



T O P R I D E R

MOTORCYCLE RIDER EDUCATION

PAST, PRESENT, FUTURE

BERNIE HATTON

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CONTENT

This report is a result of the review of the Q Safe and Q Ride programs.

The report has been written by Bernie Hatton and assisted by the Top Rider team of Rob, Rosey, and Fiona.

The focus of the Report is on Queensland motorcycle training, licensing, and education. Bernie has travelled Australia and this has helped him become aware of all the different programs within the Australian states.

The team has gathered and reviewed evidence which is important to establishing the best practice in regards to rider training and education.

There is a brief out line of Top Rider's core values, training plans, and why The Top Rider program is an ideal key plan for all motorcycle educators and assessors to move forward with.

Bernie's past 27 years of motorcycle training , 39 years of industry experience and third family generation in the motorcycle world, gives a clear out line of what has happened , where and even why. Bernie also is very quick to point out where the same mistakes are getting made, what it means for the future if these mistakes should be allowed to be repeated again. Bernie will cover how we need to break the cycle of mistakes, so there is a positive effect on the future of motorcycling, and the future as motorcycle riders and trainers.

The report will give cover in brief; Bernie's protests to governments, state and federal , the motorcycle industry, motorcycle testers ability to do a job, instructor licences, inadequate training of testers and trainers, wrong size motorcycles , inexperienced Auditors , from early days through to the current Q Ride scheme. This report also clearly outlines Bernie's licence and his personal experience gaining a licence for the 1st time at the age of 17, Along with sitting the instructors licence through to starting one of Australia most prestigious motorcycle schools, Top Rider.

Further topics that are discussed are; the failure on the original Q Ride from 2000 to 2008, how the motorcycle sales industry supported the disastrous first Q Ride plan. How Queensland Transport and the motorcycle industry did not listen to an industry expert, refused to take the learner approved motorcycle program again by an industry expert, and how the failure cost lives and injuries.

How in July 2009 the Queensland transport department initiated the learner approved scheme that an industry expert by the name of Bernie Hatton had recommended .This report will show that Bernie sacrificed his business and commercial values before he was faced with financial ruin to stop the OUTRAGEOUS BIG BIKE CAPACITY allowed in the initial Q Ride scheme.

How a strong motorcycle training company that had built its name on good customer service and the core values of rider safety was affected by Q ride, how he lost his industry control overnight, how his industry rider training has been tarnished by the poor decisions of the Queensland transport department. The report includes a plan for future development of motorcycle training and assessment and a plan for a better motorcycle training industry that is not supported by sales or commission of motorcycle sales and how an industry can be sustainable.

INTRODUCTION TO BERNIE HATTON

Bernie Hatton was born Manly NSW 1961. He was brought up on the northern beaches. Bernie's life revolved around the surf lifesaver clubs, until his father passed in 1973 after a surf incident. Bernie's Uncle, Tony Hatton a motorcycling superstar in the 70's won five Australian championships and the international Suzuka 8 hour race became Bernie's father figure.

Tony's influence led to Bernie's 1st job in a motorcycle shop, this was mid 1973 resulting in a lifelong passion for motorcycles. A journey that has seen Bernie's motorcycle experience in the industry at all levels. In sport he raced and competed in every sport code nationally, going on to race internationally at the Manx Grand Prix.

Bernie's motorcycling passion and commitment to the pursuit of excellence was the inspiration to one of Australia's and possibly the world's greatest training packages with the Top Rider Company that was established in 1985.

Training packages include road, dirt, all terrain vehicles, mechanical, suspension, learner to elite packages, regardless of what discipline, age, skill level, activity, sport or road Top Rider has both practical and knowledge expertise to call on.

Top Rider runs 15 licensing locations in Queensland. Advance course bookings are booked out three months ahead in all eastern states of Australia including Tasmania. Top Rider also offers suspension workshops, maintenance programs, and road safety initiatives, social rides, along with their nationally accredited work place courses for motorcycle instructors, all terrain vehicles and dirt bikes.

At an elite level Bernie coaches some of Australia's best riders, resulting in an outstanding amount of State, National and World champions. His riders have competed and are still at the top of Moto Gp and World Superbike Championships. For 2012 Bernie has been contracted to work with some of Australia's best, including Gareth Jones- Willbers BMW racing in the prestigious German Superbike field.

All too often motorcycle industry persons have tried to pigeon hole Bernie's wealth of skills, into either:

- 1) Road safety
- 2) Sport
- 3) Motorcycle mechanic
- 4) Team manager
- 5) Learner licence instructor
- 6) Or other activities to isolate his skills.

Bernie's skill base is vast and comprehensive. Very few people have done as much or have achieved such a diversity of expertise in an industry. Bernie has not just done but excelled his sport, his

coaching and his business accomplishments. His resume will show a vast range of awards, certificates, and schooling.

WHERE IT ALL STARTED

I started riding a motorcycle very young and I loved them being part of the motorcycle world was so exciting, so big to me. My auntie said to me I can't understand how you can get on the bike at sunrise and ride to sunset, I have to pull you off to eat and come in what is it about riding a bike?

I could not explain at a young age but I love motorcycling, going to watch famous racers was something else, riding myself was even better. My life was very different to most I had the best man in Australia probably the world to guide me Tony Hatton. I was exposed to the world's best motorcycle riders, engineers, and motorcycle experts. I learnt skills and more about the motorcycle industry at such a young age

I started working in the motorcycle industry, employed to wash bikes and general cleaning duties, I can still remember the crowds. Saturday morning there was a line 10 deep waiting to buy bikes and accessories, commuter bikes, road bikes and dirt bikes. Motorcycling was well and alive, superbikes had not yet hit.

Enter the era of the superbikes, Kawasaki Z900 etc and the roads took on a whole new world, technology and the fight amongst manufactures to have the fastest superbike on the roads had a huge effect, combined with very low licensing and education standards in regards to motorcycling. There were no schools to learn to ride a motorcycle safely, you basically bought a bike and learnt through the school of hard knocks!

In Reflection I don't think the motorcycle industry in Australia was ready for the boom or for the carnage of the superbikes was to inflict.

BERNIE'S HELLO

I would like to take this opportunity to thank you for reading this report, as you will work out I am passionate about motorcycling and the industry that I have pioneered. We have had two weeks to get this report together, so it may be more a brief report and not as in depth as I would like, however I am hopeful that you will see that I have some valid points and help me voice my opinions that in the past have been gauged resulting in deaths and injuries that did not need to happen in the first place.

In Queensland some will say we have come a long way in rider training, whilst I agree. Whilst I agree the Q Ride program is pretty good if I have to say so, however by now you will understand that I am passionate about rider training and I know we have so many things we can do better.

I have personally researched and developed programs way ahead of where any Authorities are in Australia. I have actually logged results and I understand what I can change, but I am constantly smothered by what I call inexperience.

I AM HEART BROKEN TO SEE WHAT I SAID WOULD HAPPEN, HAPPEN!

My problem is every time there is a review I am unsure whom or where to turn to ensure what needs to happen can actually happen. My thought was to put everything I know and have experienced into documentation, which is what my report is about. I have spent a lot of time and money on this report, and we have no other motive than to ensure our core values as a rider training company is achieved.

I promise not to cover up what I know, tell it as it is regardless of ramifications from Queensland transport or other government officials. I will also not tell you in this report that motorcycling is the safest form of transport!

As an experienced motorcyclist, I have learnt too well, about the obvious and hidden dangers of motorcycling, this knowledge drove me to establishing a holistic motorcycle safety program, the knowledge to survive on a motorcycle is extensive and a lifestyle.

I have had a motorcycle licence since I was 17, never lost it, never had a collision with a car on the road, in the early days of my riding it was probably due to luck, rather than good management. However, I have learnt from mistakes made by friends, customers that came into my workplace and myself. I also fully understand what happens to a motorcyclist on a race track when things go wrong. When you have crashed a motorcycle at 240 plus kilometres an hour on a race track, you get a real understanding of how far you are flung and the outcomes of crashing to the ground. My sporting injuries have included broken bones, loss of skin and head injuries etc, the worse breaking my back and not having feeling for a short period of time. Rehabilitation from injuries was part of my sport however it was way safer than riding a motorcycle on the road.

I have ridden all over Australia, also around the world, combine that with extensive road training with customers, I have covered some road miles.

I have lost friends from racing crashes and have witnessed too many on the road.

What has frustrated me the most was the lack of protection, lack of knowledge, lack of preparation and the use of public roads as a race track, regardless of speed limits, fines, etc. The attitude in regards to some peoples speed is crazy!

Even our sport has got things wrong leading to the loss of lives, however the sport moves quickly and makes changes for improvement. The difference on the road is governments don't seem to care and do not move quickly enough.

A very good motorcycle rider will make a very good car or truck operator, the motorcyclist learns to adapt, creating life saving skills, defensive skills, manners and attitude and so much more. It must be a part of the rider package to survive!

I have always believed that a motorcyclist education program requires so much more than a car drivers. Motorcyclists are not privileged to have a protective cage around them. In the event of a collision with other vehicles, the ground, hazards of all descriptions, there is a reality that you will face as a minimum pain, injury or even a possibility of fatalities; these are the hard cold facts of riding a motorcycle.

I also believe that the defensive skills us motorcyclist have as a result of lessons learnt on the road i.e. seeing danger knowing what is about to happen before it does leaves us with exceptional skills, skills that I have used in training of my students, But more importantly skills that could be an exceptional tool in school based driver and rider education programs. These skills would fill the void we have with youth in cars and can be implemented into a school based curriculum.

When we train motorcyclist in how to ride we don't just teach how to use controls , we teach skills for all aspect of motorcycling, motorcycle dynamics, protective clothing, motorcycle maintenance, road craft, hazard perception, defensive riding techniques, risk taking, and outcomes of poor choices.

Unfortunately most learner motorcyclist regardless of what state in Australia they reside, will only be exposed to 10% of what they really need to know, what they need to survive on the road. I see them as a motorcyclist on Sundays, I see them as licence applicants, I hear from them in forums. The in experience is just so obvious to me as an expert.

