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June 2022



THIS ISSUE

BIKE CRUSHING

SAFETY GEAR IDEAS

FLYING BIKES

RIDING COLD

FAKE M/C GEAR

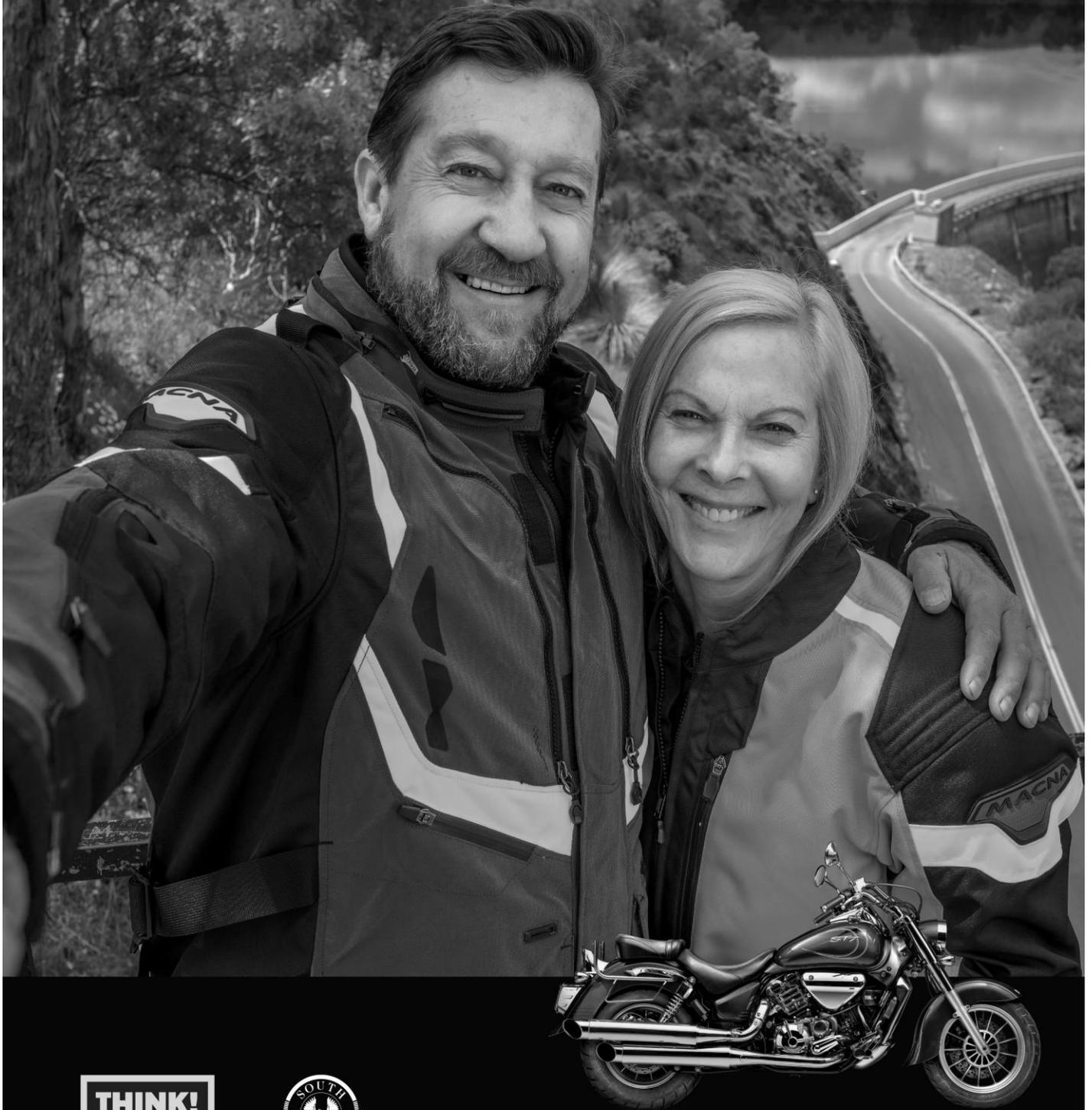
SARAH GROUP

FIRST BIKE ADVICE

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.

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- Subscription gratis to members
- Contributions welcome
- Photographs welcome: colour or black-and-white
- Opinions: contributors' and advertisers' opinions and assertions do not necessarily reflect the views of the MRA
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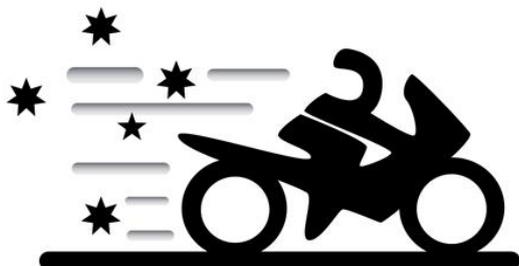
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(Your photo could be here. Ed)

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Australian Motorcycle Council Inc.

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

EDITORIAL

Reading a recent article in the Age by Osman Faruqi (30/6/22) about the results of the recent census put me in mind of the questions put and sometimes veiled criticism made about the MRA's motto 'Let Those Who Ride Decide'.

Comments made in the past are like "But the parliament decides. That's what they were elected for. Faruqi says that there is a "gulf between the people who make decisions and the rest of us who deal with the consequences". That should be a familiar cry for motorcyclists when we consider that many parliamentarians do not have a clue about motorcycle riding, yet they make the decisions about legislation that affect our lives in the long term. He notes that the parliament is "woefully unrepresentative" of the diversity of the communities which make up the Australian community and that this has an impact on policy decisions.

