



What is the MRAVic about?

The Motorcycle Riders Association of Australia was founded in Melbourne in May, 1978. It is a non-profit organization serving and representing the interests primarily of Victorian motorcyclists while also supporting all Australian motorcyclists.

The aims of the MRAVic are the promotion of:

- * ROAD SAFETY
- * FAIR & SENSIBLE LAWS
- * A BETTER IMAGE FOR MOTORCYCLISTS

In attempting to further the aims of the association, MRAVic representatives participate on various state and federal committees including the following; VicRoads Road Safety Reference Group, Victorian Motorcycle Advisory Council (VMAC), Australian Motorcycle Council (AMC), Standards Australia (Helmet Standards), Motorcycle Safety Consultative Committee (ATSB),

Various Road Safe groups



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MRAVic Meeting with Minister Tim Pallas

The MRAVic had a fulfilling meeting with the Victorian State Government Minister for Roads and Ports Tim Pallas on the 19th of August 2009. Discussing lane sharing and other issues.



From Left - Andy Luck, Tony Ellis, Tim Pallas, John Karmouche, Grant Delahoy, Jill Earnshaw not shown.

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Victoria's Road Safety and Transport Strategic Action Plan for Powered Two Wheelers, 2009-2013.

Earlier this year *Victoria's Road Safety and Transport Plan for Powered Two Wheelers (PTWs) 2009-2013*, was launched by the Minister for Roads and Ports, Tim Pallas.

It is noted within the document that PTWs (riders and pillion) account for 13% of deaths and serious injuries in Victoria, yet comprise only 3% of registered vehicles and less than 1% of traffic volume.

The Victorian Government has stated that PTWs are a part of Victoria's transport future and that the number of PTWs on Victorian roads has increased steadily in recent years.

The *PTWs Strategic Action Plan 2009-2013* is one of many ways in which we can all try to redress the poor statistics for PTWs.

The Victorian Government claims a reduction of 20% in rider and pillion passenger fatalities since the *Victorian Motorcycle Road Safety Strategy, 2002-2007* was introduced, at a time when registrations were increasing. Increases in rider and pillion deaths elsewhere in Australia were noted over the same period.

The Victorian Motorcycle Blackspot Program (funded by the **Motorcycle Safety Levy** (yes! you and me)) has been reported as giving a 24% reduction in PTW casualty crashes at the first 85 treated sites.

It is stated that the PTW 2009-2013 plan is designed to set a new strategic direction for the use of PTWs in Victoria over the next five years.

The four main areas for action are:

- Increasing knowledge and understanding of PTW riding and crashes.
 - Ensuring that PTWs are given appropriate recognition in transport policy and planning in Victoria.
 - Improving rider awareness, skills and knowledge.
 - Encourage greater use of safer motorcycle and scooter equipment and protective clothing for riders.
- (Now the subject of a major television advertising campaign stuff-up)**

The plan is aligned with *Victoria's Road Safety Strategy, arrive alive 2008-2017*, and the *Victorian Transport Plan*. It recognises the critical priorities of improving safety on our roads, reducing congestion and moving towards a more sustainable and lower emissions transport system.

The plan has been developed in consultation with a range of stakeholders, including significant input from members of the **Victorian Motorcycle Advisory Council (VMAC)**.

The plan contains actions to be undertaken in the next three years (2009-2011). Progress on the actions will be reviewed during 2011, and a new set of actions for 2012-2013 will be developed.

VMAC and MRAVic have been major contributors to the plan.

To download a copy of the plan, please go to the MRAVic web site.

http://www.mravvic.org.au/forum/modules/docmanager/view_file.php?curent_file=47&curent_dir=16



MRAVic Needs You!

Over the next year some new positions within the MRAVic will become available. Additionally, some long term members will be retiring from formal positions. All positions require no formal qualifications and are on an honorary basis.

