

2011 MSR Ride Crash Data – Annual Review

In keeping with our Risk Management Policy, we are meant to review the incident data each year, nominally in March. My apologies for the delay.

Referring to the **Ride Statistics – Distance vs Crashes** summary sheet opposite, we see that in 2011 there were 22 crashes resulting in various degrees of injury. Fifteen riders walked away unharmed (Rating 1), three riders suffered minor injuries such as broken ribs, bruising or concussion (Rating 2) and another four riders suffered more substantial injuries (Rating 3) such as broken limbs and internal injuries. The “Big Crash” at Maryvale (20/6/2011) involving four riders incurring serious injuries to three riders certainly spiked the stats. It is good to see three of the four (Cliff Peters, Pina Garasi, Tony Stegmar) back riding again.

2011 was a bad year in terms of absolute numbers of crashes (22), and the severity (Rating 2s and 3s), the highest in all categories (except Rating 4 = death, and we’ve only had one of those in the period) since 2005 - as far as I have collated records back to. (I have the data for previous years, just not collated.) How bad? Well, looking at the sheet we see 2010 had 14 crashes and 2009 16 crashes.

2012 is tracking along much as 2011, at 9 crashes at the five month mark. The good thing is that new rider crashes “N” (1st, 2nd, or 3rd ride or up until 3 months) are at 3, or 33% of total crashes. Previous years (2009, 10, 11) they have been at exactly 50% or half of all crashes.

If you add up the official ride distances for 2011, the Club provided 31,876 km worth of entertainment (up nearly 5,000 km on 2010 – the Tassy Trip a contributing factor). The long term average (back to 2005) is 27,785 km (excluding 2012).

If you multiply the ride distances by number of people on each ride you get a measure of how many kilometres people were at risk. Let’s call this figure *Club Kilometres* (people x km). From the table we see that in 2010 the Club Kilometres totalled 387,875. This was roughly 42,000 up on the previous year, and 50,000 km over the long term average of 336,393 [people.km]. This would help explain why we had more crashes. 2009 was the last year of the 10 year drought i.e. dry roads, perfect riding conditions, whereas 2010 was the wettest in 10 years. 2011 was somewhere near the long term rainfall average and 2012 feels wetter again.

If we relate the number of kilometres and the total number of crashes, we see that there was a crash, of any description, every 17,631 [people km] compared to 2010 at 24,691 km. The long term average is 21,214 km so we were 17% down on the long term average.

If we consider only the crashes where people were hurt, Ratings 2, 3 and 4, then the Club travelled 55,411 [people km] between injuries in 2011. For comparison, it was 86,419 [people.km] between injuries in 2010. The long term average is 102,381, so 2011 was a relatively poor year.

The good thing is that there has been only one (Rating 3) accident since October 2011 (Kurn, broken leg, Dartmouth Dam), excluding Nigel’s altercation with a kangaroo back in March.

Revised safety procedures include the collection of ICE numbers, a none too subtle reminder of the consequences of crashing before the start of the ride, and articles such as this.

Membership numbers peak in June of each year, the end of the Club financial year. In 2011 the membership increased to 90, up six on 2010. Membership has been increasing since a low of 64 in 2007. 2012 is at 87 and likely to finish there with a month to go.

The Club appears to be providing desirable services which is pleasing in these tough economic and politically correct times. Sports bike sales are dramatically down, but overall bike sales are stable. There is a large swing to dual purpose machines, away from hyper-sports models, possibly as a result of the continued crackdown by the police on speed. More and more roads are dropping to 80 km/h – Black Spur and Reefton Spur for instance – making it harder and harder to “have fun” near Melbourne. Hence, the move away from sports bikes.

The ever more efficient and present use of laser speed detecting devices is having an interesting and direct effect on our ride participation rates. It seems that any one time a member has been suspended, whether for 1 month or 6 months, and usually multiple people simultaneously, up to four at one time by my reckoning. Riders just “disappear”. But hasn’t it always been so?

MSR Incident Data Commentary – Everything Except Crashes

Looking at the MSR Incident data for 2011 and ignoring the crash data, a few things stick out.

Police. Five people were booked for speeding on Club rides, and a certain flamboyant character has almost got his own category for *Most Unusual Booking* – riding 100 m without a helmet (in Jamieson) and three weeks later a canary (unroadworthy) for noise (EPA test) and excessive bling – blinkers, fender eliminator etc. Fine effort on both occasions, thanks Peter.

Punctures. Only 4 in 2011 on Club rides, and we are pretty good at fixing them – so long as you have the plugs and needle to insert them.

Mechanical Always an interesting bunch, this time 5 candidates with Marc's 675 Triumph spitting the balance shaft out through the cases the most spectacular. Others included an intermittent fuel pump, dead battery, holed radiator and Jason's severely dented ZX9 front wheel including a mashed wheel bearing. Rob also had problems with his KTM, which turned out to be a fuel pump relay.

There were 45 incidents in 2011; 2012 is up to 27 incidents already including 6(!) speeding "events" – more than half due to riders missing the obvious, Mirko taking the cake when he overtook a marked 4WD on the Reefton over double white lines.

Just for interest I've updated the 2012 Incident Log as well and printed both. Copies for other years can be viewed in the Members area on the web.

A year is a long time in our Club and a lot can happen. If your name is not on these lists, it probably means you just haven't been riding enough – or very lucky!

Ben Warden