
MRAA NEWS

MAY 2001

MRAA Down the Gurgler? Not on Your Life

This newsletter comes to you without President Dean's bit. Sadly, Dean resigned for personal reasons in March. During his time as Pres, Dean worked tirelessly for the MRAA and for motorcycling; in fact, he worked so tirelessly that he got exceedingly tired, hence his departure. Dean gave up many evenings and weekends attending meetings, representing riders and organising events. His phone bills went through the roof and his phone company is begging him to come back as their profits have fallen significantly.

Since Dean resigned, flying motorcycles tell us there are nasty rumours that, without him, the MRAA's future is uncertain. While there's no questioning Dean's outstanding contribution, to quote an old saying, 'No-one's indispensable.' (sorry Dean. We do still love you. Honest. But it's true). So, let's set the record straight.

Just a few years ago, the MRAA was in dire financial straits. The current board, initially led by Dean, has turned the finances around through a lot of hard work. We're now in the black and are in a better financial state than we've been for many years.

The board has been relatively consistent for a number of years though there have been some recent changes. Con Tringas, vice president for two years, resigned for work reasons. Con worked on the 1999 MRAA Oz Run and ran the office on Thursday nights.

Lolla Stogneff, secretary for a short time, resigned to pursue her career studies and because of the behaviour of some MRAA members. During Lolla's short time, she completely overhauled the MRAA website, something the board had been planning for many months. She continues to maintain the website.

Dean, vice president for several months and president for two and a half years, resigned for family reasons and, again, stress caused by some MRAA members. Dean coordinated the 2000 Toy Run, the 2000 MRAA Oz GP Run, updating of the website (one task that's lapsed since he resigned) and all the usual president stuff.

Even with the current vacancies, the board is probably the most stable it's been for a number of years. Kerri Ritchie, Vice President, has been a board member for well over two and a half years in various roles. Kerri has coordinated the lucrative car GP parking and has changed the MRAA's member publication from the very expensive *Motorcyclist* magazine to the current cost-effective newsletter.

Faye Kerridge, treasurer for two years, is keeping our finances on track. Until Faye's arrival, the role had been vacant for many months and there was a lot of catching up to do. Faye has also begun computerising our financial records.

Garry Yip, Membership Secretary for over 18 months, was a dedicated volunteer before taking on his board role. He's updated the membership database and has developed the MRAA's Social Rides program. He's also increased the range of discounts available to members at various retail outlets, making it easier than ever to recoup your membership fee.

The recent board has tackled many issues that threatened motorcycling and motorcyclists. There

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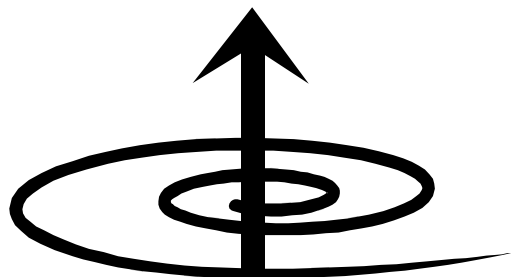
was a risk in doing this that we'd miss out on opportunities to increase membership numbers, but we felt these issues were far too important to let slide. We are pleased that there is now a steady flow of new members - riders are becoming aware of what the MRAA does, what it stands for and that, without it, the motorcycling community would be at the mercy of government policies and individual organisations who may be hostile to motorcycling.

Riders are also becoming aware that the MRAA is being run differently - a number of long-standing members have commented that the MRAA is much more positive and inclusive. This is a major achievement.

A key problem the board faced was that we didn't inherit notes, records or details of past events or practices. We had to learn ourselves before we could share the load, which we are now doing. We are now supported by a rapidly growing team of dedicated volunteers who are taking on various tasks, including the MRAA Oz GP Run, safety research and representation, newsletter advertising, social rides and office assistance. The list is growing daily.

It is clear that the best thing for the future of the MRAA, and for motorcycling, is to involve as many people as possible in our work - protecting your right to ride and representing the motorcycling community is a huge task, far more than a few people can manage in their spare time. We need to utilise the multitude of skills and interests of our members, many of whom are as committed to motorcycling as we are, and we're staggered (and delighted!!) by the daily offers of help we're receiving. As a result, we're building our volunteer program (see further on).

So, for anyone who thinks the MRAA is on a downward spiral, think again. We were a few years ago, but few were aware of it. We have now turned the corner, both financially and service-wise, and are offering members more than ever before. The spiral is upward - join us in the vortex.