As an educator whom has educated motorcyclist for 27 years, a research and development officer of Top Rider education programs, motorcycle expert, motorcycle sports person, motorcycle consultant, trainer, coach and mentor. I feel I have been let down by Authorities, bureaucracies, local state and federal governments that are in power when it comes to education and licensing programs.

I was once told that I expect too much and that the halls of these people are extremely busy, in fact I should consider them as part of a big wheel and that it takes a long time to turn. This maybe expectable in governments but not when it comes to the human injury or loss of life, I won't talk about the costs to the community as far as rehabilitation and trauma costs.

There can be so much more done at all levels, this report is a personal report from me and my staff, our core values of Top Rider is the safety of motorcyclist through a well educated program. The issues we have for so many reasons are not addressed by governments and the motorcycle sales industry.

If this course does nothing more than highlight that we trainers are being let down and that Authorities must support us more then I have achieved what I have set out to do. The dream would be that we could implement training programs for motorcycle instructors, the motorcycle instruction industry and better education and licensing program for Australia. The report will show that there is a holistic approach required and that there is not just one area that requires attention to make my dream come true.

Don't get me wrong motorcycling has come a long way, however , we have a lot further to go, and the people that have done their best to date well done , however we as a nation need to do so much more. I believe in the pursuit of excellence, riding a motorcycle requires exactly that, there are no half measures when it comes to activities that come with inherent risks. We would not jump in a plane without the complete package.

LICENSING STANDARDS 1977

I was 16 when I started my motorcycle mechanic apprenticeship with [REDACTED] a BMW distributor for NSW. By this time I considered myself pretty good on a motorcycle, in fact had you asked me I would have told you just how good I was. I am sure everyone of the trades person i.e. mechanics trying to mentor me was frustrated at my attitude and after having my own 16 year old son can understand just how annoying I was. However this was magnified, imagine the level of knowledge I had, the people I had spent time with, one of Australia's gurus and other industry experts, I thought no one could teach me a thing. Sure I was passionate and had a little bit of knowledge and plenty of family experience, but as a youngster on a motorcycle about to enter the road system, I was to learn so much more.

The biggest would be getting my motorcycle licence and starting road riding, how this was handled nothing short of dangerous. By this stage I had left the safety net of my uncle and aunty, I was living by myself, working and out having a go at life. Of course I really thought I was a lot smarter than the smartest motorcyclist in my life, I was to learn as I got older just how dangerous this was.

I applied for my learner's permit that allowed me to ride any motorcycle of any size by myself on the road unaccompanied for 3 months then go and sit a test. To get my learners permit, all you had to do is answer a few questions successfully, and you could ride by yourself, unaccompanied but not carry a pillion passenger.

There was no time limit on how long you could hold a learners permit. In this period if you got fined no points would come off your licence, in fact many people never got off a learners permit because this allowed them to speed pay fines but not lose a licence, pretty bad, but that is how it happened. The combination of the poor education from licensing, the poor industry standards, and really industry examples, combined with the new superbikes meant we had an explosion in the amount of riders facing serious injury and fatalities.

I sat my test successfully and I was very happy about it, however what transpired on the test day created an attitude that nearly killed me many times.

MY FIRST MOTORCYCLE TEST

The day of the test I was nervous for sure, however I also really looked forward to getting the licence done and getting on the road. I arrived at Top Ryde RTA, I met my testing officer, and he gave me directions to the rear of the RTA, to start my test.

I was asked by my tester to do a slow ride, i.e. ride bike next to the instructor without putting my feet down at walking pace, using throttle and clutch control. For me this was a walk in the park, I loved slow clutch work and riding a bike slow, I rode slower than he walked and enjoyed showcasing my skills. No comment was made on my performance; obviously with my rather large ego I took it as well, I am pretty good he said nothing about my performance.

The next exercise was a stop on his command; I rode towards him he dropped his hand I stopped on a dime, again not a word of good or bad, so off course enlarging my oversized ego again.

The tester then sent me of on a lap of the block, I remember thinking heck how he will see my performance, there was a tower, I thought maybe he climbs up tower and watches me, so off I go applying my craft, stopping at a stop sign around the block and parked back in the RTA. Got of my bike parked it, no testing officer around, locked the bikes steering, went inside and waited for the tester.

Sitting in the waiting area I wondered had I passed or not, I could not see any reason for failure, but still was unsure, 30 minutes went by since I had taken the seat and still no testing officer. I did not want to be rude or impose so I waited a little more, before thinking well I better ask, maybe I had not taken directions properly, and maybe the tester is waiting for me.

A little concerned, I approached the counter told the lady that I had sat my test and was waiting for my testing officer for my result. The lovely lady said the testing officer had gone to lunch, but I had passed my test and she was just finalising my paper work. I was ecstatic, cool passed my test 1 why was I worried? I am a great rider, my ego has yet again been enlarged, and I received my licence and went on my way to work.

Arriving at work I told all my work colleges, once more just how good I was, how I rode brilliantly slow, how well I had stopped and how the tester did not even bother to talk to me because I was so good, in fact I repeated this story for many months.

My point; I had been riding for many years I did not need assessment on riding skill I needed an assessment on my attitude and approach to the road.

THE ASSESSMENT MET STANDARDS BUT DID NOT PREPARE ME FOR THE ROAD!!!!

When I went on to the road I was just stupid, suicidal, and senseless to say the least. Friends of mine where the same , times and records for doing stretches of road was our norm, being able to wheel stand from one side of Roseville bridge to the other side determined if you where a good rider or not.

A WAKE UP CALL

Then it all hit us in one huge big hit two of my friends were put in hospital, one in Mona Vale after colliding with a car at 7.00pm at night. He was doing a wheel stand it was winter and it was dark the car driver had no chance.

The worst my friend on a CB1100 pulled out to overtake a car only to find a parked car was in his path. Two weeks on life support, both legs broken, broken ribs and a ruptured spline. The sight was devastating for me and I realised then and there that I could have been any one of these boys.

In fact whilst trying to put on a brave face, I blacked out and the nurses had to move me to a chair outside, it was like a fuzzy TV station, I could hear people talk but I could not see them. I was in shock. I left the hospital went home and sold my road bike the next day, in fact I swapped it for a Toyota corolla van.

THE LESSON FOR ME, YOU, AND EVERY ROAD USER

The shock and reality of what was to happen to me came through loud and clear, sure I had felt the harshness of falling off a motorcycle, I even knew how to fall off and not hurt myself.

Road fatalities, injuries and accidents, only happened to people that could not ride; the shock was ignited because I knew my friend in hospital rode better than I did. When you consider my thoughts on a safe rider it was all about how well I could ride a bike. However I still blamed the road, its road users, etc for the dangerous life of a motorcyclist on our roads. I would see our customers and road riders come in and I thought they were all stupid for riding on the road. I wasn't totally stupid once I had identified what could happen and what I was doing was stupid I controlled it.

I went and got my first competition licence, started racing dirt bikes, closed circuit road racing, it was very good for me it was where I should have been doing all my stupid activities in a controlled area with an organised sport group with all the support I required.

When I consider how I could have hurt myself and the other road users, it was all totalling unacceptable and I learnt very soon that the tracks were for speed not the public roads. These days I know I was the danger to myself not just the potential and hidden dangers that I have come to understand.

Today I ride the road for transport, not for speed, I ride with my partner for a nice coffee or to a special place of interest, without breaking the law and though really enjoying the road motorcycling in my life. I have ridden around Australia, Tasmania and so many road trips I can't remember the kilometres. I love it and respect it; however during my road rides I quite often see the risk takers that are just like me in my early days.

Generally human beings are short sighted, a skill that is not going to work with motorcycling, however what this creates is the lack of vision in regards to where the poor decisions were going. It was not until I was forced into shock by seeing my best friend on a drip with both legs broken and blood coming through bandages with damage to his body everywhere that woke me up.

Also lessons are learnt that after we have had a general wake up however this is too late, we call this type of learning the school of hard knocks.

THE LESSON FOR AUTHORITIES

The test I undertook gave me the false sense that I was somehow better than I really was, it was his job to find something wrong with me, his personal apathy at work was so dangerous to a young lad with brilliant riding skills and a poor attitude. The system was about paperwork not safety and today it is no different in any state of Australia it is the bare minimum we should know.

A young rider who has ridden all his life needs education different education to that of a raw learner

without any skills. Maybe an experienced rider may not require skills on how to ride a bike, but definitely as to what are the consequences of poor decisions.

The government's inability to train educators and testers is a problem! Private enterprise with the core values of rider safety as business can be and will provide the answers.

EXPERTS

Every one that has a period of time on a motorcycle tends to consider they are an expert. We see every day the issues of people giving information assessing others, making rules and legislation armed with a little bit of information, guiding a new rider whom requires and is entitled to the full picture, when it comes to using a motorcycle.

Example 1:

We trained a lady student and I won't mention names, this lady was mid age not very confident, however she had applied herself well in training and achieved great results, she was riding a small 250cc in the school, she passed her licence. Her husband for reasons best left for him to explain, decided that his wife should ride a Harley Davidson, the lady was not ready, yet the pressure was applied from the husband whom should have known better. Result the lady no longer rides a bike. She lost her confidence and stopped enjoying the motorcycle.

Example 2:

We train learners in a system that uses the chassis to make the motorcycle lean to left allowing the customer to put their left foot on the ground, a vital skill when using the right foot to control the rear brake. The technique is the intellectual properties of Top Rider; the instructor needs a full understanding of the motorcycle steering geometry, to train this very important technique. A Students partner rang me, he told me I had no idea of what I was teaching! His reasoning was, and I quote I have never done this before! This partner truly believed he had his wife's best interest at heart, yet all he was doing was passing on his knowledge or level of knowledge and bad habits. The partner had riding time but did not fully understand what was required to operate a motorcycle.

Very little motorcyclist in a recent poll understood what to do with bars when stopping, there were three options:

Option one: Push on the left bar when the bike wheels have stopped.

Option two: Steer the bike to the left when the bike wheel has stopped.

Option three: Keep bars straight when stopped.

80% said they kept handlebars straight, 17 percent said steer to left , and only 3% said push on left bar. The alarming point, option two will have an unbalanced ride, Option three is incorrect.

