

September 2005

# Riders Advocate

## Contact the MRAA

MRA Australia headquarters:  
5/2 Quist Court  
Dandenong South VIC 3164  
Tel: (03) 9794 5504  
Fax : (03) 9794 5509

MRAA Board Members  
President: Dale Maggs  
(0432-776-458)

Vice President: DJ McCarthy

Secretary: Tony Ellis

Treasurer: Rik van Zuylekom

Membership Secretary: Mick Doedee  
(0411-183-258)

Ordinary Board Members:

Austin Webb, Mark Ewart

Other Positions

Road Safety & Research Officer:

Michael Czajka

4Bs Co-ordinator:

Austin Webb

Road Safety Reference Group Rep:

Wendy Taylor

Newsletter Editor: Martin Taylor

Events Co-ordinator: Dale Maggs

Office Hours:

Tuesday - 7pm to 9pm

Saturday - 10am to 3pm

Email: [mraa@mraa.org.au](mailto:mraa@mraa.org.au)

## The Proliferation of Wire Rope Barriers



*The above WRB is near Kinglake. Its close proximity to the road doesn't allow for any margin of error. Why it couldn't be located further to the left of its current position and have rider friendly Mototub fitted?*

## ARE YOU INJURED?

For free legal advice, phone Grace Placencio  
MRA Official "Legal Eagle", Public Officer and  
Life Member

Grace has represented injured riders for over 10 years, and specialises exclusively in Personal Injury law, including:

- Transport Accident Claims
- WorkCover Claims
- Superannuation Claims
- Medical Negligence Claims
- All Other Injury Claims

Suite 5, Level 5 517 St Kilda Road (opposite The Alfred Hospital)  
Melbourne 3004

Phone (03) 9867-7769 Fax: (03) 9867-7750

**GRACE PLACENCIO DAVIES & COMPANY LAWYERS**

## November QGM

The November Quarterly General Meeting (QGM) will be held at MRA HQ, Quist Court in Dandenong, on Saturday, 26th November, commencing at 1 pm sharp. Please check the MRA website (listed below) for updates.

## MRA Website

<http://www.mraa.org.au>

## MRA Forums

The MRA has an online web based forum where you can get involved in policy discussion, hear what's happening, and generally chat to other members. Surf to:

<http://mra.gnomeit.com/forum/>

The MRAA also has an email mailing list via the Yahoogroup lists.

<http://go.to/mraa>

# ***Sell your motorbike***

- *5 colour photos* • *Advertise until sold*
- *Unlimited changes* • *Monitor your ad*

**\$10** **TOTAL  
COST**



**bikesales.com.au**  
Making your bike go faster.

## From the Editor's Desk

Will we forever be ignored as legitimate road users? In July, there was a road safety forum which was run by Victoria Police in conjunction with Vicroads, TAC, the Transport Workers Union, Bicycle Victoria, RACV and New Zealand Police. For whatever reason, motorcycle groups were ignored. The MRA was not invited to this forum, nor was it advised that it was going ahead. I personally only heard of it in a 20 second sound bite during an early morning ABC news bulletin.

There was nothing in the major newspapers about the forum, and the only results from a web search turned up on the ABC News website. It's as if it was a secret meeting between selected groups with well connected links to government, police, political parties and the various road safety authorities.

And more recently, a "speed limit review group" was formed to look at speed limits across the state's roads. Again, motorcycle groups missed out on a guernsey.

What do we have to do to gain "legitimacy" in the eyes of the various road safety authorities? It seems that the various road protests aren't having a large enough impact. Aside from some brief vision on the nightly news, such events are largely forgotten, or worse - ignored. Perhaps we need a high profile sports personality with a penchant for SMSing ladies to go into bat for us.

Various MRA members have been doing a lot of work behind the scenes of in a lot of areas. Their reports are in this issue. There is also the anti-TAC levy petition that Damien Codognotto is running. If you can, please photocopy it and distribute it around the place. See if we can get some public support behind our causes. You'll find it on page 18.

Next month will see the annual Oz GP Run to Phillip Island. As usual, we need volunteers to help marshall the ride, run the stands and so on. I'm sure that the lads will gladly accept any help that they can get.

This issue sees a bit of coverage on WRBs. Dale and the lads ventured north to Bendigo where WRBs are proliferating worse than what we saw of nuclear weapons during the Cold War. Perhaps we could negotiate a WRB non-proliferation treaty with the government.....

Speed cameras come in for a bit of a hiding too, with a report from the UK suggesting that where cameras have been installed, crashes and fatalities have actually risen. Couldn't happen here, could it?

In NSW, speed camera photos are being called into question as to their validity as evidence, given that they're easily doctored. Questions are being raised here in Victoria, particularly over the use of the units, how they're set up, and so on. Hopefully, we'll have more on this issue, soon.

We also have the usual commentaries from members along with reports from the various departments within the MRA.

In the news, we have reports from both Guy Stanford from the MCC of NSW and the MRA (Tas) regarding some good work that's being done down in the Apple Isle, regarding their version of the motorcycle "safety levy". So, no-one's letting grass grow under their feet. But they need your help.

Martin Taylor 

## Membership Discounts

I am always on the lookout for more member discounters. If you know of someone who might be willing to offer an MRA discount, feel free to ask them and send me the details (if they say yes).

Michael Doedee

Membership Secretary  
[membershipsecretary@mraa.org.au](mailto:membershipsecretary@mraa.org.au)  
 Ph. 0411-183-258

## Federation Square and Bikes

Dale and I met with Paul Byrne, strategic planning manager for Federation Square. We talked about the car shows which are on the last Sunday of the month and proposed running a similar event for motorbikes on the Second Sunday of the month every 2 months.

Plans are to hold theme based bike exhibitions and six themes were chosen for the event. They'll be based on 3 wheelers and choppers, sports bikes, European bikes, Harleys and custom bikes and lastly, scooters.

The exhibition will hopefully be a lead in to motorcycle events such as the Motorcycle Expo and the Grand Prix.

The MRA will be provided parking marshalls as well as have a membership/information display there. Exhibitions are planned for November and beyond. 

Michael Doedee



**Motorcycle injury?**

**Talk with us.**

Speak with Tim Connor, an Accredited Specialist in Personal Injury with 15 years experience dealing with transport accidents.

**MOORELEGAL**

9 Prospect St. Box 118 Vic 3128  
 Telephone [03] 9693 0000 Facsimile [03] 9693 0333  
[www.moorelegal.com.au](http://www.moorelegal.com.au)

## Brief Summary of the Sept. QGM.

The August QGM (Quarterly General Meeting), was held at La Porchetta, in Nth Melbourne, across the road from Vic Market. It started at 1pm and concluded around 4pm. About 25 people attended.



Rik, Tony and DJ oversee proceedings.

### Treasurer's report.

\$5,590 in black

Treasurer's report will be posted to website.

Our trademark application for the MRA Cranbourne GP Run (& combinations thereof) was rejected for various reasons. It was suggested that we register it as a business name.

4B's met with Central Victorian Riders. There is now a regional branch of the 4B's operating.

Discussions have taken place with Minister re. 4B's funding.

Report from Advocacy listing what's been done this year.

Discussion around parking.

Constitutional changes. (Sub-committee headed by Detlef Lamp to be set up for constitutional review)

Dan Rotman (Motorcycling Australia) presented to meeting on its new riders division.



Detlef considers proposed constitution changes.

### Motions:

The following motions were put to the membership. In some cases, vigorous discussion ensued, followed by a vote on all motions.

1. That the Secretary writes to Marcel Smits, MRA rep on Motorcycles in Melbourne committee, expressing our concern at the lack of feedback. That the Secretary also writes to the Committee requesting the Association receive direct copies of all minutes/reports etc.

Passed.

2. That MRAA rides incorporate corner marking as standard policy.

Passed

3. That all general meetings be audio and/or video recorded

Passed.

4. That the Motorcycle Riders' Association of Australia Inc. Board asks each person working on the MRA TOY RUN to submit to a police criminal record check to be handled confidentially by a person appointed by the MRAA Board.

Failed.

5. That formal time limits be introduced - being a limit of 3 minutes for the mover of a motion and two minutes for other speakers. Mover to have two minutes for right of reply.

Passed

6. That a time limit of 3 hours be introduced for general meetings.

Passed

NOTE: Either of the above 2 may be suspended by the meeting if it is felt necessary.

## BLACKROSE LEATHERS

117 FLOOR 469 GRAHAM STREET,  
PORT MELBOURNE VIC 3107

FREE CATALOGUES PH: 1800 884 245.

From Only

# \$595.00

NEW YEAR SPECIAL!

THIS AMAZING LEATHER RIDING PACKAGE CONSISTS OF BRANDO JACKET, PANTS, SHORT BOOTS AND GLOVES ALL IN HARD WEARING LEATHER FOR THIS ONE LOW PRICE.

WE HAVE MANY MORE STYLES AVAILABLE INCLUDING: TOURING JACKETS & PANTS, COLOURED RACING SUITS & JACKETS, CHAPS, TRENCH COATS, SADDLE BAGS, VESTS, AND FULL RANGES OF ACCESSORIES AND WATERPROOF JACKETS & PANTS.

**GUARANTEED: IF YOU ARE NOT SATISFIED WITH ANY OF OUR PRODUCTS SIMPLY RETURN THE GOODS, UNDAMAGED, FOR A REFUND OR EXCHANGE.**

**\*WE DELIVER C.O.D AUSTRALIA WIDE\***

## Helmet Sticker Tax? Part 1.

The following article originates from an anonymous contributor to a NSW based web forum. It was in relation to being booked for not having an AS-1698 sticker on the outside of his helmet. We've been doing some research on this issue. What follows is the original letter from "Jeff", and the road rules as they pertain to Victoria, along with an extract from the Australian Standard, AS-1698.

So far as we can tell, there is no requirement for a sticker to be affixed externally to the helmet. A similar case is developing here in Victoria. Its outcome will form part 2 of this article in the December issue.