IMPORTANT MEETING DATES

Sat May 19, 1pm Safety Committee Meeting

Our safety rep's have been reporting to the Board at board meetings. This leaves little time for discussion and means that members don't have the opportunity to hear or raise important issues. We're going to trial monthly Safety Committee meetings on the 3rd Saturday at 1pm at the MRAA office. **All members welcome to attend.**

Sat May 26, 1pm Quarterly General Meeting

Updates on what's been happening in the MRAA will be presented and members will be able to discuss ideas and future directions.

Sat Aug 25 Annual General Meeting

The Annual General Meeting is usually a review of the past twelve months and an opportunity to elect office bearers. The President position is up for election at this meeting. We also have a casual vacancy for Secretary, due for election next year.

We're planning to have a lunch prior to the AGM as an opportunity for members to get together and meet the board and any members who have nominated for president. The AGM will probably commence at 2pm, however details are still being finalised.



Snowy Mountains Motorcycle Touring Booklet

Fancy going for a ride to the Snowies with some friends? Tourism NSW & Tourism Snowy Mountains Inc have released a booklet, *A Guide to Motorcycling the Snowy Mountains*.

The 30 page colour booklet is free and can be collected from the MRA Office.

Moratorium? What Moratorium?

“Labor recognises that the trend towards the use of wire rope barriers as part of road developments is strongly opposed by motorcycle rider organisations. The introduction of wire rope barriers to Victorian roads poses an unacceptable danger to motorcyclists. Labor will ban the use of wire rope barriers from future road developments in Victoria.”

from Labor’s pre-election document “A new partnership with motorcycle riders - Labor’s plan”.

In his address to the CAM 2001 rally, the Shadow Minister for Transport, Martin Ferguson, stated that the Vic Labor government had placed a moratorium on wire rope barrier (WRB) installation, because of concerns they may be dangerous to motorcyclists. Despite Labor’s pre-election promise to do this, WRB are breeding faster than rabbits. Clearly, the Vic government has gone back on its promise to Victorian motorcyclists. Many riders are concerned for their safety.

A number of MRAA representatives descended on Mr Ferguson as he descended from the stage to inform him of the real situation. Since then, the MRAA has met with Mr Ferguson, who seemed open to our concerns. We have subsequently, through the Australian Coalition of Motorcyclist, requested the Federal government to initiate a testing program of barrier systems and to ask all state governments to cease installing further WRB until they are tested for safety. We’ll keep you informed of outcomes.

By the time you receive this newsletter, the May 5 protest rally, organised by concerned Victorian riders, will have been held. (See “Stop Press” next page.) The fact that riders have taken it upon themselves to hold the rally reflects the extreme concern they have about WRB which, to our knowledge, does not have the support of any motorcycling organisation in the world.

The MRAA continues to have concerns about the safety of these barriers and continues to raise its concerns through our road safety representatives and the various committees they are on.

Join our road safety reps at 1pm on May 19 at the MRAA office as they report back on the latest developments on wire rope and other safety issues.

Is Wire Rope Fencing Dangerous?

by Michael Czajka, printed from *Streetbike*, with permission

Wire Rope Fencing (WRF) is a hot topic in many road safety forums. Motorcyclists believe it is dangerous because the small surface area of the cables and posts concentrates the impact forces, leading to fractures, amputations and deaths. Traffic engineers like wire rope because it has low deceleration forces for cars and claimed low installation costs.

Background: There are many examples of reduced surface area and sharp edges causing serious damage. Consider the many impacts with telephone poles, signs and trees. German research on the consequences of such impacts is available at <http://www.zip.com.au/~cs/moto/wire-rope/guillotines.html>. The researchers shot cadavers into the metal posts that make up many barrier systems. They demonstrated amputations and fractures. They also provided measurements of the impact forces generated. An impact with a series of posts associated with WRF would generate similar forces and, thus, similar injuries to those demonstrated in the German research. Certainly, such impacts would be more than sufficient to kill someone. In fact two fatalities on post systems (one ‘chain and post’ the other ‘cable and post’) are with solicitors right now.

Getting any figures on WRF costs has proved to be problematic. Recently, I managed to get some reliable and comparable figures from a Vic Roads traffic engineer.