Having the understanding of option one is the start of understanding steering geometry, which is a life saving skill. The scary thing is people are still passing on bad habits.

You can only be as good as your teacher. If we continue to have instructors or testers whom only have basic skill set of holding a licence and riding time we are going to continue to produce poor students. Students can only achieve a small percentage of the experts skill, the higher the experts skills the more the student will retain.

MENTORS

The chap that tested me expected little, he could have done a lot more even if his hands were tied. I needed a highly trained motorcycle educator with a supporting system to be able to say hey you can ride but your attitude sucks.

Every rider should go through every aspect of a thorough course held over at least 40 hours, to establish poor attitudes and risk takers so we can identify the short falls. I.e. "ok mate you can ride well, wow I have never seen some one ride like you (work with my ego) how ever mate I think you are faced with this outcome of danger" etc. "Why don't you come on a social ride with me on Sunday we will go for a ride". Sunday arrives – (again work on ego) "Listen mate I think you have some skills we need to put to use on a track, If you use these skills on the road then you will find yourself either seriously hurt or dead".

WHERE DID I SEE THIS MESSAGE

Well Tony ran a Honda dealership in Campbelltown, sales, workshop accessories, and the industry was very competitive, deals were done on motorcycles at any cost to get a deal done. When it came to sales Tony always did totally different to what the rest of the industry, realising that had he followed the rest he would not be able to compete or stay in business.

What I saw Tony do was to offer a really good customer service as well as educate people with the way they should approach motorcycling. An Example would be he would find the appropriate motorcycle. In other words he would never put a new rider onto a sports bike like the rest of the competition did. He would in fact educate them on the right bike stating that it was in his best interest to keep the customer safe and create a shop where they could get good honest help and always want to come back. After all most people would have a bad experience on a motorcycle and the first step they would take is sell the bike and tell another 50 people just how bad they where, The term used for any one riding a motorcycle in those days was considered a 'temporary Australian'.

Tony's belief was to keep his customers safe, sell a low cc motorcycle, teach them some basic riding skills, controls, maintenance and road craft. The students would then be safer, grow their skills on an appropriate bike and in two years be back to trade up, where Tony would not sell them straight into a superbike but put them into a 500cc. Then again another two years down the road success for the rider who is really getting the taste for good service, can ride a bike and sell the customer a

superbike if they wanted it. Tony still says today that he was amazed at how many people were more than happy to keep a small 250cc or 500cc and never wanted bigger.

He was a smart business man that had an effect on an industry that really was in turmoil and motivated by customers well being over sales. However 95% of industry whether it is sales or rider training and licensing these days are in business for nothing more than money. Still today we have the same issues. There must be a sense of responsibility with the sales of motorcycles and the education.

THE SUPERBIKE LESSON/ 250CC LIMIT

By the late seventies lessons had been learnt about the superbikes for sale by the motorcycle industry and the retailers whom cared for a quick buck over the longevity of their customers this was not just an issue in Australia, but also the rest of the world was experiencing the same issues.

Finally authorities around the world stepped in and controlled an out of control motorcycle industry that was selling superbikes to any one that could step up with the cash and purchase one. With Authorities placing licencing requirement's on the size of a motorcycle a new rider could ride. Also looking at better licencing and training procedures for motorcyclist worldwide, the industry felt the effects as not all manufactures had the right size engine for new motorcycle riders.

Whilst some countries took on 125cc maximum engines and a graduated licencing process Australia took on 250cc maximum engine capacity. This had a huge effect on the amount of road trauma through injuries and fatalities on big bikes.

Whilst the industry did not like the changes, and many have complained for years it was a common sense approach that saved lives.

Unfortunately as if it was planned the industry manufactured 250cc two stroke race replicas that made a joke out of a very good plan. It seems the industry just can't help itself in regards to building faster bikes for road usage.

INSTRUCTOR LICENSING STANDARDS 1985

One of my personal sponsors through the early 80's was a driving school sponsor. They convinced me to join the team, thus my introduction into the world of training and preparing students ready for a licence then accompanying them to a test centre.

I started as a car instructor believe it or not, however that did not last for long, the owner asked me to have a look at what they were teaching motorcyclist. This required me being doubled with the instructor and watching a program being delivered.

I was appalled first of all how the instructor rode and then finally at what was being passed onto our new riders. It defiantly was not up to the standards of the car business and really required a complete overhaul.

I sat my instructor's course for a motorcycle which again was heavily based on a car program no real motorcycle input. I was extremely disappointed with the instruction and further with the transport department.

I guess in a way it was at this point in my life I said to myself, none of this was good enough. Motorcycle instructors that could not ride a motorcycle, but were following students in cars, because they had a licence but no motorcycle or stopped riding a motorcycle!

Testing officers who were again licenced but really had little motorcycle specific knowledge, they were testing licence applicants and also were responsible for the assessment of someone becoming a licenced motorcycle instructor.

The teachings where old and out dated. Still today there are some very old thoughts that are a part of general licensing. I wanted to step into the industry, bring in a fresh approach to the way we educated motorcyclist, drawing on my families experience and my personal motorcycle experience I knew I could do better.

START OF TOP RIDER

There was and still is a huge opportunity to do so much, I started Top Rider motorcycle school as a result of all my experiences – a school that could offer an entire package for any level rider, any age, and any sport discipline, regardless of sex, style of motorcycle, abilities and disabilities. The program was to be a first in so many ways in 1985 and still today we have the most diversified school in Australia, possibly the world.

Moving to 2012 the same issues face the industry and the same authorities have done very little in terms of self improvement and providing a safer motorcycling world. The education and building of road safety initiatives really needs to be left to experts whose core business is motorcycle education.

1985 MOTORCYCLE TEST-QUEENSLAND TRANSPORT DEPARTMENT, QSAFE

By this stage Authorities all of Australia and the rest of the world had learnt from the superbike explosion, in other words the fatalities and injuries from rides on big engine motorcycles had been learnt.

The early eighties saw the shift of licencing laws requiring all new riders to be restricted to 250cc powered bikes. This changed the amount of new riders getting hurt on large engine motorcycles.

First you applied for a learners permit after answering predominantly car questions and 5 motorcycles questions, the total of motorcycle questions was 10. You had to hold the learners permit for 6 weeks, before being able to sit a test. There was no information about

PPE, maintenance, roadcraft, attitude, risk taking etc, however you were expected to go out and get practice then sit a test.

Once you had a learner's permit you could ride a motorcycle accompanied by a licenced rider whom could even travel on back if silly enough.

Day of test

On the day of the practical test the testing officer and student were introduced. The testing officer would check all lights and do a road worthy on the motorcycle, any UN road worthy motorcycle and test was terminated. If motorcycle was in good roadworthy the test would continue to next level.

Testing officer would ask student to identify without looking down, fuel tap, kill switch, indicators, horn, and all levers on motorcycle.

The following Question's would then be asked of the student:

- 1) Which brake is the best stopping brake?
- 2) What do we use the kill switch for?
- 3) What is the purpose of the choke and what does it do?

The testing officer would walk customer through a course in a car park , course will consist of :

- 1) Slalom
- 2) Figure 8
- 3) Slow ride
- 4) Emergency braking

If you knocked over two cones or put feet down twice you failed, no time on slow ride.

If student passed hats the testing officer would issue a list of directions, send rider off and then follow students on road on another motorcycle.

PROS: Test did lightly cover

- 1) Lever id
- 2) Asked basic operating questions
- 3) Assessed the rider to show some skill turning braking balance

CONS:

- 1) Testers not aware of motorcycle skills i.e. counter steer, etc
- 2) Testers not able to id faults
- 3) Off road test done in 5 minutes
- 4) Road test done in 20 minutes

- 5) Quite often student knew route, as same route used every test
- 6) Testing officers not trained to appropriate level or to motorcycle benchmarks
- 7) A student could pass if the student did not understand

Q-SAFE MOTORCYCLE TEST CHANGES

Learner permits had to be held for 6 months, before being able to sit a test, still no motorcycle specific information supplied or being assessed for in learners permit application.

Off road area closes resulting in:

- 1) Slow ride done in a back street
- 2) Braking done in a back street
- 3) No slalom
- 4) No figure 8

No more motorcycles used to follow student in test

Pros for changes

- 1) More practice time for learner before sitting test (6 month waiting period).
- 2) Maybe less expense i.e. no assessment is required, cost of real estate (no off road area).
- 3) Litigation i.e. if rider falls in assessment area (no off road area).

Cons for these changes

- 1) Unlicensed riders became a problem as soon as the learners permit period was introduced
- 2) Rider not tested for eye line, posture, body English skills
- 3) Rider not tested for counter steering
- 4) Rider not tested for crash evasion
- 5) Rider not tested for body posture in manoeuvre's
- 6) Rider not able to be assessed from car efficiently
- 7) No motorcycle gives students understanding that authorities have not a motorcycle industry, affects credibility
- 8) Does very little for motorcycle riders respect for the law enforcement and authorities

Today there are still the same Q Safe test standards!

BERNIE HATTON TRAINED QUEENSLAND TRANSPORT DEPARTMENT TESTERS

Dealing with Queensland transport had always been difficult, the licence program had not moved with technology and the expertise was getting worse by the year. Most of the staff where arrogant and did not have a clue.

Then a man from Canberra arrived, he was passionate about how motorcycle testing was to happen and what we were looking for in our riders, he eventually much to my relief became the senior testing officer for the gold coast district.

The senior Testing officer was [REDACTED] he was the most supportive man in a quest to make licence training more efficient, and educating his staff, the relationship between myself and the Gold Coast Queensland transport was extremely good.

We worked on a better program so we could cut down on excessive waiting times for tests, and we even sorted out a deal that if we had a customer booked in and he was not ready for the test as long as we rang before test then he would not charge customer test booking fee. In fact he would move the cancelled booking to another date, this was extremely good as the manuals still did not give a clear understanding of what was required to pass a test, although it was not as hard as it could have been it was defiantly hard enough for a novice without any riding ability to get through.

Whilst [REDACTED] had done all he could to improve conditions things where still very hard, Queensland transport was still hiring testing officers with little to no testing experience and giving very little training to those testing officers. This was the recipe for common disaster especially when experienced motorcyclist sat tests.

