

WORCESTER AND HEREFORD ADVANCED MOTORCYCLISTS



January 2023



EDITOR'S CHUNTER

Puddle or pothole? One of the burning puzzles of the season.. mostly it's easy to spot potholes, - a humungous great hole in the road, likely on the path I am intending to take. But,.. what if it's raining? The pesky things fill with water and then it's impossible to tell if they are 1mm deep or 2 feet... The solution is of course, keep clear of all puddles! Especially at this time of year when frosts have done their work to the already fragile road surface we enjoy in this part of the country. Better to go to Wales where the roads haven't yet deteriorated from the splendid condition they were put in by those awful foreigners with their horrid EU club.

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And a very interesting piece I found on the IAM website; its quite well hidden so I asked them if I could publish it, it's all about "[offsiding, the Offside Rule](#)", and when its OK to be on the wrong side of the road, - and when it's not!



Please do get in touch with me about anything bike related, this is a bumper issue with lots of varied content, but dont leave it to others, we need your stories and experiences for us all to enjoy!

Contact me at whamnewsletter@gmail.com

Enjoy the riding!

Jim Rolt

Editor



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CHAIRMAN'S FOREWORD

I hope you all enjoyed Christmas and New Year celebrations, and are now looking forward to Jack Frost bugging off so that we can enjoy some epic rides/adventures out on our bikes.

As trailed last month I'm adopting the 7 degrees protocol this winter; if Alexa tells me its below 7 degrees I'm not disconnecting the Optimate and rolling the bike out of the garage. I know there are hardier souls in our midst, but please do remember poor winter road surfaces and being cold make poor bed fellows.

I'm writing this on January 24th, the day before the annual WHAM AGM at the falcon in Bromyard. By the time you read this we will have some new faces in our committee, and I will take some time next month to introduce them all individually. What they all share is a passion for motorcycling. In the context of also being club-members this passion translates into working to maintain and build WHAM delivering enjoyable accessible events for all members as WHAM goes into what I think is it's sixteenth year of existence.

We've several new initiatives in planning this year. One of which will, I hope, enable a greater proportion of recently test-passed associates to make a smoother less challenging introduction into the weekly Group riding programme. Whilst Tony Reusser is stepping down as Secretary I have secured his commitment to lead this project to implementation.

If you came to the AGM and left not having asked that one burning question you wanted to, or have subsequently ruminated on something that was said, please do get in-touch. The overarching aim for 2023 is to get as many members as possible, post covid, out riding, either improving their riding, or pressing into service the skills they already have. Events for this year will therefore be focussed on practical events to achieve this goal. And I hear there's a WHAM overseas trip in the planning too....

See you out on the road.

Richard Hewitt

WHAM Chair



Winter's Here

Well, winter's most definitely here; on last Sunday's morning run as we approached Shobdon Airfield you could see the snow on them their Hills. However, that's no reason not to ride, in fact as we always say, those who ride through the winter and get out on their bikes on a regular basis tend to make much better riders. Obviously at this time of the year you sometimes have to take a different approach to your riding, one of the main concerns is your road position, where you would like to be, isn't always where you can be. One of the biggest problems we have at this time of the year is a huge great dollop of mud in the middle of the road, combine that with water, wet leaves and mud (and worse) left by farm traffic, all of which combine to make for some very slimy conditions on the roads. So, you seriously have to think about which line you're going to take, because you may not be able to cross the road in order to take up the correct position on the next bend. Sometimes you're actually better taking a position on the nearside, although this may not give you the optimum view, remembering of course that your safety is paramount. It's a decision you have to take on the day as you ride. If you go to the offside and something big comes towards you, then you may be forced to cross the very mud you're trying to avoid but don't want to go on, so sometimes a nearside line is the best and only option.