He goes on to say "Our parliaments have never been truly representative of our country's diversity - in terms of class, gender and many other metrics. But seeing just how different they now are [through the results of the census] to the Australia they represent is remarkable, and helps explain why it feels like so many decisions aren't being made in the interests of the many. But it's a problem that extends well beyond politics. Community leaders, businesses, unions, and the media all play a role in helping decide what issues deserve national attention, and what direction the country should head in. Very few of these institutions look like the Australia the census is showing us."

The community of motorcyclists make up part of that diversity he talks about and have no doubt that scattered as we are, as un-unified as we are, we still have a voice which we can best use through our representative bodies such as the MRASA and the Australian Motorcycle Council (AMC). It's only when the parliamentarians take our representatives seriously as credible spokespeople on behalf of motorcyclists, that we don't bullshit and that we are willing to work with them for a better outcome, will they listen and things may change for the better.

Let Those Who Ride Decide, Harald

PRESIDENT'S REPORT

I have been reflecting on Road Safety after the Executive committee members Harald, Ebi, Cathy and I met with our SA Government partner, Department for Infrastructure and Transport (DIT) recently to discuss the road safety partnership the MRA have with them.

A few personal reflections of things I have done poorly or well over the years.

In my twenties I was on holiday and decided to ride my bike down to the beach, whilst I had all the rest of the gear on, I was only wearing a T-shirt - no jacket - it was summer of course. I did not know that half way down Grange Rd some clown would pull out in front of me and I hit his car and of course then I hit the road. I ended up with some annoying but minor abrasions on one arm, but if I had been wearing a jacket I would have been fine. Since then I don't care how much I sweat in summer, I always wear a jacket.

Another time I came off my bike at reasonably low speed after hitting loose gravel half way through a corner at 60 - 70 kph. I was wearing a full face helmet which ended up with abrasions on the chin piece, I owned an open face helmet at the time, had I been wearing that I would have lost half my face. I know some people choose to wear open face helmets, but you could not pay me enough to wear one again.

Please be mindful of wearing the correct motorcycle safety gear and preferably gear that has a good MOTO CAP rating. If you see someone not wearing the right gear, politely suggest they do & maybe also tell them why..

We have also recently been working through the list of memberships that have lapsed, contacting the ex members and encouraging them to re-join the MRA. If one of your mates has let their membership lapse please encourage them to re-join, there is strength in numbers!

John Maidorn
MRASA President 2022

MRASA NEWS

Motochat Over the last couple of months guests on the show have included: Martyn Burnes talking about electric bikes and cars, Damian



Codognotto from MRA Australia discussing M/C issues in Victoria and Tasmania, Ivan and Kayne Golding about Speedway in

SA, Gareth Deakin from the Phoenix Club, Peter Fraser from the SARAH Group (see p.5) talking about road safety and Ty Lynch, Mentor and coach of the bLU cRU (see March issue) as well as junior competitors and their parents.

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

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



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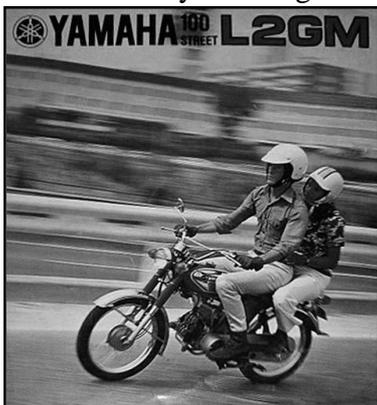
MOTORCYCLE ADVERTISING THE WRONG WAY by Ebi Lux

Advertising is a necessary evil to promote the sales of any product. The messages delivered can be all powerful and influential, designed to entice the viewer to select that product over a myriad of others on offer. However, in the process of influencing people a degree of responsibility needs to be shown by the advertisers to ensure the correct message is delivered.

Unfortunately, a recent example spotted by a very annoyed MRASA member went against all norms of social responsibility in promoting motorcycling.

Imagine if you will an advertisement for a very popular retro style motorcycle. In an attempt to highlight the versatility of this machine, the advertisers have shown it in numerous settings with the young riders (male and female) enjoying the touring off road and commuting capability of the Motorcycle. However, throughout the ad, the only bit of protection the riders wear is the mandatory helmet and even this is an open faced model.

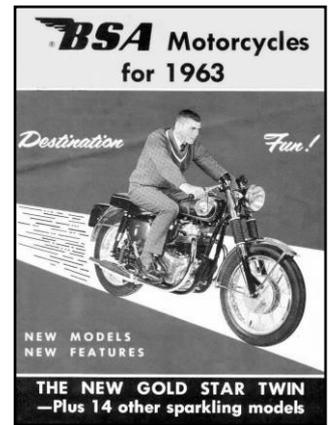
The message presented is come and buy our motorcycle and enjoy the open air adventurous lifestyle which can only be achieved by owning one of our products. This advertisement completely ignores the fact that responsible riders are acutely aware of the need to protect themselves by wearing correct safety equipment.



Road Safety advocates such as the MRASA have been long and loud supporters of campaigns for riders to invest in the best quality safety equipment **BEFORE** they buy a motorcycle.

