

Rider's Advocate Election Time!



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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

COURAGE ON TWO WHEELS



Penny Holyoak



Alan Zimmer Photo. J. Karmouche

The editor would like to bring to the attention of *Riders Advocate* readers and the motorcycling community in general, two people with steely determination and moxie attitudes towards riding.

Penny Holyoak, who was recently diagnosed with cancer, is determined to ride around Australia with her friend Judy Ricardo and support crew, sister Kay Champion, niece Jessica Champion and loyal doggie Jack, a 12yo Bichon Frise, raising funds for the charity, Quest for Life, and increasing awareness of alcohol and drug related violence and racial prejudice and anger experienced by so many people today.

Alan (Alois) Zimmer, aka "No Brakes", lost his arm in a motorcycling accident and has had to jump through many hoops, including TAC, VicRoads and various engineering hoops to regain his licence, register his bike and return to the road.

Read on for these individually inspirational stories; each will make you proud to call yourself a biker.



Pen's Courage to Change



MRAVic Needs You!

At the coming AGM positions within the MRAVic executive will become available.

Additionally, some long term members will be retiring from formal positions.

None of the positions requires academic qualifications and all are on an honorary basis.

To qualify nomination for any Board position you will need to be a member with:

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 Annual General Meeting](#) on the 12th of March 2010 at Bells Hotel, corner of Moray and Coventry Streets, South Melbourne by 7.00PM.

Continued on page 3.



With a recent diagnosis of cancer and a poor prognosis, Penny Holyoak's life was irrevocably changed. Always a fighter, Penny sought inner strength, deciding to take a positive attitude and live life to the max'.

Penny's mission is to ride 21,000kms around Australia, encouraging people to harness their own individual courage and power, increase awareness of alcohol and drug related violence along with the racial prejudice and anger experienced by so many young people today and to raise funds for the "Quest for Life Foundation". Penny chose this charity having personally benefited from one of their live in programs some years ago,

"I came away from the Healing Your Life Program, a totally different person with a new hope about myself and my future. I highly recommend this program for anyone who is struggling with any life issues."

"My ultimate goal is to inspire people to have the courage to change themselves and their lives through embracing the capacity to love – oneself and others – to stop and forgive and reconnect with society on a deeper level and to spread love through their communities, just as I have had to learn to do."

Penny will be writing a blog along the way which can be followed on her website

<http://pencouragetochange.com.au/>

Please support Penny's ride by either riding with her for part of the way ([ride itinerary on Penny's website](#)), attending Penny's [farewell bash](#) at the Bendigo Hotel, Johnston Street, Collingwood on the 26th of February (from 8.00pm), sponsoring Penny or showing up to Penny's [send off](#) at Harley Heaven, A'Beckett Street, Melbourne on the 27th of February (from about 10.00am).

Good luck Penny Holyoak, Judy Ricardo, Kay Champion and Jessica Champion.

We love you dearly and know you are going to have a safe and spiritually fulfilling adventure.

Return to Two Wheels – The Fight Back

Alan (Alois) Zimmer's Story.

On the 10th of March 2007, whilst out riding his Kawasaki ZX10 in Gembrook with a friend, Alan Zimmer's life on two wheels changed forever. A 4WD with a bullbar sideswiped Alan on a sweeping right hand bend. He woke up 11 days later in the Alfred Hospital. Alan's right arm was amputated 17 months after the accident, as it had become patently clear that his arm was never going to function again.

Alan's desire to ride again started immediately after recovering consciousness and assessing his personal situation.

"It wasn't the bike that caused me to lose my arm, it was just an incident. Two wheels has always been a passion for me. It's the passion."
(Alan has been riding for over 30 years).

Alan's first steps to riding again started with a pedal powered two wheeler. He started to regain rider fitness and balance on a bicycle. Alan, an engineer by trade, then turned his mind to the nuts and bolts of riding a powered two wheeler with just his left arm.

After considering several bike options, he settled on a Kawasaki KLR650, having used this model in the past as a commuter. At this point, Alan put in an application with Vic Roads advising them of his intentions.

With discussions and some excellent advice from Brighton Kawasaki, Alan moved forward with the four critical modifications necessary to make the bike work for him and satisfy Vic Roads criteria for registration.

1. Recluse clutch. A centrifugal clutch popular with enduro riders. This allows the bike to idle below 1,400 rpm without engaging the gear. Above 1,400 rpm, the gear engages and the bike moves forward. Otherwise, it works like a normal clutch. This allows the rider to pull the full front brake without worrying about ultimately stalling because the clutch can't be simultaneously engaged or gradually disengaging the clutch to take off. Basically you can't stall the bike.

Continued on page 4.

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



Ask not what MRAVic can do for you. Ask what you can do for MRAVic!*

All Board positions become vacant at the AGM and the current President, Secretary, Treasurer and an Ordinary Board Member have indicated they will not be re-nominating. Nominations from interested members, in writing, must be received before COB on the 26th Feb 2010.

Additional Resource Committee positions are also required including, Editorial Assistants (official press pass issued), Webmaster assistants (official press pass issued), Feature Writers (official press pass issued), Chief Marshalls/Marshalls, Merchandising Assistants, Membership Secretary Assistants, Riderdown (4bs) Assistants, Advertising Sales and General Assistants. Any individuals with specific skills may also wish to volunteer their services e.g. major event coordinators/ legal services/ account keeping/ marketing/ advertising etc.

* John F Kennedy would have said that if he had been a member of MRAVIC...

Whilst there are no standardised definitions for veteran / vintage / classique etc. motorcycles, certain putative definitions exist. For example, urban vintage and urban classic motorcycles generally refer to pre and post 1980 motorcycles respectively, usually in immaculate original condition.

The *King George Vintage Motorcycle Club* uses the following definitions which are generally considered by the motorcycle community to be true.

Veteran, < 1915.

Vintage, 1915 - 1930.

Post Vintage, 1931 - 1945.

Classic, 1946 – 1960.

Post Classic, 1961 – 1970.

Modern Classic, 1971 - 1980.

