

# CENTRESTAND

September 2021



## THIS ISSUE

MID-NORTH CANCER RUN

INJURY COMPENSATION

HOME RECYCLING

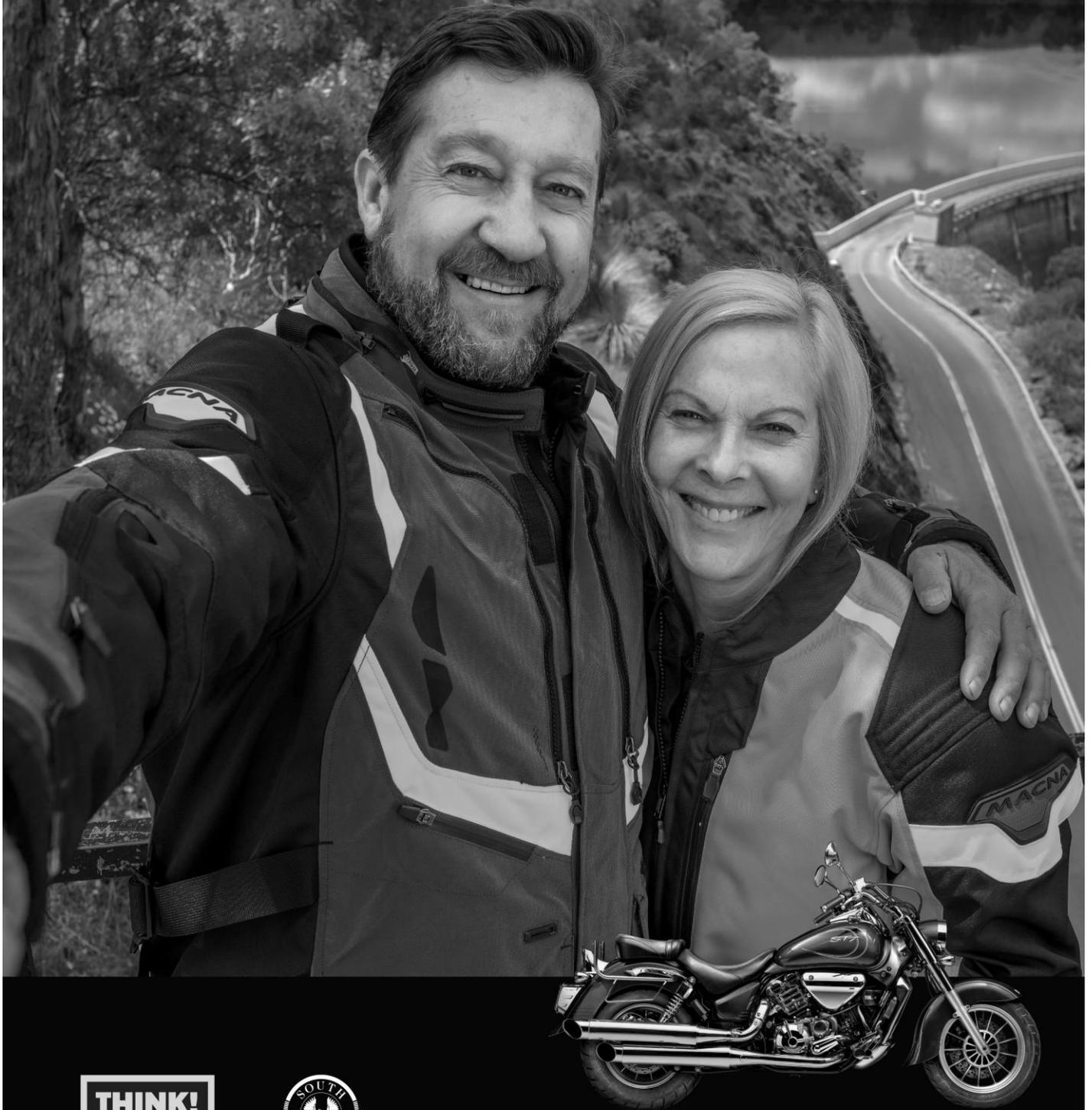
POTHOLES

BUYING M/C CLOTHING ONLINE

Let those who ride decide



# **THERE'S A LOT RIDING ON IT.**



**THINK!**

**ROAD  
SAFETY**



Government  
of South Australia

***Ride to return.***

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**MOTORCYCLE RIDERS'**  
**ASSOCIATION OF SA INC.**

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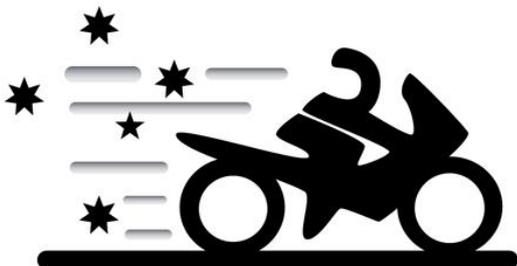
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Australian Motorcycle Council Inc.

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

**EDITORIAL**

Road courtesy is sometimes forgotten in the urgency that prevails when you are trying to get to where you are going with the minimum of delay.

We are all familiar with drivers who duck into the smallest space between you and the vehicle in front of you. A space that you opened up because you didn't want to get too close. Tailgaters, who for some reason insist in driving so close behind you that you can't even see their headlights in your rear-view mirrors at night.