I actually enjoy riding at this time of the year; I know that sounds a little bonkers but you can get some really cold clear crisp days. Now at this point I will say that I absolutely refuse point blank to ride if the temperature is on or below freezing, in which case simply turn over and stay in bed. But if you wait a little, then the weather normally warms up as the day goes on, and if the roads have dried up a bit, then it's really good to get out and blow the cobwebs away. The other advantage is that all the boys on the plastic fantastics, who only ride during the summer when it's nice and warm and sunny, have put their bikes away for the winter, so you won't have to deal with them when you get to the cafe, and you'll stand a much better chance of getting that big breakfast that you've promised yourself, which is of major importance, particularly to me.

Also in this day and age with the advent of heated grips, heated gloves, heated vests and jackets, even heated socks, and trousers, what next you ask, perhaps heated underpants, well maybe that's just too much, there's no excuse for not getting out, because you can stay warm and cosy on your bike. Obviously you need to make sure that your bike is in tip top condition, and that your tyres have a good level of tread on them, also when you get back at the end of the day and wash your bike down, don't forget to use MPOWDERS as a means of checking over your bike and making sure that everything's in good working order.

I know sometimes riding in winter can be a little daunting, but quite simply the more you do it, the easier it gets. In actual fact if you've got good tyres with good levels of tread, they have a tremendous level of grip even in the wet. Most of us never ride our bikes anywhere near the limit, and even though it may be wet on the road, there's no excuse.



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So, give it a go, if you don't practice it, you'll never get any better at it.

Alex Hoyle

WHAM 3260 Chief Observer

Moto Touring – Learning from Experience – NICK FOWLER

2005 to 2010

I made annual motor camping trips with a good friend, Stuart, including Spain, France, Germany, Scotland and Austria. No accidents, no bikes dropped, No bike issues, no GPS, no stress.

One speeding fine in France affected my view of the French Gendarmerie

We were overtaking slow trucks on a single carriageway going steeply uphill with a 90 km/h speed limit. The trucks were doing 50 km/h.

- On a bridge was a non-uniformed person with a radar gun.
- We were stopped at the next roundabout. All vehicles stopped were British.
- Stuart was fined 70 Euro for 130 km/h in a 90 km/h limit.
- I was alongside the same truck as Stuart, and I was told I was doing 163 km/h in a 90 km/h and said they would take my licence, passport, and bike. When I asked for evidence the reply from the officer was, with a smile, “welcome to France”. After 15 mins discussion in my bad French the new figure was 159 km/h and the deposit was 760 Euros towards a court hearing, where I was found guilty in my absence, and duly fined that amount.

2011 to 2015

We were booked to sail to Spain again in 2011 when Stuart hit a car in the driver's door whilst doing 50 mph. The driver had pulled out of a farm entrance and then stopped across both carriageways. Stuart broke his right arm in 11 places and the arm is saved by taking bone from his pelvis. It was 3 years before he could hold a pen and biking was off the agenda. £100k compensation was paid by the driver's insurance.



2016 to 2022

2016. Triumph Explorer XC, Hotels and First Ride Trip with a rider I had not ridden with before.

Yep, I picked an ex 600 cc racer as a trip buddy pictured here. A few will recognise him. Yes, he was fast, but that wasn't the problem. He wanted to ride from 0800 till even 2200. Way too long for my concentration and my backside.

His trick was gel cycling shorts.

We got on OK but agreed it was not a great pairing, completely different riding styles and agendas, I enjoy a few beers at the end of the ride, rather than falling straight into bed. Yes, have a good ride, but also appreciate the locality you are in.



May 2019 Triumph 1215 Explorer. Scotland - Camping Alone.

I spent 2 nights at the Buccleuch Hotel in Moffat. Maybe the best biking hotel in the UK. Steel sheds as garages for every bike. Garmin upload of the best routes in a few minutes called "Threading the Corset".



Key points -

- Very friendly.
- Perfect breakfast if you love offal – haggis and black pudding.
- Only downside is, best get to bed before the whisky tasting starts!