I accompanied a customer down for his test at Bundall, the customer had done a brilliant pre test and quite a lot of lessons, and I felt very comfortable with his prospects of passing the test.

We where greeted by a new testing officer a chap I had never met before and I will not mention his name however [REDACTED] will remember this day well. The new tester was an x motorcycle policeman from NSW, he came with an ego, and we all felt it. My customer had started his test, did all questions, and started the practical ride and 3 minutes later he was finished, I was asked by the tester to be a witness to debrief .What happened was the most unprofessional piece of conduct I have ever come across. The policeman began pulling my teaching methods apart as well as the riders skills; my customer was asked and ridiculed on cornering skills. The more the tester went on with the debrief, the more I learnt he had no idea how to ride a bike.

I waited for debrief to finish then asked my customer to take a seat and in the privacy I asked the tester about what he had said and why, he had no evidence as to why he failed my student nor did he understand counter steering body English or correct posture.

In fact what he did know was a lot of old bad police habits from the 60's we had got rid of in licencing and how we ride a motorcycle years ago. I took this matter to [REDACTED] whom was extremely embarrassed, resulting in a meeting between [REDACTED] and I at the Bundall testing centre. The meeting was so enlightening. It was at this point I learnt exactly how little training was being offered to the testing officers, I was amazed, I had worked as a road safety officer and I just assumed more had been done regards to training of testing officers.

What transpired out of all of this was, [REDACTED] asked me to provide training for his staff. I agreed I thought it was a brilliant idea, we would all be on the same page and testing officers would understand what we where teaching our customers. The testing officers then understood how to criticise students and if they had to fail them they could explain the reason and why it was important for the student to have such skills.

My training happened every Friday from 1.00pm to 3.00pm I had a 12 week plan for the initial phase, we where half way through the program when the program was stopped by Queensland transport department officials. I was told it was an embarrassment and that the whole situation had exposed the short falls in the system. I believe that Queensland transport was embarrassed by myself and it is why I was never asked to play a role in Q Ride. The other observation I made was the sacking or demotion of [REDACTED] and the hard time he received, a man that was as passionate as I was and wanted change.

This all proved:

- 1) There was not enough training by transport department
- 2) Testing officers were operating without correct training
- 3) That non motorcycle experts where used for a very important job

Q RIDE PROPOSED FOR 1999 -2000

I received a visit from [REDACTED] from Queensland transport, I had met him when I was a volunteer for the Queensland road safety council's motorcycle training program. His enquiry to me was in regards to what I would do if I had a chance to change the current way we are doing licencing i.e. using the testing method which by know had quite a lot of issues, it was more than obvious to me that we needed to make a move with licencing.

By this time it had been fifteen years of training and customers where continually asking me why they could not just finish with an assessment with me. Our standards had been way harder than the test.

Top Rider had an office in Springwood and was the only school on the Gold Coast for many years offering quality rider training. Our hard work and customer satisfaction had led us to complete ownership of the motorcycle school market.

We had plenty of people come in and try to topple our industry straggle hold yet we were never headed. Quality training, honesty, reliability, credible and always fair meant we received 80 percent of our work through word of mouth.

The customers could tell that we where the experts and that had benefitted from the education. A system that allowed the student to reach industry benchmarks for competency and be marked as competent would be ideal, save customer costs, save government costs plus be a far more educated rider.

I was looking forward to being part of a program that would allow my total training package for a learner which was approx 30 hours of training.

THE CARROT

In the early stages the Queensland Transport Department was big with its Q Ride push and believed that there should be some carrots so people will come to Q Ride to get a licence.

The carrot and stick approach was mentioned to get unlicensed riders to participate in a training and assessment program.

The carrots where the following incentives

- 1) Unlimited cc engines allowed
- 2) No more waiting time on learner permits
- 3) No tests at transport department
- 4) Being taught life saving skills whilst getting a licence

Q RIDE PACKAGE RELEASED

When the initial Q ride package was finally released I was totally shocked, the new proposed Q Ride program allowed people to get a learner permit, walk in do a training package and go straight to an unlimited cc motorcycle.

I know this is dangerous, it is the same as when we where young on our first motorcycle licence. I plead for a hearing in an attempt to change a program that is doomed if left unrestricted engine capacity. The new Q ride would kill motorcyclists.

I offer a very good option one that will help Q Ride become the best training program in Australia. The option is to use the NSW learner approved motorcycle scheme.

The learner approved Scheme deals with the stupid 250cc two strokes that have made a mockery of the 250cc limit and allows only up to 660cc learner approved motorcycles. The system deals with power to weight ratio, similar programs are used all over the world!

I gather supporters from industry to support my efforts to stop the unlimited engine capacity proposed. I also gather support for a learner approved motorcycle program to be brought into the Q Ride plan from industry .

I attend the meeting, give my views and I also offer up the letters from concerned industry members!

The next day I receive a phone call threatening me and my business if I continue with my push for learner approved motorcycle scheme, the threat came from _____ the then owner of what was to become _____.

I was totally shocked; _____ owns well over 16 motorcycle stores. Between these people they have 90 % of the market, I knew then I was in trouble with my fight against the motorcycle industry regarding big bikes.

The reason it was so important to the motorcycle industry was there was a limited supply of learner-approved motorcycles to shops that had the major manufactures suppliers, the only bikes that where suitable where grey imports and a Harley Davidson had no subtle bikes, neither did BMW at the time. So it was more than obvious the big winner from the new Q Ride unlimited cc motorcycle legislation was to be the motorcycle industry.

It was like déjà vu, I saw all this in the seventies how could they be so silly? How could the industry be so short cited? The answers were its just human nature; given chance, greed will take over!

Regardless of how bad things look I was determined to fight this injustice. I had spent 15 years developing a brilliant rider training company, I loved my industry and I knew what was about to happen to it.

When I started there was no rider training, I pioneered the Top Rider system. I could see all my efforts being destroyed, motorcycle instruction education being blamed for a poor policy.

Regardless of how good your training program is there will always be a need to start on a small cc motorcycle and progress as you gain experience to a larger one.

BERNIE STANDS FOR WHAT HE BELIEVES

My decision is clear, I cannot join this program that will kill motorcyclist and take us back to the seventies in terms of motorcycle injuries and fatalities. I started Toprider to ensure that we could train motorcyclist in the safe way to operate and enjoy the wonderful world of motorcycling.

Two other providers started Q Ride on the Gold Coast, whilst I stood my ground, resulting in my business nearly collapsing. We had no work from a business that had everything offered and over night we were facing closure. Was it because we had not provided a good education to motorcyclist?

By this time the following had happened:

- 1) Motorcycle industry shops had waged a war against us.
- 2) No tests just assessment, no one wanted to be tested, because we were not Q Ride provider, our customers had to go to Queensland Transport for the final test.
- 3) Customer service at Queensland Transport was so bad people would do anything not to have to attend a Queensland Transport department office.
- 4) We had competition that was able to offer licencing.
- 5) There was no regulation on advertising Q Ride.
- 6) Queensland Transport advertised so heavily on radio we had no business chance.
- 7) Queensland Transport advertised Q Ride in motorcycle magazines and newspapers.
- 8) People where getting a licence after only doing 2 hours education.
- 9) There was no minimum time.

TOP RIDER Q RIDE INTRODUCTION 2000-2001

Reluctantly and facing the prospect of closing our 'learn to ride licence program'; I applied to be a registered service provider with the Queensland Transport.

I believe that I have a program where we can offer a better Q Ride than anyone else. Combined with the fact that Queensland Transport led us to believe that if we were a part of the Q Ride program then we would be able to effectively change standards in Q Ride provider meetings.

I soon realised that the service provider meetings are a waste of time. I know very few people and their views on rider training are nowhere near my views, in fact most are driving schools the exact people that use to run motorcycle training when I first became involved in the industry in 1985.

To most I offered a lot of information as well as a major threat to their business. The meetings have always been strained, between those with motor dealer's interest and those

whom had no idea of how a motorcycle school could and should operate. We had more dealers becoming involved and less motorcycle training companies. My push to move to a learner approved motorcycle was going nowhere still it had fallen on deaf ears.

As time went on I also learnt that the issue of me doing such a good job as a Q Ride provider was not doing me as a business any advantages; As my students would leave and tell all their friends that they should go and do a Q Ride program. The issue with that is that Queensland Transport department allowed every service provider to advertise their business as Q Ride, in other words we all become a Q Ride business, not Toprider motorcycle school or James motorcycle school etc.

So what would happen when people would have a bad experience with a Q Ride provider and all of sudden I would be tarnished with the abuse or my students would tell people to go to Q Ride and other Q Ride provider would get the business.

MINIMUM EDUCATION TIME

The Queensland Transport department made another stupid decision instead of putting minimum times for assessments i.e.

- 1) Experienced rider 8 hours
- 2) Intermediate rider 15 hours
- 3) Learners 30 hours

They said it was better that they left it commercially free so the best trainer would give the best value for training, apparently we were going to over service.

First of all is there over servicing when it comes to road safety? Having said that; no minimum meant training level was going to be decided by the person whom offered the least cost, not the most expensive.

Most people would ride on the road unlicensed given a chance and that has been proven in most reports, so when it comes to getting a licence they will pay the least they have to.

This means the Q Ride program was doomed from the start. Combine this with the fact regardless of how good or bad your business was at giving Q Ride assessments, training you were all the same. A very left sided view created by the Beaucrats that exist in the departments.

We had more hours for our original Toprider program for learners on the gold coast than we do today that is because what we deliver and asses is controlled by incompetent Queensland Transport department officials.

LICENCE SURPRISE

What did surprise me when we became a Q Ride provider is just how many people actually had a motorcycle, large engine sports bikes, Harley Davidson's, some very exotic motorcycles. These people owned such expensive motorcycles yet they did not have a licence to ride the motorcycle.

UNLICENSED MOTORCYCLE RIDING

I have seen some really silly legislation come in, especially in the early stages of my industry time, in regards to getting a learners permit and a licence. These legislative decisions had an increase into the amount of unlicensed motorcycle riders on the road.