Typical installation and repair costs per 100 metres of barrier for simple installations are as follows:

	Installation Cost	Typical Annual Repair Costs
Concrete	\$15,000 to \$20,000+	Negligible
Steel W-beam	\$8,000 to \$15,000	\$8,000 to \$15,000
Wire ropes	\$15,000 to \$20,000	\$5,000

From this you can see that the installation costs of WRF are similar to concrete barriers. When maintenance costs are included, WRF becomes more expensive than other barrier types and complex installations within 0 - 4 years. This means that all WRF barriers are 5 - 10 times more expensive than concrete over 20 years.

Facts: WRF:

- is easily damaged and is ineffective once damaged
 - can create a hazard until repaired
 - can spend long periods of time between repairs (up to 10-30 days)
 - can spend most of its life non-functional due to repeated impacts
 - is much more expensive than other alternatives because of the frequency of repairs
 - is ineffective when motorcyclists slide between the posts... and over a cliff?
 - contains cables which are dangerous if you hit them at a sharp angle
 - contains posts which are generally the most dangerous part of the barrier
-
- The further away from the road you place WRF, the safer it is for motorcyclists
 - The closer to the road you place WRF the more expensive it becomes to maintain
 - WRF is designed to be placed 3 - 6m from the road
 - Soft foam impact attenuators placed around the post can make WRF safer

By comparison, concrete barriers:

- have no maintenance costs
- are functional 100% of the time
- have installation costs comparable to WRF (in many cases)
- are the most forgiving barrier for motorcyclists

Accident facts:

- 1) Motorcyclists tend to leave the road at shallow angles
- 2) Concrete has no projections - motorcyclists slide along the barrier instead of coming to a sudden stop (compared with WRF & sometimes Armco)
- 3) The further you place the barrier from the road, the better because a large number of vehicles recover within 3m of the road, motorcyclists even more so

So why is WRF being installed?

- 1) There is a perception by engineers that it is a low cost system.
- 2) Engineers perceive the system to be safe.

Why is safe design a smart move?

- 1) Around 30% of all road fatalities could be avoided by better design.
- 2) Motorcyclists are amongst those most prone to injury and death due to bad design.
- 3) Good design is much cheaper than bad design.
- 4) Good design for motorcyclists is generally good for other vulnerable road users and cars.

Why concentrate on WRF?

WRF is amongst the least forgiving of all possible roadside obstructions. Breaches of installation guidelines are making it even less safe. This has focussed attention on the whole issue of road design, forcing State and National roads bodies to formulate new motorcycle specific-road design guidelines. For the first time, they are considering testing barrier systems for safety with motorcycles. In Victoria they even have a moratorium on further installations of WRF until testing is undertaken. [Ed: *Had* a moratorium!]

Michael is the MRAA's Road Safety & Research Officer. You can e-mail Michael on MC-1@bigfoot.com

STOP PRESS:**VICTORIAN MOTORCYCLISTS ORGANISE SUCCESSFUL WIRE ROPE PROTEST**

Hundreds of concerned motorcyclists have participated in an independently organised protest ride on the Eastern Freeway. The MRAA are pleased to see riders raising uniting in their concern over this issue and hope that the protest, which was not an MRAA run activity, will be an opportunity to highlight to authorities that this is an issue of concern to motorcyclists in general and is not only an MRAA issue.

Congratulations to protest organisers and supporters on the success of this event.

Soggy Superbikes

The weather forecast for the Superbikes never looked good. By Friday the excuses started rolling in - "Sorry, don't know if I'll make it. I've got the flu," "Won't be there in the morning, maybe tomorrow night." Yeah sure!

The trip from Werribee to Cranbourne was memorable only because I didn't see a bike until I reached Cranbourne. I started to think I was travelling, in the rain, on the wrong weekend, but the signs in Cranbourne all said this *was* Superbike weekend.

10am Sat The rain had stopped when I arrived at Cranbourne's Five Ways and two other bikes were there - not waiting for me but at least other bikes did exist. Andrew Broom turned up and we headed off. The rain started again and seemed to have set in by the time we arrived at the island.

About 11.00am, we headed to the track. The rain stopped. The wind didn't. It made conditions on the track interesting. Superpole was run as a "wet event," meaning the top 16 riders had 50 minutes track time but a limit of 12? laps. Bayliss came off early, much to the disappointment of the crowd (OK, a very small crowd). We'd positioned ourselves near a screen and saw all the action. When we headed back to the house at about 4.30, the rain started again. I started to see a pattern developing.