- Riding the A9 then A99 to Wick with a wind from the west that was so severe I struggled to keep my fully laden sail on my side of the road.
- Gave up with trying to camp and booked into a B&B with a harbour view. The lovely old lady running it took her car out of the garage for my bike to go in. She had a great sense of humour. I asked what there was to do in Wick. She said, "nothing, it's f*cked. They are closing Wetherspoons"
- Breakfast was from 0800 but for £5 cash it became a huge fry up at 0630.
- Doing the North coast 500 seemed too quick as it rained every minute ...
- I rode home from Poolewe, 540 miles, in rain all the way. Was I really concentrating?

September 2019. Triumph 1215 Explorer. Switzerland - Hotels Alone

Key points -

- Don't plan to ride 570 miles and make a ferry crossing on day 1.
- Do keep to speed limits in France. No 10% tolerance, 73 km/h in a 70 was a 50 Euros fine.
- Do ride the B500 both ways – looks so different from either direction, and worth it.
- Do ride the Grimsel, Furka, Susten, Nufenen, Maloja, and Splugen passes. Splugen has hairpin bends in tunnels!
- Do not follow a tipper truck in roadworks if he cannot see you in his mirrors. When he cannot make a hairpin bend and reverses towards you, and you are paddling backwards on loose stones ...
- If you drop your fully loaded bike as above, take the following day away from riding. I didn't and dropped the unloaded bike the next day because day 1 was in my head.
- Get used to paying 50 Euros for 2 beers and a pizza in Switzerland.
- Do ride the great roads in the Haut Vosges and stay in Colmar. Like Strasbourg but cheap.

September 2020. Triumph 1215 Explorer. Private Training Provider Trip to the Scottish Highlands

A group of 8 most of whom who were well known to each other and regulars with the provider. Was uncomfortable with the clique atmosphere. One was an experienced car racer which brought another dynamic to the rides.

Key points -

- It was considered normal to ride at 80 to 100 mph on A roads in Scotland.

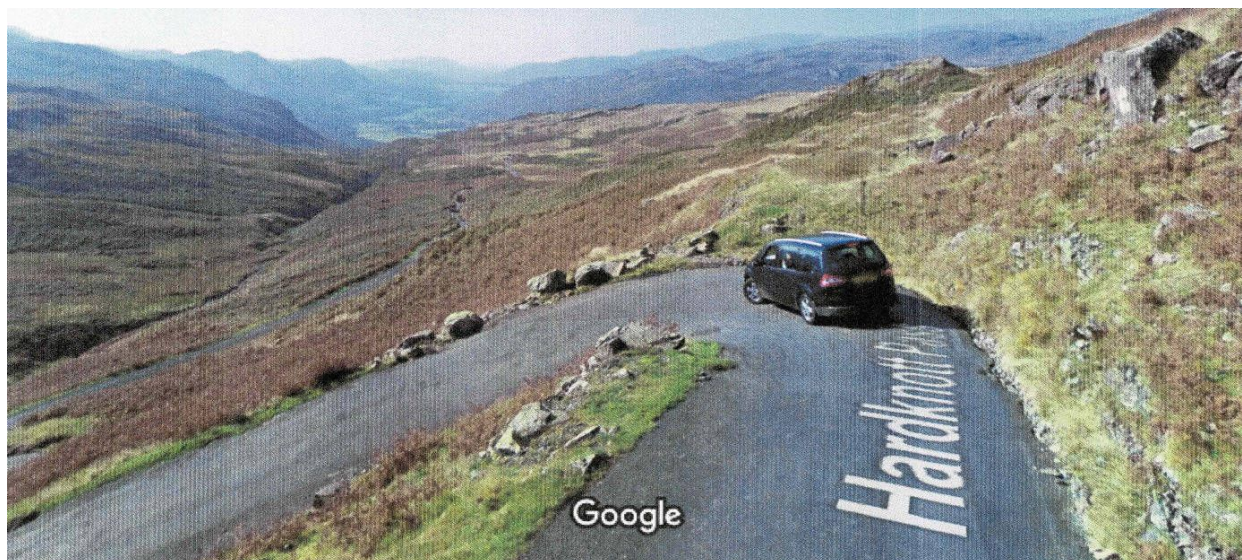
- I was admonished for not keeping up whilst they rode on winding single track roads with high dry-stone walls, at 60mph or more.
- I was admonished, in front of the group, for suggesting that the 8 bikes should be split into at least 2 small groups for the Bealach na Ba (Applecross Pass). It was told I was challenging the leader's authority. Result was 2 bikes were dropped because it was not possible for 8 bikes to get in a passing place.