For example moving from 6 weeks to hold a learners permit to 6 months was the biggest mistake made! When the 6 months legislation came in we noticed a stop of work for that period before we got going again. I also noticed it took several years for business to pick up, because people had become either used to riding on the road on learners and did not bother concerting to a licence and generally rode unlicensed. Or they could not be bothered holding their learners for 6 months, and then holding a two fifty licence, then an unrestricted bike licence 18 month later. So they decided not to even get a learners just rode unlicensed.

Once the student became use to breaking the law he was used to it and really 6 months was a ridiculous amount of time. Once people had ability to ride a bike and were not obvious that they where a learner. They more than likely would not get pulled up for not being accompanied on a learners permit.

Finding someone to accompany you as a rider can be very difficult, finding someone with same work times and commitments and time to follow is nearly impossible in this busy day and age.

Holding a learners permit to ride a bike and owning a motorcycle usually means having a motorcycle sitting at home; without an accompanying rider, which means there is an attraction to ride unlicensed even if it's in the local street.

Once in the habit of riding around without being pulled over it is human nature to push this to local, then to bigger roads and before you know it, you are riding everywhere unlicensed, usually without the right skills.

When you learn a skill you need to gain practice in perfecting skills, waiting 6 months means you have to sit around waiting for the opportunity to sit test or you rode around for 6 months without any formal instruction, probably learning dangerous habits.

The attitude from Queensland Transport department was just so disgusting, outrageous waiting times to get in for a test and you had to pay well above what it was worth at \$45.00 for 30 minutes of testing and you would have to hire a motorcycle on top o that fee and pay for an instructor. If you failed you had to book and wait a further 6 weeks etc.

The Q Safe instructor had no motorcycle skill or knowledge, which has the student believing the whole process, is a farce and as a result they don't respect or treat the Transport department, licensing program or authorities with respect.

The customer service at the service centres are disgraceful so many times the Queensland transport official behind the counter can't get the rules right.

QUEENSLAND LEARNERS PERMIT TEST

In short the learner's test is an UTTER DISGRACE!!!!!!!!!!!!!! Unacceptable!!!!!!

One of my huge issues ever since I got my first licence was just how inadequate the information was for motorcyclist. Skills that motorcyclist are required to have just to survive on the road where just not given. I can't believe that today it is the same in Queensland. Other states in Australia have become a hell of a lot better than when I first sat my licence in regards safe operation of a motorcycle on the roads. I still believe they can do so much more, but they are in front of Queensland on this point.

Whilst Queensland has done nothing in terms of knowledge test, hazard perception, defensive riding, PPE, motorcycle maintenance, country riding, city riding, risk taking and attitude, The Standards in Queensland require only 5 multiple choice questions to be answered to get a motorcycle learners permit.

It is even more stupid when we consider the Q Safe program that is still allowed to run, hold learners for 6 months no real motorcycle questions answered, no experience; hopefully you have the right mentor, if not 6 months of bad habits, assessment not done by a motorcycle industry expert for 30 minutes.

I can provide the state government with the information and the assessment for this right now however whether it be embarrassment or arrogance they refuse to do anything about this disgrace.

The Q Ride working group and Q Ride service provider meetings have heard these requests yet still we have inadequate testing of knowledge to gain a current learners permit.

THE Q SAFE ALLOWED TO RUN WITH Q RIDE

The most amazing mistake was Queensland transport allowed the Q Safe program that had been watered down to nothing but a 30 min road ride assessed by unqualified motorcyclist that worked at the transport department has still been allowed to run.

When we first started Q Ride program the final assessment took 8 hours to complete, today the Q Ride program requires min of 5 hours with 2 hours of home work.

Registered service providers must do an internal audit every month; have monthly training sessions as well as meetings everyday. We must pay for training ranges and supply equipment.

Yet Q Safe has nothing more than a ride on the road for 25 minutes, sometimes 20 minutes depending on the testing officer.

Why do we hear about Q Ride? When Q Safe is still available?

Q Ride cannot become stronger when it has direct competition from Q Safe.

Is Q Safe the best practice in assessment of motorcyclists?

Queensland Transport should have to disclose who trains Q Safe.

1st OF JULY 2009

The Queensland transport finally gets its act together in regards doing the Q Ride program. The learner approved scheme, which only allows learners to ride motorcycles that are on the Queensland approved learner motorcycle list, these motorcycles are measured on a power to weight as well as brake weight.

The system ensures that the range of motorcycles suit a range of types of motorcycles. The importance is that people whom wish to ride a cruiser are not stuck with a sports bike because that is all that is available. Also this system is far better than the restriction to 250 cc, there was 250cc motorcycles available that produced large amount of horsepower and a light motorcycle.

The learner approved program allows for engines with bigger horsepower and a different engine torque not based around peak RPM. These motorcycles are a lot safer and a better option for the learner rider, in fact a lot of people really choose to stay on their learner approved motorcycle. There was an instant decrease in the injury and fatalities rate after the inception

I pushed for this program to have been bought in way back before Q Ride actual started, however the sales and manufactures which have way too much to say when it comes to licencing put pressure on to have an unlimited Q Ride program when Q Ride was first established.

CURRENT INSTRUCTOR STANDARDS

When I first started out as an instructor the company that trained me in 1985 made me undergo a 6 week intensive instructor training program

Moving forward to today and we are seeing people undergo a two-week, 10 day program and walk away with a certificate 4 in training and assessing that's theory and practical. The students from these courses come to me for jobs however when we ask them to show us their craft they have no knowledge or expertise.

I decided that if I was to have an impact on the quality of instructors I needed to start my own instructor program. Unfortunately we are still controlled by what the market place is selling, however we have offered a course similar to what is on the market and raised the standards.

The current Toprider instructor program is a two-week intensive, 14 days, start at 7 finishes at 5 Monday to Friday start 6.00 am finish 6.00pm sat and Sundays. Theory sessions are run; however there is a further 200 hours of homework and books to complete. Along with a minimum of 40 hours of ghosting required to be finally competent, we quite often get people completing more as we encourage ghosting.

We believe that the course is equivalent too approximately 6 weeks of training. All students keep a logbook. When finalised and found competent a certificate is issued.

We recommend that students work alongside a fully qualified instructor for a further year to refine expertise and profession.

We run quartile top up days and instructor training days and regular staff training days.

For example;

█████ came to us to do his instructors course a motorcyclist for some time, builder as a trade, his partner █████ had been running a motorcycle school with her ex partner. █████ decided that he would like to work with his partner █████, so he enrolled in our course.

When █████ was finished with the program he started identifying a range of issues from █████ instructors, issues that where damaging motorcycles and most importantly were affecting the learning of their students.

█████ was amazed at how well █████ had been able to fit straight into her business and bring so much to it. █████ claims it was all because of our training methods in the instructor's course. He is in regular contact and is one of our greatest advocates.

He is calling for tougher instructor licencing standards and is unhappy in what he sees has inappropriate training for motorcycle trainers. A good instructor program will and can make all the difference in the rider training and assessing industry.

CURRENT Q RIDE

I have seen all the other states programs and I do believe that the current Q ride licence program is the best practice in Australia. This comment is not a big tick just an approval. I would like to improve Q Ride, make it a worldwide program, more on that later.

The change to learner approved motorcycles was a huge improvement biggest critique, and we can only get better as we identified the weakness in a program

Q ride does help with eliminating unlicensed riding; ease of times business and after hour's service, means getting a licence can be managed around work and other commitments. No waiting period defiantly attracts people to the program as no one wants to wait for 6 months.

The Q Ride program also has motorcyclist involved so the student can identify with the instructors, which is a far better outcome in regards to attitude, respect for road rules and authorities. Motorcycling is a definite lifestyle that must be mentored just like flying an aeroplane.

The program does cover a wide range of motorcycle skills; attitudes and knowledge in the final assessment the following are assessed:

- 1) Location of controls
- 2) Operation of controls
- 3) Correct body English
- 4) Maintenance
- 5) Routine service requirements
- 6) Protective clothing
- 7) Road craft
- 8) Risk taking
- 9) Hazard perception
- 10) Practical road ride assessments

- 11) Practical off road assessments
- 12) Counter steering
- 13) Evasive action
- 14) Emergency stops
- 15) Slow ride and balance skills
- 16) Cornering skills , fig 8's , slalom
- 17) System of control

The Q Ride system allows for customers with prior riding **experience**.

TRAINING FACILITIES

The biggest issue we have in the education of motorcyclist is the correct training facilities.

The better the training facilities, the better the education for the motorcyclist, however the motorcycle instruction industry is constantly paying exurbanite prices for motorcycle training facilities.

As an example we have Go-kart tracks that are payed for by government grants to tracks with small memberships. These can be very good training facilities. Some have suitable car parks, however to use say for example the Ipswich kart track car park they have no need for during the week we are asked to pay \$500.00 per day, yet the club members can access track for only \$20.00 per day.

The Townsville cowboys has a great car park very good for rider training, Townsville is an area where there is a lot of issues in regards motorcycle injuries and fatalities. The football ground will sit alone for most times and yet they charge \$800.00 per day.

Consider we must only operate with 5 people in a course, you will see it is commercially unviable for an area that our taxes are paying for.

I believe the motorcycle rider training industry should be supported by all these organisations as the fatalities and injuries place a burden on all in the community.

We have had support from clubs with very good suitable car parks and been refused use after false claims of noise etc. Perfectly road worthy quiet and legal learners motorcycles, with exhausts that where drowned out by local lawn mower and whipper snipers because a neighbour did not like motorcycles.

Then the big tracks where we try to teach at speeds for both cornering for road and braking at 100 klm, these tracks usually race tracks that are charged out at \$ 7000.00 per day, we cannot access these tracks unless we have 60 students, thus effecting training standards.

There are no specific training venues or motorcyclist.

CORE BUSINESS

The core business of Toprider is rider education, our primary goal; mission statement is to provide all motorcyclists with a motorcycle education program that will create a safer motorcycling lifestyle.

Because we identify rider training and assessing as our core values in business, all business decisions, i.e. training of staff, facilities, equipment etc are all based around the business plan of a motorcycle school. We do not rely on a sale to pay our wages nor are we pressured to sell motorcycles to be rewarded by commissions.

