onto the verge. Trouble was, I couldn't see the closest end of the ladder hidden as it was by my front wheel! We (including the ladder) were all travelling at 100k. Fortunately, I was able to slow at about the same speed as the ladder and avoided a nasty situation. A friend had a sheet of iron come off a ute and bounce off his helmet. Six inches lower and he would have lost his head.

So, since then, I make significant efforts to keep well away from loaded vehicles.

### I run loud pipes...

Loud pipes WILL save your life. Despite research that claims they make no difference, researchers forget that the time loud pipes benefit you is firstly when you are beside a car; which is when they can do you damage, and secondly a quick blip of the throttle with loud pipes is far quicker than finding the horn button and I think has a more marked impression on a careless driver.

### Day travel...

I prefer to run without a head light on during the day. Instead I have my light switch on the handlebars, so I can flash any car I consider a possible threat. I am convinced this is a more effective warning. I have also set up my lighting so that tail light is separate to headlight. Not strictly legal, but on dusk when in city traffic it allows me to run the headlight with the taillight off so the brake light is more visible. The speedo light is on the same run, as a reminder to switch on taillight once sun is setting.

### I ride a chopper...

You may not want to hear this, but cruisers and choppers are much safer on the road than a sports 7bike. The rider is more upright and so has a better field of view. Rider position is lower and further back on the bike. This position and the lower bike means less tendency to race; life extension straight away!! The extra rake (especially on a chopper) means more trail and a safer bike. This difference alone has saved me from a nasty spill on a number of occasions. A cruiser's wheel base is also longer creating a more stable platform. Consequently, I do everything I can to convince new riders to start with a cruiser.

Western style (wide) bars mean slow steering and therefore response time. I keep my bars narrow for better control.

On a cruiser or chopper, centre of gravity also moves rearward. I am less likely to lose the front end and in a rear slide I have more time to correct as for the same amount of side movement of the tyre my original direction is not changed as much. The low centre of gravity and sitting back and low also makes for greater stability and I have noticed a tendency in a number of cases of hitting roos (and wombats) that I tend to slide off the side of the bike rather than going over the handlebars; a good thing in my books.

My chopper has a long front end and a high sissy bar. It gets attention; and that's what I want. Not for my ego, but someone who has noticed a 'cool chopper' out of their window will be more aware

when they decide to change lanes. I rode from Willunga to Sydney at nineteen on my BMW. I had a tall sissy bar and Z bars etc and also used body filler to make my new Stadium helmet look like a Roman centurion's helmet. It got constant attention from drivers, which was what I wanted. It may not have been too good in an accident though. A couple of motorcycle coppers who pulled me over, on the Harbour Bridge, thought it a good joke and wished me safe riding!

### **I run a low rear tyre pressure...**

What?! Horror! Bike shops invariably put 40psi into your rear tyre. Why? They don't know. A high pressure may mean less rear movement in a fast bumpy corner, but dropping your tyre pressure has a significant safety benefit, namely greater contact with the pavement. An 80mm contact width versus 50mm with the higher pressure improves braking significantly. An added benefit is also a softer ride. The standard answer about extra tyre heating leading to greater wear on a low pressure tyre is balanced by greater wear area leading to an equivalent increase in tyre life.

I work out my optimum rear tyre pressure by wear pattern. On my shovel chopper (130x90x16) at 22-24psi I get even wear across a wide area of tyre with of course the benefit of better braking. A lighter bike on the same tyre can run a bit lower still. You get used to a bit extra movement in the bumpy corners. But hey; we're not racing anyway!

### **I use older style flat mirrors...**

Modern curved mirrors distort distance and make it harder to make wise judgements. I'd rather twist my neck a bit more and at least have accurate rear vision.

### **I use an older style slow twist grip...**

My shovel has all the acceleration I need. Some of the modern bikes with their quicker throttles and quick revving motors, in my humble opinion, reduce control. I've ridden customers' super fast bikes including the new Harleys and feel much safer on my much milder shovelhead.