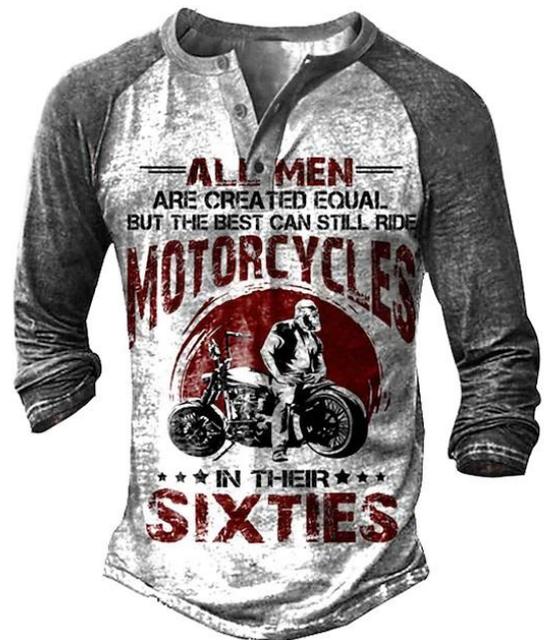
Governments are investing fortunes in studying ways to protect riders from injuries through protective clothing. Yet, here in an instant, in pursuit of a sale, the image promoted is that all this need to protect yourself is unnecessary.

The MRASA loudly denounces motorcycle advertising which undermines or trivialises rider safety. We ask that all riders consider the manufactures' depiction of our safety at point of purchase and reject those who ignore this aspect. We know that our markets are small on a world scale but we should be able to influence how a product is promoted here.



DON'T LET AN ADVERTISER TELL YOU YOUR SAFETY IS UNIMPORTANT. HOLD THEM ACCOUNTABLE AT ALL TIMES TO PRODUCE ADVERTISEMENTS WHICH ARE RESPONSIBLE NOT IGNORANT

(Images presented in this article are examples from the 1960s of advertisements which would be unsuitable today. We are not suggesting that Yamaha or BSA are guilty of irresponsible advertising in the current times.)



Have you ever noticed that when you tell a non-motorcyclist that you ride a motorcycle that the first reaction is to ask you if you ride a Harley and the second comment is that they know someone who had a serious accident causing death or needing hospitalisation etc. This is why we have to educate the general public about motorcycling.

TOY RUN REPORT

What's the same, what's different?

Set the date in your calendar. 11 December 2022

Vic Park will be similar to last year with Coast FM, Coffee van, BBQ, SAPOL/DIT van, Ambulance and MRA ticket sales tent.

This year Vinnies are encouraging you to donate your toy at Vic Park. Easier ride for you and easier for them.

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

The ride. The plan is back to normal for this year. Santa and his entourage will lead the ride to Callington and he will set up in his Santa's Cave for the kids and big kids as well.

A message from Santa – he's excited to be invited to the Toy Run. Please bring a toy for a child. There will be a bigger need this year.

Callington –a fun fair is being organised for Callington. This year we will be asking bike clubs to join us with their club and bike displays on the oval. You'll come to see bikes, new and old. A band will be playing for your entertainment, we also have food stalls and stalls with motorcycle related items. Long standing favourite - the Motorcycle Show and Shine at Callington always takes centre-stage.

Entry Fee is still only \$5

See you at the

MRASA Toy Run 11th Dec 2022

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

**IT'S NOT JUST THE RIDE,
IT'S FOR THE KIDS**

Contacts for further information :

Cathy Lux : MRASA Toy Run Coordinator
0408 853 380 cathy_lux@hotmail.com

Harald Lindemann : MRASA Toy Run Site
Coordinator 0421 289 714 haraldhl@bigpond.com

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

Cathy Lux on behalf of the Toy Run Committee

SARAH GROUP

The SARAH (Safer Australian Roads and Highways) Group was formed by family and supporters of 23 year old Sarah Frazer who was killed on the Hume highway in 2012 due to inadequate safety provisions by the NSW Highways Department for vehicle breakdowns.

The Group campaigns to:

Ensure that major Roads and Highways/Freeways have breakdown lanes/road shoulders that do not leave drivers, passengers and the first call service personnel (i.e. Roadside Assistance, Tow Truck Drivers, Road Workers) and emergency service personnel (ie. Police, Ambulance, Fire) who come to their aid, in harm's way.

Ensure that "first call" and emergency service personnel who aid and provide protection on our roads and highways are protected by requiring drivers who pass a vehicle displaying hazard or emergency lights to "slow down" and when safe to do so, "move over" into the lane away from the hazard.

Peter Frazer, Sarah's father, has developed Sarah's Rule and has campaigned tirelessly to have the traffic laws changed to ensure that drivers slow down for 'first call' personnel. Following a 12-month trial, Sarah's Rule has become law in NSW from September 26 2019

It means drivers will have to slow down when passing emergency service vehicles with flashing lights. Where the speed limit is under 80km/h, drivers have to slow to 40km/h for flashing lights, including accidents, police traffic stops and tow trucks. In over 90km/h zones, drivers must slow to a safe and reasonable speed give plenty of space and change lanes if it's safe.

Peter is also campaigning to make the NSW Highways Department adhere to the standards that have been put in place for the building of roads and highways to ensure that there is adequate space for broken down vehicles and emergency vehicles to do their jobs without danger from passing traffic.

<https://sarahgroup.org>

FIRST BIKE ADVICE

How much influence did you have on your son or daughters first bike purchase? Many readers will have had a long history of riding and may have had a bike already in the shed for your child to grow up with, learn on and ride, either on the farm or on the road when old enough. For that child it would have seemed a natural progression from walking to riding and that bike was “OK” for them at the time. As with all things though, that child would eventually want something more modern, bigger cc’s and definitely cooler in style.

I didn’t grow up with bikes. I was a wanna be in the biggest sense and in my early 50’s I got my licence. I bought a BMW F650CS from a friend and even did my advanced test on it opting not to use the 250’s on offer. After a couple of years my sons have now got their learner permits and first bikes. I tried to sell them the BMW but it just didn’t meet their “CoolOmeter” standard.

