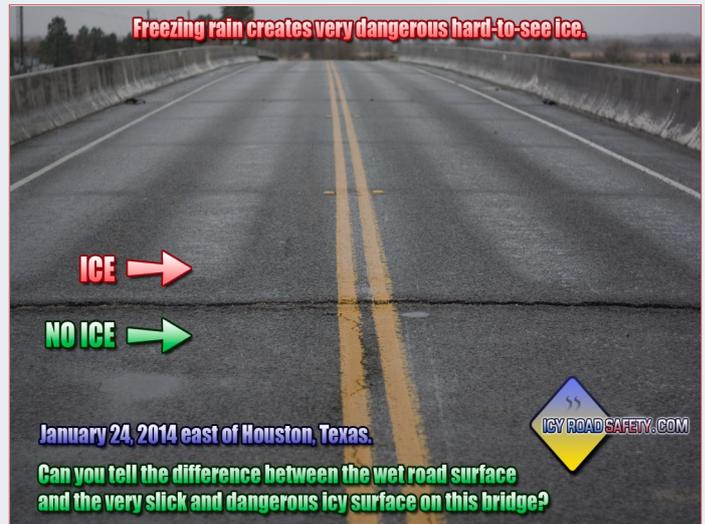


West Sussex Advanced Motorcyclists Newsletter - December 2016



Winter riding is certainly not to be avoided. Sure it can be a bit cooler and wetter at times, but unless it is dangerous, there is no reason not to get out on your bike, go for a ride and hone your skills. As a general guideline, if the overnight temperature was 3c or lower then you should question if it is safe to go out in the morning. There are lots of influencing factors, but the main one is that rural temperatures can easily be 3 or 4 degrees lower than in towns or city's, which could mean 3c at home could easily be -1c on rural roads. Without any gritting taking place on the majority of smaller roads, (which is where we do a far bit of our riding), this means it's potentially unsafe to go out. Furthermore depending on the weather during the day, in the countryside there could still be pockets of shadow or a dip in the road where the cold air sits, so it would never get above freezing.

For all associates out there, it is absolutely fine for you to make that decision, and call your Observer if it's unsafe to go out. For example the Observer might be meeting you south of the Downs where the night was not too cold, however where you live north of the Downs it may be well below freezing. If I was an Observer and my associate didn't make that call, I would be cross with them for jeopardising their own safety.



My personal adage is that if you are not sure, then do a bit of homework and find out more, but if you feel uncomfortable, then you shouldn't be going out. An old acquaintance of mine used to say, if you seriously need to ask the question if "is it safe to go out?", then the answer is probably no!

In this month's newsletter

Page 1 - Winter Riding

Page 2 – Lane discipline, Welcome to WSAM and this month's Test Passes

Page 3 - Supermarket Challenge & Diary

Page 4 - Self Driving Cars

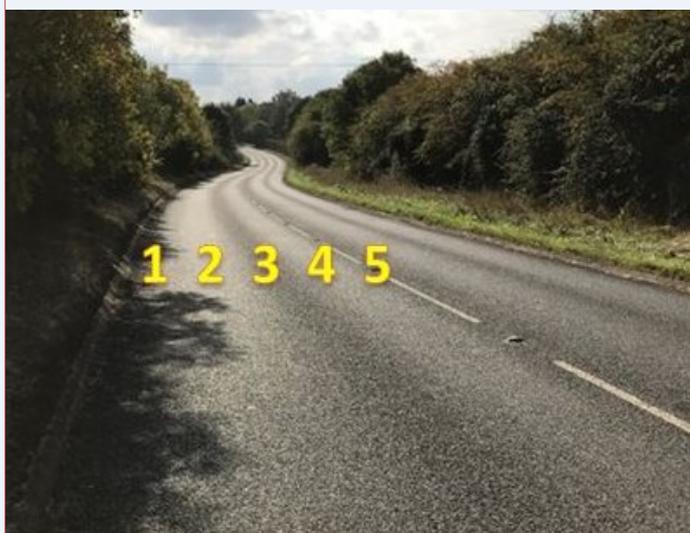
Page 5—New bike, Committee Vacancy and 'And finally'

Editor Max Webber

email wsamnewsletter@larryland.co.uk

Another peril of winter riding is the low sun. Not only can this compromise our vision, but it severely compromises the vision of all the other roads users too. Always remember if you are casting a long shadow in front of you, any oncoming vehicles will find it very difficult to see you and this includes both vehicles coming out of side turnings and vehicles turning across your path. If you find yourself in this situation, always plan for the nightmare scenario and ride accordingly.

But it's not all bad, because the low sun can give us a beautiful view of the road ahead, as in the picture below. Because of the angle of the sun, the nearside and offside tyre tracks show up really well and act as a visual guide to where we should be positioning our bike. Lane 1, is towards the nearside, but beware, as on some roads this can be full of debris. Lane 2 is the nearside tyre track and as the name suggests where the majority of nearside vehicle tyres roll. Lane 3 is the relatively rough area between the tyre tracks. Lane 4 is the offside tyre track, leaving Lane 5 to be the remainder of the road up to the centre.



So next time you're out practicing your lane discipline, try using these lanes as a visual clue to where you should be and see how accurate you can be. Another method to gauge the accuracy of your lane discipline is by using imperfections in the road ahead. By deciding whether you want your wheels to go over the imperfection or not, you can 'feel' how accurate you were with your positioning without looking down at the ground. This is particularly effective when going round corners where the track your wheels take is a good couple of foot outside the same arc your head and eyes take.

