

# THE PSYCHOLOGY OF THE PULL

**1. Remember you do not have the power – the bloke in the blue uniform has the power to give you a friendly talking to/a bollocking/points/a trip to the Magistrates/impound your motorbike.**

**3. Use body language to your advantage. Take off your helmet, maintain eye contact, but not in a defiant way. Look down every now and then, after having maintained eye contact, as this is the way that all human societies indicate submission. Remove your earplugs, keep your testosterone and manly rage under control and maintain a non-threatening body posture.**

**4. Do not be informal – call him ‘Officer’, and if the officer is female don’t call her any endearments or flirt with her. Female coppers are not as daft as male coppers and it is only safe for attractive female riders to flirt with male coppers, and even then do it carefully. No one likes being manipulated.**

**6. If you are going to get nicked for speeding, say as little as possible. If you think the copper is wrong about your speed say so. Do not try to make clever points about calibrated speedos or type approvals for laser devices, save that for the lawyers later.**

**8. It is a painful thing, but you are much smaller than the legal system. Your best bet is to play it at its own game, by being quiet and respectful. You can always pretend to your mates afterwards that you beat the**

**2. The very nice man who has the power to book you, and therefore take your licence, is drawn to being a policeman because he likes authority and expects you to respect his. So humour him, even if you think he is a total twat.**

For those of you that have been in the Forces, standing like ‘at ease’ is good; that is with your hands behind your back. This has the advantage of both making you look smaller, which people like for submissiveness, and it also keeps your hands at a safe distance from the police officer’s throat. Do not get into his space. Folded arms make you look bigger and more threatening, so don’t use them.

**5. If your licence is clean, produce it at the scene, along with your insurance and MOT. Coppers are mostly men, men are mostly idle, and if the copper has to write a producer he has got to get his book out and he is more likely to book you. If he can send you on your way (especially at the end of a shift) without paperwork, you are less likely to get nicked.**

**7. If the offence is a ‘Construction and Use’ offence (ie lights and indicators, tyres or pipes) get your bike at the first available opportunity to your local MOT tester and have it examined and get the tester to note the alleged defect, if it is indeed a defect.**

copper in a big argument and refused to back down, but a much better plan is to swallow your pride and take the bollocking. Most coppers don’t bollock and nick. It is either one or the other.



## SUMMARY:

The basic rules:

- Take the bollocking on the chin
- Show respect
- Save your arguments
- Say as little as possible

# FAST BIKES

