

NATIONAL 'TRAIN THE TRAINERS' MOTORCYCLE RIDER TRAINERS SEMINAR

BACKGROUND

A national 2 day motorcycle rider trainers 'Training for Safety' seminar was held at the BMW Performance Driving Centre, Norwell, south of Brisbane, on 17 and 18 September 1992.

The seminar was arranged as one of the motorcycle training initiatives stemming from the consultative package developed when ADR 19.01 for daytime running lights for new motorcycles was announced by The Minister for Land Transport, the Hon Bob Brown MP, in December 1990.

A number of alternative proposals were originally considered including an option to arrange a travelling motorcycle rider training package for remote regional areas. However, as this type of motorcycle rider training is already available in a number of States it was proposed that a national seminar addressing motorcycle rider trainer standards and accreditation was another worthwhile option.

The Federal Office of Road Safety and the Federal Chamber of Automotive Industries jointly sponsored the national 'Training for Safety' motorcycle trainers seminar to progress the overall development of motorcycle rider training skills nationally. The theme chosen was 'training for safety'. The four major topics addressed were;

Entry Requirements - or what prerequisites exist to become a motorcycle rider trainer

Training Programs - who trains the trainers and what type of training is available

Classifications - what type of accreditation and levels exist for trainers, and

Quality Control - what mechanisms exist to monitor and review the quality of motorcycle rider training available.

- the issue and quality of motorcycle training be fostered by FORS in conjunction with States and Territories and the FCAI.

A summary of points raised at each workshop follows.

A major achievement of the seminar was the formation of an Australian Rider Trainers Association (ARTA) which was established as a self-funded national association to progress motorcycle rider trainer issues.

Representatives elected to the new association are Cameron Cuthill (Honda Australia Rider Training) and Warwick Schuberg (Stay Upright NSW). The interim secretary is John Kaye (Stay Upright ACT).

Mr Neil O'Keefe, MP, in closing the seminar stated that he would take the final recommendations from the seminar to ATAC through Mr Bob Brown, the Federal Minister for Land Transport.

Attached for reference are:

- copy of seminar program,
- attendance list,
- a summary of the major points referred to under the seminar headings,
and
- a post seminar media release communique.

**SUMMARY OF WORKSHOP
RECOMMENDATIONS**

WORKSHOP 1: ACCREDITATION

1. A minimum competency-based standard for instructors should be developed.
2. Objective assessment is required. This should be ex-house and include the concept of ongoing upgrading.
3. The accreditation process should reflect the core curriculum.
4. Organisations should promote their own structures and career paths.
5. The most highly-skilled trainers should train the least skilled students.
 - a higher based entry level for training novice riders is required
 - private enterprise can develop additional levels within their organisations to address advanced courses, etc
6. Implications for licensing of instructors needs to be addressed.
 - pre-learner
 - pre-provisional
 - senior (training the trainers)
 - testers
7. Instructors should instruct at least two to four courses yearly to maintain their skills.
 - evaluation of skills and riding skills improvement should be built into the process
8. Instructor networking should be promoted through:
 - Meetings
 - Bulletins
 - Social Functions
9. Training/education in other fields as well as motorcycle riding should be available and encouraged for instructors, eg driving, business principles, learning theory, management, supervision etc, to broaden viewpoint

10. The following accreditation structure for instructors was suggested.
 - pre-learner
 - pre-licence
 - senior
 - advanced
 - coordinator
11. Motivation and enthusiasm should be maintained through rewards, wage structures and tailoring training to the individual.
12. Re-certification can be achieved through ongoing assessment by coordinators.
13. The need for formal qualifications in training was recognised. Courses should be available and promoted with instructors in train the trainer, teaching, and methods of instruction
14. Advanced specialised training is outside the scope of this structure but may possibly be developed in-house.
15. Senior instructors need:
 - ability to organise
 - leadership skills
 - administrative skills
 - high-level teaching skills, and
 - a high skill-base

WORKSHOP 1: CORE CURRICULUM

Groups identified a need for the following changes: a review of the essential and desirable categories.

Retitle to 'off-street' rather than 'off-road'.

Removal of jargon.

Include a mission statement.

Attitude and motivation should be up-front.

Should be outcome and competency-based.

Involvement with other road users eg 'street strategies'.

Should reflect current research in the area.