We checked the weather report on every news channel but couldn't find one we liked. We headed off, in the rain, to join Garry for a BBQ. I sent Andrew first as I don't think I've ridden in the rain at night before. Suddenly, the 4WD in front of us stopped in the middle of the road. Hmm, those Koala signs are real and those Koala's are big. Don't know if we would have seen it if the 4WD wasn't there - perhaps they do have their uses, after all.

The BBQ with Garry and his friends was good - warm dry house, lots of bike talk and laughs and good food too. Thanks to all of you for the invite. As we headed back home I knew something was wrong - no rain. What the? Red lights flashing on the instrument panel. Ah, the bike from hell strikes again - already had that faulty oil light fixed once. A bit distracting in the wind and rain - when did the rain start again?

Still no one else at the house so we got a room each. Good luck to Garry with about 20 at his house and him in a tent!

10am Sun Still staring at the rather heavy rain. Told Andrew I wasn't going to Cowes for breakfast. He didn't seem real keen on going anywhere, but had to head back to Melbourne. I decided to go to the track. Not many bikes there. Got the stunning plastic raincoat out and

wandered off through the puddles. Good view of the screen and track and the racing was good. The rain wasn't. Thanks to ex pres Dean for the call to tell me he was warm and dry in front of a heater.

Left at 2.30 - the rain was getting harder and there was a heater and a TV back at the house. As I got to the bike the rain got harder - could it? Couldn't see through the rain on the outside of the helmet or the fog on the inside. At least it's only about a 10 min trip. Then my boots started to leak. Then the rain started running down my arms and into my gloves. Then the wind got stronger. Then I was apparently in neutral while accelerating up a hill. Bike from hell, take two, must have realised it'd already done the oil light thing so changed tactics. Now I have a flashing neutral light. Stopped at the shop to stock up on everything I could possibly need to get me through the afternoon watching the Superbikes and the GP later in the night. I wasn't leaving the house again today.

Back at the house. Tip the water out of the boots, wring out the gloves. How did water get up my jacket to soak my windcheater? Wring out the wet weather gear and hang it up. Watch the first Super race again, - isn't delayed coverage great? The rain is getting harder. Troy is blockading pit lane and good on him! Someone has to do something - conditions are way worse than when I left the track and I thought they were bad then. Sat around and got dry for the rest of the day then settled back and watched the GP that night. The rain stopped. Perhaps the trip back to Melbourne won't be too bad after all.

Mon 11am The rain wasn't going anywhere so I began heading home. I was sure the forecast said rain at times; they must have meant at *all* times. According to the bike from hell, I was now permanently in neutral. I was also soaked through. The rain was coming into my helmet and dripping down my hair, my boots were full of water, water had soaked through my totally waterproof pants and through the leathers under them, my four layers of clothes under my jacket were wet and I could no longer feel my fingers and toes. That had to be the longest trip ever from the island to Werribee.

Despite all this, I had a good weekend. Chatted to some great guys at the track and am rather impressed that I was able to handle those conditions. Just need to have another battle with the importers of the bike from hell and buy some new boots - mine will never be the same again.



Kerri

April Fools' Day Ride

I must be getting better at giving the Social Ride spiel in front of an audience - I can only remember stuttering and not making sense on two occasions. For those of you who don't know me, speaking slowly and clearly is a physical impossibility. So after I machine gun out some spiel which, from memory, included stuff like.. where we're going, ride within your limits... and can you please come in a bit closer as I'm a small fella and can't yell that far back. I finish off with, "So are there any questions?" I now know how it must feel to be an Asian stand up comic telling a really funny joke about Pauline Hanson at a One Nation gig. The room is quiet and blank faces look back at me. Boy I'm glad I've given everyone a route map and details. OK... then...how about... we start riding?? With a flurry of activity, helmets, boots, jackets and with bike keys in hand, everyone heads for the bikes parked outside.

It's Arthur Seat on the Mornington Peninsula this month. I'm thinking to myself, "Wow, it's been a year already, except last time we ran this ride we had over 50 bikes". I'm happy - I've got more of a chance of remembering 20 names than 50 as I lead the convoy of bikes along Beach Road on an overcast Sunday in April.

