

WORCESTER & HEREFORD ADVANCED MOTORCYCLISTS



JUNE 2019



CHAIR'S FOREWORD

It's our busiest time of the year with all of our observers fully booked and plans for our slow riding day at Throckmorton on Sunday 7th July well underway.

I've said it before and it's worth repeating – our slow riding day allows you to improve areas of your riding not easily practiced elsewhere – slow manoeuvring and fast braking. We end the day with a slow riding race. It is one of our best and most fun events, last year forty-five bikes took part including representatives from SAM. There will also be a call for helpers to set up on the Saturday. Last year a dozen of us took a couple of hours to move tyres and clear the runway.



Our second 'free taster day' enabled us to recruit another group of associates including a few from outside our designated area.

Welcome all!

CHAIRS FOREWORD CONT'D

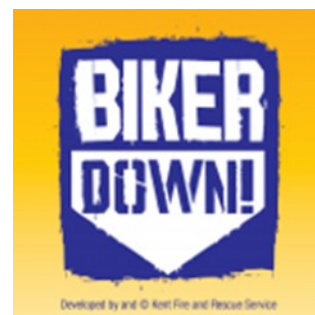
If you haven't tried it, then please consider attending one of the regular "Biker Down" courses. WHAM usually advertises these via Facebook. They have been developed over the past few years: and are excellent!

The course is aimed at motorcyclists of all ages and experience. The **free course** offers riders the chance to learn practical skills:

- to help avoid being involved in a crash,
- essential first-aid

and

- advice on what to do should they find themselves first on the scene of a crash where someone is injured.



The three hour course covers:

1. Crash Scene Management – advice from emergency service personnel on how to protect a casualty and other road users who may have stopped to assist.
2. Casualty Care – a motorcycle specific input, looking at basic lifesaving skills such as CPR, airway management and helmet removal (when & how).
3. The Science of Being Seen and the classic SMIDSY situations.

Finally, congratulations to Graeme Middleton who passed with great comments from his examiner.

Ant Clerici
WHAM Chair

BRAKING NEWS—ANT CLERICI

Braking news!

It's challenging and sometimes nerve racking to bring your bike to a sudden stop. Something has happened which leads you to try and stop as quickly as possible; you need to avoid a hazard and the only way is by jamming on the anchors.

However during most of our (advanced) riding we have used 'the system' to see or anticipate hazards and (critically) we have taken action by adjusting our position and/or speed.

No drama!

But what if the worst happens?

I'm sure you can list examples from experience.



Do you know what to do?

Have you practised the art of hard braking?

It's important to understand the physics and how braking forces act on you and your bike. But first some questions....has your bike got ABS or not? Linked brakes? Discs or drums? What about the levers are they comfortably within reach? How are your tyres? Do you always perform the rolling brake test?

Then there are external factors such as road surface, temperature, weather, moving hazards including other vehicles, sheep, etc

And finally you!

Are you relaxed, focussed and aware?

So what happens?

As you hit the brakes you naturally slide forwards, so grip the tank with your knees but keep your upper body and arms as relaxed as possible. Crucially the bike's weight shifts forwards increasing the available friction to the front tyre, at the same time lightening the rear and decreasing friction and potential braking of the rear tyre. In other words; the rear will lock up if you aren't careful!

If you have seen the slo-mo pictures of MotoGP riders as they brake at the end of the straights their back wheel is often just off the ground. This means 100% of their braking is through the front wheel.

ABS provides instant release of a locked wheel by releasing the brakes allowing it to turn; this in theory maintains your control.

It's a matter of balance how much you can use the back brake when under heavy braking. If we assume 90% front and 10% rear then it's easy to understand how a heavy right boot or dropping a gear or two can cause problems. Unless you are well practiced then I suggest you should focus on your front brake because getting that right maximises your chances, getting it wrong usually leads to dropping the bike.

Your stopping distance will vary according to conditions and the Highway Code only offers guide distances. The one I remember is 96m at 70mph – that equates to the last 100m mark as you approach the roundabout. And that includes "thinking time". It looks incredibly short but that all changes if you think you are about to crash.