To qualify for these positions you will need the following;

An enthusiasm for motorcycles/scooters etc.
A passion for Powered Two Wheeler road issues.
A desire to participate in the organisation and running of events such as the Toy Run and the GP Run.

If you are interested, come to the MRAVic Quarterly General Meeting on the 27th of November at Bells Hotel, Moray Street, South Melbourne by 7.00PM.



From page 1. (MRAVic Meeting with Minister Tim Pallas)

1. We requested that all proposals coming out of AustRoads that are motorcycle related be put to consultation with stakeholders prior to endorsement by the National Road Safety Executive Group (NRSEG). This would identify and (hopefully) eliminate issues such as those that arose concerning the front number plates and lane-filtering ban proposals. This followed from a discussion that arose at the Motorcycle Safety Consultative Committee meeting in Canberra last Sunday. The Minister acknowledged the importance of communication of all aspects of road planning to motorcyclists including the Safety Levy expenditure and will undertake to ensure that stakeholders have an input at the early decision making stages rather than once it appears in the public arena and also examine ways to improve communication with rider groups.
2. We expressed concerns over the delay in the release of the Powered Two Wheeler Road Safety and Transport Strategic Action Plan. The Minister promised that plans for the release were well under way and that he expected to announce the release date shortly.
3. The subject of an examination of road space usage for all vulnerable road users was discussed. This would include issues such as bus lanes etc. The Minister was in agreement that this should take place. We expect that action will be taken after the release of the Strategic Action Plan since this is contained within it as an action.
4. The new National Road Safety Council (NRSC) will have seven members appointed by the Commonwealth Minister from approved nominations.

The Minister expressed an opinion that he would like to see nomination of someone with motorcycle expertise to this high-level council. Some suggestions were offered to be explored.

31st Annual Summer Blood Challenge

In 1978 the MRAA recognised that summer was a traditionally difficult time for the Blood Service, particularly after Christmas. The past 30 years has seen other community groups such as Scouts Australia and the CFA join and meet the challenge.

Today these organisations maintain their support and enthusiasm for the challenge but they have been joined by over 110 businesses, clubs and government departments, building the Summer Blood Challenge into a well recognised annual community event. In 2009/10, Tasmania will compete in the challenge for only the second time!

This year may well be even more important for donation levels as we approach the bushfire season, so if you are eligible, please find some time to donate at your local blood bank.

Motorcyclists and scooter riders are the defending champions of this cause having won the donations tally for the last 2 years running, we're aiming for the hat trick so visit

www.donateblood.com.au

or call 131 495 to make an appointment, and don't forget to fill in the Summer Blood Challenge form and tick the box for the MRAV.

Mick Doedee

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 specializes 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 Rd (opp. The Alfred Hospital) Melbourne, 3004.

Ph. (03) 9867-7769.
Fax. (03) 9857-7750

**GRACE PLACENCIO DAVIES & COMPANY
LAWYERS**



On the 4th of September the Victorian Motorcycle Tour Operators Association (VMTOA) were invited to attend the MRA Vic QGM.

Brian Phillips (President) and Christine Harley (Secretary) attended.

The following is a brief rundown of the VMTOA presented by Brian Phillips.

"The VMTOA was formed in 2003 by independent Motorcycle Tour Operators to represent primarily but, not limited to, Harley Davidson Tour Operators in Victoria.

The individual operators all have the approved Vic Roads registration, Driver Certificates and insurances etc. required to carry out this activity. We are commonly known as "S Plate" riders.

We have met with Ministers of Parliament, Victorian Taxi Directorate and the Police who are all aware of our presence and respect what we are about.

Our high visibility safety vests are well recognised by all the authorities, including security, at major events in Melbourne at which we receive their full co-operation and assistance in our activities.

As a member of Tourism Alliance Victoria we expect to see our industry grow and improve to the benefit of our members and customers.

Our member's are tour operators with solo's, sidecars and trikes.