The first stop is the Royal Hotel on the Esplanade in Mornington and all is going well. Everyone is happily chatting away and getting to know each other as I casually move around and eavesdrop on the many animated conversations. Sally has just passed her P's test and is the proud owner of a shiny red Honda Spada. Bob has just returned to bikes after a layoff of years and now punts a four month young Black TRX which is way too clean. Andrew still hasn't changed the cam chains on his GS1000. Angela has purchased her first ever motorised form of transport - a black CB250 and exclaims, "I'm claustrophobic and hate being in a car". Jeff tells me that he knows a guy who has a real old time Trumpy Bonneville, purchased from new, with 6000 miles on the clock.

It must be April Fools' Day as I'm looking into a mirror reflection of my own bike. R1, blue, exactly same carbon fibre Yoshi can, Ventura grab rail, Yellow and black Dainese leather jacket, except this one belongs to Steve. Due to an unexpected pocket of random gravity mixed with a little water he "upgraded" from his old R1. I'm thinking to myself, "But mine's different - I've got five anodised screws in the petrol cap housing." I can be so sad sometimes.

Uh oh. Kerri (Vice Prez) is giving me that "Garry stop talking crap and let's get going" look. It must be a female thing - the only thing I can usually decipher from guys is the "If you get in my way I'm going to flatten you" look.

Yeah, that's better. Finally off that Nepean Highway thing and onto some more motorcycle-orientated bitumen as we wind our way down the curves of the Esplanade to Safety Beach then onto the back roads of the Peninsula. Great variety of roads on offer as we cruise though 40 kph forest-covered hairpins and wide open sweepers, past vineyards, undulating farmland and... Bronze Commodores.

You know how you get this sixth sense after you've been for riding a while? I think it's in chapter 3 of the learners' motorcycle handbook under the chapter "Miscellaneous Stuff You Don't Need to Know But May Save You One Day".

Coming down a 100kph posted hill, I spot a bronze Commodore parked in a driveway about 80 metres ahead. Mmmm this looks a bit suss. Sure enough, the driver starts to back out and stops. Closing distance now 50m.

With the headlights of five bikes on an overcast day bearing down on him, the driver suddenly accelerates out at full speed and fully blocks both lanes of the two way road. He moves from "R" into "D" for Deficient and once again floors the accelerator, causing the car to spin the wheels and fishtail off the road whilst throwing a rooster tail of gravel and crap onto the road and into the path of the standard "I didn't see you" motorcycles approaching as he attempts to reach 100kph from a standing start before the bikes want to share the same piece of tarmac at the same time. Like I said, sixth sense. With a quick flash of the brake light to warn the riders behind me, we're rapidly slowing down to allow for a safe passage.

Everyone's in good spirits for Garry's mandatory happy snap atop the Arthurs Seat lookout. With the promise of a hot BBQ lunch awaiting below at Safety Beach, we wind our way down Arthurs Seat, some for the very first time. With the side car parked out front, Barbara and Frank Harrison (MRAA Honorary Life members), as per last year, have put on a fine feast as bikes and riders temporarily invade their front lawn.

Great food, great people and another successful MRAA social ride. Some friendships have been made and many a bike story was swapped. Until we do it again in May, (Perry's Flowerdale ride), thanks for reading and ride safe.

Cheers,

Garry

Footpath Parking - Act 2, Scene 67

Just when you thought it was safe to park on the footpath, those opposed to it are making loud behind-the-scenes noises, again. Even though Melbourne City Council (MCC) councillors voted overwhelmingly last year to support motorcycle footpath parking (MFP) and *encourage* motorcycling in the City (gasp); even though the Minister for Transport's office has confirmed there have been negligible complaints about it; even though it is an intelligent solution to parking congestion and makes the City more user-friendly for drivers and motorcyclists alike, we understand the Property Council of Australia is now lobbying the Minister for Transport directly to have footpath parking either banned or restricted.

The MRAA continues to be puzzled and frustrated that the PCA, which represents owners of city buildings, and other organisations opposed to MFP will not engage in open discussions, despite many offers by motorcyclists and the MCC. Instead, it seems to prefer private, back-door lobbying. It is extremely difficult for the MRAA to address property owners' concerns if there is no contact with us.

The Victorian Motorcycle Advisory Council (VMAC), which advises the government on motorcycling-related issues, has prepared a leaflet explaining the do's and don't's of footpath parking. It will be included with all motorcycle registrations. Although it includes 'recommended' parking distances, these are *not* legal requirements. The MRAA vigorously opposed their inclusion as we believe they are only the first step towards restricting MFP so heavily that it is, in all but name, banned.