Many drivers seem to be obsessed with getting in front in traffic, even though, realistically speaking, there is no front, no head of the line. Being in front at traffic lights is temporary and therefore illusory. But the idea of somehow, especially in medium to heavy traffic, that you can get there faster, sooner, persists.

Did you know that in a 25k journey through traffic in Adelaide, that dodging in and out of traffic, squeezing into gaps and generally making a nuisance of yourself to other road users you may save 1-2 minutes off your trip if you had otherwise taken it easy? That's less time that it takes to listen to one song on the radio. At the same time you have increased the risk of you having or causing a crash (I won't say accident here) by umpteen percent.

The sign below seen on highways seems to be a signal for slow drivers to speed up in 300m.



Get the picture? A bit more courtesy on the roads and thinking about the effect your driving and riding has on other road users make it safer and less stressful for us all.

Ride safe & stay upright, Harald

## VICE-PRESIDENT'S REPORT

Another year is closing, a year that has been both frustrating and exhilarating. Restrictions have come, and in some cases gone. Not since war time, have we been as tightly controlled by governments and our freedom of movement controlled by authorised paperwork. Not since federation, have states been points scoring at each other's expense, as they have in the past 12 months. Motorcyclists who are accustomed to touring, have not gathered. The quick interstate trip is but a distant memory.

Now, we are being promised a restoration of lost freedoms albeit with many attached conditions.

Now let us do a few statistical comparisons.

In the year to date, (02/11/2021) we have had 84 fatalities, of which 16 were motorcyclists.

During the same time we have had no Covid 19 deaths, yet the state has been in lock down once and completely isolated from its neighbours for most of the time. We have been unable to visit family interstate, attend larger funerals or weddings, sing and dance in public nor see our favourite pub band. Home gatherings have been restricted and the iconic Aussie Family BBQ almost outlawed. Masses of public money have been provided to fight the pandemic or support industry and those laid off as a result. Often amendments to regulations have occurred in less time than it took Bob Hawke to down a Yard Glass.

Don't get me wrong this is necessary and very welcome.

Meanwhile our governments, both federal and state., accept as inevitable road trauma with associated fatalities and serious injuries. Road Safety lobbyists are asking for minor changes or additions to support networks yet their pleading falls on deaf ears. The MRASA along with other members of the Motorcycle Reference Group have been asking for a review into the way we train novice or returning riders since before the last election. Now finally, we have been told this review will get underway shortly.

There are two questions we must ask our politicians before voting at the next election.

- 🏍️ Is the continual level of road trauma acceptable?
- 🏍️ Why can we not respond to road trauma with the same intensity and dedication as we have to Covid 19.

On a positive note, the MRASA is very pleased with the response to its Road Safety Workshop held in early October. Both sides of parliament were represented, as was the Road Safety Office of the Department of Infrastructure and Transport.

It was a very intense afternoon and I thank all members and guests for their participation, suggestions and commitment to our road safety. Hopefully, this will be the first of many such workshops involving members and guests from other motorcycle groups

All MRASA members should be aware that our Annual General Meeting will be held in February.

The response we have had to our Toy Run Partnership and to the Road Safety Workshop, shows we are well regarded in official circles.

Unfortunately, to develop and maintain positive relationships requires effort and commitment. The workload is not onerous if spread amongst a number of people. We have a healthy membership base, but we do need more to nominate for the committee, have their say in what we do and influence our future direction. The work we do is rewarding, varied and certainly never boring. I am amazed at the creativity of individuals in response to problems. Now is the time for each of us to become more than just a fee-paying member. Let your voices be heard and influence the decisions affecting our road safety. If you don't, then you will have to accept decisions made by non-riding public servants.

Become an active member, attend the AGM and join the committee.

Ebi Lux



DIT: MRASA PARTNER 2020/21

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**MRASA NEWS**


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**🏍️ Road Safety Message** On page 12 is a Road Safety message to motor vehicle drivers who are not motorcyclists. We ask that you spread the word. Photocopy the page and hand it around. Pin it up on the noticeboard at work. Post it on Facebook. Email it to everybody you know. Be creative. It's worth doing.

**🏍️ Motochat** That's now 160 programs with Cathy, Ebi and Harald. We've managed interviews with local clubs, showcased events and rallies and set up interviews with international and local motorcycling celebrities. Along the way we've picked up a community broadcasting award (A Bilby – did we mention that?) and had a great time. Sometime next year will be our 200<sup>th</sup> show and if you have an idea of what we can do for it let us know. Thanks for listening.



**🏍️ Toy Run News** is on page 9. Vinnies need your help to support the many families in need over Christmas this year which will be an uncertain one. Lots of people are still struggling because of lack of work and with our borders opening around that time we really don't know what to expect. Donate toys and money as you usually do and get your friends and relatives to take part. Even if they are not motorcyclists they can still help.

Keep up to date with Toy Run News via the MRASA web page on [www.mrasa.asn.au](http://www.mrasa.asn.au) and through the Toy Run Facebook page. Download a copy of the Toy Run poster for your fridge and for work. Spread the word and let's make this another great Toy Run.