On returning home I had an email telling me I was not welcome on any future rides as "I was unable to keep up on 7 to 8 hours days of fast paced riding". My thoughts were they were taking unacceptable risks in the terrain, and as a large group bullied other road users. I had already decided that I did not want to be one of those bikers that other drivers swore at!

June 2021 BMW R1250 GSA Scotland via The Lake District - Staying in Hotels

Key Points –

- Don't stay at the Grasmere Hotel as they ask you to put your bike at the back of the hotel, so you don't encourage "the wrong crowd".
- Don't come to dinner in shorts in the summer
- Keep your nerve when riding Hardnott Pass. I relaxed at the top and then made a complete hash of the nasty, 160 degree, 1in 3 down corner. Ended up stuck facing an unprotected drop. A few cars passed and then a sport biker laughed a lot and helped me push the loaded GSA back 1 metre.



When you find the NC500 too crowded, enjoy the smaller roads like Tongue to Lairg, 38 miles. But

don't get cocky like I did. 30 miles without a car meant I was happy to go faster.

Then, as I went over the brow of a hill, there was a huge timber transporter that had just passed a passing place. It stopped and he gave me a 1 finger salute.

I pulled off onto loose rock by him and shouted "sorry". He smiled and said "that's a first. All the bikers up here a f*cking mad"

WHAM Devon Weekend April 2022. BMW R1250 GSA

Great group of people who are friends, no great animosities, freedom to question the plan freely.

Route available to everyone within the bounds of "Garminland".

I started in a group that made too much "progress" for me and moved to a new group.

On the Saturday I had a chance to improve my cornering on unfamiliar roads and loved it.

Sunday was really a swim home where my focus was on being safe in incredible spray on the M5

Key Points –

- Group riding with like-minded people is more fun.
- Ride within your ability

THE OFFSIDE RULE – IAM Website

I'm more of a rugby man than football in truth but my true interests are in motorsport and motorcycling in all its various guises. In field sport the offside rule is often discussed and is the subject of numerous video replays each weekend at sporting fixtures.

You get the chance in slow-motion and high definition to replay the event over and over and often the worst that happens is the referee blows their whistle and declares that the attempt or goal is disallowed. However, on the public road, getting the offside rule wrong can have catastrophic consequences.

Straight lining, apexing, taking the racing line and offsidings are some of the names used to describe being on the 'wrong side of the road.' But exactly what is the wrong side of the road? We pay a lot of vehicle excise duty and all of that glorious tarmac is available to us, isn't it? I mean as an advanced driver or rider we all know we can use it in certain circumstances and it just depends doesn't it?

Ask your average road user what they think about seeing a vehicle or motorcycle on the opposite carriageway to their norm and they will cry 'dangerous.' Ah and here is the first lesson - perception.

We must be careful of the perception our actions have on other road users. At best they may wave at us in a rather less than encouraging way, at worst they may take avoiding action such that bent metal and twisted bodies are the result.

With the help of my colleague, Richard Gladman, IAM RoadSmart's head of driving and riding standards, here is your definitive guide to this subject. But first of all, just what is offsidings? It is the practice of moving to the offside of the road across either centre line markings or hazard line markings on the approach to a left hand bend where you do not have a view around the bend.

Generally when practised it is in an attempt to encourage the limit point of vision to match/open quicker and allow a greater speed of approach. Issues often arise when a vehicle comes into view and your movement required to adopt a position of safety is sudden and often coarse. The oncoming vehicle could react to your presence and this may cause a chain reaction behind it.