BRAKING NEWS—ANT CLERICI

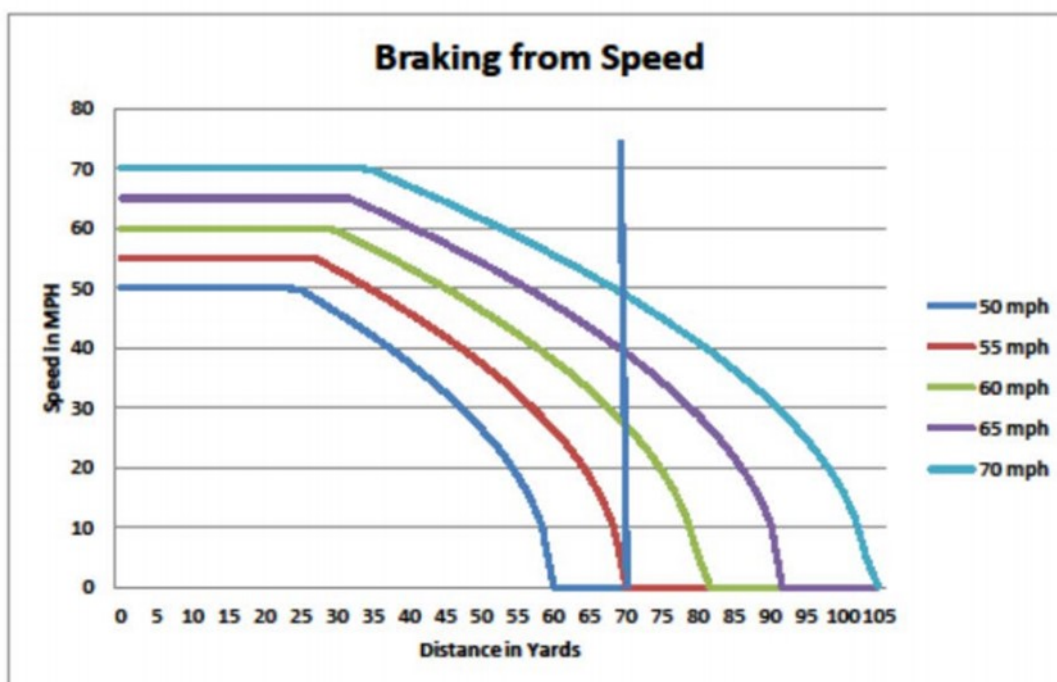
TOP TIP: come to WHAM's slow riding day.

We include a fast braking section so you can practice this skill in a safe environment. You will be surprised how your braking will improve after a couple of runs.

<http://www.wham-motorcycling.org/event/wham-slow-riding-day/>

Now let's assume you are able to bring your bike to a halt quickly and safely. There's a limit to how hard you can brake; probably around 0.8g. This gives us our 'best stopping distance'.

My thanks to Eric who has demonstrated the principles in this diagram.



Zero yards is the limit of vision as you approach say a blind brow.

Vertical line is say a brick wall or back of a lorry. This is positioned so you can just stop at 55 mph.

It will take one second to recognise the brick wall and the initial squeeze of the brake.

The braking force will achieve 0.8 g deceleration. At 1.0 g the bike will rotate over the front wheel.

The message here is obvious: a small reduction in speed results in a significant improvement in your stopping distance. On the road this might mean backing off until you have absolute clear vision of what's ahead or as you approach a group of houses where the speed limit doesn't change and you could have ridden past at 60mph.

At 60mph a 5 mph reduction buys you over 10m of braking space.

And finally a question: on Eric's diagram: if riding at 60mph, look up the speed you'd hit the lorry! Then the same for 70mph.....ouch!

Midlife Crisis... ...What Midlife Crisis?



The midlife crisis is officially real. For several years now the NHS has included on its main website a section in which they have described an anxiety when men reach life's halfway stage. 30 years ago, that might have coincided with hitting the big Four Zero. Now, statins, smoking bans and the nagging of governments and spouses concerned with healthy eating 'halfway' can begin a decade later and can last for as long as 10 or more years. (Have you noticed how those badly daubed sheets hung on roundabouts declaiming 'Happy birthday Dad!' have surreptitiously risen from 40, to 50, to 60?) Typical reported triggers of the disorder are anxieties about 'what we have accomplished with our lives so far - and 'does anybody care?'