From [http://www.wildcats.com/your\\_say.htm](http://www.wildcats.com/your_say.htm)

I was reading with interest the piece on 1698 compliance stickers on the outside of helmets on your "you tell us" pages.

Around four years ago I was pulled up by a motorcycle cop while riding through town. Cutting a long story short, the reason why I was pulled over was because I did not have the chrome AS1698 sticker on the back of my helmet. I explained to the officer that I had a cloth AS1698 label inside my helmet. And he asked to see it, which I did.

I was then told that my helmet was not roadworthy and if I was seen riding around with the particular helmet again I would be fined. I went on to explain to the officer that the law states that helmets require EITHER the chrome AS1698 sticker on the outside of the helmet or the cloth AS1698 label inside the helmet and that the offending helmet was legal.

Lo and behold, a week later in the mail was an on the spot fine for the wearing of an unroadworthy helmet. It cost \$185 and 2 points from my licence.

Naturally I went to seek legal advice, as I was mighty damn sure I was not paying government revenue for riding my motorcycle LEGALLY.

It turns out the solicitor I went to also spent 30 minutes on the side of the road talking to the same motorcycle cop and was somewhat peeved by the situation.

I explained to the solicitor my understanding regarding AS1698 helmet sticker legislation, RE... the helmet needed to have either the cloth label inside the helmet or the chrome label on the outside of the helmet, but the helmet did not require both!

My solicitor went away and did his homework; lo and behold his findings were as I explained to him as to AS1698 requirements on helmets.

We both took our fines to court expecting a bit of an argument. However, the prosecuting officer merely stood up

in court and relayed to the magistrate the law on AS1698 labels on helmets, which is:

AS1698 LABELS ON HELMETS CAN BE EITHER THE CHROME TYPE LABEL ON THE OUTSIDE OF THE HELMET OR THE CLOTH TYPE LABEL ON THE INSIDE OF THE HELMETS! YOU DO NOT NEED BOTH AS LONG AS YOU HAVE ONE OR THE OTHER LABELS ON YOUR HELMET, YOUR HELMET IS LEGAL.

The on the spot fine and the loss of 2 points from my licence was withdrawn.

"Jeff", NSW.

---

## Vicroads Road Rules

Here are the relevant road rules as pertaining to Victoria.

RR270(1) The rider of a motor bike that is moving, or is stationary but not parked, must -

- (a) wear an approved motor bike helmet securely fitted and fastened on the riders head; and
- (b) not ride with a passenger unless the passenger complies with sub rule (2).

Penalty: 5 penalty units

(3) In this rule -

Approved motor bike helmet means a protective helmet for motor bike riders that is approved, by the Corporation by notice in the Government Gazette.

*No S174 1 December 1999 (last reference was this one)*

In accordance with that rule, I Eric Howard, delegate of the Roads Corporation, approve helmets that -

- (a) are marked with an official standards mark certifying compliance with the relevant standard; and
- (b) (i) comply with Australian Standard AS 1698-1988 Protective Helmets for Vehicle Users; or
- (ii) in the case of helmets manufactured in Australia comply with the version of the Standard that was in force at the time of manufacture or any later version; or
- (iii) in the case of helmets imported into Australia, comply with the version of that standard that was in force at the time of importation or any later version.

## Australian Standard AS-1698

Below is an extract from AS-1698, the Australian standard for motorcycle helmets beginning at Section 8 "Marking";

The Australian Standard, AS-1698 states, in reference to marking or labelling, the following:

### 8. MARKING

Each helmet shall be permanently and legibly marked so that the marking can be easily read without the removal of padding, or other permanent part, with the following:

- (a) Name of manufacturer.

*Cont'd Page 10*

## Legalise Lane Splitting

We tend to follow the lead of the United States. Whether it's going into other countries under the guise of freeing the oppressed people, or adopting fair trade policies, or even adopting its culture, it's arguable as to whether we're being led, or that we genuinely see this as A Good Thing.

There are some ideas that we should adopt, and this is one of them. A piece of legislation has been passed by the Texas state government. Becoming law as of September 1, 2005 it's to allow motorcycles to legally lane split, or filter through slow moving congested traffic.

It's not a carte blanche to go belting up the centre line at 100 km/h while the traffic is at a standstill. Rather, it allows a rider to filter through at 5 mph (8 km/h) above the speed of the slower traffic.

The ATSB meets regularly with its state counterparts. I understand that motorcyclists are represented on the various committees. Perhaps this one can be raised as an issue, and perhaps to be used as an example for future legislation or as a regulation under the pertinent Acts.

### A BILL TO BE ENTITLED

#### AN ACT

*Relating to the operation and movement of motorcycles during periods of traffic congestion.*

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS: SECTION 1. Section 545.060, Transportation Code, is amended by amending Subsection (a) and adding Subsection (e) to read as follows: (a) An operator on a roadway divided into two or more clearly marked lanes for traffic: (1) shall drive as nearly as practical entirely within a single lane, except as provided by Subsection (e); and (2) may not move from the lane unless that movement can be made safely. (e) The operator of a motorcycle may operate the motorcycle for a safe distance between lanes of traffic moving in the same direction during periods of traffic congestion if the operator: (1) is at least 21 years old; (2) has successfully completed a motorcycle operator training and safety course under Chapter 662; (3) is covered by a health insurance plan providing the operator with at least \$10,000 in medical benefits for injuries incurred as a result of an accident while operating a motorcycle; and (4) operates the motorcycle: (A) at a speed not more than five miles per hour over the speed of the other traffic; (B) in traffic that is moving at a speed of 20 miles per hour or less; and (C) in a location other than a school crossing zone or other than a location where the posted speed limit is 20 miles per hour or less. SECTION 2. This Act takes effect September 1, 2005.

In Australia, the laws relating to lane splitting vary from state to state. Here in Victoria, lane splitting is allowed to the limit where the vehicle (motorcycle) is allowed to pass a stationary vehicle to its right if the rider is either in the right lane on a dual lane road, or that if in the same lane, that the rider stays to the left of the dividing lines separating the lanes.

If he passes to the right of a vehicle while positioned to the right of the white line, but there is a vehicle to his right in the right lane that is not indicating that it's turning, then it's illegal. So, when lane splitting, keep to the left of the white dividing line. 

## MEDIA RELEASE - MRA(Tas)

### Motorcycle Levy Fails to Pass Lower House Test

*Hobart, 26 August 2005*

In a bizarre twist to the end of the short Parliamentary week, a piece of legislation the government expected to pass easily remains on the lower house table.

The Vehicle and Traffic Amendment (Motorcycle Safety Levy) Bill 2005 seeks to enable the government to introduce a \$15 per annum safety levy on the state's 35,000 motorcycle licence holders. With around 9,000 registered motorcycles in the state, the Department of Infrastructure Energy and Resources is hoping that many of thousands of people will decide to hand-in their motorcycle licence rather than pay the levy.

Debate was still underway when the bell rang to end the three-day parliamentary session at 6.00pm Thursday.

The Tasmanian Motorcycle Council, the state's peak motorcycling body, has been working closely with DIER and the Government over a number of motorcycle safety strategies, but does not support the government's proposed levy.

"We have seen a number of road safety initiatives in recent years – lowering of the residential speed limit to 50km/h, the Hobart inter-city cycleway, and a huge increase in the number of pedestrian islands on arterial roads. These are all fantastic initiatives, but were the affected user groups required to pay for them? *No*," said Shaun Lennard, media spokesman for the Tasmanian Motorcycle Council, which represents almost every motorcycle club and organisation in the state.

"*How then is it reasonable to introduce a levy on motorcycle riders to fund long overdue safety initiatives in this area?*" he continued.

**"\$405,000 of the levy is earmarked to train Service Tasmania staff in the new provisions for learners and for upgrades to DIER's computer systems.** This is the sort of expenditure that should be met from their operational budget, not through a levy. If the government is serious about motorcycle safety, then they need to allocate some funding towards it. Motorcycle riders pay registration and licence fees just like everybody else – in fact many of us pay two or more lots of Registration each year – so there is no question that we are *already* contributing more than our fair share towards the infrastructure budget."

"The MAIB has offered \$500,000 to assist with targetted programs, and we suggest that other initiatives should be funded through the Community Road Safety Partnership program."

"The Motorcycle Council could not be more committed to reducing motorcycle casualties, but the government has never required user groups to pay for road safety. Which sector is next? Or is this discriminatory levy a special treat for motorcyclists only?"

"We ask that the Government will review this aspect of the Motorcycle Safety Strategy, otherwise we will have to take our case to the Legislative Council."

"Like everyone, we want to get on with making Tasmanian roads safer for everybody." 

## News from the frontline.

### **Motorcycle lobbying done right.**

*By our MCC of NSW correspondent, Guy Stanford*

Here's an excellent piece of work that was done by the Tasmanian Motorcycle Council (TMC). TMC's press release precedes this article.

The "safety levy" proposed by the Tasmanian Minister for Transport is in trouble in the Tasmanian Parliament.

The TMC and MRA consulted with the Tasmanian government to create a Tasmanian Motorcycle Safety Strategy.

[http://www.transport.tas.gov.au/safety/motorcycle\\_safety\\_strategy.html](http://www.transport.tas.gov.au/safety/motorcycle_safety_strategy.html)

At the last minute, the Minister, Brian Green informed TMC representatives that a levy would be imposed to pay for implementation of the strategy and that if they opposed the levy, there would be no safety programs. In an effort to persuade the representatives, a \$20,000 grant was offered to seed-fund the TMC.

Bullying and bribery. Now exposed in Hansard.

To implement the levy requires a change in Regulations to allow the charge to be levied on holders of motorcycle licenses. The proposed Bill was put to the Tasmanian Lower House last Thursday and the debate recorded in Hansard.

It's an entertaining read.

Click this link to Tasmanian Hansard and wait until the whole page loads:

<http://www.hansard.parliament.tas.gov.au/isysquery/irl2072/1/doc>

Then search the page ("Edit", "Find" or Control-F) for the word "LEVY" or scroll down until you get to 5:11pm. The Minister's claim on consultation with motorcycle rider groups is treated with earned contempt.