Late Classic, 1981 – now.

Confusion can arise when models straddle different eras. For example the Honda CB750 was first offered for sale in 1969 (post classic) but was still manufactured and therefore available in the modern and late classic eras.

Most people would use the urban vintage or urban classic definitions in these cases.

From page 3.

Alan (Alois) Zimmer's Story continued.

2. Left hand front brake. Alan adapted a hydraulic clutch slave and master cylinder as a front brake mechanism so that the front brake could be operated by the left hand. The Kawasaki ZZR600 clutch hydraulic slave and master cylinder have approximately the same reservoir and cylinder displacement as the KLR hydraulic front brake assembly and was eminently suitable. (You need to think about why the right hand brake mechanism is not transferrable to the left hand side even with modification).

3. Left hand accelerator. The accelerator transferred from right hand side to left hand side with simple reversal of cable end connection after appropriate cable lengths had been selected.

4. Starter button. A starter button was installed on the left hand side with the right hand side starter remaining in position as a backup. This was actually an afterthought since the bike passed registration without it and was installed more for convenience.

Once the bike was modified Alan had to do the licence test. At this stage the bike wasn't registered and therefore couldn't be ridden on public roads for practise. Alan took the bike to a mate's property in Yea on a trailer to commence mastering the machine and then transferred to Ride-Tek at Sandown Raceway. (Thanks to Mel Baker).

Testing involved the conventional ride test plus the additional requirement of satisfying the TAC occupational therapist who had to be present at the time of testing. This included pulling up to a dead stop from high speed. Once completed, the licence test result, engineers report (RWC) and occupational therapists report had to be sent to Vic Roads for rubber stamping before the license and registration were issued.

Some words of wisdom from Alan.

"I'll stop riding if I start to feel intimidated (by traffic), start to get scared, feel unsafe, can't do it anymore or I become a hindrance on the road. My first ride was back to the accident scene."

The hardest part of riding now is getting my jacket on and slow moving on the bike in traffic. I want to emphasise to everyone that you can get your licence back after a bad accident."

Alan would like to thank the following for their support and assistance during this journey:

Inge Zimmer, who let Alan go back on the road and gave constant support.

[Brighton Kawasaki](#), for their excellent advice and technical services.

Grace Placencio of Grace Placencio Davies & Company Lawyers.

Family, friends and the [MRAVic](#).

[Ride-Tek](#) at Sandown Racecourse. Mel Baker.

[TAC](#). Had to fight them sometimes but they eventually came through.



The finished product.

Left picture shows LH throttle with brake (black) and clutch (silver).



Congratulations Alan and welcome back to the fraternity.
You are a truly "Righteous Biker."

Presidents Report February 2010

As I look at the state of the Motorcycle Community, I see many organisations, clubs And industry bodies etc., which share a belief in the same principles as the MRA. It has long been a dream of mine that one day all those groups could come together under the same banner. Those who know me have heard me talk about the MRA as “a brand” rather than just an organisation. A Brand is something that is easily identified, which can be used to sell things/ideas and to my mind the motorcycle community isn't utilising the MRA Brand, which is readily identified by the general public as “the official representative motorcycle body”, as efficiently as it could.

The successful conduct of the Toy Run and the Eureka Ride in December and the subsequent television coverage these two events garnered certainly reinforced the Brand in the public eye as just examples of what the MRA represents to riders and how they are seen by politicians etc.

Over the years the MRA has tended to become identified with personalities, at the expense of being recognised in its own right for the principles on which it was founded. The MRA evolved when a need was identified for it 30 years ago and I for one believe in those founding principles. But, to the outside world there has been a tendency within the motorcycle community to focus on individuals and for this reason I have decided to step aside to make way for future leadership.

As we enter a new decade, so the MRA in Victoria faces its next big challenge. Those who keep an eye on the MRA(Vic) website will be aware I have decided not to stand for President at the next AGM and while this may be a personal decision for me, it also has consequences for the future of the MRA in Victoria (I certainly don't want anyone to think that I am indispensable!).

To the President of the MRA falls the responsibility to be the public face of the organization, to speak at short notice when called upon by the media to answer questions and address issues related to the motorcycle community. It can consume one at times at the expense of their business and personal life. I am fortunate to have an understanding spouse (herself also a rider) who appreciates the passion I have for “all things motorcycle related”. Hopefully, the MRA will be able to find someone similar, to step into the role and become the new face of the oldest motorcycle representative organisation in Australia.

How does this affect me you ask? You may not feel like stepping into the position, but you may know that person who is well suited for the role. You can help the MRA by assisting it in its search, perhaps encouraging those leaders to “become involved”. I once read a quote. “Leaders are like eagles, they don't flock together, the hunt alone.” The person we seek is out there, because in the past whenever the MRA has become leaderless, someone has always stepped forward to re-ignite the organisation.

So as we enter this new decade, as the Gen X's and Y's mature and move into positions of community responsibility, I now pass the baton.

The MRA is there for all riders. It is up to them (and you) to decide its future.

John Karmouche
MRAVic President



MRAVic Recognises Past Service from Luke Bryant.



Luke Bryant (on left) receiving a Certificate of Appreciation from Anton Lange (former MRAVic Membership Secretary).

Luke, a long time biker and one of the first members of the MRAA, has had an illustrious career both within the motorcycling community and in the scientific community.

Luke worked as a scientific photographer at the Physics Department of Monash University involving highly specialised photography including Astronomical photography and high technology x-ray diffractometry.

Luke's accomplishments in the motorcycling community include chairing the two day conference in '78 which led to the establishment of the MRAA, Honorary Member of the Border Riders MC USA/Canada, and Victorian Police, Blue Ribbon Foundation as well as lecturing on road safety issues to a wide range of audiences.

Luke, now retired from riding, has generously donated high quality leather riding gear to MRAVic to be auctioned (some of the gear seen below) at some stage.





MRAVic at the 2009 Myer Christmas Parade.

Once again MRAVic members braved oppressive heat to participate in the annual Myer Christmas Parade.