### **I wear an open face helmet with low wind resistance...**

I have bought and discarded a variety of full faces over the years. I don't like them for the following reasons. Our necks are not designed to carry such a load (especially the extra wind resistance). In an accident, your face might be protected from gravel rash, but that big lump is not doing your neck any

good. I saw research some years back in a US state where decent statistics were kept, that faces were protected in an accident at the expense of broken necks and para and quadriplegia. I haven't been able to find the particular article recently which is a pity.

I don't like the lack of field of vision and hearing impairment I experience in a full face. There is also an aspect of separation from your environment similar to car driving with which I am also uncomfortable. For the same reason, I don't listen to music. I prefer to be as aware of my environment as I can be.

### **Decent night riding lighting...**

I do a lot of night riding and with the crazy modern kangaroo worship, our country and even outer suburb roads have become quite hazardous. My chopper used to sport twin high beam driving lights, but the wombat destroyed the beauties I had, so now I run an LED light bar under my QI main lights. It gives an excellent view of the verge from close up to 50 or so metres ahead. I also ride slower at night where there might be roos.

### **I prefer secondary roads when travelling longer distances...**

I am never in a hurry to get somewhere and like to take in the scenery (to the glorious music of my shovelhead twin upsweeps) and check out small towns and spots of interest. With less traffic and less rush, my safety factor is much increased and I can enjoy a longer life due to the decreased stress. In fact, I'll often just amble along at 70-80 ks just taking everything in.

### **Carrying a pillion...**

When carrying a passenger, I am not just responsible for other road users and myself, I am also responsible for another life. I ride accordingly.

### **In conclusion...**

In 55 years of riding I have fortunately been able to learn from near misses and experience rather than being seriously injured in major accidents. I don't claim this to my credit, but I do hope some of the things I have learned and applied over the years will be helpful to you.

Wishing you many years of accident free riding.

*Thanks to Prof for these words of wisdom. Ed*

## ROAD FRICTION & M/C

Friction force, or skid resistance, is important to avoid the wheels of a vehicle losing grip on the road surface which increase the risk of crashing. Friction is crucial for the safety of all road users. The skid resistance is related to many factors, and it is known to be a function of pavement construction materials, pavement roughness, and surface conditions.

For motorcycles this is even more important than for two-track vehicles, because loss of grip may lead to loss of balance and crashes. Present ways to measure friction are developed for cars and do not consider that motorcyclists use the whole lane and try to stay out of the ruts that are caused by the wheels of cars and trucks. Also, in current measure methods and protocols, as well as in the follow-up, it is not considered that a tiny slippery patch is enough to cause loss of balance for a motorcycle.

Motorcyclists must be aware of dangerous surface conditions, how to detect them and to ride at an appropriate speed. This means that riders are obliged to maintain the ability of either stopping in advance or swerving around low-friction areas at any time. However, poor friction cannot always be detected by visual scanning. There is no possibility of a correct estimation of a wet road's friction coefficient with the eyes only. Underneath, modern high-friction road markings, old material may reappear through road wear. Even "normal" road surfaces may have a much lower friction than a visual impression suggests. Thus, it is inappropriate to always blame a rider for a crash.

### Loss of friction causes crashes

Loss of grip can occur when a road surface has lost some of its friction because of wear, because of the weather (water, snow, ice) and because of bitumen bleeding, badly executed repairs, manhole covers, road markings, wrong choice of aggregate, gravel, spillage and similar. Uncontrolled skidding due to inadequate surface friction and poor visibility due to splash and spray have been found to be the two primary causes of wet weather crashes with skidding alone contributing to 15% to 35% of all wet weather crashes.

The MAIDS report shows that 29.7% of single two-wheel vehicle crashes happen because of sliding. The Riderscan report found that 88.5% of the surveyed riders saw road maintenance as the main infrastructure problem for sliding and 79.6% saw the road surface as an infrastructure problem.