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President's Report October 2009

How quickly things change.

From a feeling that we were being treated like "second class citizens" in my last report, it seems that motorcycles and scooters are now "flavour of the month". Since the launch of the Powered Two Wheeler (PTW) Road Safety and Transport Action Plan we have had a meeting with the Victorian Opposition Transport Spokesperson, attended a Vic Roads Public Forum, been invited to Motorcycle Forums where riders will be briefed on the PTW Strategy and been invited to a "thank you for being involved" function with the Minister at the end of the month. On top of all this was the MRA Cranbourne Oz GP Run where the MRA name was plastered everywhere one could see. It was pleasant to see a sign on the Island that said, "Welcome MRA Riders".

After considerable effort MRA (Vic) has increased its membership numbers in the last few months. We now have a Facebook site that grows steadily every day.

Through this medium MRA (Vic) is able to maintain a diary of its activities on almost a daily basis. I encourage everyone to at least look at this. If you are a Facebook user, become a fan (if you are not already) and invite other Facebook friends to join the MRA Facebook site.

I am constantly astounded by the growth in the number of PTW appearing on Victorian roads. My theory, supported by a 31% drop in PTW fatalities so far this year, is that car drivers are now becoming more accustomed to seeing PTW, leading to an increased awareness which in turn makes the roads safer for riders.

On a final note, there are two MRA events coming up this year. First is the Eureka Ride, which is always held on the first Sunday in December (6/12/09), followed by the Toy Run on the second Sunday in December (13/12/09). We have made some controversial changes to the Toy Run this year, for which I as your President take full responsibility. The financial cost to the MRA (Vic) was significant. The growth of the Toy Run has become a logistical nightmare and needed to get back to basics. The Toy Run is about "giving" and from a somewhat simple start it has grown with the enthusiastic support of riders into a complex event that has become more and more expensive to run and is an event that and has been duplicated by hundreds of other clubs elsewhere.

The Melbourne MRA Toy Run is back where it all started. It is held for all riders irrespective of whether they are MRA members or not. It gets no funding from Industry and this year we will not be going to the TAC for sponsorship. The growing anti-motorcycle attitude of the TAC has made it inappropriate that they should sponsor the event and has the potential to compromise the MRA in our dealings with the TAC. So this year it's "back to basics". Keep an eye on the MRA (Vic) site and make sure that we get a big turn out this year. Remember – it is about giving to needy kids.

*John Karmouche
MRAVic President*



WHAT SHOULD I CARRY ON MY MOTORCYCLE OR SCOOTER?

Quite a common question from new riders.



So you've taken possession of your new pride and joy and can't wait to jump on board and tour around town and country so off you go to discover the joys of motorcycling only to come a cropper later in the day over some simple mechanical glitch which you hadn't anticipated. For those boy scouts amongst us you'll be on your way in a jiffy after a quick fix but for the new arrivals, what do you do now? Here are a couple of ideas to think about before you rush out the door which might help.

Tools and spares

Most motorbikes and scooters (Powered Two Wheelers or PTW for short) come with a basic tool kit that may include pliers, Phillips/flat screwdriver, socket or ring spanners and sometimes hex keys. All these are the bare minimum however I would point out that you really need to think about why you need each tool and then work from there and add the missing items. You really can't carry everything you need to disassemble the PTW on the side of the road so let's look at some of the most common problems that can actually be fixed to get you mobile again.

1 Headlamp not working.

For those looking for real thrill and excitement from near death experiences, just try riding at night without a headlamp. This would be the number one spare part to carry so make sure you have the right part by test fitting it yourself at home. This will also let you find out which tools you need to accomplish the task so carry these as well. A small long life LED torch is probably going to be very useful around about this time as well. Indicator or tail lamps might also be an idea if you can fit them in but usually these aren't as life threatening so the nearest service station usually carries them.