After meeting at 8.00am on the 14th of November at Federation Square, a posse of twelve moved on to Spring Street marshalling area before attempting to ride at a dead slow pace down Bourke Street behind a troupe of pre-teen baton twirlers and watched by tens of thousands.

Those with the moxie to attempt this ride were as follows (listed in no particular order).

Lisa and Adam Smibert, Anton Lange (Ride Organiser), Bob Donaldson, William (Bill) Graus, Laurie Lancaster, Kerry Walton, Judy and Bob Charlton, Mick Doedee, Alan Zimmer and Barry Marks.

Whilst the media focused on other aspects of this event (not a bike was to be seen on any of the news services), most of the riders felt riding in this event helps to promote a better image of motorcyclists.



Riders relaxing with a coffee after the event.

Membership Secretary's Report.

Well it's been a busy 12 months or so for me during my term as Membership Secretary, it started off by inheriting a database with a mass of duplicate records, wrong email addresses, actual addresses and a few other little things. About a month of solid work in the initial term saw that pretty much right, from there I could be comfortable in adding to it which is the aim for the next 12 months, add more members of course but also to add club details and indeed politicians and interested parties. Minister for the TAC, Minister for Roads, both Government and Opposition and both State and Federal just for starters, RACV, VACC and the various motorcycle retailers and indeed anyone involved in the industry will hopefully be getting a copy of the newsletter at some stage throughout the year, it's just a time issue really, time to gather the data then time to enter it into the database.

Also throughout the 12 month period I found myself intricately involved with both the MRA Cranbourne GP Run and the MRA Toy Run, to the point where I was involved in the organisation of both events, the setting up and cleaning up of both events, the marshalling and the recruiting of marshals for both events, probably why right now I find myself a bit burnt out, apart from monthly board meetings there was also meetings for Ride for the Hills, the Toy Run and the GP Run. On top of all that there is the membership drive that has been undertaken; this involved contacting some 2000 odd past MRA(Vic) members and inviting them to re-join and the printing of 2000 colour brochures to be installed in motorcycle related businesses around the place. Then of course there is personal stuff, a full time job and the normal run of the mill duties associated with the membership secretary position, so it's been a busy 12 months.

Our AGM is on March 12th, where my position and indeed every other board positions are up for grabs. I do intend to nominate again for my position as I'm not finished with the database just yet, that being said, if someone else wants to nominate for the gig, he or she is more than welcome to take over or assist.

I fully intend being involved again next year but more than happy to take a step back and just try help out with the events that the MRA(Vic) is involved in, the Toy Run, the Eureka Run and the GP Run being the main events plus being involved with Ride for the Hills and last year the MRA had a presence at the EJ Whitten ride as well as general rider activities.

In regards to the events, the MRA(Vic) has a need for marshals at most, if not all of the above events and to this end, the easiest, fastest and cheapest way for me to communicate with members is via email, so if you have an email address we can contact you on or your email address has changed, please let me know by sending an email to membershipsecretary@mravic.org.au or by calling or texting me on 0411 183 258 and I'll get those details in the database.

A database is only as good as the records within it and to that end, every time I send an email to our members I get a plethora of bounce backs so as stated above, if you can keep me updated with your current email address I can then keep the database updated.

In closing, again, as mentioned above, all positions on the board are up for grabs, the MRA(Vic) is in dire need of fresh talent to fill positions so if you have the time and want to contribute in some way to the organisation, feel free to fill in and post a nomination form.

Regards,

Mick Doedee
Membership Secretary MRA(Vic)
membershipsecretary@mravic.org.au
Ph. 0411 183 258

Forthcoming AGM Special Resolutions:

Notice of Special Resolution.

Official Name Change.

To comply with the requirements of the Associations Incorporation Act, the Association will be transacting a resolution to reiterate the motion carried at a previous general meeting to change the official Associations name from MRAA (Motorcycle Riders Association of Australia) to MRA(Vic) (Motorcycle Riders Association of Victoria).

Notice of Special Resolution.

Amendments to By-laws.

The MRA(Vic) board proposes an additional by-law to be ratified at the 2010 AGM which allows supporting rider clubs and organisations of the MRA(Vic) to offer their members greater value with a complimentary twelve month associated membership of the MRA(Vic). This is part of the membership drive and will be explained in more detail at the AGM.

Additional proposed by-laws are as follows;

B4.12. Subject to determination at a general meeting, the MRAA may conduct a trial of Associate memberships as a means to enlarge and/or broaden the membership base of the organisation,

B4.12.1 notwithstanding the Rules,

B4.12.2. under specified conditions, and

B4.12.3. for a specified period, at the completion of which this Section (B4.12) deemed to be rescinded.

B4.12.4. The overall time period of the trial initially determined may not be subsequently extended, however it may be shortened.

B4.12.5. Subject to B4.12.4., the MRAA may determine, at a general meeting, variations to any matters specified or relevant to the trial.

B4.12.6. To properly monitor and assess the trial, a Register shall be kept to record,

B4.12.6.1. all individuals subject to the trial provisions.

B4.12.6.2. all specified conditions, criteria or other matters relevant to the trial, and

B4.12.6.3. any variations of those matters.

B4.12.7. The Associate membership shall have no right to,

B4.12.7.1. be counted towards a quorum at a general meeting,

B4.12.7.2. vote on a matter before at a General Meeting, and

B4.12.7.3. vote, nominate, or be nominated regarding filling of a position on the Board.

B4.12.8. After the completion date of the trial, the MRAA shall,

B4.12.8.1. review all aspects of the trial,

B4.12.8.2. provide a report of the findings to members, and

B4.12.8.3. at the next general meeting, decide on any further action.

Discussion and debate on these resolutions will precede voting at the AGM.

Please contact the MRA(Vic) if clarification of these issues is required.

mraa@mrvic.org.au

Housekeeping.

Lost property:

2009 Toy Run.

One pair of ladies glasses and a ladies watch (not a Rolex) were handed in; please call the membership secretary on 0411 183 258 if either item belongs to you or someone you know.

