

TRANSCRIPT

ROAD SAFETY COMMITTEE

Inquiry into motorcycle safety

Geelong — 15 November 2011

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Mr T. Languiller

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Witness

Mr S. Carter.

The CHAIR — Your name, address and comment?

Mr CARTER — Stuart Carter, <address confidential>. In regard to the topic, there was so much discussed here today it is pretty hard to track exactly what to make a full comment on. With regard to all the statistics, you could ask 100 different people from different professions and they would still come out with different statistics. That is fact. You could also have the information come from overseas about all of this and the statistics would be different again. I would not go exactly with what the professional up the back was saying because personally, as a motorbike writer, it is a load of hogwash. I know you seem to believe a fair bit of it, but as a motorcycle rider, no, it is not.

As this gentleman here said, with regard to education, it is not so much the campaigning and the TV ads and all of that — that is crap as well — it has got to do with people's attitude, their skills and training. You do two days of rider training when you are doing your Ls and your Ps, but it is all basically just slow riding and going around witches hats. That is not where the accidents happen; that is not the skill level you need. You need further development than that.

The week after I got off my Ls, after six months of riding on a 250 cc, I went to Phillip Island. I paid for my own ride day around there, which is \$360, and I learnt a hell of a lot out of that, including how to corner and brake properly. If I did not, I knew I was going to come off. I had to learn quick and fast. You had to follow professionals and learn how to look and go through corners, as well as what to look for and all the hazards. That experience of just one day made a huge difference for me.

It is the same as when I was 18. I had the attitude when driving a car, 'No worries'. I could stop, I could do this, I could do that. For my 21st birthday, my parents gave me a gift of an advanced driving course. That woke me up too. I went 'Wow! No. At 100 kilometres an hour, I cannot stop in this meterage. No, I cannot corner doing this; I need to change my adjustments'.

With regard to ABS braking, that does work. I guarantee you any engineer from BMW or Mercedes or anyone like that would definitely disagree with the guy at the back with regard to ABS braking not working. I have ridden a motorbike using ABS braking as well as a car. The difference is, as Andrew was saying, you press the brake down and the wheels lock up. The ABS braking stops that happening. It keeps the flow motion underneath the tyres and that is what keeps the traction. It is the same as motorbike riding; it is exactly the same. ABS braking would help safety, sure — especially in wet conditions like on the Great Ocean Road. It is very slippery, especially during winter. ABS braking would help that, especially for novice riders.

There is not enough training. A two-day driving course just to go around witches hats is not sufficient. With regard to believing everything you have just heard up here, do not. And to slug people with taxes of up to two and half grand to ride a motorbike is just ridiculous. It is hard enough with the money we earn today. We need cheap transportation. With regard to fuel economy, that is just shit. I cannot believe he has just come out and said to me — —

Mr ELSBURY — Is that parliamentary?

Mr CARTER — Yes, put it in; it is in the dictionary. I have a 19-litre tank on my motorbike, okay? I can get 400 kilometres out of that tank. That is pretty damn good. I have a Toyota that does, what, 400 kilometres and it has a 45 to 48-litre tank in it. Fair enough, you might be able to carry more people, but the point is I am able to get from A to B a lot more efficiently on a motorbike.

With regard to emissions, if I am driving a scooter and I am doing a 2000-kilometre trip, trust me, the little motorbike is going to be screaming its little nuts off to try to get up hills and travel 2000 kilometres. Firstly, I will be going through the fuel and, secondly, the emissions are going to be a hell of a lot higher. Having a bigger bike that is revving less is going to be saving on not only fuel, but also emissions. That is fact.

The CHAIR — Thank you for your contribution.

Mr CARTER — Thank you.

Witness withdrew.