Friction Interval	Crash Rate (injuries per million vehicle km)
<0.15	0.80
0.15 – 0.24	0.55
0.25 – 0.34	0.25
0.35 – 0.44	0.20

Table 1: Correlation between friction and crashes

Research into a comprehensive evaluation of friction measurements and crash rates has revealed that increasing pavement friction does reduce crash rates significantly, as summarized in table 1.

### Cause for poor friction

Poor friction can be caused by wear (aggregate becomes polished), weather (water, snow, ice), use of poor materials, bitumen bleeding, badly executed repairs, manhole covers, (rubber or metal) speed bumps, road markings, loose grid, gravel, and sand, and oil or diesel leakage. Poor maintenance can also be a factor. The location of manholes is a matter of design, and they should be in the footpath and not in the carriageway. When this is unavoidable manhole covers should have an anti-skid treatment on top.

A 2017 study has shown that loose gravel leads to a reduction of friction from 0.8 to 0.35, while with diesel spills the friction went from 0.8 to 0.3.

### Summary and conclusions

Motorcyclists use the whole width of the road, depending on the circumstances. The commonly used devices measure the skid resistance on the part of the road where usually the right wheels (or left wheels in countries where traffic keep to the left) of the vehicles are that drive in the most outside lane of the road in case there is more than one lane each direction. This place is chosen because the wear is strongest there, but this is not where motorcycles ride. Thus, it is important to measure the entire road. It is also important to measure and report the entire road section instead of an average of 20 meters since a tiny section with low friction can lead to serious crashes. The problem with the above-described measure methods is that only part of the road is measured

and not necessarily the part that is used by motorcycles.

There is a need for new and improved methods to measure the road surface skid resistance. Partially, and in the future perhaps entirely, this could be solved by making use of camera- and lidar techniques (3-D scan) as are already used in small scale in several countries. Current laser profilers can measure with resolutions smaller than 0.1 mm.

### Conclusion

One important issue is the responsibility for the road inspections and what party that will perform it. This could be the road authority itself or a subsidiary organisation. It could also be the private road operator who is responsible for the maintenance of the road or an independent third party

### Friction testing and motorcycles

There is very little information available about friction testing in relation to motorcycles, although both the importance to test the friction on the entire road as well as reporting on smaller sections than 20 meters are important to ensure that a road in this respect is safe for all road users, including motorcycles, as is shown in the Swedish tests by the WSP Group.

### Costs and benefits of friction testing

The road authority may be confronted with extra costs when testing and following up on the testing. However, there are clear benefits associated with maintenance of good road pavement friction, namely improving road safety, and reducing the number of people killed and seriously injured due to motorcycle crashes.

*Road Surface Friction and Motorcycling* is a technical report written by FEMA's Dolf Willigers and SMC's Maria Nordqvist, which includes clear recommendations to road authorities on how to test and improve road friction. The above is an edited version of the report. The full downloadable report can be found on the FEMA website.

## SAGE ORIENTAL ADVICINGS

Words of advice from a 1962 Honda motorcycle owner's manual, translated for the "American Motorcycle Rider"

1. At the rise of the hand by Policeman, stop rapidly. Do not pass him by or otherwise disrespect him.
2. When a passenger of the foot, hooves in tight, tootle the horn trumpet melodiously at first, if he still obstacles your passage, tootle him with vigor and express by word of mouth, warning "Hi, Hi."
3. Beware of the wandering horse that he shall not take fright as you pass him. Do not explode the exhaust box at him. Go soothingly by.
4. Give big space to the festive dog that makes sport in roadway. Avoid entanglement of dog with wheel spokes.
5. Go soothingly on the grease, mud, as there lurks the skid demon! Press the brake foot as you roll around the corners, and save the collapse and tie up.



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## **BANNING MOTORCYCLES Part 2**

### **Banning Motorcycles Is Not The Answer To Sound Issues**

Following the ban on riding motorcycles in parts of the High Pyrenees Natural Park, a measure to limit noise pollution, FEMA's Wim Taal was interviewed in the French magazine Trail Adventure.