Meeting dates for 2010/11:

QGM 1. Friday June 18th 2010.

QGM 2. Friday September 17th 2010.

QGM 3. Friday December 10th 2010.

AGM 2011. Friday March 18th 2011.

The current venue is Bell's Hotel, 157 Moray Street, South Melbourne, however, suggestions are invited for an alternative venue.

Advertising:

Why not consider advertising your business on the MRAVic Website or in this Newsletter?

Rates per edition are:

Full page	\$300
Half page	\$150
Quarter page	\$90
Side bar	\$60
Business card size	\$40
Reviews (business or product profile).	
Full page	\$200
Half page	\$100
(inclusive of image)	

MRAVic Website banner advertisement.

12 months	\$30
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Please contact Barry Marks to place an advertisement.
04319 00853
marksfam90@gmail.com



Contact the MRAVic

PO Box 12905 A'Beckett Street
Melbourne VIC 3000
Phone 0401 214467

ABN 28 703 101 330

Patron: Professor Marcus Wigan, FACS,
FInstP, FICE, FIEAust, FAITPM, FCILT,
MBCS, CEng, CPhys, CPEng, Eur-Ing.

MRAVic Board members 2008 - 2009

President: John Karmouche
0419 359 628 president@mrvic.org.au
Vice President: Grant Delahoy
Secretary: Tony Ellis
Treasurer: Rik van Zuylekom
Membership Secretary: Mick Doedee
membershipsecretary@mrvic.org.au

Ordinary Board Members:
Wendy Taylor

Resource Committee

Public Officer: Grace Placencio

Rider Down Chief Facilitator:
Mick Dabbs

Merchandise Officer: Kim Davies
Road Safety Reference Group Rep:
Wendy Taylor

Newsletter Editor: Barry Marks
marksfam90@gmail.com
Webmaster: Grant Delahoy
Constitutional Advisor: Detlef Lamp
VMAC Rep and AMC Delegate:
Tony Ellis

Events Coordinators:
Toyrun Dan Rotman
Eureka Run Paul Murphy
Blood Challenge John Karmouche

Email: mraa@mrvic.org.au
Web: www.mrvic.org.au



www.mrvic.org.au

Annual General Meeting Friday 12th March 2010

NOMINATION FORM

To be returned no later than **6pm Friday 26th February 2010**
To: The Secretary
PO Box 12905 A'Beckett Street Melbourne VIC 3000

Full Name: _____

Street

Address: _____

Suburb: _____

Post Code: _____

Membership Number: _____

Board Position Nominating For: (please tick)

- | | |
|---|--|
| <input type="checkbox"/> President | <input type="checkbox"/> Membership Secretary |
| <input type="checkbox"/> Vice President | <input type="checkbox"/> Ordinary Board Member |
| <input type="checkbox"/> Treasurer | <input type="checkbox"/> Secretary |

Nominated By:

Name: (printed) _____

Membership

Number: _____

Signature: _____

Seconded By:

Name: (printed) _____

Membership Number: _____

Signature: _____

Secretary use only.

Nomination accepted: Yes No

Position contested: Yes No

Election Successful: Yes No

You can download the form from [here](#)

MRA

MOTORCYCLE RIDERS ASSOCIATION VICTORIA
www.mravic.org.au

Annual General Meeting Friday 12th March 2010

NOMINATION FORM

To be returned no later than **6pm Friday 26th February 2010**

To: The Secretary

PO Box 12905 A'Beckett Street Melbourne VIC 3000

Full Name:

Street

Address:

Suburb:

PostCode:

Membership Number:

Board Position Nominating For: (please tick)

- | | |
|---|--|
| <input type="checkbox"/> President | <input type="checkbox"/> Membership Secretary |
| <input type="checkbox"/> Vice President | <input type="checkbox"/> Ordinary Board Member |
| <input type="checkbox"/> Treasurer | <input type="checkbox"/> Secretary |

Nominated By:

Name: (printed)

Membership

Number:

Signature:

Seconded By:

Name: (printed)

Membership Number:

Signature:

Secretary use only.

Nomination accepted: Yes No

Position contested: Yes No

Election Successful: Yes No

You can download the form from [here](#)



Ride for the Hills 2010

Date: 14th February 2010

Start: Pit Lane, Albert Park

Depart: 11am
(assemble from 8am)

Destination:
Whittlesea –
Country Music Festival

Entry Fee: \$25 Riders
\$15 Pillions

Pre register at

www.rideforthehills.org.au

and be in the draw for major prizes.

1st - \$ 1000 voucher to **Bikemart** donated by X Staff Electrical

2nd - \$ 500 voucher to **Bikemart** donated by Greenwood Plumbing Services

3rd - \$ 250 voucher to **Bikemart** donated by Greenwood Plumbing Services

All proceeds will be donated to : SES and CFA.



Motorcycle Route Safety Review

Congratulations to MRAVic board member and VMA member, Wendy Taylor, on being awarded the NRMA Road Safety Practitioner Award for the best paper on a completed road safety program at the recent 2009 Australasian Road Safety Research, Policing and Education Conference in NSW. The paper is reprinted in its entirety.

Wendy Taylor is the MRA (Vic) representative on RoadSafe Inner Melbourne Community Road Safety Council. In 2005 RSIM CRSC commenced a project, led by Wendy, to review the routes in the Cities of Melbourne, Port Phillip and Yarra where motorcyclists had come to grief. Five years later the project is still active and still producing results. Below is the paper Wendy presented about this project at the 2009 Australasian Road Safety Research, Policing and Education Conference.

Motorcycle Route Safety Review

Wendy Taylor

RoadSafe Inner Melbourne Community Road Safety Council

Introduction

The Victorian "arrive alive!" Motorcycle Safety Strategy (2002-07) acknowledged the growth in motorcycling and aimed to reduced motorcycle crashes, and motorcycle rider and pillion passenger deaths and injuries.

