

FIM AFRICA and FIM Latin America are Continental Unions of the the Fédération Internationale de Motocyclisme (FIM), the world governing body for motorcycle sport and the global advocate for motorcycling. They act as the Continental representatives of the FIM, and are accountable to the FIM whilst furthering the goals of the FIM across the continent. This include the co-operation amongst the different affiliated motorcycle Federations on the African and Latin American continents, by encouraging and opening up new perspectives for motorcycle sports, leisure & transport motorcycling, road safety and mobility. It also promotes motorcycling among all people, both as a sport and the practice of motorcycling in general. They are committed to respecting and caring for the environment through ongoing development and promotion of environmental programmes incorporating the principles of sustainability.

This is a joint project between FIM AFRICA and FIM LATIN AMERICA to encourage responsible environmental conduct amongst all motorcyclists in Africa and Latin America.

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THE NOISY
BIKER



THE NOISY BIKER

SOUND VS NOISE

Sound is such a common part of our daily lives that we rarely appreciate all of its functions. Yet, too often in our modern society, sound annoys us. Many sounds are unpleasant or unwanted. These are called NOISE.

Domestic noise can be a significant source of annoyance to members of the community. Noise affects man physically, psychologically and socially and interrupts, without warning, such personal activities as sleep, study, entertainment, relaxation and conversation.

Noise intrusions are especially annoying when they are needless, e.g. the acceleration of a noisy motorcycle with a faulty silencer. The line between motorcycle sound and motorcycle noise has always been controversial. The exhaust sound from a motorcycle engine may be music to the rider's ears, but will be ear-splitting agony for others. People have varying sensitivities to noise. Those with hearing problems, the aged, children and the intellectually handicapped are usually more sensitive to excessive noise.

Noise intrusions are characterised by their transient quality. The volume, intensity, duration and time of the day all influence the level of annoyance. The level of background noise in an area will influence whether domestic noise is considered to be annoying. It will usually be quite noticeable at night and in rural towns where background noise levels are usually lower.

PREVENTING NOISE PROBLEMS

Motorcycle noise has been the reason for complaints among residents throughout the world. All motorcyclists should be sensitive to community standards and respect the rights of fellow citizens to enjoy a peaceful environment.

Minimising excessive noise associated with motorcycle activity and taking public reaction to sound levels in consideration is the responsibility of every motorcyclist. Motorcycle riding, as a means

of transport or for recreation, continues to increase and therefore must be looked at from an environmental point of view.

Shifting blame and failure to adopt responsible conduct, on the other hand, can only result in greater prejudice and discrimination against motorcycling. The consequences of continuing to ignore these issues will likely result in excessive rigorous legislation.

RECOMMENDATIONS REDUCING THE SOUND LEVEL

Many noise problems can be prevented by reducing the noise at the source. Motorcycle sound levels can be reduced dramatically by adhering to a few simple guidelines:

- Ride steadily through a residential area, without excessive revving or roaring of engines especially at night while families are asleep.
- Keep your engine's exhaust noise at reasonable levels within city limits. The easiest way to keep exhaust noise down to reasonable levels is to use less RPMs.
- Motorcyclists should not modify exhaust systems in a way that will increase sound to an offensive level.
- Motorcycle retailers should discourage the installation and use of excessively loud replacement exhaust systems.
- Motorcycle manufacturers should educate their dealers and customers that louder exhaust systems do not necessarily improve the performance of a motorcycle.
- Service your motorcycle regularly for quietness and check that the brakes are properly adjusted and do not squeal
- Organisers of motorcycle events should take steps through advertising and enforcement to make excessively loud motorcycles unwelcome.
- Organisers of motorcycle competition events must ensure that all competing bikes comply with the sound levels permissible for the specific racing category
- Limit noise pollution by using your horn only in an emergency

RIDE RESPONSIBLE, RIDE QUIET!