I set about offering my limited wisdom on what bike my first son should be looking for and then offered the same advice to my second son several months later. The second son listened a little better. As my boys have had car licences for over a decade, I didn’t have to explain a lot about the virtues of being able to see the traffic in front of them. Hence I recommended a bike that allowed the rider to sit tall in the saddle and see through, over and around cars easily. This may rule out the low slung cruiser’s.

Find a bike that will be light, nimble and managable so that you learn to hold the bike up at lights and corners and if your left foot should slip when down, you can make adjustments without dropping the bike on its side. Most learner approved bikes don’t have wind protection and so I spoke a lot about the types of jackets and other safe apparel they should consider and then the layering they will need at different times of year. It’s winter now so I bought and gave them balaclavas and one got a pair of gloves but they didn’t fit quite right.

And that was about the limit of my limited advice I could give. In case you wondered, my oldest son bought a V Star and the other a 650 Ninja.

Good luck in helping the children in your life.
Wayne

ROAD SAFETY WEEK LAUNCH

Sunday May 15

National Road Safety Week is an annual event run by the SARAH Group in support of the Federal and State Governments promoting road safety issues around the nation. Every year approximately 1200 lives are lost on Australian Roads most of them needlessly, due to poor decisions made by someone, leading up to the moment of the crash.

This year the event was hosted by Victoria occurring in the last week of the Federal Election campaign. This excluded participation by any federal politician or public servant on the basis that anything said could be interpreted as being a political advantage. The launch had been scheduled many months previously but as we all know the election was called at the last minute,

Peter Frazer OAM spoke with his usual eloquence, emphasising that all Australians need to be aware that their actions on the road impact upon others. Everyone has the right to return home and it is our responsibility to ensure that can happen. With the absence of federal representative the launch was slanted towards being a showcase of Victorian road safety initiatives.

In spite of this I felt the launch was a great success heralding a week long programme of state based road safety themes. Also each participant was urged to sign the pledge to Drive So Others Survive. If you wish to do so even now, please follow the link at the foot of this article and do your bit to promote road safety.

Motochat recently asked Peter Frazer as to why we needed a week-long event to get people to do what should be a common courtesy and normal action by us all. His response was we all need to be reminded and all of us, ranging from Federal Government through to individuals, can do things better. Also, road safety must be foremost in our minds every day of the year.

Therefore we ask all our readers - Please take the pledge and Drive so Others Survive .

<https://roadsafetyweek.com.au/>

EASTER TOUR 2022

Adelaide to Canberra

There are always challenges to be met in life and bike riding and I had one such challenge in mind, the Iron Butt. A 1000-mile ride to be made within 24 hours.

For several weeks before Easter 2022 I plotted routes from Adelaide to Canberra through NSW and Victoria to reach the ACT exceeding the 1000-mile (1609.34km's) minimum within the allotted time.

I found several likely ways to get there and eventually set off on Saturday 16th of April. On my FJR and shadow trailer with camping gear in tow. (first mistake).



FJR All Set Up & Ready To Go

I have only had my licence for about 3 years and whilst I had ridden a couple of thousand kays around South Australia on my L bike, I hadn't made a prior opportunity to evaluate my abilities for long rides on the FJR. (Second mistake).

I have owned the FJR for several months and towed the trailer to Jabuk for a camp with other members of the MRA. Still, I wasn't prepared and didn't match the challenge.

Near Disaster

I opted to travel the way I knew best, up through the Riverland to Hay then towards Yass. I left Renmark feeling good and everything was running smoothly. I passed though Yamba and 10 minutes later the checker plate lid on the trailer decided to fly open at 100kmph.

The nuts holding the bonnet pin locks had vibrated loose and fell away. The lid caught the wind and folded back behind the trailer. The lid was bent but I had not lost anything, and the solar panel screwed to the lid had survived. It was a real lesson in managing an unstable influence on the bikes handling. A quick rope job to tie the lid down and I was off again.

After that scare and feeling fatigued (after a long working week) I stopped at the Sandy Point Beach Reserve in Hay NSW. A free camp with toilet facilities that was well populated with caravans and motor homes. A nice spot to stop overnight.



Hay NSW

The next day I reached Canberra to find my brother and his wife waiting outside his house. He had been tracking me on one of those online apps and knew I was close. After a nice visit with family and fixing the lid on the trailer, it was time to return to Adelaide, just a little slower this time. Now I was feeling adventurous and set off south to Cooma and Jindabyne in the well-known Snowy Mountains. The Alpine Way was the most picturesque and challenging ride, especially with the trailer. A great many 25kmph corners.

I stopped in Shelley Victoria that afternoon and camped. Cool night a fresh start the next day saw me wanting to cover another 600km's.



Alpine Way NSW

Glenrowan was to be my next stop and after morning tea with the Kelly Gang I was off to another camp site.



The Big Koala Dadswell Bridge Vic.

Skipton, a small town in Victoria, allowed camping at the footy oval and after setting up camp I was invited into the club for a beer. Not only did I get Coopers from the ex-

South Aussie bar man, but they opened the umpire's locker room and let me have a shower. Thanks team.

From Skipton it was time for the 7 or so hour ride home. It was a great trip and I look forward to doing a similar trip again. Stay upright and enjoy your rides.

Wayne

FAKE MOTORCYCLE GEAR

Don't Waste Your Money On Fake Motorcycle Gear!

It is easier than ever to find and order anything you could possibly want online. And motorcycle gear is no exception. But how do you recognise fake claims from sellers of motorcycle gear when you are shopping online? It's easier than you think.

