

TRANSCRIPT

ROAD SAFETY COMMITTEE

Inquiry into motorcycle safety

Ballarat — 16 November 2011

Members

Mr A. Elsbury

Mr T. Languiller

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Witnesses

Mr E. Foster, and

Mr G. Arkell, Ulysses Club.

The CHAIR — Thank you very much, Mr Glenn Arkell and Mr Eric Foster, for attending the Victorian parliamentary Road Safety Committee hearings in Ballarat. Our ultimate object is to reduce the level of death of injury on Victoria's roads through motorcycle accidents against a range of benchmark measures, including road design, technological developments applying to motorcycles and also in relation to rider behaviour. By way of further preliminary description to you, you are aware now that you have the benefit of parliamentary privilege. We can take evidence in camera. Mobile phones should also be turned off in the back stalls, as applicable.

You are aware that we are happy to ask a range of questions. We invite you to make comments that you would like to speak to on behalf of your club. I think we have seen a couple of motorbikes on the footpath that were certainly still there at 2.30 p.m.

Mr ARKELL — Good.

Mr ELSBURY — That's lucky, isn't it?

The CHAIR — They were some fine machines. You are aware of my colleagues too. It is over to you.

Mr ARKELL — When first tasked by — —

The CHAIR — Perhaps you could introduce yourself by giving your name and postal address.

Mr ARKELL — Sure. My name is Glenn Arkell. My postal address is P.O. Box 421, Buninyong, 3357. My residence is at <address confidential>, which is — —

The CHAIR — How do you spell <address confidential>?

Mr ARKELL — <address confidential>.

Mr LANGUILLER — Which bike do you own? The BMW or the — —

Mr ARKELL — No, I own the real one.

Mr LANGUILLER — I just want to know. One bike and one address together.

Mr ARKELL — I have 2330 metres to travel on dirt road on a Gold Wing and that is not pleasant, but I get there. When first tasked with the opportunity to come and present I was very scared. I had no idea what to expect or what to do and started to gather some information basically from club members, because we are here presenting on behalf of our club members. They are not just personal views, they are the club's views collectively.

We put together a bit of a screed and then discovered the Victorian Motorcycle Council's submission that was put to you in September of this year. We read through that and it covered everything that we wanted to mention or could mention, and bucketloads more. I am not sure whether we really need to give you this. We are happy to give it to you.

The CHAIR — Can I have a quick look at the length of it?

Mr ARKELL — It is only a one-pager. I was not sure of the protocols involved.

The CHAIR — I invite you to read your submission into the record so that we have your viewpoint expressed from Ballarat, then we can ask some questions in relation to it.

Mr ARKELL — Yes, sure. We are here on behalf of the local Ulysses branch in Ballarat, a group of 75 paid-up motorcyclists, which represents a total of 1800 years of motorcycling experience, so that is quite a bit. This was from a survey of 31 members who have an average of 24 years each of motorcycling experience. It is an undisputed fact that motorcycling is an inherently riskier means of transport than travelling by car. This is understood and accepted by motorcyclists in general.

A review of the statistics from the TAC website shows a distinct bias on demonstrating this through the following quote:

Of the 288 people killed on Victoria's roads in 2010, 49 were riders of motorcycles, representing 17 per cent of the road toll.

What the statistics do not show is the cause of the accident. The statistics go on to highlight that there were 975 claims for motorcyclists involving hospital admissions for the same period. Any motorcycling accident is more probably going to result in an injury needing medical attention compared to a car accident — that is, a motorcyclist travelling at the prescribed speed limit of 50 kilometres per hour as a car driver reverses out of a driveway without looking will probably result in the motorcyclist needing hospital attention. Where would this statistic fall in the TAC view? That is a rhetorical question.

Statistics on road accidents involving any mode of transport need to be collected and collated into detailed categories to make these statistics show the real picture and to be meaningful for analysis in support of programs and projects for the future to help all road users. Current data collection that is published on the TAC website does not support any real trend analysis.

The most important aspect of driver/rider training is awareness of your environment. This encompasses road conditions, traffic conditions, weather, vehicle condition and personal condition.

I have then gone through and put into bullet points the terms of reference for the inquiry and responded in a similar form. I must confess I have referred to the Victorian Motorcycle Council's submission on many of them, including items (a) and (b). On item (c) I have stated — —

The CHAIR — Please read them through.