2 Blown fuse.

Simple enough, so where are the fuses? The fuse box location is usually in the PTW owner's manual which is usually under the seat, side or rear compartments. Quite often you may find it's in the same compartment as the manual! Make sure there are spares for every slot in each rating, but even then I carry extras in the tool kit for fault testing. A small continuity tester (looks like a screwdriver with a 12v light in it and an earth wire) is handy if you know a bit about circuits but I mention this as if you have a blown fuse you should be asking "why did it blow". Putting another one in might just blow straight a way if there is a short so take note of which fuse has blown and check the other end for something amiss like a shorting indicator or tail lamp for example.

3 Puncture

More common than you'd think as PTW tyres are usually made of a softer compound rubber than car tyres which render them more susceptible to foreign object penetration. Also not to mention my on-going tirade about careless tradies with open Ute and trailers bouncing all manner of building materials into our path. There are a range of options for roadside puncture repairs for available at your PTW accessory store. I carry the pressure pack can of goop which seals the hole and inflates the tyre as these work very well. But if the puncture is too big then you may also need the kit with a vulcanizing patch (or glue) and application tool.

Continued page 6.

Safety ad treats bikers like drinkers and drug users

Motorcyclists are resigned to getting a bad rap in Australia. But the latest shock-tactic motorcycle safety TVC has incensed many riders. Forums are running hot and letters are being fired off to editors. The ad shows five riders indulging in what appears to be 'risky' behavior. In the final sequence, a bike mysteriously snaps sideways out of control while overtaking on a dry, well-surfaced road—flinging the rider into the path of an oncoming 4WD.

Grey Melbourne made this ad for the Transport Accident Commission. The production values are slick: Lance Kelleher of production company Curious and the guys at Postmodern have done a good job. The strategy, according to the TAC's Phil Reed, is to "reduce the number of motorcyclists killed and injured on our roads by engaging riders in a discussion about risk."

Reed has certainly created discussion: the motorcycling community is enraged. And so is Tony Ellis of the Australian Motorcycle Council, an experienced safety expert who also sits on the Motorcycle Safety Consultative Committee.

Ellis has highlighted several technical errors in the ad and reckons it is "Probably the second worst motorcycle safety commercial" he's seen. "I imagine the brief was really about scaring people away from riding and making sure that riders are all branded as hoons—not making a commercial that is credible to riders."

It looks like the TAC is branding motorcyclists as dangerous road users who bring death upon themselves. In reality, motorcyclists carry more risk because they're not encased in a steel safety cage. And despite the gruesome final scene in the ad, the TAC's own figures show that just two out of the 43 riders who died on Victoria's roads in 2008 were killed during overtaking maneuvers.

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Contact the MRaVic

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Patron: Professor Marcus
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MRaVic Board members 2008 -
2009

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Vice President: Grant Delahoy
Secretary: Tony Ellis

Treasurer: Rik van Zuylekom

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Eureka Run - Paul Murphy

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WHAT SHOULD I CARRY ON MY MOTORCYCLE OR SCOOTER?

Continued from page 5.

These usually have little inflation bottles of air as well which help if the pressure pack isn't enough or you could even carry a small bicycle pump. Ask for advice and if you're not sure, get the supplier to show you how to use it as the instructions may still not make sense. Make sure you check whether your tyres are tubeless or have a tube as the repair and tools for each is a bit different.

4. Coolant or oil leakage.

Oh crap – the temp light just came on! What do I do now? Well pull over straight away to start with. You may be lucky and pick up a leak at a stop beforehand but as PTW engines are small their coolant reserves are not very big so losing even a small amount can really spoil your fun quickly and become expensive. Get the engine off ASAP and start looking for where the leak is. You may need to pull fairing off to find the culprit hose or fitting so this is where having the right tools is essential. Often the fix is simply a matter of tightening a clamp or in the case of a split hose you can use a tough tape to hold it until you get home. You might then have to add some more water to the system and the inlet cap is usually high in the frame somewhere buried in fairing so it pays to consult the owner's manual for this location and the tools you need to access it beforehand. A water bottle of some sort will prove handy at this point as well. For oil leaks the problem is often a loose bolt or clamp or even a filter incorrectly fit or a case seal split. Tighten what you can and check the oil level to ensure it's not below the minimum level. Proceed to the nearest service station slowly if so. Note that leaking oil from the engine often ends up on the rear tyre which then becomes dangerously slippery.



