



Dual Sport Motorcycle Riders Association South West Victoria (Portland)

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[/swdsmra/](http://www.thearmsreport.com.au/swdsmra/)

Who is the DSMRA?

The Dual Sport Motorcycle Riders Association is a National, non profit organisation that serves two purposes:

- Motorcycle trail-riding club with a focus on responsible trail bike use.
- Political lobby group to represent off road motorcyclists on land access issues.

The Association was formed in 1995 and has local groups all over Australia. Total membership is around 3000.

Membership

DSMRA Membership is around \$50 per year. Members receive a monthly newsletter, which includes reports and ride details from all area groups.

Membership is administered by the national secretary and membership forms can be downloaded from the DSMRA website (<http://www.dsmra.asn.au/newmembers.html>) or obtained from the area coordinator.

Non members and riders new to the sport or area are welcome to attend their first ride as a non member. New members encouraged to join the association after their first or second ride.

Portland Area Group

The Portland Area was formed in 2002 and runs trail rides once a month. We also have a social meeting once a month at the Portland RSL (Corner Must St and Cape Nelson Road, 8pm, first Thursday of every month).

Contact Details are at the top of this sheet.

Calendar & Mailing list

The ride calendar is normally set in February each year. The ride locations and other details are finalised in the weeks leading up to the ride.

Ride information is forwarded to all members via email for those that are on the email list, and by phone for those that aren't. To get included on the email list, send your name and email address to swdsmra@yahoo.com.au

Rider Guidelines

Registration and Licensing

ALL BIKES ATTENDING DSMRA RIDES MUST BE REGISTERED AND ALL RIDERS MUST HOLD A ROAD MOTORCYCLE LICENCE.

Either full road registration or Victorian Recreational rego is mandatory.

ALL BIKES MUST HAVE A QUIET MUFFLER

Ride Ethics

The DSMRA has a number of behavioural guidelines to present our sport in a responsible manner. These are based on the Tread Lightly ethics:

1. Obey the laws and regulations on recreational vehicles. Observe restrictions on use of public land and don't go around locked gates.



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2. Respect the environment. Stick to formed tracks and avoid sensitive areas such as wetlands and vegetated dunes. Treat native wildlife with respect.
3. Don't ride when conditions are such that it will severely damage tracks. As a general guide, if you are leaving a 10 cm deep rut over a distance of 50 m or more, you shouldn't be in there.
4. Be considerate of other users of the bush. Keep to the left-hand side of any track, and give way to horse riders. Ride sensibly past general recreational areas such as camping and picnic spots.
5. Always ride a well-muffled and registered bike.
6. Always carry a current driver's license, and don't ride in public areas with anyone who is unregistered or unlicensed.
7. Obtain permission from the relevant landholder before riding or camping on private land. Leave livestock alone and gates as you found them.
8. Exercise some throttle control when overtaking other vehicles. Don't shower them with rocks!
9. Don't wear a single line rut through drainage structures such as erosion control banks.
10. Keep the environment clean. Take out what you take in.

Rides

Ride Entries and Costs

Most rides are entered on the day with an entry fee of \$10-15. This covers any refuels during the day and the remainder is banked in our local area account and goes toward safety and communications equipment.

All riders are required to complete an indemnity form as part of the DSMRA's public liability insurance requirements.

Two Day rides may involve accommodation and other costs. Usually all costs are split evenly between all riders attending.

Ride Areas

Most Portland rides are one day rides in the Portland/Casterton/Nelson Area of SW Victoria. We try and hold rides in other areas (eg Pyrenees, Otway Ranges, Little Desert) around twice a year depending on rider interest. These are normally two day rides with accommodation or camping involved.

Ride Structure

All rides use the cornerman system. Each ride will have a designated ride leader who stays at the front of the group and a sweep at the rear to assist with breakdowns and difficult obstacles. At each track intersection or change in direction, the lead rider will direct the second rider in line to stay on that corner and direct all other riders until the sweep comes through.

Most rides cover between 100 and 250km over 6 to 8 hours depending on terrain. Regular stops and regrouping ensures that the group does not get split up.

Anyone can volunteer to lead a ride and new areas and ride leaders are always welcome.

Bike Setup

As most of our riding is on logging tracks in State Forests, a lightweight, dual purpose or Enduro bike is preferred. It is possible to get Rec Reg on MX bikes with aftermarket lighting which is another option, although fuel range is limited. Larger dual-purpose bikes around the 650cc capacity will still be able to get through but some of the tighter bush tracks have numerous log crossings.



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Fuel Range

Most standard Enduro bike tanks of 8-10 litres will get about 120 to 150km which is more than adequate for most of our rides.

Tyres

Tyre choice is not critical for the dryer months (November through to May), but full knobbies in reasonable condition will be required through the winter.

Most of our terrain is considered soft to sandy with minimal rocks. Soft terrain tyres at around 14PSI are the best option. To avoid punctures, heavy-duty tubes are highly recommended.

Other Recommendations:

- Handguards (Barkbusters)
- Removal of blinkers, mirrors and large factory speedos
- Replace headlights with lighter aftermarket units

What to Bring

Suggested items to carry on all rides:

- Tool kit, including puncture repair kit and especially a rear wheel nut spanner.
- Camelback or other Hydration system with at least a litre of water.
- Snack food
- Weatherproof jacket.
- Normal riding gear, Helmet, goggles, Boots, gloves, knee and elbow guards etc.
- Mobile phone – phone coverage is usually not too far away.

Insurance

The DSMRA provides a number of insurances during a ride:

Pubic Liability - Covers the DSMRA for Personal injury or Property Damage Claims.

DSMRA Association Liability - Insurance to protect volunteers acting on behalf of the DSMRA from liability claims against them. So this covers the ride leader, sweeps etc.

In conjunctions with these, there is also third party insurance included in your bike rego. It is also advisable to have ambulance cover and some sort of personal injury/income protection insurance.

If you have any questions, please give me a call or send an email.

Brad Sprague
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