RoadSafe Inner Melbourne (RSIM) Community Road Safety Council (CRSC) encompasses the Cities of Melbourne, Port Phillip and Yarra. It is one of 24 CRSC that cover Victoria and deliver programs to address road safety issues in their local area. Membership of RSIM CRSC comprises engineers from each of the three Councils and community engagement staff, police from Melbourne, Port Phillip and Yarra traffic management units, a VicRoads person, and community members volunteering their time and energy representing residents, local business or particular road safety stakeholders (such as motorcyclists).

The RSIM motorcycle safety subcommittee reviewed crash data along routes with the highest crash injury and fatality rates for motorcyclists, with a particular interest in routes that crossed between the boundaries of the Cities of Melbourne, Port Phillip and Yarra.

Crash data analysis identified that between September 2000 and August 2004 within these three Council areas there were:

- 17 rider fatal crashes
- 361 rider serious injury crashes
- 19 pillion serious injury crashes

Rather than a focus only on "black spots" or intersections, the RSIM motorcycle safety subcommittee agreed that a motorcycle route safety review would be undertaken. Funding for the review was sought from the "SafeRoads Make Motorcycling Safer" initiative. This was supplemented with contributions from the three Councils.

Methods

Crash data analysis and consultation with the three Councils identified the following routes to be included in the motorcycle safety review:

- Elizabeth Street (Bourke to Victoria Streets)
- Queensberry Street (Swanston to Curzon Streets)
- Victoria Street/Victoria Parade (Peel to Hoddle Streets)
- Swan Street (Hoddle to Burnley Streets)
- Johnston/Elgin Street (Yarra River – Swanston Street)
- Wellington Street (Victoria Parade to Johnston Street)
- Hoddle St/Punt Rd (Dandenong Rd to Eastern Freeway)
- St Kilda Rd/Brighton Road (Commercial Road to Glenhuntly Road)
- Dandenong Road (Westbury Street to Upton Road – westbound only)
- Montague Street (West Gate Fwy to Normanby Rd – southbound only)

Continued on page 11.



Blood Challenge

The Summer Blood Challenge for 09-10 (runs from Dec 1st to Feb 28th) is almost complete so hurry now to donate!

The MRA was the instigator of this challenge, challenging Victoria Police 31 years ago to beat the MRA's tally of donations.

At the time of writing this article the motorcyclists tally was 90 donations, an outstanding effort and one that should ensure the MRA's name on the honour board for a third year in a row.

If you are eligible to donate blood, we encourage you to get along to your nearest blood bank soon, it's not a product they can have too much of and stock rarely meets demand!

Don't think you should be donating just for the summer Blood Challenge either, blood is a product needed all year round of course but if you donate before the challenge ends then we'd encourage you to register your donation for the MRAVic at

www.donateblood.com.au

by Mick Doedee

Contact:

John Karmouche
Blood Challenge Coordinator

Analysis of motorcycle casualty crash data for the agreed routes identified:

Jan 2000 to Dec 2004 – 244 casualty crashes

Type	No.	%
Vehicles – same direction	68	28
Vehicles opposing direction	62	25
Off path on straight	37	15
Vehicles adjacent direction	29	12
Manoeuvring	23	9
Pedestrian	13	5
On path	6	3
Off path on curve	3	1
Overtaking	2	.8
Passenger and miscellaneous	1	.4

The audit for each route was undertaken by an experienced motorcyclist, on a motorcycle. The auditor rode each route in each lane. The audits were undertaken between 10 am and 2 pm on various days. The audits included video footage and at a later stage, photos of hazards and issues.

Results

The Motorcycle Route Safety Review identified the main hazards as:

- No lane delineation
- Poor / uneven pavement on road surfaces
- Crack sealing along centre of lanes
- Two lanes merging into one over a short distance and without sufficient warning
- Sunken pit lids in lanes
- Slippery pit lids in lanes
- Oil build up on road surfaces on the approach to signalised intersections
- Faded line marking

Recommendations included:

- Right turn issues – implementing fully controlled right turns at signalised intersections/closing medians
- Elimination or better management of pit lids – cooperation with other authorities and understanding of responsibilities – new products need to be identified
- Oil – cleaning protocols and re-sheeting, car and truck vehicle maintenance improvement
- Rider visibility – education for riders and drivers

Conclusion

The RSIM CRSC Motorcycle Route Safety Review report was tabled with VicRoads, and the City of Melbourne, the City of Port Phillip and the City of Yarra. The Review was also tabled at the Victorian Motorcycle Advisory Council.

Most of the routes identified are declared roads, and are the responsibility of VicRoads to manage and to maintain.

The three Councils have accepted some of the recommendations from the review as they affect roads under their management. VicRoads have also accepted some of the recommendations, and many of these have been actioned and are completed, or are underway. Some recommendations were channelled through the Victorian Motorcycle Advisory Council, and have also been actioned. VicRoads is continuing to schedule actions in 2009/10.

Another project, an audit of the original motorcycle route safety review, has recently been completed. This included a progress report of the works undertaken to date based on the recommendations in the original review and a review of the motorcyclist fatalities and serious injuries to determine changes and trends with a starting point of the statistics used from the original review. Further analysis of this review is underway.

Acknowledgments

RoadSafe Inner Melbourne Community Road Safety Council which actively supports the motorcycle safety subcommittee.

Wendy Taylor is the winner of the Road Safety Practitioner Award, sponsored by the NRMA, for this paper presented at the 2009 Australasian Road Safety Research, Policing and Education Conference.



Toyrun 2009 Report

Whilst the format of the 2009 MRAVic Toy Run has changed from previous years due to circumstances beyond the control of the MRAVic, the general consensus has been very positive.

Council charges for the traditional La Trobe Street start has made this location a black run option only and the Williamstown Farmers Market's permanent long term booking of Commonwealth Reserve has meant that this end point option was no longer available.

Multiple start locations and a new end point at Seaworks saw a very successful event with exit polls indicating a majority favouring the new arrangements.

The MRAVic thanks Dan Rotman for assisting with the organisation of the event and thanks all members who assisted with the organising and marshalling.

The official census for bike numbers was 1,550 with an estimated 3-4,000 people participating in total.