Mr ARKELL — I will do. They are:

- (a) Covered in the above statement and support comments made in the submission by VMC (9 September 2011);
- (b) Covered in the above statement and support comments made in the submission by VMC (9 September 2011);
- (c) More promotion of protective clothing not necessarily needing reflectors all over the place as 95 per cent of motorcycle accidents are in daylight hours. You can't protect idiots from themselves —

meaning people who do not wear the appropriate gear.

- (d) More promotion of defensive driving/riding during training — this would specifically include pointing out to drivers that they be more aware of riders;
- (e) Off-road means no licence is necessary therefore who and how would anyone be responsible for these people other than themselves or their adult supervisors?
- (f) Stay-up-right do a great job. We don't believe the 120 hours will be effective for motorcyclists on Ls though, it will just encourage falsifying records or riding without a licence altogether.
- (g) Wire rope barriers are atrocious and support comments made in the submission by VMC (9 September 2011);
- (h) Support comments made in the submission by VMC (9 September 2011);
- (i) TAC premium is an unfair surcharge on a minority group and support comments made in the submission by VMC (9 September 2011);
- (j) motorcycle safety levy has benefited all road users not just motorcyclists and is therefore unfairly funding improvements for all; and
- (k) more funding to ensure road works are maintained appropriately for the safety of all.

That is it.

Mr LANGUILLER — Thank you for your submissions, and thank you for keeping up with the committee's work today. The first question, if I may: do you recommend your members undergo additional training?

Mr ARKELL — Personally, yes. As a club I believe it is fully supported to do additional training.

Mr FOSTER — The national Ulysses Club actually provides a partial rebate for the cost of advanced rider training once a year, so those of us who have done a course have received a third or a half of the money back from the national Ulysses body.

Mr LANGUILLER — Should it be made compulsory?

Mr ARKELL — Personally I do not believe so.

Mr FOSTER — The funding from the national Ulysses or the rider training? Is that the question? In our view, yes; additional rider training — advanced rider training — should be made compulsory at some stage in a rider's life, perhaps every five years.

Mr ARKELL — On a five-year skip I think it would benefit everyone. Making it compulsory is probably a little strong as a turn of phrase, but I would very much support a five-year rolling repeat of the advanced training.

Mr FOSTER — This year one of our club members, Mark, contacted Honda riding — —

The CHAIR — Mark who? Surname?

Mr FOSTER — Mark Nicoll. He belongs to the club. Mark contacted HART, which is Honda Australia Rider Training and inquired whether if we had a number of riders who wanted to do an advanced course, they would send the instructors to Ballarat and enable it to happen here. HART agreed, and we spent a day going through an advanced course. There were 12 or 15 of us who did the course. Even for those of us who were very experienced — one of them is Mark there, who does about 40 000 kilometres a year on a bike, and he still was able to get something out of that course. For those who did not have the experience, they got an enormous amount out of it, so it is highly recommended by us.

Mr LANGUILLER — Just quickly, if I may, I have a couple of questions. Thirty thousand paid-up, mature-age motorcyclists — how much do you pay to belong to the club? What is the fee?

Mr ARKELL — That is a good question. My wife pays all the bills at our place. I think it is \$60 for three years or something — \$90 for three.

Mr FOSTER — It is \$90 for three to join the national body, and then it is \$20 a year to join the local body.

Mr ARKELL — Not join — pay for a subscription to the newsletter.

Mr FOSTER — True.

Mr LANGUILLER — Mature age — what does that mean?

Mr ARKELL — Anyone over 40.

Mr LANGUILLER — What about under 40? You cannot belong to the club? Excuse my ignorance.

Mr ARKELL — No, that is quite all right. The Ulysses group is for 40-year-olds and over. You join the Ulysses after you turn 40 as a junior member, and you become a full member at 50.

Mr LANGUILLER — It leads me onto my final question, if I may. If you can refer to item (k) — I will read it:

The ways government can work with non-government stakeholders to achieve motorcycle safety outcomes.

You talked about more roadworks and so on, but do you not think there is a bigger role, if I may suggest, that you can play in partnership, in mentoring and in working particularly with younger riders who are coming onto the roads? I think this is a good opportunity to identify potential partners where the clubs can play a bigger role. I am not saying a better role — I think they play a good role, but is there a different role or a new role that perhaps you could identify in which you can assist in making our roads safer where you could provide mentoring, as happens in other jurisdictions? I am a swimmer. I learnt to swim in open sea with old-time

swimmers — people in the ages of 70 and 80. There are a few tricks up there as well. I was mentored into this, if you like, as a younger, novice swimmer. Is there a role for the club?