## “IT'S FOR THE KIDS”

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### MID-NORTH CANCER AWARENESS RIDE

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Malcolm Hill, from the Mid North MRASA, once again organised a ride for Cancer Awareness on 24 October starting from Crystal Brook. About 35 bikes and a few cars participated in a great ride to

Walleroo, (for lunch) via Red Hill, Koolunga, Blyth and Snowtown. The Mid North roads are a combination of sweeping corners, long straights and a few pot holes. (re. the potholes, I'm being generous) The ride back was via Port Broughton and Augusta Hwy.

The ride had no incidents, with most riders returning to Crystal Brook to be part of the presentation of over \$2,500 to Ramseys Pharmacy for their Breast Cancer Awareness Project. Once again, the Pharmacy was decorated with pink Breast Cancer Posters and pink lady cut-outs on the front footpath area, where we presented Nichole, from the Pharmacy, with the donation. As well as riders digging deep into their pockets, local businesses also gave donations. Supporting these businesses is one way city riders can contribute to rural recovery.

Country communities are noted for their generosity and support for each other in good times and bad. The ride was confirmation of that.

The ride next year has already been promised. This will be included on the MRASA ride calendar, so if you are into a good day ride then keep an eye out for our notice and join us.

Cathy Lux



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## REPORT POTHOLES AND OTHER ROAD HAZARDS

Road damage is a danger to motorcycle riders, whether potholes, gravel across the road, broken road surface on shoulders or the main track, poorly carried out repairs or slippery bitumen repairs – all these while in the main presenting minimum distraction to car and other four wheeled road users, can be catastrophic for motorcyclists.

The design of motorcycles and scooters means they have unique dynamic stability characteristics that make them more sensitive to changes in the shape, texture or skid resistance of the road surface, including the presence of water, potholes, ruts, poor road matching or debris on the road.

A 2018 British Automobile Association survey found that riders are three times more likely to be involved in crashes caused by potholes and poor road surfaces than any other vehicle type. It found that while potholes cause damage to cars, they are a greater injury threat to riders as they also have to swerve to avoid potholes which can cause crashes.

Also, a 2018 World Health Organisation Global status report on road safety found that the motorcycle road toll could be reduced by improving roads.

Reporting potholes and other road damage to relevant authorities can pay off. As well as making the roads safer for all users, prompt and effective road repairs preserve the road from further damage which in the long run is much cheaper than replacing a severely degraded road.

Road authorities are expected to establish reasonable standards for road construction, inspection, maintenance and prompt repairs so that roads are suitable for all vehicles, including motorcyclists. Maintenance contractors also have an obligation to ensure that where works are

carried out on the road, these are done in a manner that ensures the safety of all road users, and that the road surface is correctly reinstated or altered. However, it is also important for riders to be involved by reporting road damage to relevant authorities.



Municipal authorities want to know about road damage and actively seek out information. They are responsible for making sure that repairs are carried out in a timely fashion and can be held liable for any vehicle damage or injury that occurs as a result of a road hazard that they knew about.

The Brisbane City Council, for example, has an online reporting form that makes reporting hazards quick and easy. The City of Newcastle asks you to fill out a Customer Request Form online. In South Australia you can call the Road Hazards Freecall number **1800 018 313**. This number is printed on the membership card of all MRASA members.

In some countries a big problem for creating road hazards is winter weather with snow and ice. Once the spring thaw comes along the damage done over winter becomes apparent and potholes and other hazards become a problem.



In Australia a big problem is melting asphalt as shown in the picture on the left. This is caused by melting bitumen from beneath the road's surface forced onto the surface by the pressure of vehicles, especially heavy vehicles, using the road. The road then presents with strips of slippery bitumen,

usually in patches due to the occasional excessive use of bitumen while laying the road surface. These patches become more slippery with any rain shower and can form ripples as the road heats and cools. This can be particularly alarming when the front wheel gets caught in a ripple running along the road. So watch out this Summer, especially on corners.

*References: Motorbike Writer: Reporting Potholes Pays Off, Huff Post: The Problem With Potholes*

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## INJURY COMPENSATION

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### Motorbike accidents

If you have been injured in a motorbike accident, you might be entitled to compensation. There are two different types of claims that can be made.

The first type is a claim for compensation from the compulsory third party (CTP) insurer. This claim can only be made if another bike rider or car driver was negligent and caused or contributed to the accident. This is often called making a CTP claim.

Some of the situations when you could make a CTP claim are:-

- You were a passenger on a motorbike, and the driver of the bike caused the accident.
- You were riding your motorbike, and a car caused the accident.
- You were riding your motorbike, and another motorbike rider caused the accident.

Another situation where you might be able to make a claim is if you suffered certain severe injuries in a motorbike accident. In this situation, you are entitled to make a claim, even if another driver was not at fault. This claim is made against the Lifetime Support Scheme. The type of accidents for which you can claim include:-

- The accident was your fault.
- The accident was no one's fault, i.e. a kangaroo jumped in front of you or a tree branch fell.
- The accident was caused by someone else (similar to a CTP claim)

Only specific injuries qualify you for the Lifetime Support Scheme. These include spinal cord injury, moderate to severe brain injury, severe burns, amputation and blindness.

### Making a CTP claim

To make a CTP claim, you need to fill in a claim form and send it to the CTP insurer of the vehicle at fault. You can find out who their insurer is by checking their vehicle registration on the Ezyreg website.

