



+



=



EDAM BASIC STUFF

In reality the SFL programme gives you time to react and space to react in.

Safety is your responsibility at all times. If you are UNSURE OR FEEL UNSAFE about anything you are asked to do, tell your observer who will clarify or give a demonstration.

All our Observing is based around the following books:

IAM's Advanced Rider Course Logbook.

The Highway Code.

Know Your traffic Signs.

Motorcycle Roadcraft .

IAM Full Control (EDAM website).

So what is the System?

Well surprisingly enough it's a methodical way (systematic even) of approaching and negotiating hazards, by providing a sequence of thoughts and actions to, you guessed it, give you time to react.

It is all based around Information, Position, Speed, Gear, Acceleration (I.P.S.G.A.). Information is the key and it actually runs continuously throughout all phases of the system.

These 5 items then allow you to negotiate road hazards safely and efficiently by being in the correct position, speed and gear at the appropriate time.

STARTING DRILL

Switch off alarm / turn on petrol (if fuel tap fitted)

Insert key, undo steering lock

Kick down side stand (if on centre stand)

Remove from centre stand (if fitted). Check suspension movement front & rear.

Apply front brake & sit astride (making sure not to hit anything with your leg)

Carry out static brake & suspension check

Kick up side stand

Switch on ignition & select neutral (check neutral light)

Set choke (if fitted) pull in clutch

Operate starter, slowly release clutch & check warning lights are out

Select lights & accessories

Check mirrors +/- signal

Select first gear

Hold on rear brake

Blind spot checks

Move away smoothly

MOVING BRAKE TEST

Pick a reasonably straight and level section of road with a good surface. Attain a speed of 20 mph + in 2nd gear.

Check mirrors and all round observations.

Moderately brake to 10 m.p.h. without use of the clutch. Be sure to use **both** brakes. It may be useful to test rear brake first and then add front brake. If all is well, release the brakes, and check both mirrors before accelerating, otherwise **stop** as carefully as possible. If it is not possible to carry out the test at the start of the ride, brake early and firmly at the approach to the first hazard or moderately brake 10 m.p.h. off your speed at speeds up to, but not exceeding, 50 m.p.h.

STOPPING DRILL

Identify safe place & check mirrors

Signal if necessary

Brake early & gently

Select 1st gear, and only when halted, select neutral

Stop in a safe place & out of any vehicle's blind spots

Cancel lights/signals then switch off ignition

Kick down side stand

Mirror & blind spot checks

Dismount & place on centre stand (if fitted) as bike more stable.

Side stand may be better on poor surface/ high wind, but leave in 1st gear.

Consider "defensive parking" – on periphery of car park (this helps your observation when setting off – main hazards in front of you. Reverse bike into parking space rather than facing into parking space, as this is less hazardous and easier than reversing out of parking space)

Do not manoeuvre or reverse bike whilst sitting on it or with engine running (unless servo assisted brakes fitted), as if you drop it, it may engage a gear – interesting! Consider manoeuvring with side stand down to support bike if you slip.