

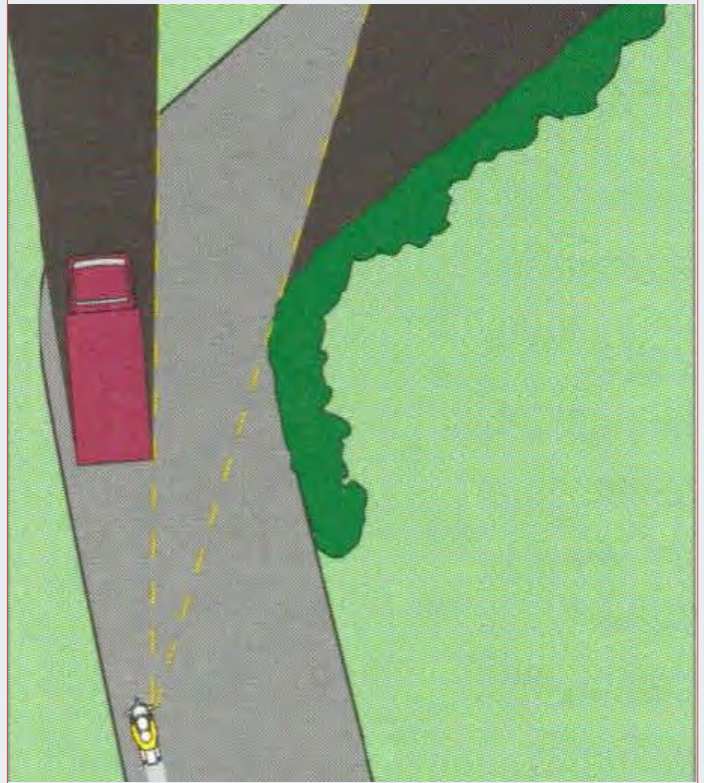
### Is the Nearside the new Offside?

When we close up on the vehicle in front with the intention to overtake it, instinctively most people approach that vehicle to the off-side in preparation to execute that manoeuvre. But today I would like you to question that decision, not because it is wrong, but because sometimes there are better options.

If we are heading down a nice straight road and are closing up on the vehicle ahead, then under normal circumstances we would close up towards the off-side and wait for a safe opportunity to get past. Yep, great, no problems with that at all. Now consider this.

Unfortunately, because of the oncoming traffic we are unable to get past and a little further up, the road bends to the right and very soon we will be faced with a solid white line on our side of the road. At this point less experienced riders normally do one of two things. They either stay in that overtaking position all the way around the corner, which leaves them potentially vulnerable to oncoming traffic, or they drop back and give up on the overtake. The third option and the one I'm suggesting, is to stay behind the vehicle but swap to the near-side. Not only does this give you maximum protection with regards to oncoming traffic, but it also allows you to see the corner open up earlier than sitting in the original off-side position.

It takes practice, but once you've identified this and practiced it there will be no holding you back.



### In this month's newsletter

**Page 1** - Nearside the new Offside

**Page 2** – Sat navs and the new law

**Page 3** - Record breakers and are mirrors a thing of the past?

**Page 4** - Electric Bikes, Welcome to WSAM, Test Passes and Diary

**Page 5**—Diary continued & 'And finally'

**Editor** Max Webber

**email** [wsamnewsletter@larryland.co.uk](mailto:wsamnewsletter@larryland.co.uk)

However, roads don't always bend to the right after a long straight, and quite often (well 50% of the time) bend to the left. So there we are heading down a long straight following white van man, but due to the on-coming traffic we are unable to overtake.

This time ahead of us we see the road bend to the left and very soon (once again) we will be faced with a solid white line on our side of the road. At this point less experienced riders normally do one of two things. They either stay in that overtaking position all the way around the corner, meaning they are 'blind' to the road ahead, or they drop back and give up on the overtake. The third option and the one I'm suggesting is to stay behind the vehicle but swap to the nearside.



(Does this sound familiar, it should do.) When following vehicles where it is difficult or impossible to see around or over, using the nearside lane can give us a view up the inside of the vehicle to the road ahead to see when the corner will open up, when the solid line goes to a broken line and if there is any oncoming traffic. By using this position together with the curvature of the road, importantly, you can maintain your view of the road ahead. If the road then straightens up you can adopt the off-side once more.

But what do you do if the road swings from a left hand bend straight into a right hand bend? Yep, correct. One option is to stay in the nearside position.

Like most things with advanced riding, depending on the scenario, sometimes there is never a definitive right or wrong. What we want you to do is to consider all options and then decide what is best to do.

## Motorcyclists can fall foul of new hand-held laws



New laws regarding the penalties for the use of hand-held devices while driving, which came into effect on March 1, also extend to motorcyclists – so be careful what you fiddle with while riding.

The offence applies to any use of any hand-held phone (or other device) including making phone calls, viewing a map, reading a text and viewing files, apps, web pages or social media.

You can use hands-free phones, satellite navigation systems and two-way radios when you're driving or riding. Pushing buttons on a phone while it is in a cradle or mounted on the handlebars of a motorbike is not covered by the new offence, provided you don't hold the device.