Mr ARKELL — There certainly could be, I think. I think it would be a great opportunity for young riders to become involved with the Ulysses group and both socialise and go out riding to gain additional experience with the older, experienced riders.

Mr LANGUILLER — But you can only belong to the club at the age of 40 and up.

Mr ARKELL — Correct. David Hyatt, who presented earlier, is a prime example. He has been a social member — no, I cannot use the word ‘member’ because he is not. He has been socialising with the Ulysses group here in Ballarat for the past 10 years, and he has only just turned 46, I think he said.

Mr LANGUILLER — But if you are 25 — I am sorry to persist with this, but if you are 25, can you belong to the club?

Mr ARKELL — You cannot belong as an official member, but there is nothing to stop you from coming to our meetings and social gatherings and coming riding with us — nothing to stop you at all.

Mr FOSTER — Let me tell you: a 25-year-old would not hang around with a bunch of old geezers like us.

Mr ARKELL — Speak for yourself!

Mr FOSTER — They would not — we are too old, in that we have a chap who — —

Mr LANGUILLER — What about a youth branch?

Mr FOSTER — We have chap who is 84 and still rides his motorbike, which he bought in 1983 at the BMW factory in Germany. He still rides it today; he did 700 kilometres on the weekend. A 25-year-old bloke hangs out with us because we are of a mature age where we all wear the safety gear, and if he is half-inclined to not wear it because it is hot, he would not hang around with us. You swim with the elders because they can teach you something, but often the 25-year-old already knows it all — he thinks.

Mr ELSBURY — Thank you very much for your contribution to our inquiry. Just in relation to your membership, you said that you have this 1600 years of experience.

Mr FOSTER — Eighteen hundred.

Mr ELSBURY — Eighteen hundred years of experience amongst your members. How many are return riders — people who in their younger years hopped on a bike, burnt around, got married and settled down and suddenly the bike gets put in the garage.

Mr ARKELL — Pick me!

Mr ELSBURY — How many would you say, roughly, would be return riders?

Mr ARKELL — A guess — 50 per cent? That is a guess, but I think it would be pretty close. I am a prime example of that situation.

Mr ELSBURY — Given that return riders tend to have incidents when they hop on a bike again — because the technology has improved it is not the same bike it used to be and you have forgotten, basically, just how the bike handles underneath — do you see any value in either not renewing motorcycle licences automatically or a return-to-the-road licensing structure?

Mr ARKELL — Tricky question. For me personally my situation was that I gave up the bike when I bumped into the back of a Commodore in Melbourne in the city when it stopped in the middle of the intersection after the traffic lights changed green. I did a complete flip over the handlebars in my suit and landed on my feet, luckily.

Mr TILLEY — Good trick!

Mr ARKELL — It was then I decided to put the bike away, sell it and move on, and I got on with my life. Then some 20 years later my wife bought me a Honda Gold Wing for my birthday. I returned to riding. I did not even take that bike for a test ride when I bought it. I took an experienced rider with me who took the bike for a ride and gave me the nod — yea or nay. He also happens to be a MICA paramedic. He and I brought the bike back on the trailer, and I then rode it around locally in my paddock. I ventured out onto the road very gradually and then went straight down to HART and did the intermediate course to revise what I had forgotten. Coming back to your question, do I think it should be mandatory?

Mr ELSBURY — Not necessarily mandatory, but what do you think of the idea?

Mr ARKELL — I think it is a good idea, personally, and I would strongly recommend it to anyone who was in my situation or a similar situation. I strongly recommend it. Make it mandatory? Ugh! It comes back to choice.

Mr ELSBURY — The situation is that you have potentially got Glenn, who goes off and used to ride around on a little Honda, and then in his older years decides, ‘You know what? I have always wanted a Harley’. He opens up the throttle and puts it out into some traffic, accidentally of course. He never meant to do it, but puts it on its side as he comes out his driveway. So it is just trying to account for the changes in the way people drive, the amount of traffic around and the changes in the actual bikes themselves. You also mentioned that you have the opinion that younger riders would not want to hang around with you guys because you all wear your safety equipment. Is that a choice or is that something that the club is very stringent on?

Mr ARKELL — I do not believe it is a club issue. It is a personal issue.

Mr FOSTER — We are wise enough now to do it.

Mr ARKELL — Exactly. When my wife bought the Gold Wing, we went down to Melbourne. We were both fitted out with leathers, safety boots and helmets, and I periodically renew my helmet.