Last March, Spain implemented a measure aimed at limiting noise pollution by banning the circulation of motorcycles in certain parts of the Hautes-Pyrénées Natural Park. Wim Taal, communication manager of the Federation of European Motorcyclists' Associations (FEMA), reacts to this discriminatory measure.

*Interview by François Barrois* "On the road or on the trails: no matter where you ride a motorcycle, sooner or later you will be confronted with a closed road. Complaints by residents are often enough for local authorities to ban motorcycles.

When we learned that parts of the Hautes-Pyrénées Natural Park (El Parque Natural de los Altos Pirineos) were now off-limits to motorbikes, we were disappointed to say the least. Not only because this is yet another closure to add to the long list of roads we have seen closed across Europe for years, but also because this ban appears to constitute discrimination specific against the motorcyclists we defend. The regulations described in the "Action Plan for the Declaration of a Special Protection Area of Acoustic Quality in the Alt Pirineu Natural Park" consider motorcycles as "particularly noisy" vehicles, regardless of their certification or the level of decibels they are allowed to emit.

Sound is a sensitive topic in the motorcycling world and our member organizations are receiving more and more complaints about noise made by motorcyclists. What is happening today – as seen in the Pyrenees – is that a category of road users is being singled out and is not only being blamed, but also faces significant restrictions. It's a real witch hunt for bikers.

We now suffer from the impossibility of riding a motorcycle on certain days and in certain areas, while other road users are left in peace, no matter how much noise they cause. This is blatantly

disproportionate and an unacceptable legal inequality. We are fighting against this at national and European level. Does the misbehaviour of some individuals justify that all motorcyclists are deprived of riding pleasure?

FEMA understands that sound can turn into noise in people's perception. We know that too much noise leads to annoyance, health problems and ultimately countermeasures, such as closing roads or even cities to motorcycles. In Europe, the closure of roads to powered two-wheelers seems to be the only solution found by the authorities to deal with incidents involving reports of noise pollution. This brings us to the following question: "Does the bad behaviour of certain individuals justify that all motorcyclists be deprived of their pleasure of driving? ". The answer is a resounding "no"! Road closures do not solve the problems but moves them to other roads. A FEMA survey showed that 74% of European motorcyclists do not find it logical to close roads to motorcyclists when motorcycle noise gives rise to complaints.

At a European level, FEMA sees no justification for stricter legal noise limits for new motorcycles, as some politicians would like. The vast majority of European motorcyclists use legal exhaust systems and stricter technical rules and regulations will not solve anything. FEMA believes that there is much to be gained from constructive cooperation between the authorities and the associations we represent. Educating motorcyclists might be a much better solution than banning motorcycles or considering new laws. The solution lies in human behaviour rather than technical restrictions.

Finally, let's not forget the economic effects of motorcycle bans: regions popular with motorcyclists depend on these tourists for their income. Restaurants, campsites, hotels, cafes, you name it, all need the regular income generated by us, the great biker community. And our absence from these places could also make a lot of noise..."

*Courtesy of FEMA June 2023*

*(This article from FEMA is a follow up from a report featured in the June issue of Centrestand from this year. Ed)*

## HELMET NEWS

Changes to SA M/C Helmet legislation from **xxxx** to include ECE 22.06.

The Australian Road Rules require all motor bike riders and any pillion or sidecar passengers to wear an approved motor bike helmet.

An “approved motor bike helmet” is a helmet made in compliance with —

- AS 1698; or
- AS/NZ 1698; or
- the United Nations Economic Commission for Europe (ECE) standard 22.05; or
- the United Nations Economic Commission for Europe (ECE) standard 22.06

and has an identifying mark certifying compliance with a standard mentioned above, and that is in good repair and proper working order and condition.

Examples of a helmet that is in good repair and proper working order and condition include a helmet that is scratched or marked but the scratch or mark has not —

1. penetrated the helmet's outer shell; or
2. damaged the helmet's retention system; or
3. damaged the helmet's inner lining.

Full-face helmets offer better face and eye protection than open-face helmets. Around half of all impacts to the head in motorcycle crashes occur to the face. Full-face helmets also offer better wind and sun protection.