We salute the Tasmanian Liberals and Greens for a well-played game and for emptying the dirty laundry bin.

Its good entertainment, but the game is not over yet. The House sits again on 20 September.

Some lovely phrases used are;

Mr. Whitely, Liberal member for Braddon demands to know why motorcycle riders have been singled out for a levy and also why the Minister is making misleading statements about consultation with riders.

Mr. Booth, Greens member for Bass, suggests a better title for the bill to be the "Rip Off the Riders and Tax Them off the Road Money Grab Bill." He also points out the bribery inherent in the "confidential document" introduced at the last minute by the Minister. He further uses this to expose the methodology of imposing the levy on an unsuspecting rider representative body that has agreed to the initiatives - and then attempts to use that agreement to imply agreement to the levy.

A lovely game played on House Rules meant the government was unable to get the Bill passed due to open hostility and gamesmanship (well played) by the Opposition.

House Rules demand that an extension of time for sitting be obtained before 6pm. The Speaker agreed that the

Government could not interrupt a speaker to obtain more time. This wrecked the schedule of the government which planned to have the Bill passed, sent to the Senate and passed and have the legislation catch up to their administrative practice..

This puts the Minister and his department in disarray until Parliament resumes again in three weeks. Of concern is the Ministers ominous statement "I have a long memory".

Well done to the Tasmanian Motorcycle Council and MRA Tas for briefing the Opposition.

It was also reported on Monday in the Hobart Mercury

<http://tinyurl.com/7ncvh>

Well done Sean, Sarge, Chris and others. They also managed a front page story in The Mercury too - on scooters) 📱

*Guy Stanford*

*MCC of NSW*

### **Driver sentenced in Geoff Lording fatality case**

On 19<sup>th</sup> August, in the Victorian County Court, Melanie Edwards who had previously pleaded guilty to Culpable Driving resulting in the death of Geoff Lording, was sentenced to 6 years jail, with a non-parole period of 4 years.



*Geoff Lording*

Her licence was also cancelled for a period of 6 years, said period of cancellation to start from the date of her release. She was also fined \$200 for the drink driving offence.

She is currently under medication and will require ongoing treatment for depression and anxiety in jail.

We believe this is a fair result in this case and sends a strong message to the community about drinking and driving.

The Lording family wishes to acknowledge and thank the motorcycling community for its support during this difficult time. Our thoughts are with the family and hope that this result has brought some measure of peace and comfort to them. 📱



*MRA members and supporters assemble outside the County Court in a quiet show of support for the Lording family*

## Memorial Ride for Lee-Ann

Lee-Ann, a loving and caring mother of three teenage children, loved riding her motorcycle. Unfortunately she was tragically killed while on a memorial ride for one of her friends who was killed doing what we like doing best - enjoying the fresh air rushing past our faces and enjoying God's given country.

Taz, from 'Pets in Heaven' had approached the MRA to ask for assistance with the memorial ride that would take place on Sunday, the 17<sup>th</sup> of July.

When I heard about the ride, I contacted the various members for their support. We decided to cancel the scheduled MRA social ride to Nagambie and instead, go with the memorial ride.

It was planned that riders assemble at the Stamford Hotel on the corner of Stud and Wellington Roads and to leave at 11am to travel along the Monash to Williamstown.

The weather didn't look too healthy when I woke up. My nose was running like a leaky tap. But I managed to put my creaky joints in place and arrived at the Stamford Hotel well before departure time. Taz greeted me and soon other riders started turning up, including Austin Webb and Tim Traill.

Austin had first ridden to the Todd Road Shell service station to meet up with the riders who weren't aware of the Nagambie ride's cancellation. But as nobody had turned up, he headed out to Stamford Hotel where the donation tins started to rattle and where everybody chipped in.

One guy who stopped next to me pulled out his wallet and while saying that he couldn't come on this ride, emptied his wallet of \$50 and added, "I read about her death so this is for a good cause."

He was one hundred percent compassion and I sincerely hope that he has a long life.

About 40 bikes took off as a few of us stopped the traffic to allow the ride to safely depart from the Stamford Hotel.

At a steady pace of 80 km/h we arrived in Williamstown with full sunshine, where we had coffee and a bite to eat.



*The participants in this most worthy of causes demonstrate that riders are compassionate and do care for others.*

Close to \$600 was donated and after a friendly chinwag with the riders, I decided to go home and put a plug in that leaky tap.

This memorial ride showed that compassion is still very strong in the motorcycle community and I am proud to have been a part of it. 🙏

Onya Taz.

Anton Lange

## MRA Ride 'n Glide Day

Mmm. Sunday, ride day. What will this ride bring?

In fact, the ride was to Bacchus Marsh, gliding. Well, I thought to myself. What can give me the buzz of speed, and windy roads? None other than gliding, or so I was led to believe.

So, 8am arrives on Sunday morning, and off I toddle to HQ, to meet other riders for the eventful day. It's spitting rain on the way down the South Eastern. So I think to myself, is it all worth the time and effort to go? Well, I can tell you latter in this report that it is... May and her partner Paul were there, and only them! Strange, but as I am thinking this, flashbacks to another call a few days earlier reminded me that we were to meet up with Mick and the rest on the off ramp to Western Hwy! Doh!

So, off we went, speed limit all the way, for I could count the number of unmarked, marked as well as taxing cameras (for those, it is a speed deterrent) all the way to the Western Highway. Peter and the Thunderbird was there as was Mick in the trusty Falcon wagon (due to a corner not liking his riding skills, the corner won that battle) right arm in plaster! Then Mick Dabbs (late as is his norm) with Kate and Gino making 8 people for this special ride.

We all flew (pardon the pun) to the airfield to be greeted by Jim, who explained the motorless craft - crikey, sounding more like the 19th century. The glider is towed aloft by an ex crop duster, the workhorse plane recommended by 9 out of 10 glider clubs world wide (don't ask me, I'm only typing this).



*Um, only ONE wheel? How does it pull a wheelie?*

First up was May, then Paul, each with about 20 to 30 mins time in the air, with a starting height of around 3,000 feet. Now, let me tell you, the cockpit isn't big, I can give you the tip - that weight is a factor in flying as well. I only scraped in due to shorts, a very thin t-shirt as well as no socks in shoes. Both landed softly, and were full of praise on the flight. I think Paul had to many zero effect manoeuvres, and was clutching the old stomach.

Next up were Gino, then Austin, It's hard to imagine flying with no engine noise, and no in-flight entertainment either. We quickly gained height to about 3,000 feet, and as the pilot disengaged the towline, we were as free as Jonathon

Livingston Seagull above the Bacchus Marsh golf club, looking for a thermal to push us higher. For a while there it felt like we were on a roundabout. But in true fashion, Mother Nature came to assist with the lift we needed to execute a few zero gravity manoeuvres.

I can tell you, they come mighty close to the feeling of that special corner on your bike.

The pilot indicated that I have the controls, and away we went. It's a fantastic feeling knowing that you can fly, until the nose of the plane decides that it looks better pointing to the ground. That's when the pilot decides to step in and pull us out of a nosedive.

Back to earth, with a gentle landing (JetStar, looking your way!!!) and a pit crew waiting to open the canopy. Even Mick got to go up, seeing as he arranged this whole flighty thing.



*Our intrepid airmen, er, airpersons, just AFTER they were passionately kissing the ground....*

All up, it was an enjoyable day, something different and at a price that won't break the bank. We hope to arrange another flying day in October. So, keep an eye on the ride days section of the MRAA website.

Austin Webb

## National Motorcycle Awareness Ride Canberra 2006

Thousands of motorcyclists will ride to Canberra on **Saturday, January 28** in support of a celebrity based motorcycle awareness ride to highlight a range of important motorcycle awareness and safety issues.

Following in the footsteps of the famous **Celebration Rides** in 1996 and 2001, this national awareness ride will bring together a cross section of the whole motorcycle community in Australia in order to bring positive public attention to the importance of motorcycling and making drivers 'more aware'.

Organised this time by Bikers Australia and the Melbourne based MRAA, the details will be similar to previous rides with a road closure on the Federal Highway and a mass ride through the cheering throng of local residents to New Parliament House. It is expected that members of the Federal Government will be present and already has the support of Federal MP Jackie Kelly.

Previous Awareness rides to the nation's capital have secured an enormous amount of positive motorcycle coverage in the mainstream media across Australia. The last Celebration ride featured prominently on news bulletins and significantly featured on the front page of the Canberra Times, as well as other papers and national motorcycle magazines.

As with the Celebration Rides, this **National Motorcycle Awareness Ride** is expected to attract a lot of positive public attention to motorcycle safety and awareness issues as well as to motorcycling itself. Get your friends to come and make this the biggest ever.

For more details, you can contact us on:

Ph. (02) 9635-076

Fax. (02) 9687-9727

canberraride2006@hotmail.com

Greg Hirst

Organising Committee Chairman.

## 2005 Pink Ribbon Motorcycle Ride

October is National Breast Cancer Month. And what does this have to do with motorcycling, you ask?

Get your motor running for Pink Ribbon Day!

The Pink Ribbon Motorcycle Ride, on Sunday 23rd October 2005, is an opportunity for riders all around Australia to help fight this disease. Breast Cancer is the most common cancer affecting Australian women and nearly everyone has a friend or family member affected. This is the fourth year that the Victorian Branch of Women's International Motorcycle Association has organized this fantastic event in Melbourne.

You'll have a great day out while raising funds to help fight Breast Cancer. The Pink Ribbon Ride in Melbourne raised \$10,000 in 2004 for the Cancer Council. The ride was extremely well supported by the motorcycling community and received considerable media attention, which was invaluable in raising awareness of breast cancer and gave us the opportunity to thank the many generous sponsors. This year will see all mainland capital cities and some regional centres joining in with their own ride on the same day making it an Australia wide event. It's not just for the girls – everyone is invited to join the ride and support this good cause and helping the Cancer Council in providing much needed support for those dealing with a breast cancer diagnosis and their families.