Lest we dismiss this as just triviality, in truth there are significant economic as well as social impacts. The Telegraph reported in 2015 "over 50s in the UK collectively spend around £130 million every month on ways to stay fit and healthy." That amounts to industrial quantities of our hard-earned cash being spent on efforts to delay inevitable decline, through gym memberships, lycra shorts, rowing machines, tattoos and even cosmetic surgery.

Why is it that men are said to be most susceptible to midlife crisis? Could it be that we are more sensitive than we have traditionally been thought? Or perhaps just less willing to acknowledge our inabilities to achieve all the life plans and succeed in the manly sports we secretly hoped we might in our youth? Or is it that women are just too busy sorting, organising and succeeding to be bothered with such self-obsessed nonsense?

In *Zen and the Art of Motorcycle Maintenance*, Robert M. Pirsig mused that "When one person suffers from a delusion, it is called insanity. When many people suffer from a delusion it is called a Religion."

MIDLIFE CRISIS....—PETER ROGERS

"So maybe men have created a shared religious perception that we are the strong, achieving sex whereas the reality of our limited personal realities becomes all too evident by midlife – especially when compared to the better organised, more communicative, self-aware women in our lives?

The NHS mentions several possible symptoms to look for including mood swings, loss of muscle (assuming there was ever any), "man boobs", poor memory loss and several others (which I've forgotten.). There are other reports that cite the wearing of unsuitable lycra, over tight jeans and an enthusiasm for 'hanging' with young people and over-familiar use of 'bro', 'dude' and 'bud' to greet anyone under 35 as possible indicators.

The predictable NHS advice for people who think they might be suffering from onset of a midlife crisis is to visit their GP. That might be useful of course and I couldn't possibly recommend anyone doesn't. However if, as you walk past the graphic notices detaining the symptoms of strokes and jolly encouragements to walk 20 minutes every day, you are greeted by a 50 year old male medic wearing jogging bottoms and a London Marathon tee shirt, framed by a poster of a dramatic mountain and lake scene with the words 'just do it' printed over the waterfall, you might want to think again.

So, what can one do? A column by in the Times Educational Supplement as early as 2009 considered some of the options. Paul Cornish posited (and I paraphrase here) that traditional theories emerging from sociology, psychoanalysis and psychotherapy generally concentrate on three principal questions: What have I achieved thus far? Was it worth it? What should I do next?

When the answers to those prove less than satisfactory (and they normally are) then he posed two, more challenging questions: What do people (now usually assumed to be Facebook 'friends', mutual WhatsApp groupies and those in your family who still send you Christmas cards) think of me? And, am I respected and loved? This process should hopefully restore some semblance of positive perspective of a moderate occurrence of midlife crisis – possibly bolstered by the conviction that although you never quite got promoted to the area manager status you hoped for, or became a regular first team player in your the local sports centre 6-a-side/tennis club/, your grandmother passed away content in the knowledge that at least you were her special success.

For most of us, the brutal questioning and self-analysis cannot be so easily avoided, and thought must be given to our response to the challenge of the midlife moment. In his article Paul Cornish offered three options:

The first is to be anxious and discontent - with everything and everybody.

This can often come about when a family member answers the second supplementary question (see above - "Am I respected and loved?") with the words "No: you're behaving in the most selfish and puerile manner and driving us all to distraction." In this case, the solution probably is to seek an appointment with a GP - the best time to make an appointment is usually Thursday at 5.30am.



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MIDLIFE CRISIS....—PETER ROGERS

The second option is to do something adventurous: swim the Channel; sail the Atlantic; cycle from John O'Groats to Land's End; walk to the Everest base camp. This can be fun, but also painful and sometimes dangerous.