A CTP claim form should be completed and sent to the CTP insurer within six months of the accident. There is a strict three-year time limit and court proceedings must be filed before the three-

year anniversary of the accident. There are different rules for children who are injured.

If you make a CTP claim, the types of compensation you are entitled to are :-

- Reimbursement/payment of your medical expenses, including ambulance, hospital, doctors, personal carers, physiotherapy, medication, etc,
- Compensation for pain and suffering, if you meet the threshold.
- Compensation for your lost income in the past and future (based on 80% of your loss).
- A lump sum for likely future medical expenses.
- Reimbursement/payment of expenses for tasks around the home you can no longer do, i.e. gardening and cleaning.
- If you cannot perform tasks around the home in the future, you can receive a lump sum payment for this.
- Compensation for assistance a parent, child or spouse has provided you, if you meet certain thresholds.
- Reimbursement of travel and car parking expenses for medical appointments.

### Making a Lifetime Support Claim

The Lifetime Support Scheme will fund the cost of necessary and reasonable treatment, care and support for injuries related to your accident.

They do not compensate you for your lost income or pain and suffering. If you qualify for the Lifetime Support Scheme and another driver was at fault, you can make a CTP claim in addition to your Lifetime Support Scheme.

If you've been in a motorbike accident and need legal assistance to make a CTP or Life Support Claim, please reach out to the team at Andersons Solicitors and we can help navigate you through the process. Remember that these claims are time-sensitive and getting legal advice early can be beneficial to your claim.

*(Thanks to Andersons Solicitors for the information. Andersons Solicitors are a long-time supporter of the MRASA 4Bs. Ed.)*

## LOOKING FOR ADVENTURE

### Committed car drivers may never know why two wheels are better than four.

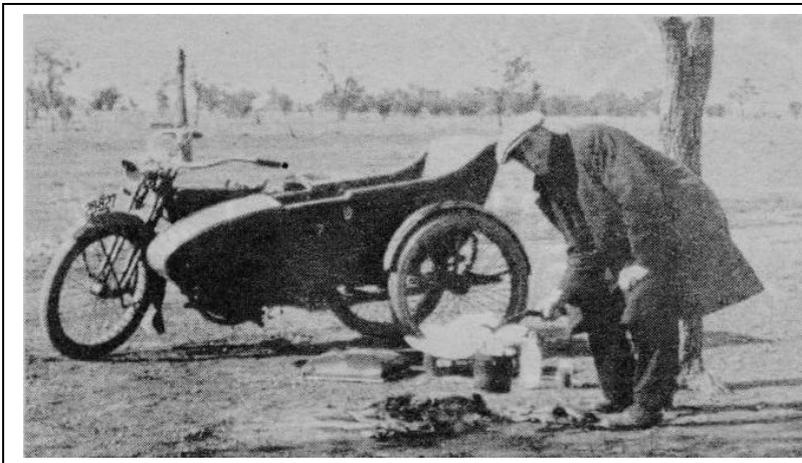
There's an old photo hanging on my office wall. It says everything that needs to be said about the joys of travelling by motorcycle. The caption reads "On the Road to Cobar 1923". Cobar is about halfway between Dubbo and Broken Hill, in that endless-horizon country of outback NSW. There's nothing there. Except Cobar.

The motorcycle is a spindly, utilitarian thing, typical of the time and nothing more than a glorified bicycle with an engine. I can't tell which make it is because it has a sidecar.

The rider, an old bloke, is dressed in a heavy overcoat – so it must be pretty cold – and he wears a working man's cap. Helmets weren't a thing in 1923.

He has stopped by the side of a dirt track, probably the original route through the Western heart of NSW that's now the Barrier Highway. He's bent over a campfire, boiling the billy. The shadows are quite long, so I think it's late afternoon. It's an unposed photo, and as he turns to the camera, probably being held by his sidecar passenger, he's smiling.

I recognise that smile. It's one of quiet, deep contentment. It says the smiler is at peace with the world. That's because a day spent travelling by motorcycle is always, for several reasons, a good day. On a motorcycle you're alone inside your helmet, with nothing but your thoughts for company and many hours to sort through whatever is happening in your life. At the end of the day you've often worked a problem through and are free from worry. A motorcyclist will ride a road because of its intrinsic qualities. Long straight highways, including the road to Cobar, induce a trancelike state. You let time become irrelevant. Think. Dream. Enjoy. Tell yourself that in a few days you'll wish you were still out here, doing this. It's true.



Winding mountain roads demand total concentration – the consequences of getting a corner wrong can be nasty. Still, there's nothing quite so exhilarating as the sensation of tilting the horizon to an extreme angle every few seconds and applying outrageous amounts of power between one corner and the next. One crowded hour of glorious life is worth an age without a name, as the saying goes.

A bike, unlike a car, offers no protection from the outside world, but you're immersed in the smells, sounds and of course, the weather of the country you're riding through. Hypothermia, heat exhaustion, being splattered with the technicoloured guts of every kind of bug in the Insectopedia and wearing the, er, waste of a loaded cattle truck if you make the mistake (only once...) of too closely following – these are hazards car drivers, cocooned in their cages, will never know.