Ride registration, which costs \$15 a person starts at 9 am in the The Burvale Hotel carpark, Cnr Burwood Highway and Springvale Road, Burwood East. Departure time is 10am.

The ride will proceed through the eastern suburbs through Yarra Glen to Healesville ending at the Maroondah Reservoir Park for a sausage sizzle and the raffle draw.

We will have a trade show and exhibitions by our sponsors as well as many prize giveaways.

We encourage all riders to GET SPONSORSHIP. This really helps the fundraising. Sponsorship forms are available from Nola MacGregor on 0404-548-276 or by email [pinkribbonride2005@gmail.com](mailto:pinkribbonride2005@gmail.com).

Details of WIMA and the Pink Ribbon Ride can be found on [www.wima.org.au/vic](http://www.wima.org.au/vic).

First 300 women registered will receive a show bag!!

## Helmet Sticker Laws (Cont'd from page 5)

- (b) Model designation.
- (c) Size.
- (d) Month and year of manufacture (may be spelled out, e.g. 'July 1987', or in figures, e.g. '7/87').
- (e) The words 'Vehicle User's Helmet'.
- (f) Instructions to user:
- (g) The certification mark (where required by Statutory Authorities).

NOTE: Manufacturers who place the number of this Australian Standard on products, or on packaging or literature related thereto, should ensure that the products are manufactured to comply with the Standard.

### 9. LABELLING.

In addition to the marking requirements of Clause 8, each helmet shall be accompanied by an informative brochure or label which shall include the following information:

- (a) No helmet can protect the wearer against all possible impacts.
- (b) For maximum protection the helmet must fit firmly on the head, and all retention straps must be securely fastened. With the chin-strap comfortably but firmly adjusted, it should not be possible in most cases for the helmet to be removed from the head when pulled at the rear in an upward direction.
- (c) The helmet is designed to be retained by a strap under the chin.
- (d) The helmet is suitable\*/unsuitable for use with goggles.
- (e) No attachments should be made to the helmet except those recommended by the helmet manufacturer. Do not drill or cut the shell.
- (f) The helmet is designed to absorb shock by partial destruction of the shell and liner. This damage may not be visible. Therefore, if subjected to a severe blow, the helmet should be replaced even if it is apparently undamaged.
- (g) The liner is essential to the intended performance of the helmet.
- (h) The helmet may be damaged and rendered ineffective by petroleum and petroleum products, cleaning agents, paints, adhesives, etc, without the damage being visible to the user. The following materials only should be applied to the helmet for cleaning purposes: (List materials).



A typical chrome helmet sticker, complete with photographer's reflection

### In Conclusion

In all the information that is available to us, either via internet, Vicroads or Standards Australia, we cannot find any rules that specifically mention what type of label and where it is to be affixed to a motorcycle helmet intended for road use.

It appears that all it requires is a label that specifies AS-1698 as the complying standard.

Contributors and references; Tony Ellis, Martin Taylor, Vicroads website, Standards Australia website (via corporate subscription)

## MRA 2005 Calendar

### 2005 Quarterly General Meetings

Last Saturday of, November (26th) at MRA HQ, 5/2 Quist Crt, Dandenong Sth.

### Monday Nights

Advocacy meetings, 1st Monday of the month at Bell's Hotel, Sth Melbourne, cnr Moray St and Bank St at 7pm. Contact Michael Czajka at MC1@pobox.com or <http://go.to/mraa> to subscribe to the MRA Forum mailing list.

### Tuesday Nights

Board Meetings, 1st Tuesday of the month, 7.30pm at Quist Crt. All members welcome.

Events Committee, 2nd Tuesday of the month, 7.30pm at Quist Crt.

4Bs, 3rd Tuesday of the month, 7.30pm at Quist Crt.

MRA HQ in Quist Crt, Dandenong for coffee and nibbles, while we watch our own local home grown bike show Two Wheel Torque on Channel 31.

Trivia nights are held at the Quiet Man Irish pub at 271 Racecourse Rd, Flemington. Our team usually meets at the pub around 7:50pm. Just look for the helmets.

### Friday Nights

Riders meet for coffee at around 6pm at the Bear Brass Cafe, Southbank and usually finishes up around 9pm. It's not an MRA specific event. All riders are welcome.

### Organised Rides and Events

For more up-to-date details please refer to the MRA's calendar at: <http://mra.gnomeit.com/forum/modules/eCal/>

### October

1st/2nd - Southern Classic Rally, Broadford.

16th - MRA GP Run to Phillip Island

23rd - Pink Ribbon Ride

### December

1st Dec thru to end of Feb - MRA Blood Challenge

11th - MRA Toy Run



MRA HQ at Quist Crt, where you can drop in for a cuppa and pizza and watch Ch. 31's Two Wheel Torque bike TV show.

## Toy Run Report

There's one for Johnny, and one for Sally, and one for Fred, and one for Kim, and ... oh ... Hi there, I didn't realise you had snuck into my secret little Christmas factory. Don't tell Santa, he will be upset at the competition and most especially as I've poached a couple of his elves. So, it's a Toy Run update you are looking for is it? Well, let me think for a minute, hmmm...

Things are going well at Toy Run central. We have been working hard to formalise a lot of things with Melbourne City Council and other groups which must be involved in a run this size. As I'm sitting back with my aching feet in front of the fire I'm thinking that there are times that it would be lovely to have a small nice run where I could get away without the reams of paperwork this entails. But then I think of that huge column of motorcycles crossing the Westgate bridge and the warm feeling we get to seeing truck loads of toys and food heading off to help those who have not been as fortunate as we. And back to the grindstone I go.

Greig and his team of elves over at Bikesales.com.au have been especially busy and are promising all sorts of Christmas cheer (and tasty breakfast treats) on the morning. So, be sure to come in with time to spare. We have extended our departure time until lunchtime just so everyone can come to Flagstaff gardens and have a coffee and a bite to eat. Free to one and all with a golden coin going to the Salvation Army.

The rest of the MRA team: Kate, Rik, Tony E, Mick D, DJ, Anton, Dale, Gavin, Rose, Marcey, and many other elves are hard at work organising marshalling (contact Anton if you can help), T-shirts, badges and other goodies, awards, flyers and a number of late night drinking, ah - \*discussion\* sessions with the boys and girls over at Williamstown.



Last year's Toy Run getting ready to roll

So be sure to be there on the 11th.

Check out [www.toyrun.org.au](http://www.toyrun.org.au) and keep an eye on the television for our ad. If you have friends in other parts of the country, give them a ring and tell them to go on their local runs. Or come down to Melbourne and join ours, even if they don't have a bike! Also keep an eye on the MRA forums for information and where we might need a hand or two.

So best wishes to everyone and come ride to help the children. Remember it's a family event and a great spectacle, so bring the kids too.

Derek Clarkson

## How safe are Speed Cameras?

"Fatalities rise in speed camera hotspots"

By Lester Haines, *The Register.co.uk*  
Published Tuesday 19th July 2005 11:09 GMT

The UK government recently suspended the deployment of more speed cameras pending the outcome of a University College London probe into whether they actually save lives.



We have no doubt, then, that the investigators will be taking a close interest in the Motorcycle News revelation that road deaths have risen dramatically in those areas favoured with the most Gatsos.

*Gatso*, pictured above, is a brand of speed camera in use in the UK

According to the MCN figures - joyfully reported in today's Sun - Hertfordshire saw a 24 per cent rise in speed camera numbers between 2003 and 2004. In the same period, road fatalities rose by 34 per cent.

Likewise in Wiltshire, camera numbers went up 14 per cent, and those killed 22 per cent. In County Durham, meanwhile, a lone Gatso oversaw a 22 per cent drop in fatalities.



A weapon of mass distraction (Cartoon courtesy of [www.safespeed.org.uk](http://www.safespeed.org.uk))

The Sun is also delighted to report that in North Wales, where "Gatso fan Chief Constable Richard Brunstrom has a league table for traffic cops", 56,247 speeding tickets were issued although this had little effect on safety, with an 18 per cent increase in road deaths.

The reason? Simple, says safety expert Paul Smith: "Crashes are avoided by making a safe plan based on what you see.

Cameras move attention away from hazards to speedometers."

**10% Discount to Club Members**

*Aerodynamic Bikeware*  
**Powerbronze**  
Manufactured in the UK since 1984

**AUSTRALIA & NZ IMPORTER**  
T: (03) 9781 3174  
F: (03) 9781 3170  
E: [info@powerbronze.com.au](mailto:info@powerbronze.com.au)

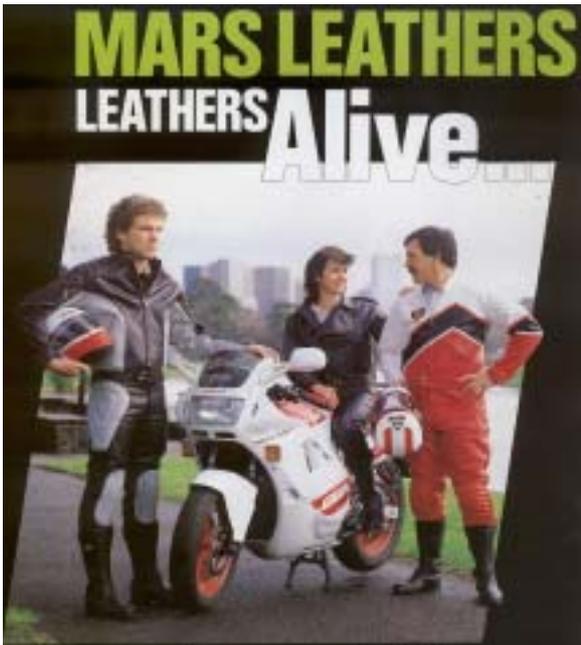
[www.powerbronze.com.au](http://www.powerbronze.com.au)

*Finest Quality Motorcycle Accessories to the World*

## Trading Places

Welcome to a new feature. As a voluntary organisation the MRA relies heavily on support from the trade which supports the MRA in many ways, but most importantly financially. This is done through advertising and sponsorship of the MRA newsletter and functions, such as the Toyrun, the Blood Challenge and so forth. The MRA would like to return some of the goodwill and in turn support the trade who for many years have supported us. In this feature, we will interview some of your favourite Motorcycling shops and give them the opportunity to tell us a little about themselves. For this edition Rik van Zuylen spoke to Gary Simmons from MARS Leathers. We hope you enjoy this new feature titled "Trading Places".