WORKSHOP 2: PRE-ENTRY REQUIREMENTS

1. First Aid Certificate.
2. Psychological test?.
 - how to go about it?
 - character assessment
3. Written application including resume.
 - literacy test
4. No discrimination in advertising seeking instructors.
5. Basic mechanical skills desirable.
6. Has completed available rider courses.
7. That course providers give applicants a clear idea of their obligations as an instructor and their potential career-path.
8. The applicant should be a practising motorcyclist with their own registered motorcycle.
9. Not a novice rider.
 - at least 3-4 years riding experience
 - maybe some exemptions for approved alternatives
10. Up to 5 years free of:
 - serious traffic offence
 - any drink-driving offence
 - any serious criminal offence

11. Good interpersonal communications skills.
 - although these may be developed after instructor training
12. Completion of a basic method of instruction course.
13. Satisfactory completion of
 - on-road skills test at an approved standard
 - knowledge test
14. Satisfactory medical and health standard
 - ability to perform the riding/instructor task
 - ability to satisfy occupational health and safety requirements
 - so that they are not a hazard to themselves or to others

WORKSHOP 3: INSTRUCTOR NEEDS AND UNDERSTANDING

1. Defined mission statement required by Training Organisation.
2. Commitment to 'safe motorcycling'.
3. Code of ethics.
4. Understanding of principles of teaching/training and an ability to use lesson plans, resources and with good classroom skills.
5. Knowledge and understanding of problem of road trauma.
6. What the learner needs to counter this problem.
7. Demonstrated ability to provide/convey knowledge, skills attitude.
8. Identify feedback and respond appropriately, relate to students, problem analysis skills, counselling.
9. Demonstrated riding skill ability with a working knowledge of applied motorcycle dynamics.
10. First aid - Occupational Health and Safety aspects.

11. Legal issues.
12. Motorcycle maintenance, mechanical understanding.
13. Use of protective clothing.
14. Ongoing training to keep up to date with developments in the field.
15. Qualifications in training such as basic methods of instruction course.
16. The ability to display and instil appropriate attitudes.
17. The ability to implement, deliver and understand curriculum.
18. Understanding and working knowledge of relevant legislation.
19. Leadership skills.
20. Continuing good traffic/criminal record.
21. An understanding and willingness to implement EEO and anti-discrimination principles.
22. High motivation and commitment to motorcycling.
23. Course management
 - Safety
 - Registration
 - Housekeeping
 - Business principles

WORKSHOP 4: OUTCOMES FROM SEMINAR

1. FORS to facilitate an interim structure to establish a motorcycle national accreditation board with responsibility for:
 - formulating national standards
 - reviewing the student core curriculum
 - developing an instructor curriculum
 - reporting and making recommendations to government
 - includes a representative from each state, including ARTA representative
2. States and territories to administer training programs within guidelines set by MCNAB (Motorcycle National Accreditation Board).
 - on their behalf
 - decide on appropriate providers
3. Providers have responsibility for training and certifying instructor's proficiency.
4. Need to form an Australian Rider Trainer Association. Issues of registration costs and part and full time members need to be considered.
5. A working party should be established to develop the ARTA and MCNAB proposals and set a time-scale for operation.
 - seek training industry involvement
 - recommend level of government and industry involvement
 - ensure continuity from the seminar
6. The relationship of the national body with NRTC, ATAC etc., should be considered and resolved.

7. Assessment/Accreditation should cover

- curriculum
- instructors
- resources
- facilities
- organisation

8. Ongoing Quality Control mechanism to be introduced to promote improvements and maintain the integrity of the system.

LIST OF ATTENDEES

MOTORCYCLE 'TRAINING FOR SAFETY' SEMINAR - ATTENDEES

GUEST SPEAKERS

Mr Peter Fassnacht
Vice President, Safety Programs
Motorcycle Safety Foundation USA
Irvine, California USA
FAX 714-727-4217

Mr Peter Makeham
Director, Federal Office of Road Safety
5th Floor, Cox Building
Mort Street, Canberra City
GPO Box 594, Canberra City 2601

Mr Ron Meatchem (Thursday am only)
Managing Director
BMW Australia Ltd
(Chairman, Motorcycle MDs Group - FCAI)
PO Box 745
Mulgrave Nth VIC 3170

FACILITATORS

Seminar Facilitator

Mr Mike Scandrett-Smith	Ph 08-2772544
Manager Driver Development	Fax 08-2770372
Department of Road Transport	
PO Box 407	
Melrose Park, SA 5039	