### Helmet accessories

All approved helmet standards contain information regarding the attachment of accessories to the helmet.

For AS 1698 and AS/NZS 1698 compliant helmets, as indicated in the standard, no attachments should be made to the helmet except those recommended by the helmet manufacturer.

For ECE 22.05 compliant helmets, no component or device may be fitted to or incorporated in the protective helmet unless it is designed in such a way that it will not cause injury and that, when it is fitted to or incorporated in the protective helmet, the helmet still complies with the requirements of this standard.

For ECE 22.06 compliant helmets, any accessory must be fitted in accordance with the

manufacturer's instructions. Only accessories tested during the type-approval procedure of the helmet keep the type-approval valid. Motor bike riders must refer to the instructions for their particular make and model of helmet to determine the suitability for attachments.

### Helmet visors and face shields

Motor bike riding can be extremely tough on the rider's eyes due to wind, rain, sun glare, exhaust fumes and other factors such as flying insects, dust and debris.

To ensure that you can see in all conditions, use an approved visor or face shield that is clean and free of scratches and carry sunglasses or choose a helmet with an auxiliary tinted visor that operates separately from the main clear visor.

When choosing a visor or face shield (clear or tinted), it important to ensure it meets with the requirements as specified by the standard.

For Australian Standard (AS1698:2006) helmets: The visor or face shield should comply with 'AS1609 - Eye Protectors for Motor Cyclists and Racing Car Drivers' which refers to the colour requirements of 'AS1067 - Sunglasses and fashion spectacles'.

For ECE22.05 and ECE22.06 Standard helmets, the visor or face shield should comply with ECE22.05 and ECE22.06 specifications respectively.

For more information about motorcyclist safety and helmets refer to :

<https://www.myllicence.sa.gov.au/my-motorcycle-licence>

[https://www.myllicence.sa.gov.au/my-motorcycle-licence/motorcycle\\_helmets2](https://www.myllicence.sa.gov.au/my-motorcycle-licence/motorcycle_helmets2)



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**NEWS FROM SWEDEN**


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In Sweden one third of the riders in fatal accidents didn't have a valid license. In the group without a license 73% were drunk, had used drugs or both.

One of the presentations from the 13th International Motorcycle Conference of the IfZ came from one of FEMA's members, SMC Sweden. SMC describes the facts behind fatal and seriously injured riders. SMC has collected and analysed accident data from in depth studies, from STRADA (Swedish Traffic Accident Data Acquisition) and compared these accidents with information from the vehicle and licence register.

In the presentation Maria showed that one third of the riders in the fatal accidents group didn't have a valid license. In the group without a license 73% were drunk, had used drugs or both. In this group 77% were riding an illegal motorcycle. The share of riders without a license is also high (about 1/3) among the severely injured riders. In this group many were riding a motorcycle they didn't own and 21% of them were not legal to use on the roads. This is totally different to the Swedish

riders in general who are safer than other road users according to several studies.

SMC states that it is obvious that traditional road safety measures do not work in this group. Measures like lower speed limits and more median barriers will not reduce these accidents. A complicated and expensive license education is counterproductive and is not a solution. It is important to raise awareness about the problem and the high risk of serious accidents.

*SMC September 9, 2020*

*The statistics referred to in the SMC report are very similar to the figures here in SA. Most riders are careful, ride within their limits, obey the road rules and are minimally represented in the crash statistics. The few who don't show care for their community, flout the road rules and ride unlicensed and /or unregistered are over represented in the crash statistics. To quote the SMC report 'traditional road safety measures do not work in this group'. A new approach is needed to protect the community from these riders and from themselves. Ed*



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## THE URBAN JUNGLE

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### In Romania The ‘Urban Jungle’ Is A Real Danger To Motorcyclists.

When Romanian motorcyclists’ organisation MotoADN – a member of FEMA – looked into accident data, they found that motorcyclists are far from innocent. The truth hurts sometimes.