If you see riders parking inappropriately, particularly in the CBD, have a friendly word with them. Explain that footpath parking was hard won by motorcyclists and that their actions are jeopardising city amenity for riders and car drivers alike. For the record, the Vic road rules state that "motorcycles must not inconvenience, obstruct, hinder or prevent the free passage of any pedestrian or other vehicle" [including wheelchairs. They also must not be parked on private property without consent or be ridden on footpaths].

Stop press: We hear that Stonnington City Council is jumping on the band wagon, claiming 'Motorcycles are a blight on the streetscape and a danger to pedestrians'. Write to them with your views –

Post: PO Box 21 Prahran VIC 3181
Email: council@stonnington.vic.gov.au.

Motorcyclist on RACV Board? I'd Like to See That

Great news – it's likely that a motorcyclist will be standing for election to the RACV Board later this year. Given the influence the RACV has on transport planners, motorists and government, we have here a golden opportunity to finally gain some much-needed representation for motorcyclists.

We'll give further details in the next newsletter. Till then, spread the word amongst other riders and those who'd like you to stay alive. Let's make the most of this very rare event.

Help the Blood Service Beat the Chill this Winter

Since 1979, the MRAA has been a steadfast supporter of Australian Red Cross Blood Service, helping the Service through some of its toughest months including the Christmas holiday period.

By establishing the MRAA Blood Challenge, the MRAA has made a vital difference to the stability of the blood supply during this difficult time.

Unfortunately, Christmas isn't the only time that the Blood Service struggles to collect enough blood. The chill of winter and the increase in colds and flu keeps donors away, making it harder to maintain a safe supply.

The Australian Red Cross Blood Service is appealing to those who supported the MRAAA Summer Blood Challenge 2001 to consider donating again this winter. Most people are able to give blood every three months, so why not roll up your sleeve once again in support of a good cause? Remember, each donation has the power to save three lives.

**To make an appointment, please call Australian
Red Cross Blood Service on 13 14 95.**

Vital Volunteers

As mentioned in the intro, we are currently building our volunteer program to harness the many talents of our members and make the meager MRAA dollar stretch further.

We take care to match the skills, interests and time availability of volunteers with the MRAA's needs. This means volunteers will (hopefully) enjoy the work they do and gain new skills while helping fellow motorcyclists.

New Rookies

People who have recently joined the MRAA family, in alphabetical order, include:

- David Adams – assisting with mailouts and membership
- Andrew Broom - coordinating the 2001 MRAA Oz GP Run, to be held in Cranbourne on October 13
- Perry Tremewen - helping Garry map out and trial MRAA's monthly social rides
- Alan Halstead - compiling legal information which will be included on the website and, for little-known laws, in the newsletter
- Mark Hay – building advertising in the newsletter
- Lee O'Mahoney - obtaining (hopefully) funding and resources from the Victorian government for motorcycle safety; writing and editing newsletter articles
- Shane Palmer – helping out at the office
- Pat Stevens – helping out at the office
- Lolla Stogneff - re-designed MRAA's website and is now our webmaster
- Wendy Taylor – representing riders on Inner West Community Road Safety Council

(Please God, tell us we haven't failed to mention anyone. If we have, grovelling apologies). These people are, of course, in addition to our many long-standing and much valued volunteers - you know who you are - without whom we couldn't exist and do the work we do. Thank you to all.

Remaining Opportunities

There are some opportunities remaining, including:

- Toy Run committee member for the 24th MRAA Toy Run, scheduled for Sunday December 9
- co-ordinating the MRAA Blood Challenge 2000/2001
- media monitoring – collecting motorcycle and safety related issues from the print media and developing a reference file
- attending daytime (business hours) meetings of various safety committees
- assisting in the office
- developing new initiatives

If you'd like to get involved with any of these, or if you have ideas on how you can help motorcycling through the MRAA, please leave a message for Lee O'Mahoney at the MRAA on 03 9699 1811 or email leeomahoney@hotmail.com.