Workshop Facilitators

Mr Vic Carter	Ph 08-2772544
Office of Road Safety	
PO Box 407	
Melrose Park, SA 5039	

Mr Paul Rees
Rider Training Unit
Road Traffic Authority
GPO Box 28
Sydney NSW 2001

Ph 02-2186888

Mr Cameron Cuthill (*)
Manager/Chief Instructor
Honda Australia Rider Training
Sharps Road, Tullamarine, Victoria 3043
PO Box 535, Niddrie 3042

Ph 03-3352799

Fax 03-3354808

Mr David Closs (*)
Motorcycle Rider Training
Department Roads and Transport
GPO Box 1002K, Hobart TAS

Ph 002-335248

Mr Alex Jerrim (*)
Traffic Education Centre
PO Box 999
Armidale NSW 2350

Ph 067-728688

Fax 067-724590

Mr Peter Johnston (*)
Traffic Education Centre
PO Box 999
Armidale NSW 2350

Ph 067-728688

Fax 067-724590

Reserve Workshop Facilitator

Mr Ray Newland
Manager, Testing and Training Standards
VIC Roads
NW Metro Region
1100 Pascoe Vale Road
Broadmeadows VIC 3047

Ph 03-8106698

OTHER STATE/TERRITORY REPRESENTATIVES

Sergeant Greg Yench
Officer In Charge
Police Driver Training Unit
WA Police

Ph 09-4305204

Fax 09-4307112

148 Forrest Street, East Fremantle 6158 WA

Mr Mark Ambrose
Department of Transport and Works
PO Box 2130, Alice Springs, NT

Ph 089-515278
Fax 089-5157791

Mr Peter Mitchell
Manager, Driver Standards Policy Unit
Transport Regulations, ACT Government
PO Box 582, Dickson ACT 2602

Ph 06-2077158
Fax 06-2077160

Mr John Kaye
Manager, Stay Upright Pty Ltd ACT
1 Prell Place, Hackett ACT 2602

Ph(H)06-2470667

Mr Steve Northey
Ride It Right
148 Elernore Parade
Wallsend, NSW 2287

Ph 018-497863

Mr Warwicke Schuberg
Stay Upright
Amaroo Park Raceway
Annangrove Road
Annangrove NSW 2156

Ph 02-6791761
Ph (H)064-567213
Fax (H)064-567215

Mr Graeme Rowe
Right Start
PO Box 131
Parramatta NSW 2124

Ph 02-6223661

Mr Terry Sweeney c/- Paul Rees
Chief Riding Instructor
Rider Training Unit
Road Traffic Authority
GPO Box 28
Sydney NSW 2001

Ph 02-2186888

Mr Duncan McRae
Roadsense Motorcycle Techniques
PO Box 582
Hornsby NSW 2077

Ph 02-4842675
Fax 02-4821159

Mr Rob Smith (Training Consultant) C/- Mr Ray Newland
Road Safety, VIC Roads
NW Metro Region
1100 Pascoe Vale Road
Broadmeadows VIC 3047

Mr Mark Pendlebury (Senior Instructor)
C/- Mr Ray Newland
Road Safety, VIC Roads
NW Metro Region
1100 Pascoe Vale Road
Broadmeadows VIC 3047

Mrs F Robinson
Manager, Road Safety
Department of Roads and Transport
GPO Box 1002K
Hobart, Tasmania 7001

Ph 002-335344
Fax 002-310976

Mr P Maher
Senior Motorcycle Instructor
Department of Roads and Transport
GPO Box 1002K
Hobart, Tasmania 7001

Mr H Colvin
Senior Motorcycle Instructor
Department of Roads and Transport
GPO Box 1002K
Hobart, Tasmania 7001

Mr C Franklin (Friday only)
Senior Motorcycle Instructor
Department of Roads and Transport
GPO Box 1002K
Hobart, Tasmania 7001

Ms Donna Salotti
Resource Development Officer
Community Programs, Resources and Information
Department of Transport
PO Box 673
Fortitude Valley QLD 4006

Ph 07-2534806
Fax 07-2534751

Senior Constable Peter Flanders
Unit 38/6 Springwood Road
Springwood QLD 4127

Ph 07-2066160
Fax 07-2066685

Mr Peter Conn
President, M R A Q
PO Box 6024
Upper Mt Gravatt QLD 4122

Ph 07-8494522
M 018-732694

Mr Malcolm McIlwraith
Road Safety Consultant
Department of Transport QLD
PO Box 7027
Toowoomba Mail Centre