2022 was the safest year from a road safety point of view in the last decade, according to data provided by the General Inspectorate of the Romanian Police. The number of serious road accidents, of people who died as a result of road accidents and of seriously injured people was at the lowest recorded value in the last ten years in Romania. However, we are still talking about thousands of victims and an average of more than ten serious road accidents per day. In 2022 there were 4,711 serious road accidents, resulting in the death of 1,634 people and the serious injury of another 3,685 people.

What if we look at the statistics for motorcycles and scooters only? In short, 2022 was a little better than 2021, but without significant improvements. In 2022, the data of the Romanian Police show 407 serious road accidents in which motorcycles were involved (only seven fewer than in 2021), in 253 cases the motorcyclist was found guilty of causing it. 91 people died in serious accidents involving motorcycles in 2022 (down from 100 in 2021), and another 335 were seriously injured (down from 336 in 2021).

Contrary to the idea that the danger is greater on the roads outside the cities, in 2022 (similar to 2021), most accidents involving motorcycles, almost 80%, happened in urban areas. Most accidents involving motorcycles take place in the second part of the day, the ‘peak’ period being recorded between 2:00 and 8:00pm. Not unexpectedly, the fewest incidents occur at night, when traffic is less busy. An interesting aspect: according to police data, in the case of all the accidents registered last year between midnight and 5:00am (in total, 18 accidents, resulting in the death of five people), the motorcyclist was found guilty of causing the accident.

What are the causes of most accidents involving motorcycles in 2022?

1. Speed not adapted to road conditions was the main cause that led to road accidents involving motorcycles in 2022, ‘climbing’ the top of the factors from the second place in 2021. 109 serious incidents occurred as a result of not adapting the speed, 26 people dying and another 86 being seriously injured.

In the top five causes this was followed by:

2. the failure to give priority to vehicles (87 accidents),
3. lack of looking for other traffic when changing the direction of travel (44 accidents),
4. driving without a license (39 accidents), and
5. illegal overtaking (21 accidents).

In the case of accidents caused by the motorcyclist, the main causes were :

1. the speed not adapted to the road conditions (104 accidents),
2. riding without a license (37),
3. riding under the influence of alcohol (18),
4. irregular overtaking (15) and
5. not respecting the distance between vehicles (15).

On the other hand, in the case of no-fault motorcycle accidents, the five top causes were :

1. the failure to give priority (73 accidents), in particular
2. the lack of looking for other traffic when changing the direction of travel (32 accidents).
3. irregular turning (7),
4. traffic in the opposite direction (6) and
5. irregular overtaking (6 accidents).

Oana Radu - “The ‘urban jungle’ is not a myth. It can be a real danger to motorcyclists and scooter riders if they are not careful with every manoeuvre. Keep to legal speeds, don’t force your way into intersections, and don’t slip between cars at your own risk.”

*Written by Adina Tudor & Oana Radu (MotoADN) July 2023*

**SINGAPORE M/C EMISSIONS RULES**

**Older motorcycles, including foreign bikes, must meet stricter emission standards from 2023 according to the National Environment Agency (NEA)**

Older motorcycles will have to meet tighter in-use emission standards from Apr 6, 2023, as part of Singapore's efforts to reduce vehicular emissions and improve air quality.

The NEA said the stricter standards will apply to local motorcycles registered before Jul 1, 2003. "These motorcycles can continue to be used until Jun 30, 2028, as long as they meet the tightened in-use emission standards," said NEA. Motorcycles registered on or after Jul 1, 2003, are already subject to the same stringent in-use standards or more.

"With proper maintenance, most motorcycles will be able to meet the tightened in-use emission standards," NEA said in a media release. "Owners of affected motorcycles are reminded to get their vehicles serviced and inspected to meet the tightened emission standards."

Those who are unsure if their motorcycles can meet the new standards are encouraged to make use of the early de-registration incentive, said NEA. The incentive of up to S\$3,500 is available until Apr 5, 2023. As of Dec 31, nearly 60 per cent of about 27,000 eligible motorcycles have benefited from the early de-registration incentive, NEA said.