5. Dropped.

At high speed you won't be worrying so much about this more than the rest of your body but even a stationary drop can put a whole lot of cramp in your riding style. Usually the indicators or side panels cop the brunt of low speed or stationary drops which you can't really do much about however I've also found that it can twist the handlebars making riding home difficult. I usually try to ensure I have the right ring spanners or hex keys to loosen the handlebar clamps or mounts in case they need straightening. Check on the peg mounts as well as these often need bashing back into place as well. For anything else broken or loose, carrying a couple of plastic cable ties to secure these to prevent further damage are a good idea. These also come in handy for many other roadside fixes like missing fairing clips etc.

6. Clutch cable or chain breakage.

Around town these might not be really practical but for extended touring you should think about them. Each bike is different so I'd consult your mechanic on how you'd fix a snapped clutch cable (it's just like a bicycle brake cable) or a chain link repair. Not for the faint hearted but thought I should mention it as quite a few people I know have had it happen.

Continued on p7.



So in a few of these examples you may need to take off fairing or side covers which may have special clips, screws or hex bolts which is why checking you have the right tool to fit these is important. You may find you can fit all these into the compartment on the bike but if not then there are also a range of little tool bags or waterproof containers that can be attached to the bike in various places. Or your saddle bags if you have them.

Another item I would suggest is a first aid kit. Not that you'd be likely to carry enough for serious injuries but it's good to have to assist other people with minor injuries or even some bandages for scrapes and minor cuts. Think about what you may come across and make sure there are things like sterile water to wash crap out of eyes or a cut, band aids, bandages, sterile pads and tape. Antiseptic cream, tweezers, cotton buds and even head ache tablets are good to have and all this wraps up into a small parcel.

I always carry a pair of luggage straps as well as you never know when you might need to strap something on. Another good idea if you have the room is the little fold up triangle reflector to put on the side of the road in front of on-coming traffic so they may be aware of you at night. Last of all would be the mobile phone but a tip on this is to make sure you program in the numbers for recovery companies that specialise in PTW such as Motorcycle Transport and Logistics in Melbourne or even the RACV if you are a member.

So in summary here's the list;

- Tools – screwdriver(s), Ring spanners, hex keys, pliers, fairing tools as per model. Duct tape, cable ties.
- Spare – Headlamp, Fuses.
- Torch, water bottle, luggage straps.
- Puncture repair kit and pressure pack.
- First aid kit.
- Mobile phone with recovery service numbers.

Motorcycle Transport & Logistics: Mobiles: Rob - 0419 521 939
Calvin - 0416 084 169



Grant Delahoy



From page 5.

It looks like the TAC doesn't care for motorcyclists: it doesn't feel like an ad from an organization with riders' interests at heart. It puts motorcyclists in the same bucket as drink-drivers and drug abusers. And because it doesn't engage its audience in a positive way, it's already failed.

Motorcyclists, instead of being receptive to critical safety messages, are ostracized. And car drivers, whose attitudes towards two-wheelers of any description are notoriously negative, are now given official sanction to believe that all motorcyclists are hoons or speed freaks.

It's not clear whether this strategy came from the TAC, or was developed in conjunction with Grey. But whoever created it has made an expensive miscalculation. I don't know how much the ad cost to make, but it looks like \$250,000 down the drain to me.

* Chris Hunter is the Direct Creative Director at Lowe Sydney. He also runs Bike EXIF, a motorcycle culture and design website.