I think this is important, any business that uses rider training to gain sales or to promote its products are heavily biased with what they expect in the bottom line of sales not what is good for customer. I.e. A manufacturer is offering a huge special on a motorcycle, this motorcycle is not really what the customer wants, i.e. may not be suitable there for the salesman's is more likely to place pressure onto the customer to buy the unsuitable motorcycle, instead of sell the customer the motorcycle that is appropriate.

Or the salesman knows the customer does not have the skills required to operate the motorcycle the customer wants to buy. The pain of losing a sale, because if the salesman is honest it will affect the bottom line of business sales and the salesman's commission, there for the sales man says nothing!

The worst one is when the mechanics, motorcycle sales person or accessories salesperson gets on the bike for a test run in front of the customer without any appropriate personal protective clothing, this has a huge effect on the new rider. Even worse again the new rider allowed by what appears to be his new mate, to ride a motorcycle in shorts, t shirts which is in-appropriate clothing, nothing is said about his poor riding apparel or attitude and as a result the new rider considers his inappropriate clothing is appropriate.

All of the above the past history from my time 1973 to 2012, I have not seen the industry concerned about anything other than the bottom dollar. Whether it is selling appropriate bikes, using protective clothing and just how they think it won't happen to them.

Honda Australia put in a quote to do a local rider training contract with Gold Coast City Council, there is no way I could provide the service and staff for this price as required by the tender yet every time tender comes up Honda can. The wages are poor yet the Honda staffs are required to work weekends.

What will happen to our rider training industry if big international companies are allowed to enter an industry that they don't have their core concerns?

If we asked Honda to close its manufacturing plants and sales for rider training would and could they do that?

This is not one manufacture , the initial Q Ride program that allowed riders to ride such large cc engines with little expertise was shocking, it took my local death toll from 10 to the worst year of 28 for a year, even Afghanistan has not achieved these figures .

Furthermore how does an industry evolve when controlled by other industries with vested interest? I have seen the same issues arise in our sport where it is considered necessary to involve manufactures over individuals .The love of motorcycling would not finish if we did not have these factories. It's important that we ensure that the core values of any rider training, licencing program are maintained through constant improvement of a self-sustainable industry.

ADVANCED RIDER TRAINING COURSES

Top Rider run a lot of other training programs regardless of sport and recreation we take care of it all, so apart from licencing for road, sport and workplace certificates Top Rider provides advance style courses.

These programs have also given the Top Rider team a lot of information regarding levels of competence in riders whom already have a licence. Toprider has learnt through research and development of our advance courses.

Our level 1 to 6 program is being held in Tasmania, Victoria, NSW, Queensland and the Northern Territory. We have been parts of other initiatives for example the Australian defence force had us train their workers whom use a motorcycle for transport or recreation.

The outcome from operating these courses, is that the Top Rider team has had witnessed riders expertise from all over Australia .The level of expertise has not surprised us as we realise just how bad some licence standards have been. Especially when we consider that these riders all have a licence.

An Example – we had a lovely chap show up for a course at Marulan, he was very intelligent eager to listen, he owned a large Suzuki hyabusa, 1200cc engine, and he had owned it for a number of years. We were doing a braking exercise, when he made the mistake of locking the rear wheel, This is usually not a problem an experience rider should know how to release the brake and re apply and keep a good posture. However this did not happen the

rider kept the wheel locked up. His posture was wrong, showing a lot of panic, he continued looking down ran off the track and jumped off the bike at approx. 20 kilometres per hour, unfortunately hitting his helmet.

All the instructors where amazed at what had happened especially the new instructor on the day, [REDACTED] an Australian superbike champion and the son of motorcycling expert [REDACTED] are very knowledgably and passionate motorcyclist.

I still remember [REDACTED] commenting on the crash, wow all he had to do was let go of the brake, or relax his arms but he did not do either. How can these people get a licence this is ridiculous, he was shocked.

The chap had hit his helmet, so as we always do as a precaution, we asked for his wife to take him to hospital for a quick check out, he was embarrassed, his wife was worried of course, so we relaxed everyone had a chat, during the chat the wife made this comment regarding their riding experience. "You know this is very unusual, he is very good rider, I sit on the back, we have been all over Australia NEVER HAD a CRASH".

We all nearly feel of our chairs and that night all 5 of us instructors talked about just how bad licensing standards are in any part of Australia.

We all believe that our level 1 in advance training should be the level Australia wide. We also realised that worldwide the standards are very poor and there is an opportunity for us to be world leaders.

Braking at road speeds, cornering at road speeds, system of control at road speeds etc

SO it is fair to say all states in Australia require a better training and assessment process, however the rider Training industry are constantly dragged back to poor standards, by the governing Authorities whom set standards.

THE STANDARDS NEED TO BE SET BY RIDER TRAINERS NO ONE ELSE!

MOTORSPORTS

Motorsport in high sight saved my life, when I mention this to transport department officials they just turn off!

The reasons for the turn off most of them have not been part of motorsport and don't understand what we do as motorsport athletes. If they really understand how much hard work we put into our machine preparation and personal preparation they would first of all understand it is a sport.

Normal week consist of push bike 500 plus kilometres, gym three days, on bike usually dirt bike two days a week, good healthy diet no drugs or alcohol and plenty of sleep.

Bureaucrats use speed as an issue too often.

Humans have raced everything from cane toads, dogs, horses, cars' bikes it is part of human nature. Whether we like it or not, as a father with his son riding a bike on the road, having him on a race bike makes me feel safe.

Motorsport can be used as a tool to control those that would like to indulge in speed by giving them a place to do it, yet taking that place away when they offend.

After riding hard on a race track, the road just cannot allow you to ride as fast not because of the laws but because of the way the roads are made, visibility etc.

So what happens to most competitors, is they get rid of the need for speed on the track and there for are not interested in riding hard on the road. I recognised this very early in life so taking part in a dangerous sport like motorcycle racing was safer than riding like an idiot on the road.

I started a road safety program on the Gold Coast where we took young riders on sports bikes that where doing stupid speeds, and put them on a racetrack. THE S.T.A.R.T program Speed, Tracks and Roads, Transport, are the four major issues faced in a simple process that stopped the senseless speeds on the roads endangering rides themselves and other road users.

We Used Darlington park and allowed riders to ride fast on a controlled track, local doctors gave support so did local paramedics to ensure their safety. The result was a lot of riders deregistering their motorcycles and using them only on the track.

When we had customers we identified as possible speeding or risk takers we took them along to start days as helpers and eventually riders, this was incredibly successful.

These types of events are important; we can show people responsible use of a motorcycle. There is a need to include motorsport into licencing. Once we have this we can have initiatives with government department, an example if you get caught for speeding on the road lose points, get a fine and the rights to ride during the day, or maybe have to officiate a day.

BERNIE'S BIGGEST MOTORCYCLE GRIPES

- 1) Not having enough time with students at any level, more time means better students.
- 2) Not having the best in regards to training facilities, the better the training facilities the better the student.
- 3) Standards are not high enough; higher standards give us better final competencies.
- 4) Officials not setting high standards, officials control final outcome of competencies
- 5) Authorities controlling rider education, the controls are about their departments out come not what is best for the motorcyclist.
- 6) Motorcycle rider training controlled by motorcycle sales industries, sales person are only interested in bottom line.
- 7) Motorcycle rider trainers whom core value is money, our industry core value should always be about a better-educated and safer motorcyclist.
- 8) Authorities not taking a tough stance, i.e. when buying a bike you must have a licence.
- 9) Motorcyclist attitude regards rider training and education, I believe there should be mandatory courses for all riders.

FUTURE VISION POTENTIAL FOR A BETTER LICENSING

I would like a training program for new road licences in the future to have the following:

- 1) Use research and development strategies of experienced motorcycle training companies of 20 years or more.
- 2) ANY training and assessment guidelines to be built by mentors of motorcycle training and assessing min 20 years.
- 3) Only professionally trained motorcycle trainers and assessors to do any assessment of motorcycle instructor's course.
- 4) Motorcycle instructors course to be raised
- 5) Min of 1 years of on the job experience before able to asses for licence.
- 6) An in depth Training manual for all new motorcyclist.
- 7) At least 100 questions on motorcycling alone, taking a holistical view on everything that a motorcyclist must have to survive on our roads.
- 8) Keep Standards for RE licence.
- 9) Raise standards for R licence.
- 10) Minimum of 40 hours of training in learner approved course.
- 11) Minimum of 40 hours of training in unrestricted approved course

- 12) Audit of practical Q Ride practices must be done by professional motorcycle trainer and assessors.
- 13) A first aid course.

ENFORCEMENT

Authorities to become tougher on unlicensed riders for example:

- 1) Any unlicensed motorcyclist to be detained then and there motorcycle left on side of road.
- 2) Speeding motorcyclist undergo START program.
- 3) Speeding motorcyclist work in hospitals.
- 4) Jail sentences not life sentences.
- 5) Fines for inappropriate PPE.

FUTURE INDUSTRY ASSOCIATION

I would like to ensure:

- 1) We have an association established so the industry can grow, do its own research and development of better training practices.
- 2) To inform the local state and federal governments of changes required for better motorcyclist.
- 3) To raise standards of instructors and training and assessments.
- 4) To lobby governments for better support for training facilities and information regards safe motorcycle use.
- 5) Bring industry into one.
- 6) To disassociate from a government department that is not quick enough in changes that are vital in the life saving of motorcyclist.

OUTCOMES IF WE DON'T MAKE A CHANGE

Motorcycles are improving they are becoming technology advanced; meaning that the industry is putting faster more efficient motorcycles out on the road in a bid to win the best and fastest bike.

If motorcycle training and assessment is not advancing with technology the training will be affected, thus the information and procedure dates. Current views of training today will

change as technical changes are made. It is Imperative that rider training and assessing is used to its best advantage.

HOW CAN LOCAL, STATE AND FEDERAL GOVERNMENT HELP

The Local, state and federal government can help by:

- 1) Supporting training areas.
- 2) Support training companies working road safety.
- 3) Queensland transport take on issue of licence leave the running auditing of training and assessment for motorcycle to experts.