Ph 076-350288
Fax 076-355446

Mr Alan Brown
Policy & Standards Development Officer
Department of Transport QLD
GPO Box 1412 Brisbane QLD

Ph 07-8342175
Fax 07-8342066

Mr Bernie Hatton
Director, Top Rider Motorcycle School
Unit 2/9 United Road
Ashmore QLD 4214

Ph 075-972433

OTHER GUESTS

Mr Neil O'Keefe (Friday pm only)
Federal Member for Burke
Chairman, Caucus Transport and Communications Committee

Mr Greg Goebel
Director Road Safety
Department of Transport QLD

Mr Albert Bowden
AMC
PO Box 190
Reservoir 3073 VIC

Ph 03-4609596
Fax 03-4604974

Mr Peter Mount
Chairman, AMC
PO Box 81
Glen Osmond, SA 5064

Ph 08-3395400
Fax 08-2013084

Mr Hal Caston
AMC
PO Box 3067
BMDC ACT 2617

Ph 06-2061339
Fax 06-2061300
(shared fax)

MRAA
Mr John Nelson
34 Abbeygate Street
Oakleigh 3166 VIC

Ph 03-5686374

MTAQ

Mr Peter Flanders
Motorcycle Riding School
C/- MTAQ
PO Box 359
South Brisbane 4101

Ph 07-8447555
Fax 07-8444488

Social Development Committee

Dr Jane Hendtlass
19th Level, Nauru House
80 Collins Street
Melbourne 3000

Ph 03-6556850
Fax 03-6556858

Mr Stuart Strickland
Honda Australia Pty Ltd
Private Bag 19
Cambellfield VIC 3061

Mr Kaz Yanagida
Assistant to Managing Director
Honda Australia Pty Ltd
Private Bag 19
Cambellfield VIC 3061

Mr Neville Doyle
Kawasaki Motors Pty Ltd
Private Bag 24
Rydalmere NSW 2116

Ph 02-6842585

Mr Roy Kojima
Yamaha Motors Australia Pty Ltd
Private Bag 48
Smithfield NSW 2164

Mr Chris van WYK
BMW Australia Ltd
PO Box 745
Mulgrave North
Victoria 3170

Ph 03-2644001
Fax 03-5622799

Mr Graham Sellers
Benson & Hedges Performance Driving Centre
2 Norwell Road, Gold Coast QLD 4208

Ph 075-461366
Fax 075-461300

Mr Paul Polidano
Director AVSCS Pty Ltd
Harley Davidson International
C/- PO Box 204
Bulleen VIC 3105

Mr Geoff Cook
Suzuki Australia Pty Ltd
PO Box 387
Parramatta NSW 2150

Ph 02-6387711
Fax 02-6386215

Mr Rex Scholar
Federal Chamber of Automotive Industries
6th Floor, Perpetual Trustees Building
10 Rudd Street, Canberra City 2601
GPO Box 313, Canberra City 2601

Ph 06-2473811
Fax 06-2487673

Mr Ian Grigg (Thursday am only)
Chief Executive
Federal Chamber of Automotive Industries

FORS
Mr Peter Makeham (mentioned under speakers)
Ms Wendi Key
Mr David Combe
Mr Dominic Zaal

SEMINAR PROGRAM

'TRAINING FOR SAFETY' MOTORCYCLE TRAINERS SEMINAR

Thursday 17 and Friday 18 September 1992, BMW Performance Driving Centre,
Brisbane QLD

Sponsored and organised by the Federal Office of Road Safety and the Federal Chamber of Automotive Industries (motorcycle manufacturers).

PREAMBLE

The purpose of the seminar is to gather together representatives from across Australia of motorcycle trainers, members of the Federal Chamber of Automotive Industries, the Federal Office of Road Safety, other road safety authorities and motorcycle rider groups to focus on and discuss issues relating to motorcycle instructor standards and accreditation.

The main issues to be discussed at the seminar will be national motorcycle trainer standards, accreditation, entry requirements and quality control to assist the overall development of motorcycle rider skills nationally.