In an Ideal World

The MRAA goal is to have:

- staff and resources to:
 - assist riders, disseminate information, respond to motorcycling queries
 - represent motorcyclists on government committees
 - provide support to injured riders and families of riders who have been killed
 - promote motorcycling to the wider community
 - lobby against unreasonable, ineffective, discriminatory laws
- adequate consideration of motorcycles in all transport planning and road rules
- motorcycle-friendly roads and road environments
- accurate, non-discriminatory, non-stereotypical and non-sensationalist media representation
- awareness amongst all road users of the range of people on our roads, including pedestrians, cyclists, scooter riders and motorcyclists
- a community that embraces motorcycles and scooters as the economical, environmentally-responsible and enjoyable means of transport they are, ideally suited to today's world

By volunteering with the MRAA, you will make it so much easier for us to achieve this.

CAM 2001

In the last newsletter, we included a hasty summary of the 2001 Celebration of Australian Motorcycling rally, or CAM 2001. In this issue, we bring you a slightly less hasty summary, for those who weren't there.

On Saturday Jan 27, bikes stretched for far as the eye could see along Federal Hwy. All types of bikes, all types of riders, all for a great cause – celebrating motorcycling and making people aware that much more needs to be done to improve motorcyclist safety. En-route to that great Australian icon, the Parliament House on the Hill, people lined the streets, not too sure what was going on, but smiling and waving none the less. Those who believe motorcyclists are feared and shunned by the community should bear witness at any ride like this – people's faces are lit up with delight - or is it envy?

At Parliament House, we were greeted by rock band Sweaty Palms, whose lead singer could do audio-cloning for Jimmy Barnes, dead set. After a bit of rockin', the serious part of the day got underway. As M.C., Darryl Eastlake highlighted the lack of government resources for motorcyclist safety. Politicians from the three major parties then faced the crowd. Hats off to them – it's not everybody who'd face an estimated 30,000 riders, given that we murder and pillage at least 10 times before breakfast, or so the media would have people believe. Riders raised their safety concerns and the polities valiantly attempted to answer them, or at least indicate they were listening. Common themes were the lack of consideration for motorcyclist safety and the prevalence of unsafe road conditions eg gravel left on roads after road works with no warning, the use of wire rope barriers etc.

The Federal Minister for Transport, Ron Boswell, indicated that the government had heard us and that, by coming to Parliament House, we had clearly shown just how concerned we were. Guess it's hard to ignore tens of thousands of people who travelled night and day (and several nights and several days for some) from across Australia to spend a very hot afternoon at Parliament House.

While not all went smoothly, it's a credit to all those involved that the event went ahead at all. Special congrats to the folks of the NSW Motorcycle Council.

Some media gave excellent coverage, with front page and full page 3 articles in the *Canberra Times*. (But we really could do without their perpetuation of

archaic stereotypes, with the only rider pic being the heavily tattooed, pierced and hair-shaved 'Piercer Paul'. This sensationalism further marginalises riders and jeopardises our safety). Channel 10 gave extended coverage, accurately reporting the safety focus of the rally and highlighting that riders are having to raise funds to pay for their own road safety ads.

We now wait to see if the government puts its money where its ministers put their mouths that day.

So, CAM 2002? Rather than another national rally, simultaneous state-based rallies are likely. This will overcome the logistical difficulties of a national rally and will lead to greater exposure in all states. In turn, motorcyclists' safety concerns will be highlighted state-by-state and more people may realise that we're really not that threatening - the pre-brekky murder average is only five.

Lee O'Mahoney



CAM 2001 – Savour the Memory

If you weren't at CAM 2001 but want to savour the historic event with a memento, there are a few rally T-shirts, baseball caps and cloth patches remaining.

T-Shirt	Size M, L, XL, XXL	\$25
Baseball cap		\$15
Cloth patch	~4" by 3"	\$ 8

To order, make out cheque or money order to 'MCC of NSW' and send with name, postal address, size and quantity to:

MCC of NSW
15 Huddleston St
Colyton NSW 2760

Phone 02 9833 7794, fax 02 9833 7795 or email mccofnsw@healey.com.au for enquiries.

To pay by credit card, order through the MRAA.

Proceeds will help fund a motorcycling safety ad campaign - you can look cool and save lives at the

CALENDAR OF EVENTS

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MAY

12TH Saturday
19TH Saturday
26TH Saturday

WSR Maintenance day 12noon-5pm 7 Boyle Crt Sunshine
Safety Committee Meeting 1pm 22 Ross Street Sth Melb
MRAA QGM 1.00PM 22 Ross Street South Melbourne

JUNE

3RD Sunday
16TH Saturday

SOCIAL RIDE meet 10am 22 Ross St *Daylesford Boatshed Cafe*
Safety Committee Meeting 1pm 22 Ross Street Sth Melb

JULY

1ST Sunday

Meet at Rusty Nail Café Cnr Broadway & Glenhuntly Rd Elwood (Melway 67 B3) for a late breakfast, early lunch or whatever! If it's a fine sunny winters day there's always the afternoon...