Finally if you are an on an Observed run and would like to stop, maybe because your hands are cold, or your visor is steamed up, or just because things aren't going well, please pull over and have a chat with your Observer. If you carry on, it is very easy to get distracted by whatever is worrying you, so safety first please, and pull over.

Welcome to WSAM

Colin Manders — Littlehampton

Ian Chance — Horsham

Andrew Fuller — Arundel

Cassandra McManus — Southwick

Mark Billingham — Southwater

Test Passes

Congratulations to the following Associates and their Observers for their test passes.

Brian Tucknott (F1rst) Obs R Burnett

Dylan Durant (Pass) Obs A Cuthell

Supermarket Challenge

Last month I set you all a challenge to go and find a quiet area of a local supermarket and see how slowly you could ride through two spaces (back to back) without going outside the white lines.



After you got a time, I then asked you to email me the results so as to encourage members to get out and practice and hone their skills. Please see the table below showing the results sent in.

- 1.
- 2.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.
- 9.
- 10.
- 11.
- 12.

Yep, you guessed it, not a single person emailed me with a time.

Thankfully, at the last monthly meeting, I set up the Supermarket Challenge in the Dial Post Village Hall car park and a few willing volunteers had a go. Without exception, everyone who had a try got better and improved their slow riding skills. The results from last month were.

ASSOCIATES

Piet Reynolds 16.22s

Simon Orsborn 15.89s

OBSERVERS

Kevin Orman 28.8s

Andy Piper 19.24s

Guests

Bob Head 13.84s

Well done on all those above and I look forward to an Inbox full of times from Associates **AND** Observers.

Diary

Sunday 11th December

10.00am - 12.00noon

Today is our monthly gathering at Dial Post Village Hall (DPVH). The committee meet at 9.00am for an hour and then after that everyone is welcome for tea, coffee, biscuits and a natter.

Unless the weather is dreadful, I'll be setting up the Supermarket Challenge in the car park again for people to have a go.

Self-driving cars

The race is on among car manufacturers to be the first to deliver a driverless car to the masses, but what does a self-driving, autonomous car future mean for the everyday motorcyclist?

There are four key stages of the technology on the autonomy roadmap – often referred to as feet off, hands off, eyes off, brain off – with landmarks of when assisted driving will be usurped by automated driving. Right now, we're at the very start of the journey.

2016 – Assisted driving

Today's cars are already advanced, with technology that would have seemed unlikely even 10 years ago. A plethora of cameras and radars is fitted to monitor hazards ahead and Autonomous Emergency Braking (AEB) systems can apply the brakes in case of a potential crash. Lane departure tech can keep a motorist on track if they stray while not paying attention. Importantly, though, the driver remains in full control. Some cars like the Volvo S90 have low-speed driving assistance systems that drive the car under 30mph and control steering, acceleration and braking at up to 80mph. However, the driver must keep their hands lightly on the steering wheel at all times to continue.



2018 - 'Hands-off' self-driving

The first real landmark on the autonomous roadmap is 2018, when cars will become a lot smarter with more advanced driver assistance systems, including “hands-off driving” on motorways, as permitted by regulations. Drivers will remain responsible, though, and will still be expected to take control in case of unexpected circumstances or if the technology fails. They will be able to take their hands off the wheel for around three minutes at a time, but after that the system will warn them to place their hands back on the wheel. If this doesn't happen, the system will cut out and the car will manoeuvre safely to a stop.



2021 – Automated driving

The start of the next decade will see big changes with moves to full autonomy. There will be pre-defined sections of motorways where the car is able to take complete control and allow drivers to carry out other tasks like reading a book. The car will use a raft of sensors, including radars, cameras and lasers, to build a picture of the road environment ahead. It'll be able to safely steer, brake and accelerate on its own. When off the motorway, these cars will be fitted with very advanced assistance systems to aid drivers when they are in control.

2025 - Fully autonomous cars

Experts suggest that by around 10 years from now, a car will be able to drive itself fully from door to door without a driver needing to touch the wheel. This will include driving on motorways and in city environments that feature traffic lights, junctions and roundabouts. Cars will be connected wirelessly to each other and communicate with the road infrastructure to make decisions on traffic and journey times. It's likely a steering wheel will still be present, however. Beyond 2025, it's feasible we could see the first vehicle with no option for a driver to take control at all.

Watch the video [here](#) to see what happens when an Autonomous Tesla doesn't 'see' the stationary van ahead! Opps.

New Model from Triumph

Amid a raft of other customs, Triumph unveiled the Tiger 800 Ice Bike at Motorcycle Live. The Tiger Ice bike front end sports a new suspension unit and functional ski, while the rear tyre is now studded for extra grip.



Other accessories include a side-exit exhaust, off-road driving lights and an ice axe holder, naturally.

Committee Vacancies

There is currently a vacancy for a Social Secretary within WSAM to help organise social events, like a Christmas Bash, which isn't happening this year. If anyone fancies taking up the position, please email Dave Sparrow davidsparrow@sky.com

And Finally.

In keeping with this month's theme of Winter Riding, I have a couple of Winter Videos. They both look great fun and I would love to have a go at both the car and the bike.

The first one can be found [here](#). I know it's in French, but you don't need to understand French to enjoy the clip.

And the second one [here](#)

And..... the making of the second one can be found [here](#)

That's all folks.....

Max