

MINUTES OF MRA QGM MEETING  
November 24 2001  
MRA OFFICE ROSS STREET.

PRESENT: As per attendance register

APOLOGIES:

**MINUTES OF PREVIOUS MEETING: - As no quorum has been reached for some time there are no minutes to approve. The change to the constitution at the AGM should mean we can now hold formal meetings.**

**BOARD REPORTS:**

**President:** New President John Pigot introduced himself to members and advised he felt like he had been railroaded into taking office, he and Vice President Marcel were on a steep learning curve.

Have begun by attending a number of events such as the Motorcycle expo, GP run, the launch of the Great Ocean Road Strategy amongst others. A submission will be going in from the MRA regarding the Great Ocean Road Strategy. There has been much debate recently regarding motorcycle accidents. The main role and focus at this time of year however is the Toy Run. It has been interesting to talk to a wide range of people, many are supportive of the MRA and say they will join but don't seem to get around to it. It is a busy time and as well as keeping the organization going there is planning for the future and getting to know the other board members. The board members have a wide range of skills and complement each other well.

John – President, has skills at managing and bringing the committee together.

Marcel – Vice President, is a man of action, good at getting things done.

Kerri – Secretary is cool and efficient, a good administrator.

Garry – Membership Secretary, has many ideas and is a quiet achiever.

Faye – Treasurer, is an excellent treasurer and controls the funds efficiently.

John then went on to say that he had no great love of the MRA, no great passion to take on the running of the organisation, but felt that it would be an interesting challenge. This allowed him to maintain an objective view of the future of the organization. He is concerned at how the MRA looks at present. There are many problems that need to be addressed. We need to develop a five year plan. We need infrastructure to match the vision. The problem with running the organization with volunteers is that it requires a huge effort from some to keep things going. Others come in with specific strengths and weaknesses or areas of interest but can become tired with the enormity of the task and walk away. There are too many people who operate independently of the MRA while claiming to speak for it.

The organization is currently in a slow state of collapse. It may manage for another year but in its present shape it is doomed. The big challenge is how to address this. How to save the organization, and it is worth saving and building. The MRA should be the RACV for motorcyclists. We need to put the past behind us and look forward to new goals. Knowing the organization is worth saving we then have to ask "How?" We need to introduce the changes passed at the AGM. Bring more people onto the Board to make the workload more manageable. The next newsletter will include the roles and responsibilities of the various board positions. We need to be sure what we take on is achievable.

We need to introduce a number of committees which will be chaired by a board member and have specific areas of responsibility.

Each committee will have a number of members, the committee will meet regularly, with an agenda, keep minutes and provide reports to the board.

Committees identified so far are:

Research and Safety committee – Chaired by Kerri

Special events committee – Chaired by Marcel

Member events committee – Chaired by Garry

Infrastructure (submissions and funding) – Chaired by John

In an ideal world we would have an administrator and other paid staff to take on the majority of the workload.

Funding is a key issue for the future as without funds we cannot grow, we cannot develop member benefits, cannot attract members etc. We need the support and endorsement of members to move the organization to the next level, to attract more funding, more members and to be able to truly represent all motorcyclists.

**Membership:** Garry reported that we have had 74 new members join since the AGM. We currently have 784 financial members. The motorcycle expo. Resulted in 39 new members. We have a new member brochure and other hand outs to attract and recruit new members. All members can help with recruitment and brochures are available.

**Treasurer:** Faye reported that this is traditionally a difficult time for us financially. We have had a good response to a recent request for membership renewals and this will keep us going to Christmas. We have funds to run the Toy Run and all bills have been paid. Copies of the financial report presented.

Reports:Other.

**MRA Toy Run:** Marcel thanked Sally, John and Garry for a very interesting although difficult first few months on the board. There are only limited funds available for the Toy Run and this is a constant challenge. After much lobbying the Police, Vicroads and Melbourne City Council have agreed to in kind sponsorship. Peter Stevens have provided funds to run the event and we are hoping that the Salvo's will also assist. Everyone is very supportive of the Toy Run and the Queen Vic market are also assisting with the event. We have contacted clubs and asked them to join the run and to have club flags at the head of the run. There has been a great response to this invitation. We are looking forward to a well supported successful event.