At speeds within the posted limit the benefit of this extreme offside positioning is all but negated, even in Roadcraft, whose focus is on progress for emergency service drivers, the practice of offsidings is not mentioned or encouraged.

It advocates positioning towards the centre line and they encourage you to consider approaching traffic, your effect on others and whether there is any advantage all very much in sync with the IAM RoadSmart advanced course material. They finish by saying 'don't position yourself in a way that causes concern to other road users.'

What is not offsidings?

Adopting a straight line through a series of bends where you have a clear view of the road and the road surface (road markings permitting) i.e. 'The road is mine until the loss of vision in 400yds, my mirrors are clear so I am adopting a straight and stable course.'

Opening up the radius of a bend where vision is available of any potential oncoming traffic or other hazards on a generally open road.

Moving out to make a planned safe overtake and then finding yourself with a fantastic view which allows you to maintain your progress before returning to your own side of the road.

There is a phrase that will help you decide when you can apply the offside rule in safety but I reiterate we never simply 'offside' on the approach to a left hand bend.

Picture the scene; I'm on a National observer driver assessment with an observer take for instance Alex from the Basingstoke Car Group. I see the road ahead is weaving like a snake on a mission, the road surface is visible for about half a mile and nothing else is in sight, so I ask – 'can I straighten this out?' Alex said you need to SLAP. Clearly I slightly misheard him and thought this type of punishment is rarely handed out on test to an examiner!

He went on to explain that when you are considering straightening out a corner, but never 'offsiding' and using the other side of the road you need to consider the acronym SLAP.

SAFE – is it safe to do so? (Considering the view available and any hazards)

LEGAL – Is it legal to do it? (Road markings)

ACHIEVE – Does it actually achieve something? (Or are you just showboating)

PERCEPTION – What is the perception of another road user of your actions?

Taking Richard's clear and unambiguous guidance on when you can cross the paint, then considering 'SLAP' as your guiding principle, you should be able to master the offside rule in complete safety remembering the quote in Roadcraft - Quiet efficiency is the hallmark of the expert.

Enjoy the drive/ride.

Shaun Cronin IAM RoadSmart's Regional service delivery team manager (Southern)

[Original article [here](#) - Ed]

MASTERS PROGRESS – JIM ROLT

The winter plods on and the memory of riding on dry tarmac seems distant indeed.. However there is some pleasure to be had on these short days and prepping for the Masters test must surely be one of them! (OK I am a masochist). The worst bit of winter riding for me is the low sun especially when combined with lots of road spray.

Anyway, I've been meeting up with my excellent Mentor Tim Hutt about once a month. It's been a bit hard to practise much over the past 2 months because I do draw the line on icy roads . But that time spent indoors is well used by studying the highway code and Motorcycle Roadcraft.

I'm improving! Well, according to my run sheets anyway, but I'm still conscious of old habits that constantly try to assert themselves. Overtaking is possibly the most challenging skill for me as the whole process has to be done within whatever speed limit is in force at the time. So on a regular single carriageway we are never cracking 60mph. As you can imagine, this rules out many overtakes that one would usually not think twice about, and a whole new strategy has to be brought into play. Forward planning becomes absolutely vital with the best opportunities usually when exiting right hand bends, when you get a clear view up ahead and the vehicle in the way can be going a little slower. The trick is to move from the safe following position (2 secs+) up into the overtake position (~1 sec) so you arrive there at the moment when the overtake can be done, assuming all is clear for enough distance. If you get this right, you've already got 10mph on the obstacle vehicle and the pass can be made smoothly. Takes a bit of practise! Tim says it's a lifetime task and I'm sure he's right!