But the sweet smell of rain on dry red earth, a cool clean breeze at your back at the end of a hot day, and the salty tang of sea air on a coast road are sensory delights that make motorcycle travel so much more immersive and intense than anything with a roof and doors. I've ridden Tornado Alley during storm season in the US, dodged marauding buffalo in Vietnam, defied the efforts of Indian truck drivers to kill me and hit 200km/h across the top of the mountain on the Isle of Man TT course, among other adventures on motorcycles.

During the darkest days of Victoria's lockdowns, I looked at the photo of the bloke and his bike, somewhere on the road to Cobar in 1923. Soon, I kept telling myself. Hopefully before 2023. I've just returned from a ride through Victoria's wheatbelt, following the Silo Art Trail and just like the man in the photo, I'm smiling. Again.

*Courtesy Bill McKinnon Melbourne Sun Herald 21/3/21*

## Buying Motorcycle Clothing Online? Don't Be Fooled!

Online shopping for a cool new motorcycle jacket or some sturdy-looking new motorcycle gloves is easier than ever. But what are you really buying?

Attractive websites promise low prices and world-wide shipping, and all you have to do is 'click to order'. However, a closer look at websites that sell 'motorcycle gear', shows that for a growing number of them it seems common practice to fool the consumer into buying clothing that is not really fit for motorcycling purposes. So, unless you are buying from a known and trusted website, read on and make sure they cannot fool you.



Within the European Union and the United Kingdom there are no uniform rules on what you must wear when you are out riding your bike. On a national level however, governments can set up their own rules, like in France where it is a legal requirement to wear CE approved gloves when you ride. However, the European Union and the United Kingdom do have uniform rules when it comes to the production and testing of motorcycle apparel. By law, motorcycle clothing sold in the EU and UK must conform to the Personal Protective Equipment (PPE) Regulation. Conformity to standards and CE marking provide assurance to you, the buyer, that motorcycling apparel is fit for purpose.

Paul Varnsverry, expert in motorcycle clothing and technical director at PVA-PPE Group, says: "There are European Standards, so that the tear strength, abrasion resistance and seam strength of motorcyclists' clothing can be scientifically tested. Motorcycle clothing is also regulated by European legislation, so everyone involved in the supply chain – from the factory to the retailer – is legally

responsible for the products they sell. Motorcycle clothing cannot be legally placed onto the European market unless it has been tested and officially certified."

Part of the regulation Paul Varnsverry mentions, is that the entire garment must be independently tested and certified, and not just parts of it. So, if you come across websites that – for example – sell motorcycle jackets with 'CE approved protectors on shoulders and elbows' or with a 'CE approved back protector', you know something is wrong, because CE approved protectors are not enough. The entire garment must be independently tested and certified. Sellers of motorcycle gear that is not CE approved will also often use misleading texts, such as 'CE Certificate', 'CE Certificate of Conformity' or 'CE Compliance Assessment'.

If you are shopping online:

- Watch out for misleading texts in the item description.
- Watch Out for false CE approval claims.
- Only buy items that are genuinely CE approved and come with all the right documents.

Motorcycle gear which has been CE certified will always have a booklet with instructions on how the customer selects the appropriate protection class, the declaration to the CE label, instructions on how to combine the motorcycle clothing with other protective elements and how to use and adjust the protectors. The booklet also contains a detailed explanation of the protection class and instructions on how to store and dispose of the protective equipment. In the booklet you will also find a website address where you can find (or request) a so-called DoC, the Declaration of Conformity of the product. If the item you're looking at is not certified, there is no DoC. With the Declaration of Conformity, the manufacturer or importer declares that the product meets all applicable regulations.

*Written by Wim Taal Courtesy of FEMA*

*Sources: [www.revitsport.com](http://www.revitsport.com) [www.mcg-gmbh.de](http://www.mcg-gmbh.de)  
[www.bennetts.co.uk](http://www.bennetts.co.uk)*

*[www.hoodjeans.co.uk](http://www.hoodjeans.co.uk) [www.pva-ppe.org.uk](http://www.pva-ppe.org.uk)*

## CAMBRIDGESHIRE ENCOURAGE PEOPLE TO USE MOTORCYCLES

Cambridgeshire has launched a trial of motorcycle access to bus lanes. The County Council want to encourage people to buy and use motorcycles.

The Council opened the Elizabeth Way bus lane to motorcyclists and full electric cars on 14th December 2020. Importantly, local MP, Daniel Zeichner, supports calls for motorcycle access. Finally, the lobbying has been rewarded with the start of this new trial. The trial is being implemented on an experimental basis and will be reviewed after six months. The Council will consider whether access should be made permanent after the trial period. Under the trial, access for full electric cars will also be tested.

A Cambridgeshire County Council spokesperson said: *"We're keen to improve air quality and encourage people to travel more sustainably. With this in mind, we have started a trial which allows Zero Emission Vehicles and motorcycles to use the bus lane on Elizabeth Way. "Should the trial be successful, then Councillors will consider whether the initiative should be continued and widened to other bus lanes across Cambridgeshire."*

Speaking on behalf of MAG, Director of Campaigns & Political Engagement, Colin Brown, said: *"Local MAG members are delighted. They have put a great deal of work into promoting the idea to the Council. We also thank local MP, Daniel Zeichner, who has been a great help. I especially welcome the unequivocal statement from the Council: – They want to encourage people to buy and use motorcycles."*

The Council state in the documented 'Statement of Reasons': "Motor cycles are more fuel-efficient and use less road space than cars, so the Council wishes to encourage greater use of them. Allowing motor cycles to use bus lanes is an additional incentive for people to purchase and use powered two wheelers in preference to private cars. Motor cycle use of bus lanes could have some safety benefits, as it would reduce the likelihood of

motor cyclists weaving between lanes of slow moving traffic to avoid queues."