TAC campaign launch



TAC billboards

Membership Drive.

In recent weeks the MRA Vic has embarked on a membership drive. This involved firstly sending letters and application forms out to some 2000 odd past members that the MRA Vic has lost touch with over time due to various issues.

The response from this has been something in the order of about 80% returned to sender, but the response from the 20% or so that found their target has been encouraging to say the least.

Those that came back as return to sender we will endeavour to contact via phone prior to writing them off completely.

The second part of this campaign is actually getting membership forms back into stores. To kick start this part of the campaign we had 2000 brochures printed in colour by Snap Printing with the view to getting them back into shops all over the place. A number are in place already but that's not to say there isn't room for more.

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OZ GPRun REPORT

The 2009 MRA Cranbourne GP Run has once again lived up to its reputation as the largest motorcycle run in Victoria. The event is hosted each year by the City of Casey in association with the MRAV and this year attracted an estimated 7,000 motorcycles on the day.

MRA marshals assembled at 6.45am with the City of Casey events unit, police and other volunteers for a free breakfast, event staff clothing and briefing.

Diehard motorcyclists looking for a front row position started arriving at 7.30am before the official 8.00am road closure providing our team of marshals with the day's first challenge and from that point on, the marshals stacked them in like a well oiled machine. Bikes and riders filled main street Cranbourne which extended into Stawell Street.

John K and other board members attended the official VIP breakfast to run the MRA flag up the pole and addressed the assembled riders prior to 10.00am departure. Bikes were waved off by Beyond Blue representative Michael Tuck.

The official charity for the 2009 MRAV GP Run was Beyond Blue, an organization which provides support to people and families affected by depression and mental health issues, for more information go to, www.beyondblue.org.au

It doesn't matter if it's your first GP Run or if you have ridden in every event, the sound of thousands of motorcycles revving it up for the start is what the crowd comes to hear, and yes, you can bet they wish they were riding!

Special thanks should be made to Mick Doedee for attending all of the event meetings and the marshals for doing a great job.

So how do you top off a great weekend of motorcycle action, by cheering for our own Casey Stoner as he returned to the winners circle and reinforced his position as one of the world's great Moto GP riders.

Report by Philip Cassap





VICTORIAN MOTORCYCLE ADVISORY COUNCIL

Chairman's communiqué from 13th August 2009 meeting

The August meeting of VMAC was primarily an oversight via progress reports on a number of projects in varying stages of implementation – with therefore not a lot of new material to bring to attention of those interested in the range of things VMAC is working on at present.

In summary those items were:

- a) Community policing and Education: continuing action and outcomes consistent with our earlier reports. Continued positive feedback from riders and Police involved in delivering the program.
- b) Graduated Licensing Scheme: continuing dialogue between VicRoads and Training Providers on the performance of the current system as a prelude to any changes to an improved graduated licensing system for motorcyclists in Victoria.
- c) PTW Crash Control Study: VMAC endorsed further in depth research of actual motorcycle crashes to better inform decisions on future priorities for spending programs. This work would be delivered through a proposed Australian Research Council grant.
- d) "Assisted Rides" project: new research project being developed to take 2,000 riders through an "assisted ride" coaching and instruction session to improve safe riding skills, bike positioning and hazard perception.

The aim is to improve rider safety through trialling of higher levels of training and coaching. The momentum for the project has come from a Levy funded study of the Yarra Ranges Shire program and overseas programs such as "Bike Safe London".

VMAC received an excellent outline from VicRoads, MUARC and HART who are working closely together on the plan and logistics for commencing roll out of the trial in the current riding season.

VMAC farewelled Ray Newland, one of the original members of the Council, on the occasion of his last Council meeting. The Chairman and Council members formally thanked Ray for his invaluable input to the operation of the Council, noting the personal and professional esteem in which he is held by all his Council colleagues, other professional colleagues and friends in the industry.