Mr ELSBURY — Considering that you have got the standards for your helmets and you can just about tell which one is a good helmet just from sheer cost, supposedly that is one way of telling whether or not you have a good helmet — the more you pay for it the better it is supposed to protect?

Mr FOSTER — Supposedly.

Mr ARKELL — Good theory.

Mr ELSBURY — Supposedly. How do you pick your equipment that you go off and buy? How do you pick your boots considering there is no standard by which to really judge?

Mr ARKELL — I do not. I try them on and if they are comfortable and it looks solid enough, I am happy with it. There are no issues from a standards perspective. As far as the helmet is concerned, if it meets the Australian standards, I am happy. The cost does not matter. I do not necessarily go for a more expensive helmet. I am putting my trust and faith in the Australian standards sticker.

Mr ELSBURY — I am just taking the comments of Elizabeth, who just completed her evidence, who said she had a \$150 helmet and thank God she was not wearing it on the particular day she had her accident. I am wondering why she would have made that statement if it is a helmet that meets the standards.

Mr ARKELL — I do not know.

Mr ELSBURY — How do you pick your equipment when you go for a burl?

Mr FOSTER — This does not specifically have to be me, but motorcyclists do choose their equipment regarding vanity as well. There is style and how good you are going to look and you are not going to look too daggy, et cetera. I am a little bit different in that I have purchased a helmet that has a visor at the top, like a veranda, so that I can ride into a setting sun and not have to ride one-handed because I cannot see. So I have a specific helmet that does have a veranda on it. That makes me a little bit distinctive. I did choose a white one because I thought I would stand out more in traffic, but apart from that I chose it for the veranda and the safety aspect because it is a rather expensive helmet.

Mr LANGUILLER — How much was that?

Mr FOSTER — It was a \$900 helmet. Someone said to me if you have got a \$20 head, buy a \$20 helmet.

Mr ARKELL — I must have a \$200 head!

Mr FOSTER — I could not get a veranda for less.

Mr TILLEY — I had a question about protective clothing, but I think we have pretty well covered that. I just want to cover one point. You were talking about off-road in your contribution. What I understand as a licensed motorcyclist — and I have ridden motorcycles off-road — is that a lot of our roads are also unsealed. That is specifically what this inquiry is talking about — the state parks and the state forests — so the same road laws apply to those conditions. It is not as if we are talking about bush bashing, motocross and those sorts of things. We are specifically talking about off-road riding, which occurs principally through all of our state parks and forests. Do you know of any of your club members participating in forest riding in state parks and those sorts of activities as well?

Mr FOSTER — Not at our age.

Mr ARKELL — Most of our guys would not be seen dead on a motocross.

Mr FOSTER — When you say the roads in the parks, you are not talking about bush bashing?

Mr TILLEY — No. We are specifically talking about what, under the existing statutes or legislation, are roads.

Mr ARKELL — As I said earlier, I travel on the dirt road for 2½ kilometres to get out onto the bitumen. I know a little bit about off-road riding, I guess. A Gold Wing is very heavy to pick up if I drop it in the dirt.

Mr FOSTER — Can I just make a comment?

Mr TILLEY — Sure.

Mr FOSTER — The sergeant was speaking this morning about trying to catch the motorcyclists before they actually head into the forests. The Ballan-Blackwood Road is a nice winding road and motorcyclists love it in on the weekends. Off to the side in a couple of spots there are clearings and you will see, every weekend, the utes and cars there with trailers on them and the motorcycles sitting on the back, and they are about to take them off and head into the bush. The first thing I think about is I would not want to have a house anywhere near that area because all you would hear would be very loud mosquitoes buzzing all weekend and it would drive you crazy. The sergeant and the police officer, the two men in the car, roll up there to nab someone before they go into the bush. If they get two people, they will be lucky because the people arrive at that place all day. They come from other places and say, 'We are finished there; let's go to the new place'. If they catch 2, they are going to miss 50, or they going to miss 80. Who knows how many? And they come from everywhere. They come from Melbourne just to ride in the bush because modern technology makes the bike like a rocket. It handles beautifully and they can go like Luke Skywalker on one of those rocket-propelled things.

Mr ARKELL — Where I live, Platts Road, it is a dead-end road for want of a better term. It goes into the back of the state forests behind Buninyong. Every weekend there are a couple of bikes that will go past. Luckily they do not stay around in our area. They go past and we never see them again, or they will come out and we never see them again. So they are not quite as annoying as that, but — —

Mr TILLEY — But they are there.

Mr ARKELL — Yes.