*Courtesy MAG UK in News by Colin Brown  
image courtesy of [Wheels Motorcycles](#)*

## TOY RUN REPORT

The MRASA Toy Run will be held on Sunday December 12<sup>th</sup>. The format of the day will be the same as it was in 2020. We will have a Drop and Go at Victoria Park and at Callington for toy and monetary donations.

Unfortunately holding a gathering of motorcycles at Victoria Park and a fair at Callington is not only difficult due to the Covid 19 requirements of SA Health regarding events but will also be stretching our resources to the point where we couldn't guarantee that we could implement all the SA Health requirements and keep everybody safe. So for another year we will have a toned down Toy Run and look forward to a better event in 2022.

We will have a limited number of stalls at Victoria Park and a limited ride to Callington. A small number of clubs will be invited to gather at Victoria Park and will follow Santa on his ride from 11am. Join up along the way. Bring your donation for the Vinnies Christmas Appeal to Victoria Park from 8am to 12 noon and celebrate with us by going on a ride. More detailed info in the next Centrestand.

### Contacts for further information :

Harald Lindemann : MRASA Toy Run  
Coordinator 0421 289 714 [haraldhl@bigpond.com](mailto:haraldhl@bigpond.com)  
Cathy Lux : MRASA Toy Run Site Coordinator  
0408 853 380 [cathy\\_lux@hotmail.com](mailto:cathy_lux@hotmail.com)

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

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## FEMA WANTS TO KEEP HOME RECYCLING OF M/C ALIVE

Europe has rules in place for the collection and destruction of cars that have come to the end of their life. Motorcycles are exempt from these rules. That may change, if it's up to the European Commission.

Wim Taal, FEMA's communications officer: *"Inclusion of motorcycles in the scope of the directive could also mean a serious threat to historical motorcycles. These bikes are especially dependent upon available and affordable original spare parts to keep them in working order. And who wants to see oldtimers disappear into state approved demolishing facilities?"*

These rules are part of the End-of-life Vehicles Directive, aimed at the prevention of waste from vehicles that have come to the end of their life. The directive also tells Member States to set up systems for the collection and de-registration of all end-of life vehicles. The directive also pushes producers to manufacture new vehicles without hazardous substances (in particular lead, mercury, cadmium and hexavalent chromium), thus promoting the reuse, recyclability and recovery of waste vehicles. The directive tells Member States to have all vehicles that have reached the end of their life 'transferred to authorised treatment facilities' to be demolished in an environmentally friendly way.

If motorcycles were to be included in the scope of the directive, that could mean the end of so-called home recycling. Recycling of motorcycles and motorcycle parts is an inherent part of motorcycle use. Home recycling, where you end the bike's registration and take it apart for reuse of its parts, is a significant part of the motorcycle culture. Home recycling helps to keep bikes on the road with used spare parts, instead of using new parts that have to be produced from raw materials. This way, motorcyclists play their part in the circular

economy as well as being environmentally friendly.

The European Commission now plans to revise the End-of-life Vehicles Directive and wants to explore the need to have powered two-wheelers include in the scope.

**FEMA responded to the European Commission's request for feedback with the following statement and explains why in our view motorcycles and other powered two-wheelers should not be included in a new directive.**

*"In FEMA's view, the current Directive succeeded in preventing waste from vehicles, the reuse of parts from vehicles and improvement of the environmental performance of all economic operators involved in the life cycle of vehicles.*

*However, extension of the working of the Directive to powered two-wheelers (PTWs) is less obvious because of the different nature of both use and build of PTWs. PTWs do not have a body like cars; they can have body parts attached to the frame, but this cannot be compared with the body of cars. Most PTWs spend the largest part of their live indoors and as a rule are used for far less kilometres than cars. Because of this, and because parts can easily be removed, PTWs seldomly reach the end of their life like other vehicles do.*



*Virtually all PTW parts can be reused, through a large network of specialised second-hand part suppliers throughout the European Union, or by users themselves who swap and change parts with other owners. Parts that are not reused are recycled through local recycling schemes or sent on by second-hand part shops. There is no evidence of PTWs being dumped beside the road or otherwise disposed of in an inappropriate manner. Inclusion of PTWs could even be contrary to the aim the directive, by causing a problem where none exists now. In particular, the certificate of destruction may prohibit users from*

*dismantling their vehicles for the purpose of reusing components. Furthermore, the administrative requirement on specialised second-hand parts businesses, which are generally small and medium-sized enterprises (SMEs), could mean job losses.*

*An exception could be made for electric powered vehicles (EVs). The demolition of EVs is specialistic work that should not be done by unqualified people. To ensure that the demolition of PTWs with a combustion engine can still be done in-house by the owners themselves or by SMEs, and to ensure that demolition of electric PTWs is done by qualified specialists, FEMA suggests not to include PTWs in the End-of-life Vehicles Directive but to draw a separate Directive for powered two-wheelers and perhaps other L-category vehicles.*