The third option is the seamier side of the midlife crisis; have a torrid affair with someone young enough to be your son or daughter (no permutations were overlooked in the writing of this article). This can be fun too, and even rather literary insofar as it defers not only to John Betjeman's poem *Late-Flowering Lust* but also to his rather more direct and wistful observation late in life. When asked whether he had any regrets, the wheelchair-bound poet responded: "**Yes, I wish I'd had more sex.**" But it can also be a prosaic and undignified display: The Desperate Don usually isn't as compellingly attractive as he likes to believe he is.

Fortunately, there is a fourth option; a way to deal with the midlife crisis that should leave bones and dignity intact. This is widely acknowledged in the literature as the Twin-Cylindered Platonic approach to the midlife crisis, whereby adventurous capability and romantic availability are presented more in form than in substance.



And by far **the best way to achieve this Platonic ideal is by riding a motorcycle** - a big one. The motorcycle is acknowledged by most people to be the most sublime way to travel. As Thomas Pirsig wrote in the opening pages of *Zen & the Art of Motorcycle Maintenance*, when on a motorcycle: "You're completely in contact with it all. You're in the scene, not just watching it anymore, and the sense of presence is overwhelming."

But for our purposes, it's the therapeutic rather than the aesthetic qualities of motor-cycling that matter more. A fully qualified motorcyclist can do some awe-inspiring things; things that more than compensate for being a little overweight and balding. For example, when pulling away from traffic lights the rider might leave his right foot down, and perhaps even drag it lightly on the tarmac. For obvious reasons, this is very impressive.

Far better still, the qualified motorcyclist learns the biker's nod; the curt salute to another rider (as long as his bike is big enough, and almost certainly not if it's a scooter) that acknowledges another member of the two-wheeled brotherhood of the road. In the best case, the other rider could even be an academic who has also discovered the one true way to deal with the midlife crisis.

MIDLIFE CRISIS....—PETER ROGERS

If a few simple rules are followed (see below), a motorcycle can suggest not only a buccaneering spirit of adventure but also impressive (and largely unassisted - at least chemically) virility. And what is more, these virtual qualities can all be symbolised in the best possible taste. The Ten Rules for the Midlife Crisis Rider are as follows:

Rule 1 Ride a motorcycle that has a big engine (1200cc is fine) and that is so heavy you probably couldn't pick it up if you dropped it to the ground. This is immediately suggestive that you must know what you're doing and have been motorcycling for many years, since no one but an inexperienced idiot would ride a motorcycle that they couldn't pick up.

Rule 2 Never, under any circumstances, drop your motorcycle to the ground.

Rule 3 Choose a motorcycle with a twin- cylindered engine, whether flat (such as BMW), vertical (such as Triumph) or V-twin (such as Harley-Davidson and Moto Guzzi). A twin can potter along happily at a slow and sensible speed in a town, while the throbbing engine note clearly hints at the latent power available to the risk-taking, yet at the same time discerning and considerate rider.

Rule 4 Choose a motorcycle with an upright riding position, rather than one in which you are crouched forward over the fuel tank. Not only is the upright position better for those riders with sciatica, but it is also the type of motorcycle used by Ewan McGregor and Charley Boorman (in their case BMW) as they rode around the world and the length of Africa. I met Charley Boorman once: an engaging man who did a wheelie as he rode out of the Foreign Office car park off King Charles Street. That was cool, but not public

Rule 5 Never attempt a wheelie, neither anywhere in public nor in the Foreign Office car park.

Rule 6 Never visit your children at school while riding your motorcycle. You might be desperate to do this; convinced that your children will be the envy of their friends for having such an individualistic and youthful father, with a devil-may-care outlook on life and its dangers. Your children will think differently, and will never forgive you when, as you lower your motorcycle on to its side stand, you remember too late that you forgot to put the side stand down.

Rule 7 Find a motorcycle with an indicator showing when the side stand is down.

Rule 8 Wear a full-face helmet, probably plain grey, and with a clear visor fitted with an anti-fog insert. A full-face helmet makes the illusion of youth more sustainable. Grey is widely considered to be the colour most appropriate for the older rider. A clear visor is essential, as the eyesight is not what it was and in any case you might like wearing Reactolite glasses. The anti-fogging device will be reassuringly familiar; it works just like the double glazing at home.