I caught up with Gary Simmons from Mars leathers just before closing on Friday evening. Gary was relaxed and we went to the back office to chat. As I was talking to him I began to realise just how much you can take for granted as a customer. It is easy to forget that there is so much more to a business than the products and the shop front. I knew that Mars had been around for a while. I wasn't aware however, that a Polish immigrant who had escaped the war in Europe had started the business in 1946. The first product range was leather bags and handbags, but in the 1970's it had evolved into a leather-clothing store. In the early 70's, Gary's father became involved and because of a request from Peter Stevens, Mars leather began to manufacture motorcycle clothing. These days the motorcycling line is 90% of their business, though the clothing line is still there. The bags however, have all but gone.



It has always been located in Elizabeth Street, as have the manufacturing facilities. These days the clothing is actually made above the store. Though this may not seem relevant, it's in fact very handy for having your gear repaired and altered. It means that they are able to make to order and do all their repairs on the spot. It beats having your gear sent off to a third party and not seeing it for weeks.

Speaking to Gary you soon realise from his enthusiasm and knowledge that there are real advantages to buying from a dedicated motorcycle-clothing specialist. He explained the finer points re the newer Cordura and outlined the advantages and disadvantages. It seems there are 2 distinct

layers. The outer woven material is designed to protect us in the event of a slide and an inner waterproof layer that protects us from the rain. He pointed out the small holes at the bottom of the sleeves and the jacket that are designed to drain the water. This works a treat, except it means that gloves need to go under the sleeves, or all the water ends up draining into them. Explains a lot about a return trip from a GP a few years ago. This I think demonstrates that the product knowledge from a specialist will always be far more comprehensive and informative than what you will get anywhere else.

It was interesting talking to Gary about the different lines. They stock pretty much everything and can essentially dress us from top to toe. It doesn't matter what size you are, they make an effort to stock the entire range of sizes and not just what sells well. They stock jackets, including the whole Cordura range, boots, gloves, hats, saddle bags, Draggin jeans, waterproof suits and still some fashion clothing. They do cater for racers to some degree, but their main client base is touring, commuting and weekend riders. Their best sellers are still the Brando style jacket and the padded black leather jackets and because they manufacture, they are able to make to size. Not all the leather lines are made here, some are imported. The imported ranges are now excellent and the pricing is second to none. He said that the Cordura line is becoming increasingly popular and they make sure that what they order is of the highest quality and still competitively priced. Interestingly, boots and gloves now constitute almost 25% of their total sales. Pricing for their boots is very competitive from between \$130 to \$300 a pair.

I could not help noting though, that his preferred motorcycling clothing still and probably always will be leather. He feels that as good as the Cordura lines are that leather still provides the best protection. There is no question that Cordura does a fine job, but after one spill it should be replaced, leather however will protect you time and again. Unfortunately I can testify to that (from my only recently defunct 20yr old leather jacket). Did you know for instance that in racing, the only thing they will let you out on the track with, is leather. He is very passionate about the protection that we need on the road and he considers the loss of skin to be the most debilitating. Having worked in a hospital, I would have to agree. They are also able to make leather lines with padding for extra protection as required and can cater for any girth. Good to know that I will still be able to be catered for later on in life.

I asked him re waterproofing leather. Though it can be done, where it will let you down is the stitching. Good for short showers, but if you are caught in a downpour, you will need one of their waterproof nylon suits.

At the end I asked him to sum up their business philosophy in a sentence. He said and I quote: "We pride ourselves in our product knowledge and our professional approach to fitting". From what I have seen, I have to agree. He cares about what he makes and sells and seems just as intent on educating as selling you the Motorcycling gear.

Mars offers a 3-year warranty with every garment they sell. For your next garment, consider supporting the trade who have supported us, I don't think that you will regret it.

MARS leathers can be found at 311 Elizabeth Street, Melbourne.

## MRAA responds to MUARC's Report on Motorcycle Licensing

This is an abridged version of the release. A full version is available at:

<http://mra.gnomeit.com/forum/modules/sections/index.php?op=viewarticle&artid=10>

The MUARC report is available at:

<http://www.monash.edu.au/muarc/reports/muarc240.pdf>

The Motorcycle Riders Association of Australia wishes to express its grave reservations about the recently released "*Review of Motorcycle Licensing and Training*" from the Monash University Accident Research Centre (MUARC).

It is immediately apparent from an initial study of the full report that the ultimate aim is not to produce safer riders - but to produce fewer riders!

While there are aspects of the report which are already MRAA Policy, we assert that the overall report is ill-considered and fails to present a coherent and relevant case.

A particular area of concern is the recommendation that applicants for a motorcycle learners permit should hold a full car licence. We are totally unable to support this proposal.

It strains credulity to think that the 3% of riders who do not have a car licence prior to obtaining a motorcycle licence have an appreciable effect upon motorcycle crash statistics.

A valid study would be to compare car crash rates of drivers who obtained their motorcycle licences prior to their car licences against those who did not. Our contention is that it would make more sense in the longer term to force all car drivers to first obtain a motorcycle licence.

Ultimately the phrases "reductions of exposure" and "larger reductions in riding" are the keys to this whole report.

We believe that this report is flawed and biased against motorcycling from the outset. MUARC is the organisation that is responsible for several motorcycle deaths through its advocacy of Wire Rope Barriers and is not seen as credible by the majority of motorcyclists in Victoria.

We urge State and Commonwealth Governments to reject this report and to support a serious and unbiased study into the development of a National Motorcycle Safety Strategy under the auspices of the Australian Motorcycle Council.

### Vicroads' response to the MRA's letter to the Transport Minister on this issue.

The conclusions of the research report you refer to in respect to reducing exposure are controversial. Reducing exposure to higher risk activities is a valid way to reduce the rate of injuries and is used in many regulatory systems. However, any system that reduces exposure has to be weighed up carefully against other considerations. VicRoads did not commission the report and has no plans to recommend policy changes based on the premise of reducing the number of motorcyclists.

It is acknowledged that one area of concern for riders is car drivers' lack of awareness of motorcyclists. However, forcing car drivers to first gain a motorcycle licence would expose those who have no on-road experience to considerable risk.

Cont'd on Page 11

## MRA Advocacy Committee

The Advocacy committee meets with road safety authorities and participates in formulating road safety policies that affect motorcyclists. amongst the regular contributors are:

Michael Doedee, Wendy Taylor, Michael Czajka and Dave Bowker as well as about 10 or so other contributors who help out via email or other means.

It meets on the 1<sup>st</sup> Monday of the month at Bells Hotel, Cnr Moray & Coventry St, South Melbourne, starting at 7pm.

The Advocacy Committee or members in that committee have done the following in the last 12 months:

- Completed a FNP protest flyer
- Met with the Transport minister Peter Batchelor
- Met with the Shadow Transport minister to suggest positive motorcycle policies
- Met with ALP Transport committee to write ALP policies on motorcycling
- Appeared on Ch31 Two Wheel Torque
- Promoted the use of Hazard reporting forms for road hazards
- Wrote a number of MRA draft policies including on WRBs
- Wrote to the Transport minister Peter Batchelor about FNPs
- Wrote to the Attorney General about Appropriate penalties for drivers who kill
- Submitted MRA concerns to VMAC
- Championed a barrier protection trial
- Pushed for a barrier benchmarking project
- Protested the \$50 levy by producing figures showing it to be inequitable
- Convinced the TAC to undertake research into ~38% of TAC claims which involve off-road riders
- Helped the TAC to finalise an innovative rider training CD called Ride Smart... which is the first primarily DEFENSIVE training product for riders
- Lobbied the minister to deliver funding for the MRA 4Bs
- Reminded the MRA where funding sources existed but had not been tapped
- Helped co-ordinate people on different committees to work together
- Improved reporting between members and the MRA committee
- Provided the MRA with regular reports
- Wrote articles in the MRA magazine explaining the safety/political activities of the MRA
- Wrote letters to the editors of major newspapers requesting a fair go for motorcyclists & had them published
- Wrote letters to the CEO of Vic Roads requesting justification for FNPs
- Ran an innovative motorcycle safety awareness seminar for engineers to make them aware of motorcycle hazards, with reminder about using Austroads guide to solutions
- Organised a motorcycle route hazard review program in Cities of Melbourne, Port Phillip and Yarra 

## Hazard reporting Form (WRB under the spotlight)

In the last issue we printed a hazard reporting form in the magazine (also available on the web site). The MRA will be highlighting a hazard in each edition of the magazine and asking motorcyclists to report them to Vic Roads or their local council. This edition we are highlighting WRB (Wire Rope Barriers). Please identify your most dangerous local WRB installation fill out the form and send it in. Putting your concerns in writing makes Vic Roads and local councils more accountable for the WRB's that we see springing up all over the state.

Putting your concerns in writing has a number of beneficial effects:

- Riders document their concerns
- If a rider comes to grief on these hazardous barriers Vic Roads have to show that they did not breach a duty of care to the motorcyclist
- The more complaints authorities receive the more questions will be asked in the event of an injury or a fatality

Together we can make a difference. This is your opportunity to do your bit.

Your local Vic Roads office contact details are below, or phone 13 11 71 or 13 11 70 (M/C Road Reporting Line).

Please also email/fax/post a copy to the MRAA, email [mraa@mraa.org.au](mailto:mraa@mraa.org.au), fax (03) 9794 5509 or post to MRAA, 5/2 Quist Court, Dandenong South, Vic, 3175 so we can keep a file of these hazards should something occur at them.