Oh dear, look who's about to cut across the white give way markings on this T junction. It's details like this that are now becoming important.. Other things I am working on:

- Too fast on narrower sections (!)
- Moving up into the overtake position too early and staying there
- Apexing right hand bends too early
- Keep OFF white mini roundabout markings

I've officially one more ride pre test, and then the big day itself is March 22nd. Here's my latest run sheet (score is 29 to save you counting), its finally getting into the zone where I want it; now to hope for some good days to go out and practise the finer arts!

Run Sheet

Candidate Name:	Jim Rolt	Group:	WHAM
Mentor Name:	Tim Hutt	Date:	090123

Competency	Score	Comments
Safety	2	A couple of things dropped this to a 2, primarily occasionally following at 1-second back for too long, and heading towards the central white line on a couple of right hand bends.
System	1	
Observation	1	
Anticipation	2	See video clip re cyclists up ahead.
Planning	1	
Positioning	2	Cutting-in towards the central white line on some of the right hand bends. Don't before the apex is reached and you cannot therefore see around it!
Hazard Management	1	
Eco Driving	1	

Vehicle Sympathy	1	
Gear Changing	1	
Use of Gearbox	1	
Acceleration Sense	1	
Braking	1	
Steering	1	
Mirrors / Rear Obs	1	
Signals	1	
Cornering	1	
Overtaking		
Restraint	2	Speed just a little sharp on some of the narrower, twistier sections of road (when the view ahead was limited.)
Progress	1	
Smoothness	1	
Human Factors / Concentration	1	
Courtesy	1	
Legality	1	

Jim Rolt

BIKES AND FAUNA – ANT CLERICI

After my recent encounter with a Muntjac Deer (See October newsletter) I have further thoughts on biking v animals. Within WHAM I know of several encounters with dogs, deer and Pheasants; some have been serious enough to cause damage and injury.

The animal world is wonderfully diverse.....

INSECTS

Let's start with insects. At best they are splattered on the windscreen, fairings and shocks during summer months. Although their numbers are reducing due to the crisis in our weakening biodiversity there are some big beetles (Stag beetles at 2 – 6 grams) and other bugs (May bugs at 0.9 gram) that, at speed, can bang into your helmet cracking the Perspex. They are impossible to miss. So the only advice is to keep your visor down when riding.

Wasps and bees can be dangerous because they sting or rather it's the fear of a sting. Of more concern is the effect they have if you suspect one has got into your helmet or clothing. Don't crash during the panic before you stop and deal with it! One of my mates suddenly stopped during a ride in France, it was hot so he had an open jacket allowing in a wasp (he said Hornet) and was bashing himself in the chest to try and kill the wasp (Hornet) that had just been swept inside. Keep your jackets fully zipped. Let your riding companions know of you have an Epi-Pen for anaphylactic shock.

AMPHIBIANS and REPTILES

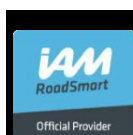


Not so much of an issue in the UK. Watch out for the "toads crossing" warning signs if only because the locals might bearound, in the dark, shepherding these treasured creatures towards their breeding ponds.

BIRDS

There are between 50 and 60 million Game birds in the UK. They are bred and imported for shooting. Some are eaten but who would dine on anything killed with lead shot?

Pheasants have a breeding population that soars to over 4 million in the summer and can be found