Mr FOSTER — But if you think that riding on roads in the bush is different from bush bashing, I am just wondering whether it is not, because if you have one of those dirt bikes that is meant to go off-road, you do not want to ride it on a dirt road. You want to ride on a dirt track and play with the trees. You want to ride it on a dirt track and play with it. You want to see if you can go round the corner as fast as a bullet, and that is the thrill of it all. It is part of motorcycling, another part, but it is part of it.

Mr TILLEY — Sure.

The CHAIR — Gentlemen, it may be going over some old material, but there are a couple of things actually. One, Eric, we require your name and address for Hansard purposes.

Mr FOSTER — Eric Foster, Post Office Box 634W, Ballarat West 3350.

The CHAIR — It might be just of general interest to have your vocational roles prior to your transition to the Ulysses motorcycle club and your role or office-bearer positions in the club.

Mr FOSTER — I am vice-president and a welfare officer.

Mr ARKELL — I am the webmaster; I do the IT side of it.

The CHAIR — Mr Arkell, what has been your prior vocational journey?

Mr ARKELL — I started my working career as a police officer in police cadets in a very early lifetime, moved into the former Public Transport Corporation where I worked for nearly 20 years, and most recently have just finished with IBM for the last 16 years. I now like to call myself semi-retired, but I still am doing some IT work.

The CHAIR — Including your webmaster work?

Mr ARKELL — Yes. I have several volunteer webmaster jobs.

The CHAIR — Thank you. Mr Foster?

Mr FOSTER — I started my working life as a newspaper reporter and left the city and spent 30 years as a fruit grower north of Swan Hill, and three years ago retired to the Ballarat district to enjoy motorcycling.

The CHAIR — I think you have probably already covered it, but I am interested in any distilled summary of key outcomes that you would like to see as a result of this inquiry.

Mr ARKELL — More promotional activities around driver and rider awareness, and awareness is a very broad term. It is not just being aware of the fly that is on your windscreen, but awareness of everything around you. It has been said before today — and David Hyatt quite eloquently put it again today — that a motorcyclist is far more aware of his or her surroundings compared to the average car driver.

Mr LANGUILLER — I am just beginning to think, if I may, that the problem with the inquiry, if you know what I mean, is that we are able to communicate with those that belong to clubs and with structured and organised communities. There are, as I understand it, about 300 000 licensed riders, so there are probably more than that out there. You may be part of a club with 30 000 members, but the difficulty is how do we and government agencies engage with the other mob, if I may say that, that does not belong to a club, that is not structured, that has not come before this inquiry and made submissions? What advice would you give us? How do we and how do you engage with the majority out there who are not members of clubs when they, if I may say, in my very short period of time with the parliamentary Road Safety Committee, are kind of the problem, if you know what I mean? They are the ones that we need to get through to in terms of protective gear, riding safely, appropriate speed, recognition of all challenges, being cognisant and aware of the dangers and so on and so forth. More and more I get the sense that you are not the problem, if you know what I mean; it is the others. What recommendations and advice can you provide to this committee in terms of engagement with that other group, which is very large and very significant, let alone the off-rider ones, unlicensed and so on.

Mr ARKELL — Advertising campaigns have been brilliant in the past in my view for the TAC ads, particularly the program of rider apparel and gear. That was a great program and it really brought it home, even to me, who predominantly wears leathers. In fact now I always wear leathers, and if it is too hot for leathers, I do not ride. So more of that; engaging any potential riders as well as current riders, motorcycle enthusiasts. In addition to that — and I am not sure how you would go about it — getting involved with or getting in touch with a collection of the groups that come together at least will give you some engagement on other motorcyclists other than the primary collective. I am assuming that Ulysses would be the primary collective

here in Australia at least, but yes, there are other rider groups and I can only suggest trying to get in touch with those groups, finding those groups and trying to — —

Mr LANGUILLER — You appreciate the challenge in terms of — —

Mr ARKELL — Absolutely.

Mr LANGUILLER — You were suggesting earlier that the younger riders would not want to engage with you. How much would they want to engage with me wearing a suit, a tie and cuff links?

Mr FOSTER — Some of them wear suits. In our field, unlike you, we see the problem as being the car drivers. Now I know in your field you see the problem as the car drivers and the motorcyclists, and you are trying to find some solutions for the young motorcyclists who will not take any advice and cause accidents to themselves and others. To us in staying alive on the road, our biggest problem is dealing with car drivers who are not aware. We are forced to be aware because we love motorcycling. One of the questions that you asked David Hyatt was, 'Why do you ride a motorcycle?', and he gave you an answer that said, 'I have to ride a motorcycle'. There is something about motorcycling that triggers something in your brain to make you feel more alive, make you feel that life is better. At the same time when motorcycling with your visor up on your helmet, you smell things that you do not smell in a car. You can smell the cigarette smoke of someone on the corner, or you can smell the perfume on the woman walking down the road as you ride past. You feel the texture of the road through the tyres on the motorbike.