Neil O'Keefe
VMAC Chairman

Membership Drive
From page 8

In an ideal world every store would have a MRA Vic membership stand and every motorcyclist would be an MRA Vic member, the reality of that is probably not likely to happen, but that's no reason to not have a crack.

I have a car boot full of brochures and plenty of stands to hold them in, so if you, or anyone you know can utilise a pack of brochures and a stand and be able to place them in a motorcycle related business, feel free to send me an email,

membershipsecretary@mravic.org.au

or give me a call on
0411 183 258.

Mick Doedee
Membership
Secretary.

The latest TAC motorcycle "safety" advertisement has increased the risk for Victorian motorcycle and scooter riders. Riders have reported that an increase in verbal abuse, aggressive driver behaviour, an expectation by non-riders that riders are solely responsible for incidents and the belief that all riders are "law breaking hoons" have all heightened the risk for Victorian motorcycle riders.

Motorcycle Riders Association (Victoria) (MRA(Vic)) President John Karmouche said today, "Riders are flabbergasted by the latest TAC campaign which portrays all powered two wheelers as law breaking hoons (even though most of the behaviour portrayed is not illegal)." Karmouche also stated, "The final unexplained crash scene appears to have been written by someone with no knowledge of the dynamics of a motorcycle and has been universally mocked by riders. Parodies have already appeared on the internet and the TAC has become a laughing stock – both nationally and internationally.

Rather than portraying an impossible crash, wouldn't it be better to teach people how to deal with all the risks involved by speaking to them in a manner which they can relate to? This campaign has hit the wrong target and scared the wrong group."

In the past week the TAC's campaign has been shown up for the farce that it is by South Australia's Motor Accident Commission who launched a motorcycle safety campaign featuring former World Moto GP Champion Mick Doohan. This campaign, which has a similar intent to the TAC, has been lauded by riders. One surprised rider remarked, "(we have) a safety authority coming out with a message that's educational and informative rather than paternalistic and authoritarian."

MRAVic President John Karmouche said that the association is requesting withdrawal of the advertisement and has briefed Minister for Ports and Roads, the Hon. Tim Pallas, both in writing and in person on this matter and has contacted the TAC to request a meeting.

TOY RUN

The 32nd MRAVic Toy Run is on Sunday 13th December 2009



The annual MRAVic Toy Run is practically an institution in Melbourne. Ever since 1978, when forty motorcyclists met to pass on toys to the community's less privileged via the [Salvation Army](#), more than 100,000 motorcyclists have taken part, and the Toy Run phenomenon has spread to communities across Australia and around the World.



The [Motorcycle Rider's Association \(Vic\)](#) will be conducting the Toy Run again on 13 December 2009 with a small twist, recognising just how big the event has become.

MRA(Vic) President John Karmouche said that the Melbourne Toy Run had become something of a victim of its own success, "Over the years, the Toy Run has grown to the extent that finding the resources needed to run it from one central location was becoming increasingly expensive," he said. "With the numbers that wanted to take part, particularly at its peak, the police needed to close roads and coordinate traffic."

"This year we've decided to decentralise the Toy Run, and we've created seven different departure points which will make it easier for everyone involved and be much less of a financial burden to members."

Riders can join the Toy Run in Melbourne's North, East South and West and travel in smaller groups. The departure locations are in Melton, Lilydale, Eltham, Ferntree Gully, Cranbourne, Werribee and a smaller run with Santa and his tuk-tuk from LaTrobe Street in the CBD.

Karmouche says the idea is that everyone rides to Williamstown to celebrate the 32nd Toy Run and contribute their donations, "Having the seven separate rides also means that we can stagger arrivals, too which will also be less disruptive of the folks at Williamstown," Karmouche said. All donations are to the Salvation Army.



Visit the website at



Continued from page 4

Ride strategies have been formulated by us to ensure safety issues are maintained at all times and especially on large group rides with the assorted bikes.