At the end of the day this is what it was all about.

Continued on page 12.



VICTORIAN MOTORCYCLE ADVISORY COUNCIL

Chairman's communiqué from 10 December 2009 meeting



Bikes starting to arrive



All forms of transport attended



Blown 57 entertaining



Lukey Luke entertaining



Bikes as far as the eye can see...

VMAC was pleased to welcome Rhys Griffiths, from the Federal Chamber of Automotive Industries to the December meeting as the replacement for Ray Newland. Chris McNally, VicRoads' Director of Registration & Licensing Operations also attended the meeting to provide further information on current licensing procedures as VMAC moves towards a proposed funding source for a motorcycle Graduated Licensing Scheme.

The December meeting wound up a strong year of progress for VMAC. In some ways we are now "turning the page" as we move into a new decade. Click "read more".

For those who have been involved in the two wheeler policy debate for a long time I think it is well worth taking some satisfaction at the advances which have been made in the past two years.

The need for better research, LAMS, recognition of off-road needs, incorporating PTW's into official transport policy, improved rider training and greater a focus on driver attitudes have all now been accepted into the policy agenda, with key initiatives in many of these areas already delivered.

Our most important statistic – deaths and serious injuries of riders and pillion in Victoria continues to trend down (while sales and registrations increase). The national casualty trend is in the opposite direction.

Something is working in Victoria. VMAC members are all committed to making sure this continues.

MOTORCYCLE TRAUMA – A CONTINUING BATTLE

At September 30, 2009 fatalities in Victoria were 30 (down from 38 at 30/9/2008) and serious injuries 663 (down from 843). These statistics tell us that, while a strong reduction of over 20% in both categories has been achieved, there is still a very big job to do on the safety front. We also know that there is a distressing personal experience behind every one of the crashes. We need to do much more work to understand each one in order to develop stronger policy responses.

Most VMAC members would agree that the whole package of measures is working – with blackspot treatments as the measurable stand out. We also agree we are entering into a new zone where most of the gains will come from working with riders and drivers on skills, attitudes and hazard perception.

More focus will also be given to Motorcycle Safety Levy programs such as "assisted rides", community education and policing, improved preparation and licensing that will continue the working relationship between VMAC, VicRoads, TAC and Victoria Police to reach riders and drivers with key safety messages.

VMAC ANNUAL REPORT 2008/2009

VMAC has continued to keep the Minister well informed of the Council's activities through a range of channels. However to complement these and other communication activities a VMAC Annual Report 2008-2009 has been produced. Minister Pallas has approved its publication and a copy of the report is now available on the VMAC page of the VicRoads website as well as here on this site.

MOTORCYCLE FORUMS 2009

In November 2009, VicRoads along with Victoria Police and the Department of Sustainability and Environment (DSE) and members of the Victorian Motorcycle Advisory Council (VMAC) ran three motorcycle forums across Victoria to talk to motorcycle riders. The three metropolitan and country motorcycle forums were well attended, with over 200 people participating at forums held in Melbourne, Geelong and Shepparton. A summary of the issues raised during the forums is being collated and is expected to be available to the Council and forum attendees by mid-January.

VMAC and the State Government agencies which participated in the forums will consider the issues raised in the delivery of current projects, the development of future projects and initiatives and in the formulation of future action plans under Victoria's Road Safety and Transport Strategic

Action Plan for Powered Two Wheelers 2009-2013 (the current action plan contains actions to be delivered in 2009- 2011)

I would like to thank people who attended and assure them that the process is well worth the thinking and effort behind attending these forums.

Continued page 15

Sidney Richardson's Diary, February 1928.

Editor's introduction.

The passions and pleasures of motorcycle touring are many and varied. Each of us has our own stories to tell about particular rides which were both memorable and pleasurable; perhaps even with a few mishaps or difficulties.

The following diary was written by Sidney Richardson in the summer of 1928 about a 14 day return trip from Melbourne to Sydney with two mates, Tom Warne and William (Bill) O'Connor. The bikes were one Coventry Eagle and two Douglas's. Only one of the bikes, a Douglas EW had an electric headlight. The other two had gas lanterns. The fourteen page journal will be serialized over forthcoming editions of Rider's Advocate.

Trust me on this one; it's a fabulous read, epitomizing the adventures, joys and comradery of motorcycle touring. In order to preserve the original flavour of this dish, the editor has elected to run the diary in its original form, totally unedited.

Bon appétit.

DIARY OF SIDNEY RICHARDSON

Day 1 - 20th Feb 1928

We had breakfast a little earlier than usual 5.00AM and after making sure that everything was O.K. with our bikes etc. we managed to get away about 5.30AM. Tom and myself had small boxes on the carrier of our bikes and Bill carried a bag on his shoulder. We sailed along at a rather fair pace until we reached Nar Nar Goon where we crossed the railway line as the Princes Highway was closed for repairs. For a few miles out of Nar Nar Goon the road was a bit wavy and our first stop was to tighten up Tom's head lamp. Our next stop was at Moe for a smoke and so forth. We were amused to think we had done a fair stretch and yet people did not seem to be out of bed anywhere. From Moe we went on through the Haunted Hills, the road was good, a bit sandy and also a bit twisty, the curves etc. of the Haunted Hills are dead straight and the road is absolutely level with a surface like a billiard table in comparison to what we have since passed over. About 2 miles passed Morwell Tom did what Bill thought most resembled a Highland Fling on, his bike and came off for his trouble. The cause being a skid in loose fine gravel, no damage done except bending the front number plate and scratching a few figures off.