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MIDLIFE CRISIS...—PETER ROGERS

Rule 9 Think twice before buying brightly coloured leathers. Man-made textiles (with built-in body armour) might be more appropriate for the mature rider. In either case, find a shop where you can be fitted discreetly and sensitively, and where your life-threatening attempts to squeeze into very tight trousers are handled with tact.

Rule 10 Ride with confidence, as if you own - the road. This is good safety advice and after all, with 30 or so years of road and other taxes under your expanding belt, you're probably entitled to feel that way.

"Crisis" comes from the Greek, meaning: a moment of decision or judgment - a turning point, sometimes used to refer to the progress of a disease. With a little effort (and with a great deal of willingness on the part of family and friends to suspend their mocking and even rather hurtful disbelief), the midlife crisis can be managed not as a disease but as a moment of liberation and fulfilment; a vivid and courageous indication that even if only in the mind, the glass of life is still emphatically full. Carpe diem; as Suzi Godson, The Times' sex counsellor recently revealed, it won't be long before the glass is incontrovertibly half empty, with your teeth soaking in it.

The choice is yours...



Happy Riding

Peter



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SLOW RIDING—ALEX HOYLE

If you're reading this then, hopefully, the Newsletter's arrived just in time for the annual WHAM slow riding day at Throckmorton airfield. Which is a must for old and new alike. If you have not been to one of our slow riding days before, then please make every effort to get there.

As we always say; if you can ride a bike slowly, and properly, then you can ride it fast. In fact, I think it's harder to ride a bike slowly than fast. It's an annual event which WHAM puts on to help associates and established riders practice their slow riding skills in a safe and controlled environment. It's on Sunday the 7th of July at Throckmorton Airfield near Worcester. You can find more information out on the WHAM website, and this will give you the start time, the location and hopefully all you need to know to get you there. <http://www.wham-motorcycling.org/events/>

Proper slow riding is an art form, and if done properly is a joy to behold, you are having to use the clutch, the throttle, and the rear brake to control the bike at very often less than walking pace, and if you can achieve this, it will help boost your confidence and overall bike handling.

You've all seen it, at the cafes on a Sunday morning, the riders who come in and put both feet down almost immediately and paddle the bike to a halt, or when they start moving off drag their feet along the ground. If I'm taking an associate out on an observed ride, and we've gone to a café such as Crossgates, or Quatford Foodstop, we just sit there and watch people coming in and out, and how they deal with the slow riding aspect of their bike manoeuvring. You can learn a lot about someone's riding ability just by seeing how they handle a bike at low speed, and to be honest most people don't handle it very well.

You need to get your feet up on the pegs, as soon as you can. This helps stabilise the bike and for the most part is the complete opposite of what most people think. When they trail their feet along the ground, they think it's providing support but it's not. Getting your feet up on the pegs as soon as possible is the best way to do it, although this may sound crazy, actually it's the best thing you can do.

If you can come along to Throckmorton for the slow riding day please do so, you will have a chance to do slow riding in the morning, practice figures of eight, turning, and changing direction etc. In the afternoon we up the pace a little bit, and have hard braking, fast manoeuvring around cones, and the famous dodge the badger exercise to help improve your counter steering, and your ability to change your bike direction quickly.

It's all done in a really safe environment and gives you the chance to practice things that you would not normally want to do on the open road, or with other people around.

Even if you can't make it for whatever reason, do try and pop over for half an hour or so, just to see what we get up to.

I have included links to some YouTube videos from previous years which will give you a feeling of what happens on the day. https://www.youtube.com/watch?v=VN_RVAIY7aA

<https://www.youtube.com/watch?v=9IOJ4RYIcP8>

If you need any help or advice, observers are on hand all day, and are only too happy to help you out and point you in the right direction.

Hope to see you there.

Alex W Hoyle

WHAM Chief Observer



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TEST PASSES —RICHARD HEWITT

Mark Cooper passed with Will Morgan as his Observer on the very last day of May and so belated congratulations to you both...

Ian Fullwood passed this month with Chris Lawton-Smith as his Observer.