SOCIAL RIDE. In anticipation of winter we're not planning a ride.

21ST Saturday

Safety Committee Meeting 1pm 22 Ross Street Sth Melb

AUGUST

5TH Sunday
25TH Saturday
31ST - 2ND SEPT

SOCIAL RIDE meet 10am 22 Ross St *Buxton Pub*
AGM Venue to be advised. 12noon lunch 2pm meeting
Australian Motorcycle Expo. Royal Exhibition Buildings Melb.

Newsletter contributions from members are welcome. Dates for submissions are:

August edition	26 August
November edition	28 October
February 2002 edition	27 January

Bike expo

78 Dandenong Rd, Frankston, ph 9783 2244

Stafford Motorcycles

90 Bell St, Heidelberg, ph 9459 3427

Bike Mart

Shop 1A, 68 Maroondah Hwy Ringwood, ph 9879 5822

Yamaha City

329 Elizabeth St Melbourne, ph 9602 2577

Motabitz Wreckers

421 Elizabeth St Melbourne, ph 9326 6992

Bob Jane T-marts

697 Elizabeth St Melbourne, ph 9329 6999

Wiseco, Ken Colvin P/L

154 Bell St Heidelberg West ph 9459 4222

Garners Motorcycle Hire

179 Peel St North Melbourne, ph 9326 8676

Yamaha of Brighton

1279 Nepean Hwy Cheltenham, ph 9585 3111

Draggin Jeans

72-76 Westgarth St Fitzroy, ph 9417 3699

Buxton Pub

Maroondah Hwy Buxton

The Great Australian Ice Creamery

Main St Healsville

Country Looks

Main Street Healsville

Marysville Bakery

Marysville.

Each of the following businesses offer some form of discount to MRA members.

South Side Motorcycles

64 Punt Road Windsor, ph 9686 5010

Red Wing Honda

158-160 Bell St, West Heidelberg, ph 9459 5553

Bike Barn

323 Elizabeth St, Melbourne, ph 9602 4269

Pablo's

136 Burnley St, Richmond, ph 9429 4799

A1 Motorcycles

68 Maroondah Hwy, Ringwood, ph 9870 1256

Frankston Yamaha

SEVENTH

CALL FOR NOMINATIONS FOR PRESIDENT & SECRETARY

Any MRAA member wishing to nominate/be nominated for the position of President or Secretary should complete the nomination form below and return it to the MRAA by **22 June 2001**. A member wishing to stand for election must be nominated and seconded by two other MRAA members. The nominee must sign the nomination and submit a half page resume for inclusion in the next newsletter.

The term of office for President is three years, commencing at the AGM on Augst 25.
The Secretary position is a casual vacancy and will be filled until the AGM 2002 when this position is due for election.

Details of each position and a copy of the constitution can be obtained by contacting the MRAA.

NOMINATION FORM FOR PRESIDENT OF MRAA 2001

NAME OF NOMINEE..... MEMBERSHIP NUMBER.....

SIGNATURE.....DATE.....

NOMINATED BY..... MEMBERSHIP NUMBER.....

SIGNATURE.....DATE.....

SECONDED BY..... MEMBERSHIP NUMBER.....

SIGNATURE.....DATE.....

Please enclose half page resume for inclusion in next newsletter. All nominations to be returned by 22 June 2001 to MRAA Returning Office 22 Ross Street SOUTH MELBOURNE 3205

NOMINATION FORM FOR SECRETARY OF MRAA 2001

NAME OF NOMINEE..... MEMBERSHIP NUMBER.....

SIGNATURE.....DATE.....

NOMINATED BY..... MEMBERSHIP NUMBER.....

SIGNATURE.....DATE.....

SECONDED BY..... MEMBERSHIP NUMBER.....

SIGNATURE.....DATE.....

Please enclose half page resume for inclusion in next newsletter. All nominations to be returned by 22 June 2001 to MRAA Returning Office 22 Ross Street SOUTH MELBOURNE 3205