Our next stop was at Traralgon where we filled up with petrol and oil. We branched off the Princes Highway here. About a mile past Glengarry I lost the hot air pipe off the Carburetor (finder please return) continued on through Toongabbie and Cowarr over road that showed (and we felt) the effects of recent floods to Heyfield where we arrived at 10.30AM and had some lunch. The floods were rather bad about here. The back of the Hotel was like a big lake and from certain points flooded flats could be seen. After lunch we took a walk around town and then left for Glenmaggie Weir. We branched of the road at Traralgon to Maffra at Heyfield. Parts of the road up to the Weir were very rough but we were not sorry when we saw the Weir itself. There seemed to be miles of water blocked back by a huge concrete wall which is not yet completed. The work interested us very much and we spent a good deal of time looking about there. There is rather a big gang of men working and all sorts of machinery. A good deal of damage had been done by recent floods. One large excavation that had been ready for concrete had about a foot of water and dirt, gum leaves etc. washed into it and men were engaged cleaning it out, from up top they looked like school children playing mud pies. As we were about to leave the Whistle blew for dinner and men seemed to be coming out of the gullies in all directions. The houses or huts they really are, are situated on top of the hill above the Weir. The town of Glenmaggie is a real change to the Towns we are used to. Most of the Dwellings are made of bark and well made too. The streets are not blocked like Collins St. not even formed but to look at from a rise on the entrance to the place it is very interesting. The women are much the same as elsewhere only instead of telling one another over the dividing fence they yell it too and fro from the front door.

After leaving Glenmaggie we made for Maffra but got lost on the way. It was on this stretch that we had our first experiences of water worth mentioning. In 5 or 6 different places we had to go through water 12 to 18 inches deep and up to 2 chains wide. When once one was through we did not mind so much but until someone was through we did not know what to expect.

Continued on page 14.



Douglas EW similar to that ridden by Sidney Richardson.



Douglas TS similar to that ridden by William (Bill) O'Connor.



Coventry Eagle similar to that ridden by Tom Warne.

Only the Douglas EW had an electric headlight. The other two bikes had acetylene gas lanterns.



Proxy Voting at the AGM.

MRAVic members who are not able to attend the AGM may still cast a vote for any motions at the meeting **except elections**. The relevant section of the constitution is;

4. Membership and Register.

4.7. A Member has the right to appoint another Member to vote as his proxy on any matter excepting only election.

B4.10. A Member wishing to appoint another

Member, as a proxy, to vote on their behalf at a general meeting shall do so:

B4.10.1. by notice which shall be in the form as set out in these Rules and properly completed, in ink; and

B4.10.2. lodged with the Secretary, or a delegated Member before commencement of the meeting for which the proxy is required

B4.11. A member shall hold no more than five (5) proxies at any general meeting of the MRAA.

Members holding written proxies on behalf of other members should notify the secretary at the start of the meeting to clarify the validity of the proxy votes they hold.

Continued on page 15.

Later we had fair roads near Maffra, Tom was ahead but came back looking for us, as the carrier of my bike had broken and had caught on the back chain and knocked the patent link off and Bill and I couldn't find it, but luck happened I was earring a spare link, so I soon had that fixed and roped my carrier up. We had to take things easy into Maffra where we found a Garage that had an Oxy Welder so I proceeded to take the carrier off to get it welded. Bill and Tom went and had some refreshments but they were good for once and brought some fruit back but took good care to see that they ate the most of it. At this Garage was a car being spray painted with Duco and after Tom asking a lot of questions about the job and material from the chap who was using the spray gun and also getting a few demonstrations of the possibilities of the stuff, also a headache from the smell of the paint gun working Bill and Tom went to sleep in an old Tin Lizz so I had to wake them up when I had finished my job. So then we went down the street to get a drink and some biscuits then we set out for Stratford at 5.00PM. We lost 3 and a half hours at Maffra.

We rode straight through Stratford to Bairnsdale. The road the whole way was covered in loose gravel and very wavy indeed. Cars did not seem to notice the road surface but we did and felt it also and we were all glad to arrive at Bairnsdale at 7.00PM. We all had a few narrow escapes from skids. Our boxes on the back made them more likely and harder to rectify, Bill came off best in this respect as he only had a little bag on his back as I had most of his belongings in my box. We stayed at the Main Hotel, had tea, went to the pictures then to bed about 11.30PM.

Total mileage for the day: 163.5 miles

Day 2 - 21st Feb 1928

We left Bairnsdale at 9.50AM for Lakes Entrance. The road was good all the way. The view coming into Lakes Entrance is very good, one way you see a good expanse of the lakes and the other way you look right down into the town and right in front is the entrance into the lakes from the ocean. We stayed here about an hour and then went on to Nowa Nowa.

This road was also good and very well graded. About half a mile Bill's belt broke (not the one that holds up his pants but the one that turns the back wheel of his bike). After fixing the belt Bill's was so completely done he had to buy a dozen cakes to build himself up again. We passed Perry's Circus here, which we had seen performing in Berwick a week or two before we left. We branched off the Princes Highway here to go to Buchan about 20 miles out. The road was mostly up hill for the first 6 or 7 miles and then much easier going through some fine forest country. When near Buchan the country is fairly well cleared and very hilly, all the hills were green owing to recent rains and the views are very fine indeed. Around the last turn a very fine scene is to be seen looking down into the Valley with the Buchan River winding its way and the town is just visible at one end. From here the last mile and a half or thereabouts is all down hill into the town. Bills belt broke again coming up from Nowa Nowa. We went through the Royal Cave at 2.30PM. It is beyond me to write what we saw there. There are all sorts of formations caused by water dripping through the lime stone, all sorts of formations are there. Even William Morris Hughes is there or at least his likeness is. There are even Blankets with colored edgings exactly the same as the real thing in every way to look at. The colors are caused by iron rust coming through with the water somehow. Some formations are built up by where the drips fall and others are hanging in some places and the two met.

In one place there is like a hole in the top of the cave, the guide that shows you the way through told us to look up to the top. At the top of the hole there is a formation that looks just like a clock with hands on it too. The guide that was with us was a bit of a wag and he said to stand still and listen so as you will hear it ticking. But what amused me most was Bill, he was standing just behind an old chap that had been asking all sorts of questions, so he pulled his watch out and held it up near this chaps ear. The old chap was very delighted as he thought it was the clock he could hear ticking. I believe the Royal Cave is half a mile long and it is anything from single file passageways to big spaces, large enough to put a cottage in. Electric light throughout, also good effects are got with different lights and also by putting lights behind certain things like blankets hanging down. When we got out of the caves I discovered my carrier had broken again. As there was no chance of fixing it until we got to Orbost, we transferred the box to Bill's bike, as he had nothing on his carrier. Between the caves and the Town were a couple of real nice water splashes, about a foot deep and 7 or 8 feet wide. We made a fine splash as we flew through them. We had some Lemonade and Biscuits before leaving Buchan for Nowa Nowa.