Examiner, Andy Lamb, commented:

“Happily no surprises. Only a couple of minor points dropped:

1. Shoulder check with oncoming traffic; and
2. Should have signalled earlier approaching a roundabout when turning left.

No question in the end. “

Well done all!

We've now got a picture of Tim Went receiving his test pass certificate from a particularly happy Chris Brown... Again, well done both!



WABAM RIDESMART—RICHARD HEWITT

Notice of an event, open to all in September, comes to us from WaBAM. The “RideSmart” event to be held just north of Bath is organised by Eddy and his email is also copied below. Many of you have previously supported Eddy’s events and we’d be delighted if you can do so again; if this is all new to you then you have a treat in store!

Eddy has a broad range of activities and experiences for the day so it should have appeal for an equally broad range of motorcyclists. Eddy’s events are well organised, fun, and always have a clear training agenda. I hope to see you there.

If our Group/Individual member does have an interest would you please advise Eddy directly, thanks.

“Gentlemen

More for information for you guys I should think but Yup, another year goes by and here I am cap in hand again. Last year we played on Castle Combe Circuit and again in Devauden for an Observers Day, neither would have worked without the support given by you, our colleague groups and clubs, so thank you. This year we plan something quite different.

With the support of BaNES (who are supplying a car park and 200 cones) and Avon and Somerset Police we are running what should be a fun day using the Lansdown North Playing Fields Car Park Bath and surrounding roads. I attach a ‘SAVE THE DATE’ flyer which gives a flavour of some of the games and trials on offer. Last year the ‘Ridesmart’ days were perhaps a little specialist, this is the reverse, just straight forward handling skills and road riding for any motorcyclist. So this is a day for everyone – yes we will need some observers but – mostly we need ‘people on motorcycles’ prepared to have a go.

Entry is FREE. For those of a slightly nervous disposition we will have a couple of spare bikes available to play on, so just pitch up and bring a friend!

Can I please ask if you could kindly spin this out to your members (and wider if you like) It would be nice to think collectively we could get 100 people from local groups/clubs along, topping up with casual ‘drop ins’. Any indication of interested folk would be welcome as it helps with planning.

With very best wishes.”

Eddy—lambahstoate@aol.com



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MOTORCYCLISTS

SAVE THE DATE *SAVE THE DATE*** SAVE THE DATE**

Saturday 28th September

Machine handling skills day

Ridesmart with WaBAM

Presents an

open fun day of

- Severe braking
- Anchor swerves
- Filtering games
- Motogymkhana taster
- Police observed rides
- IAM Masters Level Taster Rides
- And much, much more

Loan bikes***** **FREE ENTRY** *****All motorcyclists welcome

When: Saturday 28th September 2019 from 10.00am

Where: Lansdown North Playing fields car park BA1 9BJ

Voluntary collection for Wilts Air Ambulance

SAVE THE DATE* SAVE YOUR LIFE**

Further information: lambahstoate@aol.com



www.wabam.org.uk

Following their fully subscribed and hugely successful Ridesmart day on Castle Combe circuit last year Wilts and Bath Advanced Motorcyclists (WaBAM), the local Institute of Advanced Motorcyclists group are partnering with BANES and Avon and Somerset Police to provide a unique day of machine handling for all commers at Landsdown North Playing Fields car park on 28th September. Rob Jones Castle Combe Circuit chief race instructor will be making a guest appearance.

Ken Fryer, WaBAM Chairman said

'Sadly statistics show, regardless of fault, that 80% of KSI (killed or seriously injured) accidents could have been avoided by improved machine handling skills including braking. The WaBAM Ridesmart day is available FREE to any rider and will include braking at speed, low speed riding and games as well as some gymkhana moves. Police and other ride assessors will also be on hand to deliver road riding advice on some of the excellent nearby roads'

A BANES spokesperson said

'If this event saves a tragedy in just one family it will be worth it. BaNES is delighted to be able to support this excellent initiative by offering use of equipment and the Landsdown North playing field car park. This is a fun day with a serious sub text and anyone with an interest in motorcycling should pitch up and have a go!'