**MRA Cranbourne GP Run:** Andrew Broom took on the role of representing the MRA on the Cranbourne GP run committee. There are a number of organizations involved in this committee including City of Casey, Police, Service clubs, GP Corp, Vic Roads, Cranbourne Chamber of commerce etc. The event was well attended and successful however we do need more volunteers, more volunteers to remain in Cranbourne after the run and a better briefing process. It is estimated that between 5,000 and 8,000 riders attended this event.

**Australian Motorcycle Expo:** Kerri reported that this event was quite well attended for it's first year and provided a worthwhile opportunity to promote the MRA. We had a number of volunteers over the four days and most enjoyed themselves, many staying for extra shifts. We feel this is a good event for us to be involved in and are hoping for a bigger and better event and MRA display next year.

**MRAA Summer Blood Challenge** – Kerri advised that although we don't have an organizer for this event it will be going ahead and urged all members to support the event which runs from December 2001 – February 2002.

**MRAA Social Rides:** 1<sup>st</sup> Sunday of the month meet MRA office 10.00am: The aim of social rides is to give members an opportunity to meet and ride together. Rides cater for all levels and all have a social aspect. We have had a BBQ at the Upper Yarra dam and have a dinner ride coming up in December.

**F1 GP Parking:** Kerri advised that we will once again be running the parking at the F1 GP. This is a four day event 7am to 7pm on the Thursday to Sunday of the GP. We run two sites and it requires a huge volunteer commitment. Anyone interested in volunteering should let one of the board members know.

**Safety Committee:** Kerri advised that plans are underway to get the safety committee up and running. Damien raised concerns at confusion of the naming and representation at the Motorcycles in Melbourne committee. Detlef advised that he felt that the email with the minutes attached had been incorrectly titled and this is an error and not a name change.

Michael advised that the Toy Run should become part of the Road Safety Reference Group calendar and this would provide an avenue for funding.

Discussion then took place regarding reports.

Detlef felt that the proposed structure was good and it was good to see a diagram to represent how it would work. Damien advised that formalizing the structure was always a good idea in a volunteer organization. However the only way to board can achieve anything is with member support. Marcus advised that communications can cause problems.

Is it possible to get revenue from motorcycle retailers? John advised that Peter Stevens are the only one willing to assist at this time but most traders don't really have funds to put into sponsorship. Generally retailers and manufacturers would want benefits.

What about discount? We do get member discount from a number of retailers and while this is a good incentive for membership it doesn't put funds into our account, we still have to work on recruiting members.

Marcus felt there was some uncertainty about identity and we need to define what the MRA stand for. John responded that identity is at the top of the agenda. The MRA have done great charity work however we are not a charity. Some components of what we have done can be considered charity.

Michael expressed concern that police claim that 80% of accidents are rider responsibility even though no research seem to be available and the last two fatalities to receive publicity appear to be driver not rider error. The perception seems to be motorcyclists are at fault and the media are asking what are we going to do about it.

John thanked members for their comments.

Other business.

John Reed, invited to attend by Michael, then provided a report. John has been doing research on road safety, primarily into the reasons for collisions. There is no authority in Victoria responsible for driver behaviour and little enforcement of rules of driver behaviour. MUARC is into statistics and TAC is guided by marketing. John's research has looking into what is going on in a drivers mind that leads to a collision. There are nine categories that cover collisions and these don't overlap.

The first three don't apply to road safety issues as such.

- 1 Alcohol
- 2 Collisions due to suicide attempts.
- 3 Accidents (rare events such as a tree branch falls onto the car, etc)

The next three are about negative emotions.

- 1 Aggressive competitive behaviour. Motivated by anger, competitive anger, predator anger
2. Righteous anger.
3. Risk taking behaviour.

The final three are

1. Drowsiness/sleep
2. Faulty mental model, don't recognize a hazard.
3. Misattention.

The question becomes how can we use legislation to affect change.

The 50k campaign is what you introduce when you don't have answers but think you need to do something. It would be more realistic to focus on driving, to look at a safedriving model, education and promotion.

John advised that we have permission to use his paper which Michael has a copy of.

John was warmly thanked for his attendance and his information.

**Office Hours:**

Tuesday evening 7.00pm –9.00pm

Saturday 10.00am – 3.pm.

The phones are checked regularly for messages.

**Next Meeting:** to be advised.