Mr ARKELL — There is nothing better than the spring air!

Mr FOSTER — If you ride past someone who has mowed their lawn, you get the smell of cut lawn. All those things are constantly bombarding you, and something in you says, 'This is life at its highest'. It is a heightened awareness. Now we have to keep extending that to take into account the cars because they are all out to kill you. It is just that some of them do not know it. There are those that just drive and never look in their rear vision mirror. There are four of them in the car and they are coming back from bowls and they are excited about what happened with the day — they are the obvious ones. It is the ones that are unpredictable that you have to try and work out to be in a position that is going to not cause yourself some grief. My point is that we do not think about the problem motorcyclists; we think about the problem car drivers. But awareness is the biggest single issue. If car drivers were more aware of motorcyclists, our job would be so much easier. If you can make motorists understand why we ride motorcycles, maybe that will make them more aware of us. I do not know.

Mr ARKELL — If I can just make a quick comment and quote from the current November issue of *Riding On* magazine, which is the quarterly magazine put out by the Ulysses group to all its members. The *Riding On* magazine has done a new member profile. It refers to:

... member Ashley Schaeffer #60003.

It goes through a series of typical questions to a new member: how old are you, what do you do, what bike do you ride and so on. The final question posed to Ashley is:

Has riding ever taught you a lesson; if so, what was it?

His answer is:

The best thing that I have learnt from riding is to be more aware of vehicles, road conditions and surroundings.

It could not have been published at a more convenient time for this session. I just thought that was worth mentioning as well.

The CHAIR — Mr Foster, what bike do you ride?

Mr FOSTER — I ride a BMW 1200, which is a largish bike.

The CHAIR — Is it possible to experience life at its highest on a 50 cc moped when you can still smell the perfume, the spring air and the feel of the road?

Mr ARKELL — Absolutely. You would probably smell a lot more.

The CHAIR — My question is to Mr Foster.

Mr ARKELL — Sorry.

Mr FOSTER — Never having had a 50 cc moped, I think the problem with a 50 cc moped is this: if you play in the traffic on a 50 cc motorbike, the traffic will dominate you and your demise is imminent. This is my opinion only — and others will agree with it, I think — but when you drive in the traffic you have to control the situation to save your own life, and you cannot do it if you do not have a powerful enough bike; in other words, to be able to get out of a situation, accelerate around someone and not have Mr Idiot there who is sitting 6 inches from your back mudguard. I would not ride a 50 cc or 100 cc bike in traffic because it does not have enough power to save me.

The CHAIR — Is there any song or music that you whistle in the air as you are riding on your 1200 cc bike?

Mr FOSTER — Is there any?

The CHAIR — Music.

Mr FOSTER — I have the capacity for music, but my wife is on the back and we have an intercom, so we talk.

Mr LANGUILLER — So that is music to your ears?

Mr FOSTER — I cannot have music while my wife is commenting.

The CHAIR — Literally a back-seat driver?

Mr FOSTER — My wife is also a speed limiter. I get kidney punches or a tap on the back of the helmet if I am going above the speed limit. But I have the capacity for music, and a lot of motorcyclists do.

The CHAIR — Does *Born to Run* feature in the characterisation?

Mr FOSTER — There is a joke in the Ulysses because the Bandidos are in the area with a clubhouse somewhere, but with our age and our manners we Ulysses call ourselves the Doritos. We are about as harmful as corn chips!

Mr LANGUILLER — I must admit and confess to my prejudice. I thought I would hear a lot of evidence in this inquiry in relation to the safety of motorcycles and road safety, but I did not think I was going to hear about the smelling of perfumes and roses. That is perhaps from my very prejudicial point of view.

Mr ARKELL — It is very serious. My wife and I travelled up to Mildura and it just happened to be at around this time of the year, spring, and going through there with all the citrus and what-not was absolutely magic.

The CHAIR — Gentlemen, thank you for your exposition of life at its highest.

Mr ARKELL — Our pleasure.

Mr LANGUILLER — Keep enjoying it.

The CHAIR — Thank you, Hansard, staff and visitors.

Committee adjourned.