Motorcycle clothing cannot be legally placed onto the European market unless it has been tested and officially certified. It's that simple. 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.

FEMA looked into a number of the sellers that are actively promoting their products through social media, and we examined some of the claims made by these sellers. Usually if you start asking questions, you will be ignored completely, or they will try to confuse and distract you with non-relevant information. Some companies will blatantly lie to you, and some simply don't understand their legal obligations and, even worse, don't make any effort to find out, leaving them open to being misled themselves. A good example of a company that may fit into one of these two categories – either knowingly misleading its customers, or itself a victim of a scam – is CarvenalCo, based in Norway.

CarvenalCo is flooding social media channels like Facebook and Instagram with advertisements for their 'motorcycle gloves', which are part of the product range they offer. If you go to the seller's website and select a pair of gloves, they will show you a 'certificate of compliance', carrying the very recognizable CE mark. When we asked directly whether their gloves are CE approved as motorcycle gloves, we were sent the same misleading certificate.



So, what is misleading about the 'certificate'? It speaks of 'CE compliance'; that is a non-existing claim, and it is only meant to pull the wool over your eyes. 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**', according to expert Paul Varnsberry, who warns of more and more dishonest organisations appearing, offering these bogus documents, and more and more companies selling online who are purchasing these documents and misleading potential customers. Obtaining these 'certificates' generally involves only paying the issuing company's documentation fee and avoids the costs of testing. It is difficult to see how a company can purchase one of these misleading documents when no testing of the product is required and still think the process is legitimate.

The certificate that we were sent by CarvenalCo clearly shows the CE logo, trying to make it look like a trustworthy document. But if you read the small print on the certificate, it actually says: '*The CE mark shown above is for reference only and does not indicate accreditation.*' Basically, they admit that they have no CE approval; they just use the logo to fool the customer.

Paul Varnsberry, expert in motorcycle clothing and technical director at PVA-PPE Group said: "CarvenalCo is one of the companies which, when I previously responded to one of its unsolicited Facebook ads that appeared on my timeline by asking if its motorcycle clothing and gloves have been independently tested and certified as has been required by EU and UK law since 21st April 2018, promptly deleted my question and blocked me from posting further."

Paul continues: "It seems that CarvenalCo has since acquired a certificate, albeit a misleading and utterly meaningless 'Certificate of Compliance' issued by Euro Assessments and Certification Limited, a company which does not appear in the EU NANDO database of official certification bodies and so has no legal status to assert that a product conforms to the PPE Regulation.

CarvenalCo is certainly not the only company trying to sell you products with false approval claims, there are numerous companies like that active on the internet, so please make sure you look at the claims critically if you are shopping online:

- Watch out for misleading texts and claims in the item's description.
- Watch out for false CE approval claims. Only buy items that are genuinely CE approved and come with all the right documents.
- When in doubt, visit your local motorcycle shop that sells protective motorcycle clothing and get some good advice and explanation before you spend your hard-earned cash.
- Look for a postal address for the vendor. Some of the more dubious companies selling on the internet do not list an address anywhere on their websites, which makes them harder to track down.
- Multiple social media advertisements for the same products, which use different account names but link to the same e-commerce website, are one of the methods used by criminal gangs to relieve you of your money. As one social media account gets shut down, another springs up to take its place.

Some countries in Europe are starting to mandate certain use of CE approved personal protective equipment by motorcyclists, like CE approved gloves in France for example.

So, what is the problem if my gloves are not CE approved?

Well, there might not be a problem with the gloves, but without CE testing you wouldn't know, would you? Gloves that are not properly tested might fall apart in case you hit the ground during an accident, you have no idea what rate of protection they offer. The gloves could contain harmful chemicals, who knows? And buying from a shady company without a proper address might cause you problems when – for whatever reason – you want to return the order and get your money back. It is your free choice to buy whatever gloves or other motorcycle gear you want, but please make your choice an informed one.

Written by Wim Taal for FEMA

IF YOU THINK IT'S COLD HERE

It's difficult to ride during winter in Quebec, but a proposed law would make it illegal.



Winter is not the most convenient time to ride a motorcycle, particularly in snowy northern climates, but it is possible, even in extremely cold temperatures. Buried within a proposed law, however, is a provision that would ban motorcycles from the streets of Quebec completely during the winter months.

Since 2008, Quebec has required that all vehicles registered in the Canadian province be equipped with snow tires rated for severe snow and winter traction between December 1 and March 15. This effectively banned motorcycles from the street, until recently. Now there are motorcycle snow tires available that meet Quebec's winter tire qualifications. While we don't necessarily recommend riding on snowy roads, equipping a motorcycle with these tires makes it legal to take advantage of an unseasonably warm day and go for a ride. Even the Québec police force, recommended that motorcycles equipped with proper winter tires be expressly permitted on the road during this time of year.

If the bill becomes law, it wouldn't matter what tires were on a motorcycle during the winter—it won't be allowed on the road no matter what.

I'm no winter rider myself. Even during a couple of recent warm days, I didn't venture out because I didn't want to deal with all the sand, salt, and other crud on the roads. But I have a mad respect for those who bundle up, plug in their heated gear, and keep on riding. With the advent of motorcycle tires that meet all requirements for severe snow and winter traction, bikes can now comply with Quebec's existing law. Why not just let them?

By Justin Hughes Canada Moto Guide

FLYING MOTORCYCLES?

The Speeder Air Utility Vehicle Is An Actual Flying Motorcycle!