PROGRAM

Thursday 17 September

9am	Welcome	Ian Grigg, Chief Executive FCAI
9.05	Opening	Peter Makeham (Director, Federal Office Of Road Safety) & Ron Meatchem (Chairman, FCAI Motorcycle M Ds Group)
9.30	Key Address	Peter Fassnacht (Motorcycle Safety Foundation, USA)
10.15	Questions	
10.30	Morning Tea	DEMONSTRATION OF MOTORCYCLE RIDING TECHNIQUES
11am	Session 1	(open forum to set the scene for work groups and raise any relevant issues associated to the agenda topics)
12.30	Lunch	
1.30	Session 2	(Workshop and reporting)
3pm	Afternoon Tea	
3.30	Session 3	(Workshop and reporting)
5pm	Close	
7pm	Pre-dinner Drinks	Cowrie/Periwinkle Rooms 1st Floor, Pan Pacific Hotel
7.30	Seminar Dinner Hosted by FCAI	Dinner Speaker (TBA) Motorcycle Manufacturer Display

Friday 18 September

9am	Session 4	(Workshop and reporting)
10.30	Morning Tea	
11am	Session 5	(Workshop and reporting)
12.30	Lunch	
1.30	Session 6	(Plenary - summarise recommendations and prepare for presentation to panel)
3pm	Afternoon Tea	
3.30	Session 7	Presentation to Panel
4pm	Close	Mr Neil O'Keefe Federal Member for Burke, Chairman, Caucus Committee on Transport and Communications

SESSIONS

OPENING ADDRESS

Mr Peter Makeham	Federal Office of Road Safety
Mr Ron Meatchem	Federal Chamber of Automotive Industries

KEY ADDRESS

Mr Peter Fassnacht	Motorcycle Safety Foundation USA
--------------------	----------------------------------

WORKSHOPS

ENTRY REQUIREMENTS - to become a trainer

TRAINING PROGRAMS - who trains the trainers, where, when

CLASSIFICATIONS - accreditation/levels, hierarchy

QUALITY CONTROL - monitor/review/control/uniformity/national approach

Workshops will initially be small groups concentrating on one topic at a time (approx 45 min) then presentation and discussion in large group (approx 45 min), to consolidate a summary on that topic to prepare for panel presentation at the end of the final day.

WORKSHOP FACILITATORS

CHAIRPERSON / WORKSHOP COORDINATOR - MIKE SCANDRETT-SMITH

VIC CARTER

PAUL REES

CAMERON CUTHILL

DAVID CLOSS

ALEX JERRIM

PETER JOHNSTON

RAY NEWLAND (reserve)

PANEL

- Mr Peter Fassnacht - Vice President, Safety Programs, Motorcycle Safety Foundation USA.
- Mr Peter Mount - Chairman, Australian Motorcycle Council.
- Mr Peter Makeham - Director, Federal Office of Road Safety.
- Mr Greg Goebel, Director Road Safety, Department of Transport QLD
- Mr Rex Scholar - Chief Engineer, FCAI.
- Mr Warwicke Schuberg - Stay Upright.

GUEST LIST

- Mr Neil O'Keefe, Federal Member for Burke and Chairman, Caucus Committee on Transport and Communications.
- GUEST SPEAKERS/FACILITATORS
- MOTORCYCLE RIDER TRAINERS
- MANUFACTURERS/DEALERS FROM YAMAHA, SUZUKI, HARLEY, KAWASAKI, HONDA AND BMW - MTA QUEENSLAND
- ROAD SAFETY REPRESENTATIVES FROM EACH STATE
- REPRESENTATIVES FROM MOTORCYCLE RIDER GROUPS
- FEDERAL OFFICE OF ROAD SAFETY REPRESENTATIVES

Gardner Set For Bathurst After German Car Debut

By MICK HARTGERINK

RETIRED motorcycle ace Wayne Gardner said he's not scared about driving in the Tooheys 1000 at Bathurst this weekend, after a promising touring car debut in Germany on September 19/20.

"They (the German races) put my mind at ease about driving at Bathurst," Gardner said. "At least now I know I can handle a car in a traffic situation in a race, so I feel much better about going to Bathurst. I'm not scared anymore about stuffing it up."

Gardner drove an M3 BMW for the Jagemester team at the penultimate round of the German touring car championship at the Nurburgring, but will switch to a Holden Commodore for the Bathurst classic. He will drive with Sydney's Graham Moore in a car sponsored by Strathfield Car Radios.