### **Ararat**

Shop 2, 56 High Street  
Ararat, Victoria 3377

### **Bairnsdale**

535 Princes Highway  
Bairnsdale, Victoria 3875

### **Ballarat**

88 Learmonth Road  
Wendouree, Victoria 3355

### **Benalla**

50-52 Clarke Street  
Benalla, Victoria 3672

### **Bendigo**

57 Lansell Street  
Bendigo, Victoria 3550

### **Broadmeadows**

Cnr Pearcedale Parade &  
Johnstone Street  
Broadmeadows, Victoria 3047

### **Burwood East**

12 Lakeside Drive  
Burwood East, Victoria 3151

### **Camberwell**

3 Prospect Hill Road  
Camberwell, Victoria 3124

### **Carlton**

459 Lygon Street  
Carlton, Victoria 3053

### **Cobram**

Moira Shire Office  
44 Station Street  
Cobram, Victoria 3644

#### **Opening hours:**

**9:00-4:00pm Mon-Fri**

### **Colac**

Colac Auto Centre  
Princes Highway  
Colac West, Victoria 3250

### **Dandenong**

72 - 74 Greens Road  
Dandenong South, Victoria 3175

### **Dromana**

Shop 11, Dromana Central  
143 Point Nepean Road  
Dromana, Victoria 3936

### **Echuca**

5 Mundarra Road  
Echuca, Victoria 3564

### **Frankston**

71 Hartnett Drive  
Seaford, Victoria 3198

### **Geelong**

180 Fyans Street  
South Geelong, Victoria 3220

### **Greensborough**

Shop 13  
Diamond Village Shopping Centre  
Cnr Nepean St and Medbury Ave  
Watsonia, Victoria 3087

### **Hamilton**

Riley Street  
Hamilton, Victoria 3300

### **Hoppers Crossing**

52-64 Old Geelong Road  
(Spotlight Centre)  
Hoppers Crossing, Victoria 3029

### **Horsham**

14 O'Callaghans Parade  
Horsham, Victoria 3400

### **Kyneton**

2 Beauchamp Street  
Kyneton, Victoria 3444  
**Closed between:**  
**12:30-1:00pm Mon-Fri**

**Leongatha**

Anderson Street (South Gippsland Highway)  
Leongatha, Victoria 3953

**Maryborough**

Central Goldfields Shire Office  
Neill Street  
Maryborough, Victoria 3465

**Opening hours:**

**8:30-11:45am, 12:30-4:00pm Mon-Fri**

**Melton**

c/o Melton Shire Offices  
232 High Street  
Melton, Victoria 3337

**Opening hours:**

**8:30am-4:30pm Mon-Fri**

**Mildura**

109-111 Orange Avenue  
Mildura, Victoria 3500

**Morwell**

87 Princes Drive  
Morwell, Victoria 3840

**Oakleigh South**

1 Eskay Road  
South Oakleigh, Victoria 3167

**Sale**

28 Princes Highway  
Sale, Victoria 3850

**Seymour**

5 Crawford Street  
Seymour, Victoria 3660

**Shepparton**

231-239 Corio Street  
Shepparton, Victoria 3630

**Sunbury**

Hume Shire Office  
36 Macedon Street  
Sunbury, Victoria 3429

**Opening hours:**

**8:30am-4:30pm Mon-Fri**

**Sunshine**

499 Ballarat Road  
Sunshine, Victoria 3020

**Swan Hill**

70 Nyah Road  
Swan Hill, Victoria 3585

**Wangaratta**

6-8 Handley Street  
Wangaratta, Victoria 367

**Warragul**

5/131 North Road  
Warragul, Victoria 3820

**Warrnambool**

29 Jamieson Street  
Warrnambool, Victoria 3280

**Wodonga**

82-86 Elgin Street  
Wodonga, Victoria 3690



*This section of WRB, located 2km west of Traralgon on the Princes Highway hadn't even finished construction, and already it was damaged*

***Vicroads' Response to the MRA's Query on MUARC's Report (Cont'd)***

Learner riders do not have the advantage of gaining experience under supervision and have very limited protection from injury in the event of a crash. Having novice car drivers learn under the supervision of an experienced driver has been shown to be an effective and safe way of gaining experience. Learner drivers under supervision have very low crash rates.

The Monash University Accident Research Centre has advocated using wire rope barriers based on robust evidence of their effectiveness. Installation of flexible safety barriers has saved many lives. While coroners' reports of fatal motorcycle crashes at locations in Victoria with wire rope barriers have not implicated the barrier as the cause of the injuries, VicRoads is planning a trial of post protection measures for possible future installation at higher risk barrier locations on popular motorcycling routes.

In terms of strategy for motorcycling safety, Victoria is currently focussed on achieving the outcomes of the Victorian Motorcycle Road Safety Strategy 2002 - 2007. This Strategy has recently been reviewed by an independent consultant in conjunction with the Victorian Motorcycle Advisory Council and motorcycle rider experts. The recommendations

from this review are being considered for the development of any future strategy.

VicRoads is aware that the RTA has introduced a Learner Approved Motorcycle Scheme (LAMS) based on power-to-weight in NSW. There are valid reasons for the introduction of such a scheme here, but it would be prudent to learn from the NSW experience to ensure that the introduction of a LAMS will have positive road safety outcomes.

*Signed: David Anderson, Chief Executive, Vicroads.*

## MRA supports Bendigo WRB Protest

An MRA contingent rode up to Bendigo on the 20<sup>th</sup> June to support the local motorcyclists with a protest against the seemingly unending proliferation of wire rope barriers (WRBs).

They are being installed along the Calder Highway and the locals are concerned that the dangerous cheese cutters are being installed too close to the road. This leaves little room for error, especially as we enter the winter months when road conditions become more treacherous.

In early June the MRA met with Victorian Transport Minister Peter Batchelor to discuss our concerns.

MRAA Victorian president Dale Maggs expressed his concern with regards to how close to the road the uncovered and exposed wire and steel post fencing is placed. The concrete footings that the posts are buried in are also elevated and pose additional risks to any unfortunate riders who may hit the structures. Dale said that he was worried about the possible amputation or decapitation of a rider should he or she impact with the barriers.

There's also a concern that there is not adequate room for vehicles to pull over in case of breakdown or emergency.

The MRAA has asked that reflectors and covering to be installed on wire rope barriers, more roadside rest stops and greater distances between the barriers and the road.

Allies Motorcycle Club Bendigo liaison officer Graham Wizza said wire rope barriers were often referred to as cheese graters. He expressed his concerns about impacting the barriers, preferring not to think about it, as the picture it presented in his mind was rather horrific. He also lamented that they were being installed everywhere.

The riders were disappointed at a lack of consultation about the installation of WRBs, given that the riders are most at risk from these rather dangerous structures.

Motorcycles are the most eco-friendly form of motorised transport around. So it's somewhat disappointing that no-one really considers us as legitimate road users who only ask that we be respected as such and to take our needs and concerns into consideration

As usual, the government claims that WRBs are installed as safety devices. It also says that research is being done to see if the WRBs can be made safer for bike riders.



CONCERNED: Dale Maggs and members of Central Victorian Riders say the barriers are like graters. Picture: BRENDAN MCCARTHY

## WRBs, the Roadside Killers

These killers are more frequently being installed all over the state, not only on major highways but also suburban streets.

So far there have been 4 motorcycle fatalities where WRBs (Wire Rope Barriers) have been involved and still the governments of today continue to allow the installation of these death traps.

The Victorian minister for transport Peter Batchelor has already stated that "relatively few riders crash into barriers, but there is international research evidence that . . . those who strike barriers are more likely to be killed or seriously injured".

The Victorian Government had given riders the following statement that "there will be no further implementation of WRBs until further investigation has been done". Of course, who could forget this election promise from the Victorian Government?

"Labor recognises the trend towards the use of wire rope barriers as part of road development 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 development in Victoria."

Vicroads claims that "in Victoria we only use more frangible post types to minimise the risk to motorcyclists who might strike the posts."

According to testing the "S" shaped posts need over one tonne of pressure to bend. Also, these particular posts have an exposed straight edge thickness of less than six millimetres, and will act as a knife-edge if struck by a rider, as it will not bend.

The Government and Vicroads continuously point to reports done by MUARC as reasoning for continuing the use of these barriers. One report was done for ATSB and one for Vicroads.

However, none of these groups point to the third report from MUARC, which shows not only are they unsafe for motorcyclists, they can be deadly to motorists as well.

These types of posts have been shown to rip the sides from cars and entering the cabin space of vehicles.

After all the promises made, to this date neither Vicroads, ATSB nor the Victorian Government has sponsored or requested that MUARC to do any testing of the effects of these barriers on motorcyclists. One of the reasons behind this lack of action has been the cost.

How many motorcyclists have to die on these obscene fences before the testing becomes "cost effective"? It's in the interests of all road users to ask their local MP about the so-called safety benefits of these barriers.

Galvin Stilgoe

## 4BBBB Ride Report

I received an email from the president of the Central Victorian Riders asking about the 4B unit, and how does it work. I replied saying that it works quite well, and offered to ride to Bendigo to discuss this with them. So, a date was set, and Shane (AKA Roundman) offered to ride up on the day. And what a perfect day it was too. The sun was shining, the birds were chirping, and all up, it was perfect weather for a ride in the country.

We arrived at the McDonalds at Kangaroo Flat, around 11am, and shortly after that, Whitey introduced himself as the welfare officer for the Central Victorian Riders. He thanked Shane and myself for attending. More riders, as well as family members arrived, as this was a family day for them as well as a bowling day. As the morning sped to lunchtime, and a burger or two later, the coffee went down well too I might add, Spook (Steve Bond) the president of the riders and about 15 others turned up, some with kids who were all too happy to play in the playground at maccas.



Shane(l) and Austin meeting with the Central Victorian Riders

We discussed the value points of the 4B unit, and what it means to assist other riders less well off after an accident. We swapped stories about visits, and how people now believe that total strangers are willing to assist in this day and age, only, and simply because you are members of an unsung fraternity.

The meeting went well, and as a token of thanks from the MRAA, a polo shirt was donated to the riders, as well as a 4B polo shirt and some sew-on patches for the cause too.