If you're one of the many people dreaming of owning a flying motorcycle in the not-too-distant future, then boy do I have good news for you. What we have here today is a prototype of just that—a flying motorcycle, or jetski, or whatever you want to call this contraption. It's made by JetPack Aviation, under its new sub-brand Mayman Aerospace, and is surprisingly close to becoming a reality.

JetPack Aviation has demonstrated the benefits of its efforts in the form of the flight-ready P2 Speeder prototype after shifting its primary focus away from jetpacks, and onto its Speeder Air Utility Vehicle (AUV). The Speeder made its premiere at the Draper Venture Network CEO Summit in California, under JetPack Aviation's new Mayman Aerospace brand, which has been formed to produce mini Vertical Take-Off and Landing (VTOL) Speeders for a variety of uses.

The P2 Speeder, which is roughly the size of a motorcycle, is the company's third full-scale prototype on the way to a final, production-ready aircraft. It has an eye-catching, shiny angular carbon fiber fuselage, and ergonomic pilot position built for aerodynamic performance to enhance flying efficiency. As for its power plant, it gets a total of eight jet engines that run on standard Zero Net Carbon or Sustainable Aviation Fuel (SAF).

Obviously, safety is a top priority when it comes to vehicles of this nature. Luckily, the Speeder is equipped with a patented onboard computer system that rapidly rebalances engine power in case of engine problems. It's supposedly really easy to use, too, with getting into the air being as simple as climbing on and pushing a button. While the prototype on display was manned, the Speeder has a modular design that may be adapted for autonomous and remotely-piloted operation,

which would vastly broaden the aircraft's possible applications.

“We launched JetPack Aviation a decade ago, and the name has served development of our JetPack technology well, but as we look to the future, we needed a brand that clearly defines our professional, as opposed to consumer, Speeder product and markets,” said David Mayman, the CEO of Mayman Aerospace, in a report by New Atlas. “Mayman Aerospace is pushing the outer limits of VTOL flight and will continue to innovate and incorporate new technologies including hydrogen powered turbine engines, electric fanjets and turbofan propulsion, complex ‘sense and avoid’ sensors for autonomous swarming, and potentially even supersonic flight,” he concluded.



The Future Is Now: According to the business, it is

working with the Federal Aviation Administration (FAA) to get the Speeder licensed and is in advanced talks with potential clients in national security, essential cargo, disaster relief, and other sectors that could benefit greatly from such technology. The current prototype's initial remotely controlled flight testing sessions are set to commence in the third quarter of this year, with piloted flights following closer to the end of the year.

By: Enrico Punsalang Ride Apart

THINK! ROAD SAFETY



Government of
South Australia

DIT: MRASA PARTNER 2020- 22

WOULD YOU WEAR IT?

A new patent shows an *Inflatable Parachute Vest For Riders* It's only meant to deploy during high-speed crashes.

Never let it be said that Airbag Inside Sweden AB has a confusing name. The company clearly wants to make sure everyone knows what it's about, and doesn't appear to be anywhere close to ceasing its creation of motorcycle clothing with – yes, airbags inside. In January, 2021, the company applied for a patent for motorcycle jeans, with airbags inside.

At the time, the company noted, most airbag protection created by other companies was only meant to protect the upper body, and not the lower body. Airbag Inside's airbag jeans were a step toward changing that. Then, in February, 2022, the company revealed...airbag shorts? At the time, I wondered who these were even *for*. The airbags might cushion your butt, but your knees and lower legs would have to fend for themselves. While I see plenty of riders out in shorts, I don't think they'd necessarily choose airbags over whatever other shorts they've been wearing up to this point.

On March 31, 2022, the U.S. Patent and Trademark Office published an Airbag Inside patent application for what it calls an "inflatable motorcycle outfit." As you'd probably guess from the name, it's comprised of multiple pieces of gear, each meant to protect a different part of the body. All of them use airbags in some way, of course. There's an inflatable pair of pants, an inflatable jacket, inflatable boots, and what AI calls "inflatable canopies."

What are inflatable canopies? They appear to be some type of airbag parachute(s), which are meant to deploy above a rider's shoulders and head, with mounting points under the rider's underarm area. In the event of a high-speed crash, the idea is that these would deploy and slow the rider down to

help mitigate any serious injuries exacerbated by high speeds.

Like the other Airbag Inside clothing pieces, the patent suggests that these should be nearly imperceptible when not in use. Ideally, says AI, they'd tuck neatly away inside either a vest or a jacket, so that a rider would just look like a normal person walking around in pants, a jacket, and boots while they're off the bike. It's not clear how comfortable it might be if you were to wear both the inflatable jacket and the inflatable vest at the same time, since they're meant to protect different parts of your upper body—nor how much the inflatable parts might restrict a rider's movement.

Also, like race leathers, the inflatable canopies would likely be intended primarily for track use

rather than everyday commuting. Still, the idea raises some questions. While the movements of riders on a track (either racing or at a track day) are generally more predictable than those flowing through daily traffic, deploying

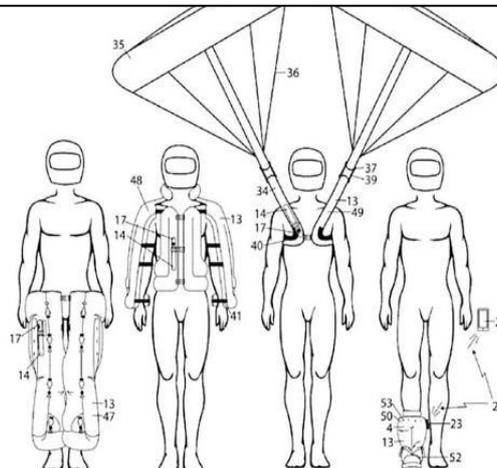
the canopies seems like it could potentially cause additional dangers to a rider.