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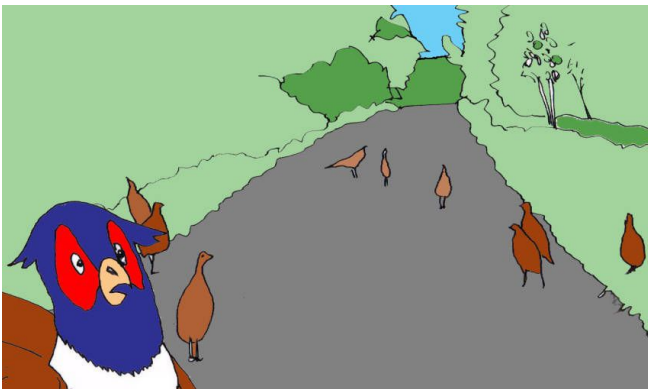
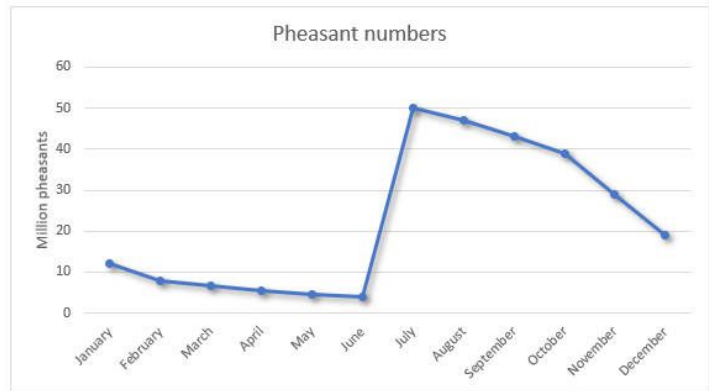
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in great numbers around shooting estates.

Many of our rides cross these areas. The estimated population, including those that will come from breeding, is about 1/4 (25%) to 1/5 (20%) of the total mass of breeding birds in the UK. For bikers mass is important! Your average adult Pheasant weighs 1.15Kg so collision with a bike at speed can cause significant damage:

- Cracked helmet/visor
- Broken windscreen
- Your head can be smashed backwards
- Any of which can lead to you losing control of the bike.



Worse is they are birds; they have evolved without the need to recognise the threat of cars and bikes. Most have been reared without their parents. Every bird is a potential missile

If you encounter Pheasants or Partridges they will be totally unpredictable. You can't win!

Aim to miss and they will move into your path.

Aim for them (because they always move) and they will launch into the air in a perfectly timed leap that'll place them at your head height ready for impact.

Even more concerning is they will run to one side, allowing you to believe they have seen you and are avoiding you and your bike, they disappear into the hedge.....and just when you are thinking everything is OK they launch themselves from cover back across your path!

They can do this in pairs!



Several WHAMers have had close encounters with Pheasants. Gary Barnes was hit by a Pheasant

on the Malvern to Tenbury Road.

Gary says "The bird came out of nowhere!

No warning: it hit like a thump on my chest with a sack of spuds.

I was riding at 60mph and I remember the slow motion view of the brightly coloured pheasant coming at me from the left hand side.

After the initial shock I inspected the damage: blood splattered front forks that needed a pressure wash. The Pheasant didn't survive."

The actions here are to lower your speed if surrounded by game birds and assume you might have a collision so be prepared to duck early!

Other birds found on the roadsides are the ones looking for road kill such as:

Red kites which look big but are lightweight and agile and unlikely to trouble you; and Owls who hunt along country lanes to at night (and end up as road kill themselves).

MAMMALS

Here the bigger they are, the more dangerous they become. Although in the UK they only represent a collision hazard, none will lie in ambush intending to eat you!

Small mammals including bats tend to be fast and are nocturnal, they are usually unseen and aren't a threat. As size increases above that of a hedgehog the issues multiply.

Small deer, badgers and foxes will cause damage and potentially will have you off the bike in a collision. *Try and stay upright before impact and don't swerve. If you have time to scrub off some speed then there's a chance the extra time will allow the furry creature to avoid you.*

Muntjac deer

Fully grown males (bucks) weigh between 10 to 18kg as adults and females (does) weigh 9 to 16kg. When I hit a Muntjac on the A442 at 60mph the impact bent my front disc and nearly took me off the bike into the offside hedge! I was very lucky to have stayed upright. Here's the potentially survivable list of common species:

Foxes 5 – 7Kg

Otter	6 - 8kg
Badgers	8 – 12 kg
Muntjac	9 – 18Kg

Larger mammals such as the other native deer species are bigger, much bigger and represent a clear threat to life and limb.

For example:

Roe deer	10-25kg
Fallow deer	31-63kg

And our largest (terrestrial) wild mammal:

Red deer 70-225kg Yes 225 Kg the same as a big bike

A quote from Tony Davis.