HISTORY SET TO REPEAT ITSELF

History is very important, the records of events, famous, infamous are all recorded, there is a base of information and what happens when certain decisions are made. It is very important that we have a very good look at what has transpired over the years especially in regards to motorcycle safety and licensing programs.

The motorcycle industry as in the manufactures, distributors, sales people have all played a role in what has transpired with regards to motorcycle safety.

Whilst some manufactures try very hard to hang their coat tails on rider safety and education I seriously question their motives. Manufactures are the ones that every year builds a faster motorcycle for our roads, they compete in a bid to have the best and the fastest to please the customers, is this what we require on the roads?

For sure race tracks and the sports people have a right to use these machines in controlled areas but do we really need such bikes in the hands of amateurs or self confessing experts with little skill or knowledge?

Transport departments have really never employed or payed for experts, rather just create a job position and have a QUEENSLAND TRANSPORT DEPARTMENT employee fill the position. Transport department will constantly create new jobs without professional expertise, because they have no real motorcycle expertise they will always be fooled by the industry people hell bent on sales over the core safety values of good training and assessing.

Government authorities will always be affected by the pressures of voters and people pressure there for they will not enforce tough decisions as public won't support them.

Police force claims that speed is the biggest killer. However they still ride a motorcycle in totally inappropriate personal protective equipment and in a manner that does not support safe motorcycling.

SUBMISSIONS

1. As someone who works for a Q Ride provider, 75% of my work time is committed to finding and hiring suitable bitumen areas to deliver our training and Q Ride licensing.

These are usually in the form of car parks, and many that we use have hazards such as speed bumps, kerbs and posts. They are usually school car parks (weekends only) and council sporting ground car parks (we have to fit in with clubs schedules). Often the car parks are really too small, and not suitable for allowing the rider to reach reasonable speeds for using their gears. Purpose-built vehicle racing or training venues charge fees that negate the possibility of hiring for Q Ride.

Many regional areas simply do not have any suitable bitumen areas large enough for training and so riders have to travel too far to partake in Q Ride or, I suspect, not bother with going through Q Ride at all.

Many councils charge extremely high fees for their car park area, even though it is usually empty during week days. The amount of riders partaking in Q Ride is limited to five riders per instructor, and often the numbers are also limited by the small size of the training area. If you couple these factors with insurance, administration, provision of motorbikes, transportation to the area, instructor's fees, to mention only a few costs, then the problems of providing Q Ride in most areas is sometimes insurmountable. High hire charges restrict areas where Q Ride providers can offer the course, especially in remote areas.

On the Gold Coast, there is one designated motorcycle training area opposite Metricon Stadium at Carrara. Unfortunately (and wrongly), it seems to have now become a car parking area for that sports ground and it is often not available to be used for motorcycle training. Council are not open to hiring other car park areas, and so Q Ride providers find it almost impossible to provide safe, large and suitable areas in which people can learn to ride.

In conclusion there is a distinct lack of suitable and available venues in Queensland as well as reluctance by management of suitable venues to hire to motorcycle training providers. High hire fees make many venues impossible to sustain the provision of training in many areas. These factors contribute to the lack of Q Ride courses in many areas and probably account for the many riders not partaking in the licensing process, in turn adding to the many uneducated and unsafe riders on our roads.

2. To whom it may concern,

I think that the Learner permit system needs to be stronger for new riders.

First of all there should be more than 5 multiple choice questions. This should be challenging for riders. Learners should study a book on road rules, motorcycle rules and questions to do with riding

a motorcycle. Then have to answer a decent amount of questions, similar to getting your car learners permit.

Secondly Each Learner rider should attend an introductory 2 day practical learner's course. This ensures that complete beginners have had some professional training and have a feel for the bike before getting on public roads, where they are a danger to not only themselves but others.

I think then it is their choice whether to go straight away to another course to get their restricted licence or stay on their Learners being accompanied how the system is now.

I think it should be mandatory for all riders to do a training course before the Q Ride. This ensures that all riders brush up on their skills. There are too many older riders involved in crashes causing death and injury. Between the years 2007 to 2011, 46% of accidents were in the age group 30 to 50 year old. This is because many of these riders think because they have had many years of riding experience in their day that they are should be able to jump onto a bike again. The problem here is they have never had professional training and the roads change over time!

The training should cover all riding skills needed for everyday riding, including using their roadcraft skills on the road amongst traffic whilst accompanied by a professional trainer.

Working in the industry and talking to people everyday about their riding abilities, you hear from complete beginners to people who have had years of experience. The beginners wish to have adequate training though people want it fast and inexpensive. Or you have the riders who think they are amazing riders and book in only for Q Ride and are not competent in all the skills. This is a problem because they think its fine to just get on a bike and ride how hard can it be!

There are such restrictions and rules for learner and P plate car drivers though it's pretty easy for a motorcyclist to jump on a bike with no one to help control them like in a car. A motorcyclist is in more of a danger zone because they have no protection except for their protective clothing and a helmet. A wrong turn or an unsurfaced road could mean serious injuries or every parent's worst nightmare, a loss of life within seconds. What is the difference between car drivers and motorcycle riders? Why is there such a difference in licensing standards?

I believe the Q Ride program is a well structures competency assessment though the standards could be higher. It shouldn't be easy for anyone to come along with hardly any riding experience and get their licence. As training and experience is necessary to stay safe on the road for both the rider and other motorists!

TESTIMONIALS ON BERNIE'S PERFORMANCE

Gareth Jones testimonial an elite rider sums Bernie s skills up:

My experience with Bernie dates back to when I first jumped onto a road bike, at 12 years old, starting with level 1 braking and cornering right up until the this very day where Bernie's coaching and guidance has given me the skills I need to race at the front of one of Europe's leading Superbike Championships. Now, 13 years on, our work together has been a real journey and one that is still being developed. I can't wait to see where it takes me!

Bill Johnson a disability student, whom went on to not only learn to ride a bike but travel around Australia, many other learners have gained valued insight into how to enter motorcycling safely. In 2005 Bernie hard work was recognised and he was inducted into the Australian motorcycle hall of fame.

REFERENCES

Motorcycle safety foundation

Queensland Department of Transport Q Ride

Queensland Department of Transport Q Safe

Licence, registration and infringement data Queensland

Monash university report 2005

Top Rider training program

Bernie Hatton

Top Rider staff

Bernie Hatton

Objective

Be Honest, passionate, committed to myself , family and others in life

To make a difference in mine and other peoples life and business

To help direct people to the right environment to enjoy their motorcycling.

Pass on skills, knowledge to the next generation motorcyclist help all riders to strive their achievements.

Establish safer and efficient procedures in my sport and industry

Experience

1985–2012

Company Director/Senior Instructor

- Established my company - Top Rider in 1985 (Australia's most diversified and exciting rider training company.)
- Established rider training packages to suit all ages and disciplines
- Registered service provider for the Queensland Government Road Safety initiative Q-RIDE
- Registered road worthy station Queensland Transport
- Established a franchise and licence system for the expansion of the company
- Operating Q RIDE and other services in 13 city regional areas of Queensland
- Offering training and track day packages across the Eastern side of Australia
- Junior and Youth Education program
- Established Start Road Safety System
- Coach to Moto GP, Superbike and Supers ports riders
- Event Management
- Industry and sport consultant
- Nationally Registered training organisation

2006–2010

Journalist/motorcycle tester/ columnist

- Coaching column
- Motorcycle tester
- Feature /interviews

1982–1985

Graham Sword Yamaha

Southport, Gold Coast

Parts and Accessories Sales Manager

- Managed spare parts and accessories
- Motorcycle sales
- Smash repair quotes

1980–1982

Out Rider Yamaha

St Peters, Sydney

40

www.toprider.com.au

info@toprider.com.au

1300 13 13 62

Motorcycle spare parts accessories and sales

- Finished my time as mechanic on Japanese motorcycles
- Operated the spares and accessories department
- Smash repair quotes
- Workshop parts supply and bookings
- Sales of new Yamaha motorcycles

1977–1982

Tom Byrnes Motorcycles

Alexandria, Sydney

Apprentice Motorcycle Mechanic

- Trade certificate Seaforth Tech.
- BMW motorcycles
- Triumph motorcycles

Education

- Fully Qualified Motorcycle Mechanic
- Licensed Motorcycle Mechanic
- Level 4 Workplace Training and Assessment
- Level 4 in Transport Rider Training
- Level 1 Motorcycling Australia Coach
- Level 2 in sports coaching
- Licensed Motor Dealer
- Licenced road worthy officer

Interests

Motorcycles, Motorcycle Racing, Business, Marketing and Promotion, Surfing, Sailing, snow skiing

Bernie Hatton.

Born in Manly - Sydney 15 November, 1961 and lived on the northern beaches until his father passed away.

Bernie interest in motorcycles came from his uncle Tony Hatton whom became a father figure in Bernie's life, tony won 5 Australian titles as well as winning the Suzuka 8 hour in Japan, tony was a household name when it came to motorcycles. The passion, love for motorcycling has seen Bernie achieve the following:

1973 Bernie commenced working in the motorcycle industry as a motorcycle detailer and assistant for Paul Spooner Motorcycles, Balgowlah Sydney at the age of 12.

1976 Bernie worked at Wee Waa as a trainee boiler maker, he returned to work as an assistant for tom Byrne's motorcycles in Sydney.

1977 Bernie began working as an apprentice motorcycle mechanic for Tom Byrnes in Sydney, Also had his first dirt bike race.

1978 Bernie received his motorcycle licence.

1979 First road race at Oran Park.

1980 Bernie wanting experience with Japanese bikes left tom Byrne's finalised his trade at Outrider Yamaha Motorcycles as a mechanic.

1980-Debut at Bathurst riding a 250 cc prod bike started 95 on grid made it to top 10, crashed finished 18th after getting bike up and restarting.

1981 Bernie then moved to spare parts and accessories where he became their spare parts and accessories manager. Duties: smash repair quotes, ordering all spare parts and accessories and organising work shop work and parts.

1981 Raced Bathurst in 250 production race c grade started 45th finished 11th

1982 Bernie relocated to Queensland, where he worked for Graham Sword Yamaha selling motorcycles, spare parts and accessories and some mechanical duties when required.