THE TAIL ENDS— BY MR ALAN RIDER

I was thinking just today, but not for the first time believe me, how odd we all are. Not just as Homo sapiens but as motorcyclists. It seems to me there is a Grand Canyon between how you and I behave with each other as members of the human race and how we behave with each other *as motorcyclists*. I mean, can you think of any interest or sport where humans have a positive attitude towards each other, even before they get properly acquainted? I reckon motorcycling is like our legal system (or how it should be – i.e. honest till proven otherwise) or in our case, you're a good bloke until proven a dick. (Apologies to anyone with the misfortune to be christened Richard - not my fault).



I mean, take football. It's riddled with aggravation of a tribal nature! It's got a worldwide following of cosmic proportions. Tremendous enthusiasm barely contained - Yes! But always for *a team!* (A team of over-paid, oversexed, self-exalting, knee sliding, attention seeking, man hugging, questionably educated, law breaking (ok not all of 'em) It's all about: "Our *club, my club, not your club!* Given half a chance I'll beat the crap out of you if your team wins!" No wonder they keep them apart with barriers that'd do justice to Trump's Wall, and scores of battle-ready police. Don't misunderstand me, I've nothing against football and the many, many members of us upright apes who enjoy it peacefully. But you don't hear: "If Dunlop is ahead of Rutter at Creg on the last lap, I'll ram this beer bottle up your nasal passage!" For sure people have favourite racers and yes, occasionally road racing fans and indeed racers behave less than optimally, but we don't hurl bottles, break down barriers, molest Mr. Plod just because our man or woman didn't win. If you know different, please don't tell me, I'm as brassed off as you are at the state of things and I don't want to have to jump!

Formula 1!! I hear you cry...huge following and no violence. "What about that?"....you claim. Good point! But bear with me....I'll get to my point soon enough.

Horse riding? Are those deliciously tight, jodhpurred riders matey? Nope, out on the road they're too busy trying to prevent their mounts from launching them into the troposphere with each passing car to indulge in a subtle nod of camaraderie.

Gliding? Fringe sport. Anyway, they're too busy relieving their bladders into bottles to wing wobble to fellows.

Rugby? Too incestuous. Swimming together and all that! (Que?)

Anyway, the violence on the pitch is enough to make Iran's Revolutionary Guards look like pussies.



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THE TAIL ENDS— BY MR ALAN RIDER

Cricket? Technical and genteel. Ah! We lost! Oh well! Shame. See you next week-old boy. Mind you, perhaps not! It's maybe fortunate Pakistan lost to India or nuclear confrontation might have been considered an option...

What about the fairer sex? Okay, I hear you. Female football and the new W Series, girls-only motor racing? Great ideas but too nascent to draw big crowds. Mud wrestling - one can't really admit to be an aficionado and if you are, it'd better be a *very discreet* nod 'n wink to another like-minded soul.

But you get my drift. Many members of our WHAM tribe have travelled further and wider than I have. We all enjoy their travelogues; well I do from my sofa. And I applaud them for their enterprise and even more their super tolerant, stay at home partners, if not pillioning. I'll wager my padded pants, not incontinent pads you understand (try Tena for Men if you're struggling), but MotoSkiveez save-your-bum pants, yup! you need 'em, but I'm digressing. I'll wager that wherever our intrepid WHAM boys and girls heel the prop stand, pitch off their machines and offer the equivalent of the gross national product of say, Moldova, for a coffee in some god forsaken, dusty and desolate land far, far away - they will be met with warmth, respect and, at the very least, polite interest.

I mean, out on the road, you'll nod, wink, shake a foot, pull a wheelie, snort loudly, break wind vigorously or whatever takes your fancy to acknowledge that rider coming the other way. And....*and*, I must point out, *irrespective* of the brand of machine. It's only when there are too many bikers coming the other way do we give up the 'nod' to avoid fusing our neck vertebrae. Can you see an Audi S3 driver acknowledging a Ford Focus ST? I don't think so! Run him off the road more like. That's what I'm referring to earlier. Huge numbers of car drivers follow F1, but do they respect each other on the road. No they **** don't!