*If the European Commission does propose to include motorcycles and other powered two-wheelers in an End-of-life Vehicles Directive, FEMA would ask the Commission to ensure that the possibility of controlled in-house demolition remains possible (as part of a circular economy), either by including it in the Directive, or by allowing Member States to make their own rules and regulations for in-house demolition.*

*If the European Commission does propose to include motorcycles and other powered two-wheelers in an End-of-life Vehicles Directive, FEMA would ask the Commission to ensure that historic PTWs or PTWs of value to collectors or intended for museums, kept in a proper and environmentally sound manner, either ready for use or stripped into parts, do not fall within the scope of this Directive.”*

*Courtesy of FEMA Wim Taal Nov 2020*

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## HIGHER SPEEDING FINES FOR THE RICH?

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Is it time for Australia's speeding fine system to be overhauled so the rich don't get away with comparatively light fines while working Aussies pay amongst the highest fines in the world?

According to British website **GoCompare**, Australians rank sixth in the world with the highest fines and 10<sup>th</sup> in relation to their average wage.

Ours is supposed to be an egalitarian and fair society, but how can it be fair for a motorist on a low wage to pay the same fine as a millionaire?

The average Aussie speeding fine for 21km/h over the speed limit is \$401. South Australia leads with \$771 fine, followed by NSW (\$472), Queensland (\$435), WA (\$400), Victoria (\$332) and Tasmania (163).

Top fines for speeding 20k/h + (AUD):

1. Norway	\$1028
2. Iceland	\$750
3. Estonia	\$626
4. United Kingdom	\$595
5. Sweden	\$412
6. Australia	\$401
7. Switzerland	\$362
8. Israel	\$282
9. Netherlands	\$278
10. Canada	\$275

Several countries, such as Britain, Finland and Switzerland, have a system where speeding fines are linked to income.

The UK has just introduced a system where fines for *excessive speeding* have increased to 150% of weekly income. It is capped at \$1770 or \$4435 if caught on a motorway. After all, they argue, that a rich pro footballer, celebrity or wealthy aristocrat would not be deterred by the average UK speeding fine of \$333. Meanwhile the UK has retained their minimum speeding fine of \$177 and motorists can choose to reduce that further by attending a speed awareness course.

Switzerland and Finland are much tougher on their rich speeders. Finland uses a 'day fine' system of half the speeder's daily disposable income with the percentage increasing according to their speed over the limit. In 2002, former Nokia director Ansii Vanjoki copped a \$190,000 fine for riding his motorcycle 75km/h in a 50k zone.

But that's not the world record speeding fine which was handed out in Switzerland in 2010 to a Swedish motorist caught driving at 290k/h. He was fined 3600 Swiss francs per day for 300 days which worked out to almost 1.5 million dollars.

*Courtesy Mark Hinchliffe Motorbike Writer 14/9/2019*

*(Food for thought, but does it make a difference to driver/rider behaviour? Judging by the number of ordinary drivers/riders who keep getting fined (and don't pay up) maybe not. Ed.)*

# VEHICLE VS MOTORCYCLE

**////////////////// STAY SAFE //////////////////////**

If you see a motorcyclist moving from left to centre to right in the same lane, they are not drunk or high. They are finding the best position to ride on the road based on many circumstances of road conditions that constantly change. They may also want to make sure that you see them in your rear view mirrors.

That manhole cover? That oil spot? That small puddle? That asphalt repair patch? That grass that somebody mowed onto the street? These things mean nothing to you in a car or truck but any one can be a life-threatening hazard to a motorcyclist.

When a motorcyclist suddenly speeds up, goes past you and then slows down? They're not signalling to you that they want to race you ... they are trying to stay out of your blind spot.

We know that there are some motorcyclists who ride like idiots just as there are idiots in cars and trucks. They're out there. It sucks because they make the rest of us look bad.

But the one thing we all want is to be able to make it home alive. Your vehicle is much bigger than ours. Please keep that in mind. Also please put your phone down and look more than once.

Thanks, From All Us Bikers



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## CORONA CRISIS: GREECE HAS TURNED TO MOTORCYCLES

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‘For substantial, fast and efficient transportation there is one solution: motorcycles.’ Thomas Kakadiaris looks at motorcycling during the coronavirus crisis from a Greek perspective.

For years, a large number of traffic experts and traffic planners have made clear their support for public transport, often supporting policies which neglect powered two-wheelers. In Europe as early as 2011, the contribution of powered two-wheelers (motorcycles, mopeds) as a solution to the issues of transportation within the urban fabric started being timidly recognized. Now the coronavirus (COVID-19) has arrived and suddenly our lives with transportation issues should be considered on a new basis.

Virus spread and control makes us all face a new reality. It will be here for a long time, if not forever. Social distancing in grocery stores seems to be a dominant safety formula. We may have to get used to living in a society in which we must maintain social distancing in all public places. Quarantine will not be easy for any of us. Many jobs are being lost, economies are shrinking, and social isolation threatens to change the way we live. Remote work and the necessary technologies may be a part of our new reality but people’s travelling, and goods’ transportation cannot be ignored. Above all, they cannot be abolished.