(Table: National Environment Agency)

Tightened In-use Emission Standards for Local and Foreign Motorcycles		
	Local Motorcycles (registered before 1 Jul 2003)	Foreign Motorcycles (regardless of registration date)
Current situation	To meet in-use emission standards; <ul style="list-style-type: none"> <li>• 4.5% or 6%<sup>5</sup> CO by Vol;</li> <li>• no HC limit</li> </ul>	Not required to meet any in-use CO or HC emission limit.
From 6 Apr 2023	To meet in-use emission standards; <ul style="list-style-type: none"> <li>• 4.5% CO by Vol; and</li> <li>• 7,800ppm HC (for motorcycles with 2-stroke engine) or 2,000ppm HC (for motorcycles with 4-stroke engine)</li> </ul>	Regardless of registration date of FM in home country, to meet in-use emission standards; <ul style="list-style-type: none"> <li>• 4.5% CO by Vol; and</li> <li>• 7,800ppm HC (for motorcycles with 2-stroke engine) or 2,000ppm HC (for motorcycles with 4-stroke engine)</li> </ul>

For motorcycles registered before 1 October 1986

**FOREIGN MOTORCYCLES** Foreign motorcycles will also have to meet the new in-use emissions standards from Apr 6, 2023, regardless of their registration date.

"This is similar to current rules requiring foreign motorcycles to adhere to the same exhaust noise limit as local motorcycles, and not to emit any smoke or visible vapour," said the NEA. The agency added that enforcement will be carried out through random emissions testing for carbon monoxide and hydrocarbons at land entry checkpoints, as well as during enforcement blitzes.

"The fines imposed are the same for both local and foreign motorcycles. Foreign motorcycles with a number of outstanding fines for vehicle-related offences may also be denied entry into Singapore at the land entry checkpoints," said NEA.

**CLASSIC BIKES** Singapore motorcycles registered before Jul 1, 2003, will no longer be allowed on the roads after Jun 30, 2028. That's unless they are on the Classic, Vintage (Restricted) and Revised Vintage Vehicle Schemes which are already subject to usage restrictions.

"For owners who wish to keep their older motorcycles as a classic vehicle, NEA is exploring a temporary scheme which would allow local motorcycles that were first registered between Jul 2, 1993, and Jun 30, 2003, to be retained after Jun 30, 2028, until such time when they are eligible for the Classic Vehicle Scheme," NEA said.

The agency said it will consult relevant industry and interest groups on the details of the scheme, adding that applications for such a scheme, if implemented, would open closer to Jun 30, 2028. "Motorcycles on the scheme will have to continue to meet the tightened in-use emission standards," the agency said. To qualify for the Classic Vehicle Scheme, motorcycles must be at least 35 years old based on their original registration date.

**NEW NOISE LIMITS** NEA also announced that it will "exclusively adopt" the latest United Nations noise standards for vehicles and aftermarket exhaust systems from Apr 1, 2023.

"This announcement provides the motor industry sufficient lead time to obtain motor vehicles that are able to meet the new noise requirements," said NEA.

Currently, all Singapore-registered vehicles must comply with the noise limits specified in the Fourth Schedule of the

Environmental Protection and Management (Vehicular Emissions) Regulations, which is benchmarked against the standards of the European Union and Japan. However, both the EU and Japan have begun adopting the UN's latest noise standards since 2016, with implementation for passenger vehicles to be completed in 2022, followed by commercial vehicles in 2023.

Singapore will follow suit and implement the UN standards from Apr 1, 2023, for passenger vehicles and Apr 1, 2024, for commercial vehicles.

"The UN standards are generally more stringent than Singapore's current standards," NEA said. "They also use a test procedure which better reflects actual driving conditions and better accounts for non-exhaust noise."