What happens if the canopies get tangled or otherwise caught as they're working to slow a fallen rider's speed? Also, what happens if the wind catches the canopies the wrong way, and blows the rider into a potentially even more dangerous situation than they might otherwise have found themselves in? Drag racers use parachutes to slow themselves down from terrifically high rates of speed, but they're also going in a straight line. Riders—especially on tracks and not at drag strips—are often not going in a straight line.

What do you think of Airbag Inside's inflatable canopies idea? Send your comments to mrasa@mrasa.asn.au.

Janaki Jitchotvisut – Ride Apart

Airbag Inside Inflatable Motorcycle Safety Ensemble



CRUSHING BIKES – A SOLUTION?

June 21, 2022 marked the day that Mayor Adams and Police Commissioner Sewell oversaw the city's annual ATV and motorcycle crushing event. This year, they said, around 900 bikes and ATVs were scheduled to meet their ultimate demise at the hands of a bulldozer operator.



This has been an annual event from at least 2016. It doesn't take place on the same day every year—but it's become as regular an occurrence as ceremonial ribbon-cuttings and holiday decoration-lighting events with Mayor Adams waving a chequered flag to start the action

The Mayor noted how the bikes and quads the city was about to crush would no longer terrorize the streets of NYC, and how the NYPD has already seized 2,000 illegal bikes and ATVs this year. He says that's an 80 percent increase over the same time last year.

During the press conference, someone asked the mayor why there wasn't a space for the 'kids' to be able to ride these bikes, "like a track or a park or something that might not lead to antagonizing the police officers into wanting to take their bikes". The mayor then deflected, saying that while they're looking at spaces in the city to do something like that, the main focus is intervention right now, ie. confiscating unregistered and/or illegal bikes, then destroying them.

Remember, cities can make public skate parks for skateboarders which were once hailed as a dangerous nuisance. The same thing could happen with so-called "nuisance" ATVs and dirt bikes, if there was the political will and the follow-through to do it. A solution like this could be a win for everyone.

Adapted from: Janaki Jitchotvisut motort.com

WHEN IS IT TOO COLD TO RIDE?

There are some hardcore riders out there who will continue to ride year round, regardless of temperature, even in cold climates so those who do it anyway need to be extra careful of the dangers that cold weather riding can bring.

The problem with riding in winter in general, is that as temperatures drop your body may not keep up with its heat regulation. There is a progression of signs your body will give you that it's getting too cold for your own good. If you learn to recognize them you can save yourself from injury, or even death.

Your extremities are the first to get cold since they're the farthest parts of your body from your heart. It starts with your fingertips, followed by the back of your hands. This is why heated grips exist on some bikes. The next part of your body to get cold is your legs, especially if you don't wear wind-resistant pants. Fairings on touring bikes and bark busters on off road bikes help some. It's not so much the outside temperature that will get you, but the wind-chill on your body.

After that comes your head. Make sure your helmet vents are closed. A balaclava is extremely useful as well. Not only will it keep your head warm, but if you cover up your mouth, the balaclava will trap moisture as you breathe through it, preventing your visor from fogging up.

Finally, your body will start to shiver. This should be the biggest warning sign that you need to stop riding, *now*. Your hands and feet no longer have the fine motor control necessary to operate the motorcycle safely, which can lead to a loss of control and a crash.

You can avoid highways and stick to lower speed roads to reduce the amount of wind-chill you will feel. Heated gear is good. If you do get too cold, grab a hot drink to warm your body up from the inside. There's no faster way to warm up your core than to put something hot inside of it, and the heat will transfer to your extremities through your bloodstream. A hot shower or bath when you get home will also help you warm up from the outside.

Adapted from: Justin Hughes Web Bike World

WHAT DO YOU COLLECT?

During the lockdown I was looking at my stamp collection and some reflections came up. Mind you, this is how I feel about it and everyone is free to think differently about it. How it started: In 1987, I started collecting the theme "engine".



Easy, I thought.

Soon some stamps came my way with a motorcycle on them, and the collection

started to grow quite a bit because various countries honoured the 100th anniversary of the motorcycle in 1985 with an issue.

To create some clarity for myself, I looked up the definition of what was now a motorcycle according to the Traffic Rules and Traffic Signs Regulations (RVV) 1990. This became my framework: motorcycle - "a motor vehicle on two wheels, with or without sidecar or trailer". Well, that was clear. So what do we do with scooters, solexes and mopeds?



So collect. Or not? So, according to my framework, I put them in the albums. And what do you do with a 3-wheeler such as a tuk-tuk? So I adjusted my frame a bit



and it then became: motorcycle - "a motorized vehicle on two or three wheels, possibly with sidecar or trailer". But yes, then you come across items such as a 3-wheeled car or trike.



So collect according to the above framework? I myself think so, but that is my own choice. And so the collecting went on, until I came across a snowmobile.

Yes, it has an engine block, but no wheels. What do we do with that? I myself draw the line here. No wheels, so no motorcycle. But well, we also have the WWII German tracked motorcycle with partly wheels, partly caterpillar tracks.



Then we come to the gray area of the quads. In the Netherlands, these are again divided into different classes in the legislation: without license plate, moped, motorcycle, car, company car. The term quad does not appear in the RVV. For me that is 1 wheel too many, so I leave them for what they are.



But then we're not there yet... Because under the pressure of the climate rockets to drive all green, electric motors are now also on the market.