These went for bowling prizes that arvo for the group. Spook also kindly awarded a beanie to myself as well as Shane, for riding to Bendigo to help them to understand the 4B unit too. And by golly, that beanie will come in handy too, I can give you the tip.

Thanks again to Spook, and all the rest of the Central Victorian Riders. I am pretty shocking on remembering names, but I think it was best summed up by a lovely lady (sorry, cannot remember the name) by this saying:

“Strangers are only friends you have not yet met”

This expansion of the 4B unit into the region only strengthens rider’s closeness, as well as understanding that we, as riders, do care. 🍷

Austin Webb, 4B coordinator, MRA,

0421-886-114

## If Only Riders Were Miners...

In the June 2005 issue of the newsletter, Michael Czajka wrote something of great concern. He indicated that a Commonwealth government committee reviewing the National Road Safety Strategy had suggested that ‘motorcycle safety was an intractable problem.’

The difference in government attitude towards motorcycle safety and workplace safety, and even the safety of other road users, is astounding.

In days gone by, many people believed that some types of work were naturally risky, that employee safety in these industries was “an intractable problem” and that nothing could be done. Mining and construction were prime examples.

Nowadays, governments throughout Australia have legislated that all employers, including those in higher risk industries like construction and mining, must reduce risk as much as practicable. Putting safety in the too hard basket or regarding it as “intractable” is no longer an option.

Employers who do regard safety as “intractable” often find themselves in court after the death of an employee, receiving fines of several hundreds of thousands of dollars. Judges deem that they failed to meet their legal obligation of managing risks.

The death toll for Australian miners was about 75 a year in the 1940s. Today, it is around 10. When the will is there, higher risk tasks can be made much safer – similar work, similar risks, different approach.

To my knowledge, even though Australian miners and construction workers have a much higher risk of death and injury than people in other industries, governments have never washed their hands of them by saying that safety in those industries was “intractable”. To do so would have been sentencing even more workers to death.



Imagine if we had our own government sponsored department dedicated to rider safety...

Sadly, they seem to do this with motorcyclists. But motorcycle safety is no different to safety in higher risk occupations. All that is required is an appreciation of the societal importance and benefits of powered two wheeled vehicles, as there seems to be for construction and mining, and a commitment to reduce hazards and manage risks.

One wonders if the only way to encourage Australian governments to take motorcycle safety as seriously as they take workplace safety is by applying workplace safety laws. After all, the government does have employees whose workplace is our roads – police solo riders. 🍷

Lee O'Mahoney

# Southern Classic Rally

Broadford, October 1-2, 2005.



- Feature race – Pre-1962 500cc singles.
- Support races include Harleys, sidecars and solos from 1940-2980
- Static Displays of historical motorcycles
- Swap Meet
- Trade Display
- Saturday night camping, including meals, drinks and a live band

Cost - \$35 for both days. Includes camp ground fee for Saturday night

Tickets are available from the MRA on (03) 9794-5504 or by contacting HMRAV on (03) 9699-1811.

Catering and a bar facility will be available for Saturday night and breakfast Sunday morning. If camping overnight, please advise if you will be dining with us so we can cater for you.

For Trade Show details contact John Daley on (03) 9888-4387 or Neil Paton on 0439-663-554.

The Broadford motor racing circuit is located on Strath Creek Road, Broadford.

*Historical Motorcycle Racing Association of Victoria (HMRAV) is an amateur non-profit community based organisation.*

## MRA Cranbourne Oz GP Run

As the days are counting down the days to this year's Australian Motorcycle Grand Prix at Phillip Island the MRAA is involved in the organising and running the MRA Cranbourne Grand Prix Run from High Street, Cranbourne to the Phillip Island Circuit, on Saturday October 15<sup>th</sup>.

As in previous years, the south bound lanes of High Street Cranbourne will be closed from the early hours of October 15<sup>th</sup>, to allow motorcyclists to congregate from 8.00am for a 10.00am departure. Bakewell Street will be set-aside as a precinct for motorcycle clubs and associated businesses. Lyall Street will have car and motorcycle displays, whilst Childers Street will be a market stalls.

Should you be interested in holding a stall, or displaying your bike or vehicle, please contact the MRAA for further details.

At this point in time several celebrities have been mooted, but alas none have been locked in as yet. The possibility is that a known motorcycle figure, and someone from the media will share celebrity duties. This year will also see a change in the stage presentation with bands located in several areas along High Street, and roving emcees that will liaise and interact with the main stage.



Adam "Krusty" Ferguson waves off last year's GP Run

There will be giveaways on the morning by the roving emcees. The main stage will have no back to allow better interaction with crowd between Childers and Sladen Streets prior to the wave-off.

As with last year, the procession to the Phillip Island Circuit will travel below the speed limit to lessen the chance of anyone being booked. The local police, who are involved with the traffic management side of the event, will be doing their utmost to ensure that this is a safe procession for all involved.

No responsibility will be taken by the organizers for any flouting of the road rules.

As more details become available, they will appear at [www.mraa.org.au](http://www.mraa.org.au).

Shane Brightman

## Hollering For Some Marshals

As most of you are aware, the MRAA promotes and assists at many quite large motorbike events yearly and they all need people like you to volunteer your time to assist in the day-to-day running of these events.

Events such as:

- Blue Ribbon Ride to Remember
- Pink Ribbon Ride
- Motorbike Expo
- HART days
- Weekend Calendar rides
- Melbourne Toy Run
- Cranbourne GP run
- Bikes by the Bay

And the list goes on.

Just a little time to assist others is all that is needed. So, come on, the MRAA Marshall & Volunteer Army is on the look out for able bodied people who share a common bond for bikes and helping out the general riding community. Your assistance does not go unnoticed and you will have the feeling of doing something for the general bike community, that's a good enough reason in itself.



I have been a marshal for the past year, and I always get a kick out assisting others as it is truly a great feeling

Here is some positive feedback from other volunteers:

Mick Dabbs: *Every time I assist in these great causes, I know deep down that riders are truly grateful for the services provided.*

Mick Doedee: *Yeah, every year I'm there to help. Whether it is behind the scenes, or in the front line directing traffic, I get a warm feeling doing this stuff.*

Shane Brightman: *Every year, I don the Santa outfit for the toy run. And boy, do the girls love it! Become a Marshall. You will never look back.*

If you're interested, drop us a line, or email, or personally approach any Marshall for a truly exciting experience.

Email Anton if willing to assist [dutchxj900@optusnet.com.au](mailto:dutchxj900@optusnet.com.au) or call him on 0413 995 424.

MRA membership is compulsory as you will only be covered by our insurance policy if you are a financial member.

The Marshall

## Motorcycle Safety Awareness

On June 16, about 60 people attended a motorcycle road safety awareness seminar which was held in Melbourne. They were from Vicroads, local government and utility companies. Participants comprised mainly road maintenance and traffic engineers and road safety staff.

The reason for the seminar was simple: to present the motorcycle rider's unique perspective to those who influence the condition and standard of our roads and the road environment. Seminar participants were also reminded about - and given a copy of - the Austroads *Guide to Traffic Engineering Practice Part 15 Motorcycle Safety*: the bible about motorcycle safety considerations in the design, construction and maintenance of our roads.

Organising this seminar was one of my projects in 2004/05 as a volunteer motorcycle representative on RoadSafe Inner Melbourne Community Road Safety Council (RIMCRSC), and the convenor of its motorcycle safety sub-committee. RIMCRSC boundaries encompass the Cities of Melbourne, Yarra and Port Phillip. RIMCRSC membership includes traffic engineers and community safety officers from these municipalities, municipal councillors, traffic management police, Yarra Trams personnel, and various business and community representatives. The group receives administrative support and advice from a VicRoads Road Safety Co-ordinator.

RoadSafe Inner Melbourne's mission is to achieve a sustainable reduction in the incidence and severity of road crashes by facilitating the implementation of effective road safety countermeasures through collaborative arrangements with relevant stakeholders.

Within these three municipalities, between September 2000 and August 2004, there have been 17 fatal crashes and 361 serious injury crashes involving motorcyclists. For the same period there were 19 serious injury crashes involving a pillion.

Over the past five years RIMCRSC members have asked me many questions about motorcycles and riding. Underpinning the ensuing discussion is always their need to understand the dynamics of motorcycles and riding, so to understand the issues existing treatments and maintenance programs cause us, and to implement appropriate solutions.

The mix of municipal and Vicroads staff at the seminar was important with both groups managing the roads, and requiring a consistency in our approach to disseminating information, and implementing solutions.

The rider's perspective was provided by three experienced riders. Andrew O'Keefe had been commissioned to produce for the seminar a ten minute video of clips of a rider about town. Andrew had taped the camera to the side of his helmet to achieve this. And boy, did we go for a spin: over cobblestones at a roundabout, over bridge joints where we could almost hear his teeth crunch, around kerbs and islands where he was in danger of losing his head on poles and signs that hugged the road; past high kerbs and unmade shoulders, and through intersections with poor line of sight and dubious camber.

The roads are Sergeant Andrew Shenton's office for several hours a day for most of his working week, his 'desk'

comprising a police motorbike attached to the Nunawading Traffic Management Unit. Andrew's presentation was simple and effective, and included examples of poor and good traffic and road engineering practices.

The third rider, Ray Newland, took us on a picture tour of a section of local highway, showing close-ups of road signs and their fixtures, with their obvious sharp or protruding edges. The imagery he evoked about the damage these could inflict was provocative; capable of ripping into or slicing through a rider. Ray also spoke about bike and riding dynamics.

While the seminar was a RIMCRSC initiative, VicRoads became a partner early on in its organisation. The Road Safety Department's Vulnerable Road Users Group provided tremendous support and input, including funding and direction of the rider's perspective video, and preparing the resource kit for seminar participants.

Participants completed a survey at the end of the seminar. Analysis indicated that the seminar was very successful in raising the awareness of participants of the road safety issues for motorcyclists resulting from road design, construction and maintenance practices.