*Kurt Ganapathy CNA April 2021*

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

<b>Bridgeland Motorcycles</b>	Discount on request	8532 5722	145 Adelaide Rd Murray Bridge
<b>Coast Yamaha</b>	Discount on request	8382 5581	212 Main South Rd Morphett Vale
<b>Gawler Motorcycle Centre</b>	10% discount on accessories	8522 7700	Lot 1 Main North Rd Evanston
<b>GC Motorcycles Prospect</b>	\$5 on tyres, 10% accessories	8344 7888	122 Main North Rd Prospect
<b>DC Motorcycles Melrose Park</b>	Disc on request – see Don	8377 5566	22/788-9 Marion Rd, Marion
<b>Gilbert &amp; Mattner Lawyers</b>	10% discount	8233 3661	32 St Helena Place Adelaide
<b>Honda World / BMW Adelaide</b>	10% parts & accessories	8374 2299	1075 South Rd Melrose Park
<b>K &amp; M Motorcycles</b>	10% parts, accessories & ws. 10% new products, 20% repairs, all Aussie leather	8234 1090	10 Deacon Ave Richmond
<b>Ken Oath Leather Goods</b>		0417 713 523	3 Cranbourne St Elizabeth Park
<b>Kessner Suzuki</b>	10% parts and accessories	8261 9955	320 North East Rd Klemzig
<b>Motorcycle Parts &amp; Gear</b>	Discount on request	8562 4725	33 Railway Tce Nuriootpa
<b>Motorcycle Revolutions</b>	Discount on request	8371 4448	855 South Rd Clarence Gardens
<b>Pro Street Cycles</b>	Discount on request	8359 4449	494 Main North Rd Blair Athol
<b>QBE Insurance</b>	Ring for a quote	0392 462 761	
<b>Redline Exhausts</b>	Ring for a price	8277 0311	8 Coongie Ave Edwardstown
<b>Shannons Insurance</b>	Ring for a quote	13 46 46	
<b>Victor Motorcycles</b>	10% on genuine parts & acc	8552 3601	14 Adelaide Rd Victor Harbor
<b>Walden Miller Clothing</b>	10% bring the advert	8374 3884	40 Furness Ave Edwardstown
<b>Yamaha Pitmans</b>	Discount on request., 5%	8260 9200	420 Main North Rd Blair Athol
<b>Yamaha Retro Spares</b>	5% tyres, 10% services	8340 1970	115 Regency Rd Croydon Pk
<b>Yamaha World</b>	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](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](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](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](http://www.motocap.com.au)

The Consumer Rating and Assessment of Safety Helmets (CRASH) <https://www.motocap.com.au/about-crash>

For regular updates register at Austroads Road Watch [austroads.roadwatch@infoservices.com.au](mailto:austroads.roadwatch@infoservices.com.au)

**MOTORCYCLING AROUND THE WORLD**



**Spot The Bike**



**They Just Don't Get It!**

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*Note: 8 General Member positions for the Committee remain unfilled and will be appointed by the Committee. If interested contact Ebi or Cathy.*

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 Scooter Club Coord – Frank DeFrancesco 0412 937 606  
 4Bs Coordinator – Greg Janzow 0400 056 056  
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 AMC Representative – Ebi Lux 0418 800 362

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**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, 2<sup>nd</sup> 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 \_\_\_\_ / \_\_\_\_ / \_\_\_\_ Signature \_\_\_\_\_

**MEMBERSHIP FEES: CIRCLE ONE****Standard**

Individual	Family	
\$30	\$40	1 Year
\$57	\$76	2 Years
\$85	\$112	3 Years

**Concession**

Individual	Family
\$25	\$35
\$48	\$67
\$72	\$99

Payment by: Cheque  Money Order  Bank Transfer  Phone Payment

**EFT Bank Transfer Details: Bank SA BSB: 105116 Account No.: 036783040 Please include your Name & Mship No. in the transfer and email the membership form to the MRASA [mrasa@mrasa.asn.au](mailto:mrasa@mrasa.asn.au) after payment**

**NOTE: Due to security concerns we will no longer be asking you to provide your credit card details by mail or through the MRASA website. You can make a phone payment by contacting the Membership Secretary or the Treasurer (see above).**