Even in quarantine, we, here in South Europe, have turned to powered two-wheelers. The coronavirus crisis has highlighted the importance of those workers who have been so despised by the State or have suffered severely during the 10-year economic crisis in Greece. Couriers are bringing to our homes what we would not have had if they were not riding their mopeds.

Goods must be transported, and people must go to work, to school, to stores. Keeping distances in public transportation vehicles would be a gamble, especially during rush hours. Perhaps airports are an easy case because they are well-organised facilities, with security personnel guiding the travellers, but in public buses or in the underground, how exactly will it be done? Their capacity will be reduced by 60% or 70%. Suddenly all arguments of traffic experts would disappear.

We know that we will now have ‘tips’ for walking and cycling. Is anyone there estimating that walking and riding a pedal bike will cover our everyday needs? Are you saying that they should come to the point of proposing transportation solutions like those of Amish? So, the question is how do we organize transportation and tourism when we are allowed to travel again?

Unfortunately for anti-motorcycle campaigners, cars and motorcycles have remained. One passenger per taxi, two passengers and the driver in private cars and the whole theory of eco-mobility without a motorcycle flies away. Whether they like it or not, *corona mobility* has come and here in the South Europe, we have to love the powered two-wheelers once again.

It is time for politicians to re-consider how they treat motorcycles and motorcyclists. They have to abandon hostility as a permanent attitude towards the motorcycle and to reconsider laws, traffic structures and financial issues in a true and substantial way. We have to reorganise the way our State treats motorcycling. We are not talking about ‘favours’ and ‘facilities’. We are talking about sensible changes. We want the Greek State to reconsider unfair taxes, tolls and licensing costs on motorcycles.

We may be optimistic, but most of all let us be realistic. Soon we will be able to move freely again, but for some time there will be restrictions on how we travel. In order to maintain social distancing we will have to accept a reduction of public transportation vehicles’ capacity. For substantial, fast and efficient transportation there is one solution – motorcycles.

Personal transportation and freight transport will be served by all types of powered two-wheelers. The whole context, financial, legal, educational and the legislation should be reconsidered. Encouraging the use of the powered two-wheelers means better infrastructure, more parking areas, more training, less taxes. The use of powered two-wheelers allows us to travel and move everywhere, maintaining the necessary social distances.

*Writer: Thomas G. Kakadiaris (The Postman)*  
*Courtesy FEMA May 4, 2020*

**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>DA Motorcycles</b>	Discount on request	8281 8933	1758 Main North Rd Salis Plains
<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 Gdns
<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. Discount on request, 5%	8260 9200	420 Main North Rd Blair Athol
<b>Yamaha Retro Spares</b>	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)

For information about helmet testing and rating. <https://crash.org.au>

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

**MOTORCYCLING AROUND THE WORLD**

What Am I ThinkingNow?

**MRA COMMITTEE**

President – Position Vacant  
 Vice-President – Ebi Lux 0418 800 362  
 Secretary – Cathy Lux 0408 853 380  
 Treasurer – Harald Lindemann 0421 289 714  
 Membership – Sam Maddock 0430 039 269  
 Road Safety – Ebi Lux 0418 800 362  
 Stock Controller – Amanda Lock 0434 578 595  
 Centrestand Editor – Harald Lindemann 0421 289 714  
 Minutes Secretary – Cathy Lux 0408 853 380  
 Register Liaison – Cathy Lux 0408 853 380  
 SAMRATS Coordinator – Ken King 0401 866 037  
General Members: Warren Hicks, Gahan de Zilwa, Frank de Francesco

Toy Run Coordinator – Harald Lindemann 0421 289 714  
 Scooter Club Coord – Frank DeFrancesco 0412 937 606  
 4Bs Coordinator – Greg Janzow 0400 056 056  
 Webmaster – Graeme Rawlins 0419 832 384  
 Public Officer – Harald Lindemann 0421 289 714  
 AMC Representative – Ebi Lux 0418 800 362

**Mid-North Register Committee**

President - Stuart Toot' Bunnett 0408 840 206  
 Vice-President - Jackie O'Reilly 0407 742 006  
 Secretary – Greg Stevens 0409 842 434  
 Treasurer – Barry Stoneman 0407 187 634  
 MRA Mid-North PO Box 37 Snowtown SA 5520

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

**Motorcycle Riders' Association of SA Inc. MEMBERSHIP APPLICATION FORM**

New Member:  or Renewal  Membership No.

Name: \_\_\_\_\_

Address: \_\_\_\_\_  
 Postcode

Telephone \_\_\_\_\_ Mobile \_\_\_\_\_

Email \_\_\_\_\_

Join mailing list/s? SAMRATS  Scooter Club

Birthdate    Occupation \_\_\_\_\_

Gender M / F Blood Donor?  Please send info

Do you ride a Motorcycle  Scooter  Other

If family membership, 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 \_\_\_\_ / \_\_\_\_ / 2018 Signature \_\_\_\_\_

**MEMBERSHIP FEES: CIRCLE ONE**

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

Payment by: Cheque  Money Order  or debit my Visa  MasterCard

-     -     -

Amount \$ \_\_\_\_\_ - 00 Expiry date \_\_\_\_ / \_\_\_\_

Name as printed on card \_\_\_\_\_

Signature \_\_\_\_\_