There was strong support for the sessions about the motorcyclist perspective, particularly the video segments, emphasising the dynamic characteristics of motorcycles. The riders' personal experiences were also well received, and helped participants to understand better the aspects of traffic engineering and road maintenance that have consequences for riders.

The next day, Vicroads Metro North West Region was organising an information session about motorcycle safety using the resources from the seminar and invited staff responsible for delivering road projects, road maintenance and developing road safety projects to raise their awareness of the needs of motorcyclists.

RIMCRSC will re-survey the seminar participants in December to see what learnings have been integrated into local works programs as a result of their attendance and use of the resource kit.

We will continue to work with the Vicroads Vulnerable Road Users Group to review and improve the resource kit so it can be used as a reference tool by local government, community road safety councils and Vicroads.

Wendy Taylor. MRA Rep, Road Safety Reference Group.

---

## ICE Your Mobile Phone

*This campaign, originating from the UK, is one that's wholly supported by the MRA. It's an initiative that makes sense, and can save a lot of grief. I would suggest that you also keep details of your blood type and known allergies and medication in the same information. This would help ambulance officers to treat you more effectively should the need arise.*

Bob Brotchie, a Cambridge, England paramedic launched a national campaign to encourage people to store emergency contact details in their mobile phones.

A clinical team leader for the East Anglian Ambulance NHS Trust, Bob hatched the plan last year after struggling to get contact details from shocked or injured patients.

By entering the acronym ICE – for In Case of Emergency – into the mobile’s phone book, users can log the name and number of someone who should be contacted in an emergency.

The idea follows research carried out by Vodafone UK that shows more than 75 per cent of people carry no details of who they would like telephoned following a serious accident.

“It’s difficult to know who to call. Someone might have “mum” in their phone book but that doesn’t mean they’d want them contacted in an emergency” said Bob.

“Almost everyone carries a mobile phone now, and with ICE we’d know immediately who to contact and what number to ring. The person may even know of their medical history.”

“Research suggests people recover quicker from the psychological effects of their loved one being hurt if they are involved at an earlier stage and they can reach them quickly,” he added.

*Ed: Telstra is now supporting this initiative. for more info, see <http://www.telstra.com.au/mobile/life/community/ice.htm?tr=2fp>*

## Small Scooters on a Car Licence (Draft Policy)

*This is a drafty policy only. It’s being published to encourage discussion before it’s ratified by the membership. You can send your views to the Advocacy Committee either via email or by attending the regular meetings. See Page 6 for details.*

### Policy

Anyone who has a car license should be legally entitled to use a small capacity scooter on the road.

### Background

Riding a small scooter (~50cc) on a car licence is legal in four Australian states (WA, Qld, SA & Tas).

### The Facts

Currently most car trips are made with only one person in the car.

Moving drivers to 50cc scooters would:

- Improve traffic flow (decrease congestion): The Westgate Bridge is forecast to be fully congested by 2007! Many of our freeways are car parks at certain times of the day
- Reduce our reliance on fossil fuels: scooters get up to 50 km/l
- Improve air quality: 1 litre v 5 litres to move the same distance = no contest!
- Reduce our expenditure on the road network (including the need for parking facilities): 1 car parking spot = 10 scooter spots!
- Provide a cheap form of personal mobility: new scooters start from under \$2K
- Increase road users’ awareness of riders: As the number of scooters increases the rate of “Sorry Mate I Didn’t See You” (SMIDSY) crashes drops because drivers are used to looking out for scooters.

*Michael Czajka*

## Exhausting Times at MRA HQ

On Saturday, October 1<sup>st</sup>, the EPA will bring its testing facilities to MRAA HQ to test the exhaust of any motorcyclist who wishes to avail himself or herself of this service. It will be done on a first come first served basis, starting from 9am through til 2pm.

For the nervous amongst us, be rest assured that the EPA will not be taking or keeping records of the days testing.

This service is being conducted to allow us as motorcyclists the opportunity to actually know the decibel reading of our exhausts, and should we responsibly choose to do so, rectify any defects we may have.

Some of us may be fully aware of our exhaust noise level, while some may be feeling that they are borderline. Here is a chance to remove all doubt.

The day will include a gold coin donation BBQ, and a gold coin donation steam cleaner for those who wish to avail themselves of these services.

*Shane Brightman*

## Round the Bay in a Day

*Motorcycle Marshals needed for Around The Bay Bicycle Ride – October 16<sup>th</sup> 2005.*



Bicycle Victoria runs the Around The Bay Ride to raise funds for the Smith Family. Last year over \$250,000 was raised to assist them to provide services to the needy.

Twelve motorcycle marshals are needed to help direct and assist riders, and to offer 1<sup>st</sup> Aid during the event.

You need your own bike and a willingness to spend a long day helping people raise money for a very good cause.

Fuel, food, I.D. vests, souvenir t-shirts, 1<sup>st</sup> aid supplies & equipment are provided.

If you are able to help, or need further information contact Bill Briggs on 0417-522-277 or contact me at [billbriggs@coolcats.net.au](mailto:billbriggs@coolcats.net.au)

Catch you on the road!

*Bill Briggs  
Motorcycle Marshall Team Leader*

## A PETITION TO THE LEGISLATIVE ASSEMBLY OF VICTORIA

This petition of the residents of Victoria draws the attention of the House to the \$50 tax, levied through the Transport Accident Commission (TAC), on scooter and motorbike registrations in this State. This tax was introduced without proper consultation with stakeholders. This tax singles out and penalizes a small but legitimate part of our community based on choice of personal transport. The majority of insurance claims show the car driver was at fault. 38% of hospitalizations from bike crashes are car licence holders riding off-road. Driver awareness programs, which benefit pedestrians and bicyclists too, did not feature. The "Unrider" problem was not addressed. The tax promotes unridding. More than \$10 million dollars has been taken from the motorcycle community but it has not been spent on effective bike safety initiatives or facilities. The tax is unfair, particularly for riders with more than one machine. The tax makes motorbikes and scooters more expensive so harder to own. This is bad for the industry and the economy. The tax discourages energy and space efficient, environmentally-friendly vehicles which is bad for all Victorians. The tax was to be reviewed in October, 2005.

***We request that the unfair \$50 TAC tax be abolished.***

No.	NAME	ADDRESS	P/CODE	SIGNATURE	DATE
1.					
2.					
3.					
4.					
5.					
6.					
7.					
8.					
9.					
10.					
11.					
12.					
13.					
14.					
15.					

You don't have to be a rider to sign this petition. Family, friends and workmates, who are Victorian residents and who believe the \$50 TAC tax is wrong and should be abolished, can sign. *Please copy this form* as you see fit. Write clearly in pen. More than 280,000 Victorians hold a licence to ride scooters and motorcycles. The largest petition presented to State Parliament in the last decade was 51,645 signatures. This petition will be presented at a run to Parliament House, Melbourne, on **Saturday, March 18, 2006**. The next State election is in November 2006.

**Return the originals to: PETITION. PO Box 3091, The Pines SC, East Doncaster 3109.**  
**Inquiries: Damien Codognotto OAM. 03 9846 8621 or [info@nmcins.com.au](mailto:info@nmcins.com.au) .**



# Membership Form

**MEMBER RENEWAL**

Member No: \_\_\_\_\_

Single \$35.00

Family \$52.50

-OR-

**NEW MEMBER**

Single \$40.00

Family \$57.50

<b>Full Name:</b>	
<b>Address:</b> [Unit / Street No.]	
[Street Name]	
[Suburb, Postcode]	
<b>AH Phone:</b>	
<b>BH Phone:</b>	
<b>Mobile:</b>	
<b>D.O.B:</b> [d/m/yy]	
<b>Email:</b>	
<b>Occupation:</b>	
<b>Bike Model:</b>	
<b>Bike Make:</b>	

**PAYMENT METHOD:**

Cheque  Money Order

VISA  Master Card

Name on Credit card:

\_\_\_\_\_

Credit Card Number:  
*[4 digits per column – 20 digits max]*

\_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_

Expiry Date: \_\_\_\_\_ / \_\_\_\_\_

Signature: \_\_\_\_\_

Please make cheques and money orders payable to:

## MRA Australia

*We'd like to know whether members would use the following service:*

<b>Do you have access to the Internet?</b>			
Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
<b>What's your internet connection speed?</b>			
28.8k	<input type="checkbox"/>	33.6k	<input type="checkbox"/>
56k	<input type="checkbox"/>	ISDN	<input type="checkbox"/>
Cable	<input type="checkbox"/>		
<b>Would you prefer to receive your member newsletter electronically?</b>			
Yes	<input type="checkbox"/>	No	<input type="checkbox"/>

**Thank you for your support!**

# LIKE TO SEE YOUR MOTOR CYCLE INSURANCE PREMIUMS GET SMALLER?

Whatever you ride, there's only one insurance company that will not be beaten - Western QBE.

Because we're specialists in motorcycle insurance, we understand what riders want, starting with **the lowest premiums**. Allowing you to enjoy your passion for riding with **no hassles and no worries**.

Simply call 1800 24 34 64, ask for our best price on insurance for your bike and see how much **you can save**. Our prices are generally lower than the competition, but if you manage to get a lower quote from somewhere else, let us know and we'll beat it - guaranteed!\*

This is a special offer, for a limited time, to all riders looking for a better deal. So for the best price, now's the time to act. Compare us with your current insurer today!

**Free Call: 1800 24 34 64**  
or see your authorised representative.



Offer ends 30/9/2005 \*Applicable to new policies and renewals, subject to normal acceptance criteria. Applies to APRA authorised insurers only who hold an AFSL issued by ASIC. Does not apply to any free offers of insurance. Terms and conditions apply.

Insurance is issued by QBE Insurance (Australia) Limited, ABN 78 003 191 035 trading as Western QBE Insurance. To decide if a policy is right for you, please carefully read the Product Disclosure Statement, which is available at [www.westernqbe.com.au](http://www.westernqbe.com.au) or by phoning us on 1800 24 34 64.

©2005 WESTERN QBE