1983 Bernie won the ST George 250 cc championship beating factory race bikes riding a improved dirt bike that he had built and finished 2nd in the 600 cc championship riding the same bike.

1984 Bernie worked for the Precise School of driving as a car and motorcycle instructor, he also volunteered for the Queensland road and safety council as a Rider Trainer.

1985 Bernie established the first Motorcycle Training School - Top Rider, as a sole trader offering basic learner to advanced rider training.

1988 Bernie Hatton established the Pole position race school for a Japanese Motorcycle company. Pole position brings over 40 Japanese racers every month to the Lakeside Raceway.

1989 Bernie Expanded top rider training to include mechanical schools, the first to do so in Australia.

1990 Bernie expands Top rider training program to include suspension schools, the first to do so in Australia.

1991 Bernie starts ATV training program for all terrain vehicles and four wheelers.

1992 Bernie expands top rider services, establishing a dirt bike and mini bike school for local adults and children, in the sensible and safe use of a dirt bike.

1993 Bernie and Ian McDonald build a race bike together Bernie wins 19 out of 21 races.

1994 Bernie starts Mike Hatcher coaching clinics the riders from these clinics will go on to win many some multiple state, nation and even world title .

1995 Top Rider established ride days at Lakeside raceway and then at Darlington Park every second weekend as part of the Top Rider Start program. Speed for tracks and road for transport. Ride days had a significant effect on the road toll, as a direct result of closing these days we have seen an increase in fatalities, a fact denied by the guilty officials.

1996 Bernie attended a week at the Australian institute of Sport with Anthony West, undergoing a nutritional training program and communication skills with sports people.

1996 Bernie established a retail outlet at Nerang where it ran for nearly 10 years supplying imported motorcycles and a great friendly local motorcycle shop, with class rooms, coffee area and a great place to meet Top Rider customers as well as a full motorcycle workshop.

1996 Bernie completed Motor Traders Association motor dealers course and achieved a motor dealers licence

1997 Bernie also established the Top Rider Morriwaki MH 80 training program and school which produced some of Australia's premier riders like, Josh Brookes, Russell Holland, Craig Coxhill, Chris Vuemulemn, Brook Parkes, Anthony West, Mark Atchison, Wayne Maxwell and Brendan Clarke. All of these riders have become household names nationally and internationally.

1997 Top rider established Australia's first junior road race school.

1997 Won the Supermono event at Lakeside hub 300.

1997 Bernie Took Anthony West and Chris Vuemulemn to Japan to road race as there was no opportunity for them to do so in Australia, they raced in Japans Bronze cup where Anthony West finished 5th and Chris 7th.

1997 Bernie returned with Anthony West to Suzuka circuit in Japan and raced the same riders on the same track and won the event.

1998 Top Rider develops their S.T.A.R.T road safety program speed 4 tracks roads 4 transport , educate riders whom are speeding on sports bikes , using our road system as a track , the program took these riders off road a put onto tracks.

1998 Bernie coached Anthony West and managed the West road racing team where we won the 1998 Australian 250 production championship, finished 3rd in the 125 championship. This year Anthony was awarded the RK Chains Samurai Australian Rider of the year.

1998 Bernie and Anthony return to Japan and race for the Morriwaki team on their superbike in selected all Japanese events, highlight was winning the superbike support race at the Suzuka 500 GP know known as Moto GP.

1999 Bernie coached and managed the Scott Walker Aprilla team with Jamie Stauffer and Brock Parkes. Brock won the 250 Production Championships as well as the 125 Australian Grand Prix Championship and set the new record for the youngest ever dual Australian champion.

1999 Bernie rode the Isle of Mann Grand Prix, riding a rvf400 was 3rd fastest in practice for the new comers class , unfortunately a crash in newcomers race saw Bernie charge halted, however Bernie showed his determination and returned on the Friday and won a Silver Replica in the lightweight Manx GP.

2000 Bernie (Top Rider), established the Superbike Lites series where he had 70 entrants for the first race, sponsorship of 20,000 cash as first prize and two motorcycles to be given away for the minor classes. The series was a huge success and was run separate from Motorcycle Australia, which was a very bold move.

2000 Bernie makes a bold decision not to take on q ride, because he believed the UN restricted class limit was wrong, spent most of the year pushing for a learner approved program to be taken on the same as NSW, Bernie was unsuccessful, yet many years later the Queensland Transport adopted his push.

This decision affected the Top Rider business, a business that had over 90% of the gold coast market, Bernie stood for his beliefs, motorcyclist safety is his core business! Stating your stand for something or fall for nothing!

2001 Bernie and Top Rider ran and raced in the EISIA superbike team with Jamie Stauffer and International riders' martin Child bike magazine and David Taylor Manx GP racer Bathurst.

2001 Top Rider became a **Q Ride** service provider for the Gold Coast, joining a program where he believed he was better being a part of something he may be able to change. His push for LAM motorcycles does come to fruition 1st July 2009

2002 Top Rider formulized the entire - **Top Rider Program** and established Training manuals, Business plans, Marketing and Branding.

2003 Bernie managed the Top rider Australian road race team and developed Australian Champions in Judd Greedy and Gareth Jones.

2003 Ran race schools and track days at Phillip Island and eastern creek raceways, along with track days locally in Queensland.

2004 Bernie resumes his personal racing pursuits in the superbike Lites, taking the series by storm becoming the super bike lite pro class champion and finishing third in Formula three, campaigning RVF 400 Honda.

2004 Bernie designs the safest mesh style jacket, the Top Rider branded jacket offers Queensland rider cool comfort with GP style armour, it is the start of Top Rider Branded protective clothing.

2005 Bernie Hatton is inducted into the **Australian National motorcycling Hall of Fame** for his Road Safety Campaigns, sports Achievements and support of the motorcycle industry. Training over 40,000 people; Establishing sport programs that resulted in many Australian state, National Titles and world titles.

2005 Bernie Finished 2nd in superbike Lites pro and won Formula 3 Riding RVF 400 Honda.

2006 Rapid Bike Magazine employs Bernie Hatton as a coaching columnist and road tester. Bernie still in 2012 writes for rapid.

2006 Bernie finishes 1st in the superbike Lites championships pro class, riding RVF 400, and 3rd place in Queensland formula 400 championship Queensland raceway.

2007 Bernie became a service provider for the Australian Defence Force for their Motorcycle Safety Awareness Program to deliver motorcycle training and motorcycle Maintenance training in Queensland and in Darwin.

2007 Bernie becomes a columnist for the Gold Coast Sun newspapers, writing about industry and motorcycles, test rides of new motorcycles. Part of this column is to bring attention to the big bike engine capacity in Q Ride.

2007 Training Special Forces, Defence Forces/ Dirt bike Training. Bernie was required to build a 10 day program that dealt with everything these Special Forces personal would require, to be safe in their work enjoyment.

2008 Top Rider race team enters Australian 250 Championship, claiming 1, 2 finish in championship Sam Heath top rider team member and Bernie's student won title.

Bernie had a horrible training accident, whilst preparing for the Grand prix 250cc Australian championship, 6 weeks prior to the Opening round held at Sydney Oran Park, injuries include broken sacrum, fractured L4 L5, temporary loss of feeling, broken left hand wrist, showing his metal, endurance, will to succeed, Bernie returned 6 weeks after accident, finishing 3rd first race, 2nd in 2nd race and won the final race by 14 seconds, place 2nd for the day.

2008 Bernie builds his industry training proposal, establish a RTO business plan, to influence the motorcycle industry regards poor industry practices, safer work place, better safety standards displayed to customers

2009 Australian Air Force AIG Scouts, dirt bike training.

2009 Coached overseas World Super sports Rider Anthony West in the international Stiggy motorsport team.

2009 Top Rider becomes a Registered Training Organisation, education department- for all terrain vehicles.

2009 Queensland transport brings in the learner approved motorcycle scheme for Q ride, the scheme, Bernie had pushed so hard for.

2009 Top Rider know delivers learner and Q Ride training to 12 locations in Queensland.

2010 Top Rider adds to its Registered Training Organisation- Motorcycle instructor, dirt bike.

2010 Bernie becomes a journalist for knee down magazine, as well as rapid Bikes.

2010 Top Rider advance program delivered to Queensland, Victoria, New South Wales on a monthly basis.

2011 Top Rider program gather momentum 6- levels of personalised training, the only training program of its type in Australia, small intensive classes.

2011 Top Rider adds to its Registered Training Organisation – plan assessment TAEASS401A, Assess Competence TAEASS402A.

2011 Bernie develops the all-new Top Rider Grip School, grip school develops skills for all areas of motorcycle riding, at safe speeds, and the success is great and grip school books out every course. The grip school offers skills for wet braking and cornering as well as identifying dry grip.

2011 Top Rider protective clothing range increases with Top Rider special design full length Kevlar jeans for street riders, to encourage street riders into affordable practical clothing for road.

2011 Top Rider expands to 15 licence locations throughout Queensland.

2011 Bernie builds his own private training range for road safety research and development, personally funded.

2012 Bernie commits to coaching Rising Australian superbike star riding for Wilber's BMW in German IDM superbike championships; Gareth's results show a remarkable increase.

2012 Tasmania added to advance tour days sold out extra two 3 dates opened.

2012 ATV international course - New Guinea southern highlands, Mobil Exon.

2012 Top Rider create a Australia possibly world first in water proof Kevlar protective jeans, comfortable, protective, breathable and water proof.

Further Education

Fully qualified Motorcycle Mechanic

Fully qualified Motorcycle Instructor

A grade road racer

International and National Motorcycle road racing coach

Certificate 3 in transport and logistics

Certificate 4 in workplace training and assessing

Certificate 2 in coaching

Level 2 Motorcycling Australia Coach

Licensed Motorcycle Dealer

Licensed road worthy inspector

Journalist

Motorcycle tester for Rapid Bikes

Registered Training Organization – Instructor, All Terrain vehicles, Dirt bikes

Consultant for motorcycle industry, sport, motorcyclist

Company Director Top Rider

AWARDS

1999 Silver Replica Manx Grand prix

2004 Superbike Lites Champion

2005 Inducted into National motorcycle hall of fame

2006 Superbike Lites Champion