"The races in Germany were great fun," Gardner said. "And I didn't spin out once. That was particularly encouraging, as far as Bathurst is concerned. The Tooheys 1000 will be only my second touring car meeting, and I don't want to stuff it up and make a fool of myself. Hopefully, the experience in Germany will help me a lot up at the mountain."

Gardner contested the pre-qualifying race on the Saturday at the Nurburgring, and finished sixth. "I was pretty happy with that. There was plenty of bashing and barging, but I beat some guys with a lot of experience in car racing, so that was pleasing."

The Sunday there were two races, but I got taken out on the first lap and the car had a bent steering arm. In the second race there was a big crash at the chicane on the first lap and I had to go into the infield to avoid it. Then there were 10 laps under a yellow flag, so by the time we got racing again it was all over for me and I finished about 14th.

"But it was a great experience, and it is nice not to get hurt when you get taken out! The drivers were all very kind to me, and I thoroughly enjoyed it."

"Bathurst will be a different matter though. I know I've got a lot to learn. I'm pretty untidy, especially in my gearshifts, and Bathurst is one hell of a hard race."

"I just hope nobody expects too much. I just want to get out there and circulate as quickly as I can and, hopefully, finish the race. I plan to stay right out off trouble if I can."

After the Bathurst race Gardner will return to Germany for the final round of the touring car championship at Hockenheim. "I hear the cars get up to 290 km/h on the back straight at

By MARK REED

AUSTRALIA has moved a step closer to uniform motorcycle training standards following a national seminar held in Queensland two weeks ago.

The two-day seminar brought together 50 representatives from a broad range of groups associated with the issue of motorcycle safety.

These included key players from the motorcycle industry, Federal, State and Territory, road safety authorities, professional riding instructors and leaders of major motorcycle rider groups, including the Australian Motorcycle Council.

Guest speaker at the seminar was Peter Fassnacht, Vice-president of the Motorcycle Safety Foundation of America. Fassnacht was responsible for establishing American and Canadian rider instructor standards.

The seminar, titled Training For Safety, was organised by the Federal Office of Road Safety (FORS) and the Federal Chamber of Automotive Industries (FCAI) motorcycle group. It was held at Norwell on the Gold Coast on September 17-18.

This was the first time all of the interested parties — the bureaucrats, the people who rely on motorcycle sales, the people responsible for the hands-on instruction of riders, and persons representing the motorcycle-using population — had met to discuss how best to train new riders.

As a result of the seminar, Federal and State Governments will be urged to move towards uniform national motorcycle training standards and accreditation of motorcycle instructors.

There has been a real need for some form of standardisation of motorcycle instructor training and proficiency levels in Australia. While a number of outstanding rider training schools operate in various states, the lack of national standards has meant that sub-standard levels of instruction have also been practised.

In his opening speech, the Director of FORS, Peter Makeham, said that motorcyclists accounted for about 12 percent of Australia's

Rider Trainers Get Together On Standards

road fatalities and faced about 19 times the risk of motorists.

He also stated that motorcycle rider instructors can improve motorcycle safety by shaping rider attitudes, citing the dangers of alcohol consumption and speed as examples.

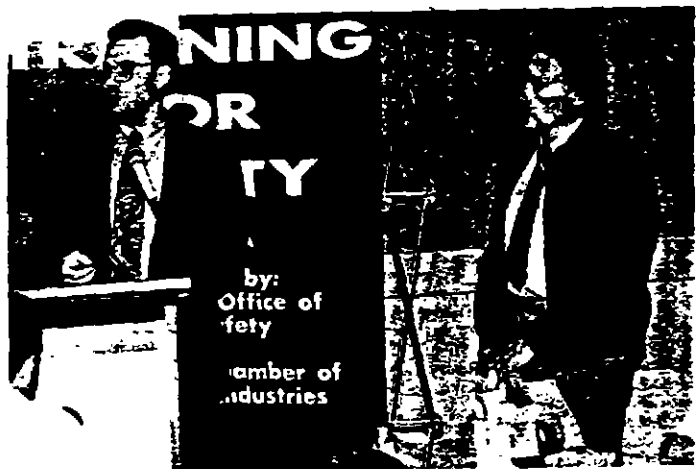
Fassnacht explained in his address that in America he had been involved in establishing a standard system, then getting the system recognised by various Government sectors. Thus, he had seen the development of a comprehensive system of rider training from the same position where Australia now stands.