Continued on page 15.

I had the misfortune to get well and truly bogged coming back I got on a patch of road that they were just making and it was all soft mud and would not even hold the bike up and you could see it sinking, so I had to get Tom to help me pull it onto solid ground. Bill was ahead of Tom and as I came in sight of him we could not make out what was up with him, looking up trees and walking around in circles in the middle of the road ahead of us. We found out the whole trouble was he had seen a Goanna and could not find out where it went to. Had a good run from here back to Nowa Nowa where we took the Princes Highway again for Orbost (where we intended to spend the night or bust).

The road continued good and about half-way to Orbost we saw half a dozen Emus in the center of the road ahead of us and they did not move until we were about 20 yards off them, they just ambled off up to the top of the ridge a hundred yards or so away. There were several bad patches of road for short distances and the road was very dusty. We crossed the railway and were close to it for a good while. There are some very long trestle bridges about this part. After going down a long hill we found ourselves on the Snowy River flats and after passing some very fine maize crops soon passed the station crossed the Snowy River by a new Steel bridge, (there is an old Suspension bridge alongside it.) Across another flat and up a hill into Orbost at about 7.00PM.

Stayed at Macalister's Boarding House, after tea Tom and I went to look up a Garage that would weld my carrier again. There was only one Oxy Welder in working order and we had to wait till next day to get the job done. We heard some yams about the Man from Snowy River but no one seemed too sure exactly where he came from, in fact I think a lot had never heard of him. Then we met Bill and went home to bed.

Total mileage for day: 105 miles

Sidney Richardson's Diary will be continued in the next edition of *Riders Advocate*.

Continued from page 12.

VICTORIAN MOTORCYCLE ADVISORY COUNCIL

THE PTW TRANSPORT POLICY AGENDA

At the launch of the PTW strategy in August Minister Pallas confirmed Victoria's leadership position as the first state to formally adopt motorcycles and scooters as a considered component of the state transport strategy. This is an exciting breakthrough for riders and industry advocates. Work has already begun on measures which put that commitment into effect in the years ahead.

This work will be guided by planners and policy makers in VicRoads, Victoria Police, Department of Transport, TAC, and other agencies. PTW vehicles are here to stay and are expected to continue to increase in numbers. Victoria's Road Safety and Transport Strategic Action Plan for Powered Two Wheelers. 2009-2013 formally recognises PTWs are a part of Victoria's transport future. It commits the Victorian Government to continuing to reduce motorcycle fatalities and serious injuries but also to ensuring that PTWs are given appropriate recognition in transport policy and planning. This change in thinking is reflected in the diverse range of priority actions to be undertaken in the first three years (2009-2011) of the action plan.

VMAC will continue to review input from riders, industry leaders, planners and researchers to assist the future development of new initiatives.

VICTORIAN REVIEW OF ADVISORY COUNCILS

Pending the outcome of the transport advisory council review, the Minister has extended the current term of sitting VMAC members till the end of March 2010.

THANKS TO VMAC MEMBERS AND STAFF

May I take this opportunity to thank the VMAC members for their continuing commitment and effort in 2009.

They would join me in thanking Jill Earnshaw and Mike Smith (new VMAC Secretary) for the performance of the VMAC Secretariat as the profile of PTW issues has gained increasing attention from key policy makers and government. On behalf of VMAC I would also like to thank those members of the road safety and network management areas for developing and delivering projects to make motorcycling in Victoria safer and more enjoyable.

We look forward to continuing the progress in 2010.

Neil O'Keefe

VMAC Chairman

Proxy Voting at the AGM.

From page 14.

Members must be financial and listed on the members register to vote and hold proxy votes. It is advisable to check your current status with the Membership Secretary

membershipsecretary@mrvic.org.au

The AGM is a public meeting however, only financial members may vote and address the Membership unless prior authorisation is given by the Board.

Non-members who disrupt meetings will be asked to leave, and, if they fail to comply, will be referred to Police.

The [MRAA-Constitution](#) and Bylaws are available on the MRAVic website.

www.mrvic.org.au

Example.

I, XXX, MRAVic
Member# XYZ,

authorise XXX, MRAVic

Member# XYZ

to vote on my behalf at
the March 12th 2010
MRAVic AGM.

Reminder

All memberships
are due on the
20th of February!



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!

Forthcoming Events:

14th February 2010
14th February 2010
21st February 2010
26th February 2010
28th February 2010

Zaidee's Rainbow Chasing Rainbow Run
Ride for the Hills – Road to Recovery
Instructed Rides Program – Reefton
Pen's Courage to Change Fundraising night
Stick It Up Prostate Cancer Ride

4th March 2010

The Triumph Nullarbor Adventure

12th March 2010

MRAVic Annual General Meeting
Bell's Hotel 157 Moray Street South Melbourne

14th March 2010
21st March 2010

Instructed Rides Program - Toolangi
Vintage and Classic Motorcycle Show
Kyabram Town Hall Details Mick Dunn 0408 438 330

21st March 2010

Alexandra 8th Annual Motorcycle Show
Hall Street Alexandra Details Neil 0407 515 102
Instructed Rides Program – Reefton

17th April 2010

18th June 2010

MRAVic Quarterly General Meeting
Bell's Hotel 157 Moray Street South Melbourne

Visit <http://www.mravic.org.au/forum/modules/extcal/calendar-month.php>



PO Box 12905 A'Beckett
Street Melbourne VIC
3000
Phone 0401 214467
www.mravic.org.au

Membership Application

I would like to become a member of the MRA for \$25 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