I was following Tony and saw everything! We were descending from the Pyrenees Mountains on a fast Spanish road with sunny weather and no other traffic.

“It was a surreal moment and seemed to happen in slow motion. I was on the Hayabusa with Ali on the back. The deer took a completely unexpected path and it was pure luck that we avoided it. The thing to note about this one was that I had absolutely no warning whatsoever, no staring eyes or what looked like any opportunity for it to appear; it literally came out of nowhere.”

From my following position the deer leapt out onto the road, saw Tony, paused then leapt in front of the bike with millimetres to spare.

Wild animals present a potentially lethal hazard.

However more common on our roads are farm animals either escapees or where we enter their territory as we cross cattle grids.

Sheep are common on many WHAM routes eg to Crossgates

They can weigh 45 – 100Kg. Occasionally sheep can be attracted to bikes that sound like quad-bikes as they expect food! I'll leave it to you to guess if your bike sounds like a farm vehicle! In spring and early summer there's a real risk of sheep darting across the road usually it's the lambs chasing their mothers as you approach.

If you see sheep then slow down.

If they are on both sides of the road this represents an imminent danger! Slow down!

But we also encounter cattle: Friesians are around 600Kg but Herefordshire bulls can reach a bike eliminating 1000Kg

DOGS and HORSES

We know about these hazards. Advanced riders should be taking appropriate precautions around dogs that are not on a lead and all horses.

Dogs are small but will chase and crash into you.

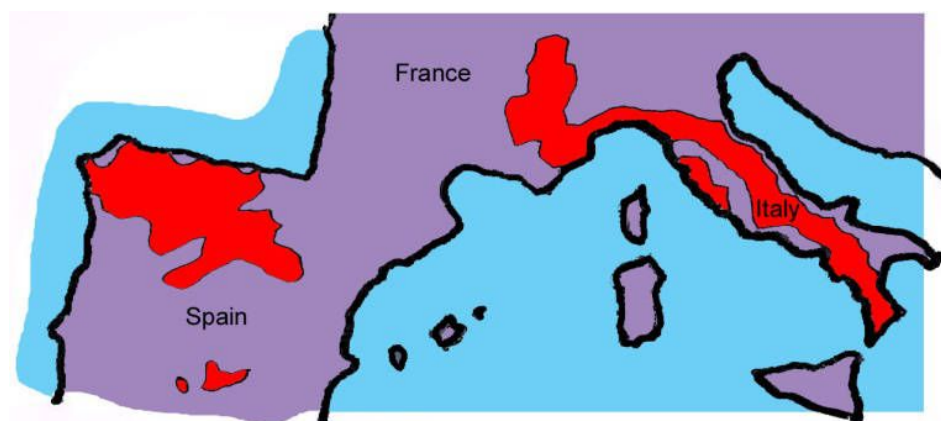
Tony Davis recalls "It happened on Boxing day 2010, riding with a friend on a friendly ride out. It turns out I was glad he was there as I was sticking religiously to the 30mph speed limit. The dog, it was a young Collie, ran out from a hedge straight into my front wheel. Looking back I reckon I would have been OK if I had ABS as the reason for the off was panic braking and locking the front wheel on my old pre-ABS Fazer 600. I managed to fix the bike up myself for about £200, my broken little finger took about 6 weeks to heal. The dog was a bit shocked but completely unharmed!"

If you see a dog then check if it's on a lead. Ninja Collies that run through hedges to get you are unavoidable!

Horses are mainly well controlled but they can be very unpredictable. *Slow or stop and plan for the worst case. Allow time for the horse to get well clear before accelerating back to speed.*

RIDING ABROAD

All of the above applies but be aware of which species are around on your next biking holiday. Some will chase you! But most don't want human contact. For example: Spain, Italy and Eastern Europe – Wolf and Brown bear are becoming more common.



Finally a question...what is the species most dangerous to us bikers?

Homo sapiens of course!