Look, there's a danger I'll get all philosophical on you with this topic, this 'Chasm'. Our so-called civilisation is wafer thin. The fact that you don't get on with that particular neighbour is a mere feeler gauge away from a violent end game - and let's not think about where Trump is headed with the Ayatollah. You'd most certainly fantasise about penning that inconsiderate neighbour's hideous Porsche Panamera, but you'd never lay a pinky on his Panigale. Actually, that's facile, because if he had such a motorbike, he wouldn't be such a tit, wouldn't drive such an ugly car and the certainty is, you would get on ok with him - or her.

So, there you have it! Motorcycling is unique. With a very few exceptions like notorious motorcycle gangs, motorcyclists get on with each other. There's an innate respect. At the very least we tolerate difference and more often than not we take a genuine interest in alternative approaches to our passion. We might not ourselves want to tune the balls off a Puch Maxi, but we respect anyone who gets 70+ out of what we used to call a piss-phart!



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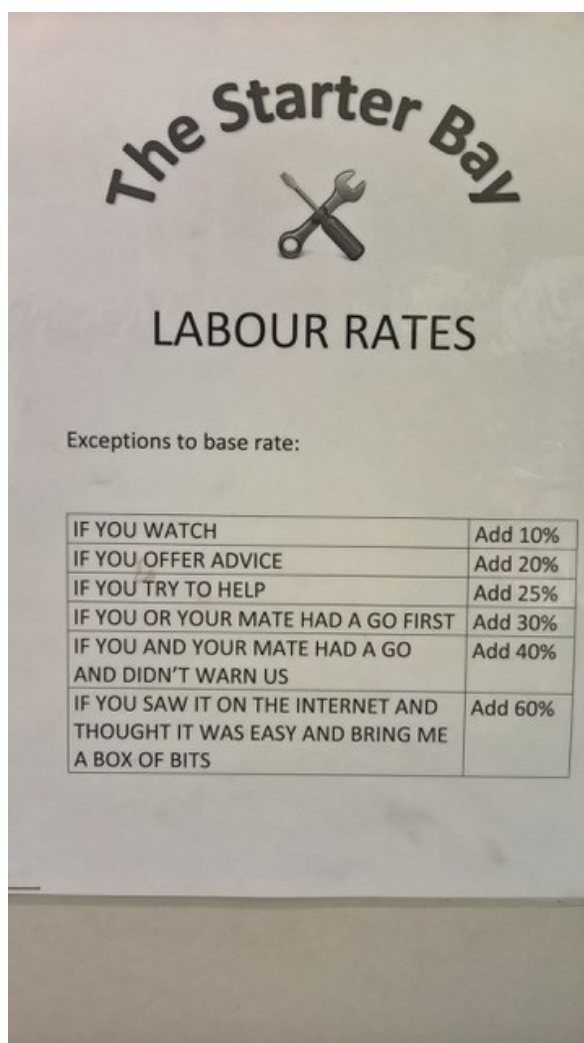
THE TAIL ENDS— BY MR ALAN RIDER

I want to leave you with a sign I saw when my bike's starter motor needed fixing...for me it kind of sums up the right attitude...the owner of this emporium* gets his hands dirty, fixes things and rides a Pan. You won't read this in your car's service centre!! Actually, while I'm on that subject, I asked the Main Dealer Service chappie why I had to stand like a pubescent schoolboy in front of his desk while he sat there meting out the punishing bill. "It's only the sales guys that get customer chairs" says he. Blow me down! The same company self-abuses on and on *and on*, about putting customers at the heart of their business. No! Just no!

*www.starterbay.com

Motorcycling - it is an extraordinary way of life. We get on together - perhaps the whole world should ride motorbikes.

The Starter Bay approach to dicks



| Exceptions to base rate: | |
|--|---------|
| IF YOU WATCH | Add 10% |
| IF YOU OFFER ADVICE | Add 20% |
| IF YOU TRY TO HELP | Add 25% |
| IF YOU OR YOUR MATE HAD A GO FIRST | Add 30% |
| IF YOU AND YOUR MATE HAD A GO AND DIDN'T WARN US | Add 40% |
| IF YOU SAW IT ON THE INTERNET AND THOUGHT IT WAS EASY AND BRING ME A BOX OF BITS | Add 60% |