Fassnacht also stressed that he was not there to blow his own trumpet, but rather to act as a reference, explaining what had worked and what had not worked in the US.

The diverse range of participants were divided into five member groups, with each group allocated various topics, which they were to discuss and then come up with recommendations.

It was evident that everyone involved shared an enthusiasm for solving the problems and creating an efficient system. This attitude saw government representatives and motorcyclists working in harmony, rather than adopting a confrontational stance.

Along with the recommendations listed in point form below, the seminar established a system of committees which could work efficiently through the bureaucratic mechanism.



Above: Peter Fassnacht, Vice-President of the Motorcycle Safety Foundation of the USA, addresses the Training For Safety seminar. Australian Motorcycle Council chairman Peter Mount looks on at right. Below: two members of the newly formed Australian Rider Trainers Association, from left Warwick Schuberg of Stay Upright and Cameron Cuthill of HART, enjoy pre-dinner drinks with Fassnacht.

A landmark for the rider training industry was the formulation of a self-funded national association to represent all motorcycle rider instructors, the Australian Rider Trainers Association (ARTA).

To instigate sensible and workable legislation on a national level, it was decided that a working group should be formed within the FORS umbrella.

The group, yet to be titled, would include government, major motorcycle distributor and user group representatives.

Warwick Schuberg (Stay Upright) and Cameron Cuthill (Honda Australia Rider Training) were elected to the group as representatives



of ARTA.

The effort and foresight demonstrated by seminar organisers Wendi Key and Czes Czarnota of FORS might have paved the way for vastly improved motorcycle/government relations on motorcycle legislative issues.

This seminar has set in motion the establishment of a system which guarantees that all Australian riders signing up for either a riding safety course or motorcycle riding lessons can do so knowing that the quality of tuition will be of a recognised standard.

This in turn should result in riders meeting a higher level of competency prior to being issued with their licences, thereby saving lives and both reducing the huge public cost burden associated with road trauma and improving the safety image of motorcycle riding.

In summary, the seminar proposed that:

"The existing core curriculum for motorcycle training should be refined in several areas, with increased emphasis on rider attitude and competence."

"People wishing to become motorcycle safety instructors should be required to meet set minimum levels of medical and physical fitness, communication skills and knowledge, first aid, mechanical skills, and riding experience. They should also have been free of serious traffic offences and any criminal offences for five years."

"A national organisation should be set up which would accredit instructors, with accreditation based on minimum competency levels, objective assessment, a structured career path, and minimum levels of on-going training."

"The Federal Office of Road Safety should foster the quality of motorcycle training in conjunction with the States and Territories, the motorcycle industry, motorcycle rider trainers and rider associations."

The new working group is now responsible for refining these recommendations. These will then be sent to all Federal, State and Territory transport ministers for consideration by the Australian Transport Advisory Council (ATAC).

In closing the seminar, Chairman of the Federal Government's Transport and Communications Caucus committee, Mr Neil O'Keefe, stated that would take the final recommendations to ATAC through the Federal Minister for Land Transport, Bob

AMC Moves To State-Based Voting

THE AUSTRALIAN Motorcycle Council is to reform its controversial voting system and set up State and Territory councils, each with one vote.

The change was agreed to at its 1992 Annual Conference, held in Melbourne on September 19 and 20. This was its second annual conference for the year — it held last year's conference early this year, having not met in 1991.

The move to state-based voting came after pressure from the New South Wales Motorcycle Council, a peak body representing motorcycle rider lobby groups in that state.

At present the AMC, originally set up to represent motorcycle rider groups on a federal basis, is composed of individual rider organisations, each with one vote.

This has meant large rider organisations with thousands of members have had no more influence on decisions nationally than small groups

By encouraging each state to set up peak bodies, the AMC will force individual rider groups to sort out their differences at state level, rather than at the national conference.

The AMC also resolved to support the federal Liberal Party's campaign to win government, unless the party changed its present attitude towards motorcyclists concerns.

During the two days of discussion it also decided to encourage national consistency in rider training courses to continue to fight against lights-on legislation, and to support the return of medically based exemptions from helmet use.

The AMC is also to continue campaigning to maintain riders' right to modify their machines with after-market equipment.

The elections saw the return of the sitting executive, Chairman Peter Mount, Secretary Sammi Ross, Treasurer Robert Martini and committee