All operators are friendly with diverse backgrounds and would like the VMTOA to become more known within the motorcycling world which should help the motorcycle touring industry".

We trust that the MRA (Vic) will see the VMTOA as an added voice and assistance to their cause.

To help with our membership numbers it would be appreciated if the MRA (Vic) could highlight our existence to any of its members who are "S Plate" riders and to those who may have at sometime considered entering the industry.

We can be contacted through our website:

www.harleytoursvmtoa.com

Should you have any queries etc. please contact me by email or on mobile.

harbusb2@hotmail.com

0417 328 161

Brian Phillips

President

VMTOA

Forthcoming Events:

27 th November 2009	MRAVic Quarterly General Meeting
29 th November 2009	Festival of Italian motorcycles
1 st December 2009 to 28 th February 2010	The Summer Blood Challenge If you get in early you can make 2 donations within the challenge period and help the motorcycle and scooter riders win a hat trick of challenges. <i>Please see Mick Doedee's article on page 3.</i>
Sunday December 6 th 2009	MRAVic Eureka Run
Sunday December 13 th 2009	MRAVic Annual Toy Run
14 th February 2010	Ride for the Hills - Road to Recovery
12 th March 2010	MRAVic Annual General Meeting

2009 Eureka Run
Melbourne to Ballarat

The MRA(vic) 6th Annual Eureka Run

DATE
Sunday December 6th 2009

DEPARTURE LOCATION
Shell Westgate (outbound)

TIME
9am onwards for 10am departure
Registration - \$20 per bike

ARRIVAL DETAILS
"Thunder Run" - Ballarat
Entertainment & Free Entry to Eureka Museum

MRA Vic
PO Box 12905
A'Beckett Street
Melbourne VIC 3000
Phone 9877 3004
www.mravvic.org.au

DEFEND THE RIGHT TO RIDE!

Celebrate the 155th anniversary of the Eureka Stockade



Build a brick account, what is happening with it?

The build a brick account was started about 3 years ago. This was voted on and approved at the AGM and set up with the aim of purchasing our own premises.

We were aiming for a house with a reasonable back yard. The house would be rented and we were going to put a shed in the back yard for us to use, effectively reducing our repayments. Quite a few people supported this generously and we also put in money from rent we were no longer paying. All up there is now about \$12,000 dollars in the account.

As most of us realize, the market has not slowed down any and if anything, it has continued to rocket ahead. This means that this dream is on hold till such time as we can come up with about \$50,000 as a reasonable deposit. Unfortunately we have not been able to add much to the tally and it has remained pretty much at this level for about a year now.

The board feels that we need to bring this up again at the next AGM and ask the members where they would like to go with this. The board feels that unless there are dramatic changes to the membership and/or our earning capacity that we need to reconsider the viability of this strategy. In addition we are concerned about the ethics of continuing to accept money, when the viability of the project is in question. Therefore we have removed this component from the website store, until we get clarification from the members at the next AGM.

If there is a change of mind from the members regarding getting our own premises, then we would look at a refunding strategy for any donations we have so far received.

Further to the next AGM, we will notify the members regarding the outcome of the meeting. Needless to say every member's input would be appreciated, so we look forward to seeing you at the next AGM.

Rik van Zuylekom (Treasurer)

**MRAVic
Website**
www.mravic.org.au

Make this your new home page with the latest Motorcycling news, calendar and forums to keep you informed, in touch and enjoying the most of your right to ride!

Rider's Advocate Issue 4 December 2009



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Membership Application

I would like to become a member of the MRA and gain a voice government and decision makers will hear

Name

Address

Phone Postcode

Mobile

Email

DOB Occupation

Renewal Member no.

Payment method
Cheque Money Order

Please make payable to "MRA Australia"

Visa Mastercard Bankcard

Card Number

Cardholder name

Expiry Date

Signature