I think also collecting. So my frame becomes: motorcycle - "a motor vehicle on two or three wheels with or without sidecar or trailer

powered by a combustion engine or an electric motor".



Clear, you would think. But what do you do with an electric scooter? Or even worse, a Segway? For the time being, I will keep them in my collection. After all, they fall into the framework I use. Who knows, maybe I'll have to think of something else to set my

framework by.



With this piece I hope to have given you a little insight into how I determined my collection boundaries (and also had to adjust them over time).

There is always a grey area, and everyone has to decide for himself what he does or does not collect. The fact is that it is still fun and challenging and that my collection is far from complete. But that's what makes thematic collecting so much fun!

Hans Baartman (President Motor Filatelisten Nederland www.mfnl.nl)

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

Bridgeland Motorcycles	Discount on request	8532 5722	145 Adelaide Rd Murray Bridge
Coast Yamaha	Discount on request	8382 5581	212 Main South Rd Morphett Vale
DA Motorcycles	Discount on request	8281 8933	1758 Main North Rd Salis Plains
Gawler Motorcycle Centre	10% discount on accessories	8522 7700	Lot 1 Main North Rd Evanston
GC Motorcycles Prospect	\$5 on tyres, 10% accessories	8344 7888	122 Main North Rd Prospect
DC Motorcycles Melrose Park	Disc on request – see Don	8377 5566	22/788-9 Marion Rd, Marion
Gilbert & Mattner Lawyers	10% discount	8233 3661	32 St Helena Place Adelaide
Honda World / BMW Adelaide	10% parts & accessories	8374 2299	1075 South Rd Melrose Park
K & M Motorcycles	10% parts, accessories & ws. 10% new products, 20% repairs, all Aussie leather	8234 1090	10 Deacon Ave Richmond
Ken Oath Leather Goods		0417 713 523	3 Cranbourne St Elizabeth Park
Kessner Suzuki	10% parts and accessories	8261 9955	320 North East Rd Klemzig
Motorcycle Parts & Gear	Discount on request	8562 4725	33 Railway Tce Nuriootpa
Motorcycle Revolutions	Discount on request	8371 4448	855 South Rd Clarence Gdns
Pro Street Cycles	Discount on request	8359 4449	494 Main North Rd Blair Athol
QBE Insurance	Ring for a quote	0392 462 761	
Redline Exhausts	Ring for a price	8277 0311	8 Coongie Ave Edwardstown
Shannons Insurance	Ring for a quote	13 46 46	
Victor Motorcycles	10% on genuine parts & acc	8552 3601	14 Adelaide Rd Victor Harbor
Walden Miller Clothing	10% bring the advert	8374 3884	40 Furness Ave Edwardstown
Yamaha Pitmans	Discount on request. Discount on request, 5%	8260 9200	420 Main North Rd Blair Athol
Yamaha Retro Spares	tyres, 10% services	8340 1970	115 Regency Rd Croydon Pk
Yamaha World	Discount on request	8297 0622	949 South Rd Melrose Park

ROAD HAZARDS FREECALL NUMBER : 1800 018 313**Useful Links**

[Metro and Country Roadworks](http://www.transport.sa.gov.au/quicklinks/metro_country_roadworks.asp) from Transport SA. http://www.transport.sa.gov.au/quicklinks/metro_country_roadworks.asp

[Outback Roads Temporary Closures, Restrictions and Warnings Report](http://www.dpti.sa.gov.au/OutbackRoads) from Transport SA website.

<http://www.dpti.sa.gov.au/OutbackRoads>

[Road Safety](http://www.dpti.sa.gov.au/roadsafety/home) <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](http://www.dpti.sa.gov.au/roadsafety/road_crash_facts/sa_crashes) by month in SA from DPTI http://www.dpti.sa.gov.au/roadsafety/road_crash_facts/sa_crashes

[Road Statistics](http://www.sapolic.sa.gov.au/sapol/road_safety/road_statistics.jsp) from SAPOL. http://www.sapolic.sa.gov.au/sapol/road_safety/road_statistics.jsp

[Road Crash Statistics](#) from Australian Transport Safety Bureau.

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

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

For regular updates register at Austroads Road Watch austroads.roadwatch@infoservices.com.au

MOTORCYCLING AROUND THE WORLD**WELLS GO FAR****Improvising**

MRA COMMITTEE

President – John Maidorn 0413 500 584
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
General Members: Warren Hicks, Andrew Offe, Greg Janzow

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

SAMRATS Coordinator – Ian Lewis 0427 334 843
Toy Run Coordinator – Cathy Lux 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

Motorcycle Riders' Association of SA Inc. MEMBERSHIP APPLICATION FORM

New Member: or Renewal Membership No.

Name: _____

Address: _____
Postcode

Telephone _____ Mobile _____

Email _____

Join mailing list/s? SAMRATS Scooter Club

Birthdate Occupation _____

Gender M / F Blood Donor? Please send info

Do you ride a Motorcycle Scooter Other

If family membership, 2nd cardholder name _____

Member of: Mid North South East Register

Other Clubs? Details: _____

Do not send Association magazine

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

Date ____ / ____ / 2018 Signature _____

MEMBERSHIP FEES: CIRCLE ONE

Standard

Individual	Family	
\$25	\$35	1 Year
\$48	\$67	2 Years
\$72	\$99	3 Years

Concession

Individual	Family
\$21	\$29
\$40	\$55
\$60	\$83

Payment by: Cheque Money Order or debit my Visa MasterCard

- - -

Amount \$ _____ - 00 Expiry date ____ / ____

Name as printed on card _____

Signature _____