But if the police think you're distracted and not in control of your vehicle you could still risk prosecution for failing to have proper control of a vehicle under Regulation 104 of the Road Vehicles (Construction and Use) Regulations 1986. If there is an incident, or your vehicle control is judged to be poor as the result of the use of any phone or similar device, this might also justify charges of careless or dangerous driving.

So get caught reprogramming your satnav, or fiddling with your GoPro, and you could face even worse penalties.

Guilty parties will now be handed six penalty points and a £200 fine if caught using a hand-held device while driving – double the previous fine. This applies to any use by the driver while deemed to be in control of their vehicle, which includes being sat in a stationary traffic jam or at traffic lights.

The new penalties mean drivers caught within the first two years of passing their test risk losing their licence, and being forced to re-take their tests.

## Fancy breaking a record?

American Carl Reese has ridden into the record books after covering 2,119 miles in 24 hours on a BMW K1600GT to comfortably beat the previous record of 2,023 miles.



Reese was forced to stop with over an hour remaining, after the abrasive surface at Continental Tire Proving Grounds in Uvalde, Texas, completely destroyed his entire stock of four rear tyres and two front tyres.

Reese covered the distance at an average speed of 90mph, peaking at 141mph. He's no stranger to riding huge distances, spending much of his spare time setting huge distance records on public roads.

Once the record was completed, Reese got four hours sleep before driving 17 hours back to Los Angeles!

If you want to learn more about his attempt, see the online article [here](#)

## Are mirrors a thing of the past?

UK-based start up Zona have designed a rear-view camera system with the aim of keeping bikers looking forward, rather than at their mirrors.



The system uses a bike-mounted camera to capture the footage behind the rider, which is then sent via wi-fi to a receiver attached to the riders helmet. A small display on the end of a flexible arm fitted inside the rider's helmet then shows what's behind.

The image is stabilised via a series of accelerometers and gyroscopes before being projected onto the display. The flexible arm holding the display can be positioned above or below the rider's eye, so as not to obstruct the view ahead but to remain in their peripheral vision. The system also stored footage, should you want to view it after your ride.

Zona have guaranteed the product will be delivered to those placing pre-orders on June 30, 2017, and are currently offering the unit at a special price of £175, compared to the normal price of £225.

If you would like to know more about the system, visit their website at <http://zona-store.com>

## **Electric Motorbikes..... another step closer**

Polaris Industries, the company behind Indian and the now defunct Victory, are planning to release an electric motorcycle under the Indian name within the next five years, a senior executive has said.



Steve Menneto, President of Motorcycles at Polaris, told Reuters he wants to attract new riders with 'fun' electric motorcycles. The company will also expand the current model range with smaller capacity models.

Indian's new electric bike is expected to have a range of 120-140 miles on a single charge when ridden aggressively - the Victory Empulse had a range of 75 miles.

"The characteristics of the powertrain are going to be more applicable to be able to ride a bike in pleasure and twisties, and kind of how you would use pleasure bikes today," said Menneto.

He also declined to comment on the estimated price of the bike, but the Victory Empulse is priced at \$19,999.

## **Welcome to WSAM**

A warm welcome to the following new members.

Stephen Hutt — Angmering  
Karen Grantham — Crawley  
Jason Mason — Sompting  
Paul Robins — Horsham  
Ian Hancock — Angmering  
Julian Arnott — Shoreham  
James Rye — Worthing

## **Diary for February 2017**

### **Sunday 2nd April 2017 The South of England Classic Motorcycle Show & Bikejumble**

**Venue:** South of England Showground,  
Ardingly, West Sussex, RH17 6TL

**Date:** 10am Sunday 2nd April. 10:00 - 14:30  
(last admission 13:30)

**Entry:** Gates Open 10 am and admission is  
£6 adults; £5 65+plus; kids under 16 free.

**Features:** Guest of Honour is Dave Degens,  
the legendary Triton builder and twice  
Barcelona 24-Hour winner  
[www.dresda.co.uk](http://www.dresda.co.uk) .

Meet Dave at his Bike Clinic in The Queens Jubilee Show Hall, where he will be available for question and answers.

The plan is to have a Fire-Up Paddock, five indoor halls of motorcycles & bikejumble: Large indoor all motorcycle show for pre-1980 motorcycles with Club Stands and hundreds of machines on display.

The Royal British Legion will be providing a Helmet Park in aid of the RBL in The Stockman's Building.

## **Sunday 9th April 2017 WSAM AGM at Chandlers Motorcycle Showroom, Portslade 10.00am - 12.00noon**

Not only is today is our monthly gathering but it is also our AGM and it will be held at the Chandlers BMW Showroom, Victoria Road, Portslade. BN41 1YH at 11.00am

It is open to all members to attend and I would encourage you to come along, listen to what has to be said (hopefully not too much) We are always receptive to ideas and suggestions, so I look forward to seeing as many of you as possible there.

## **22nd – 23rd April 2017 The Carole Nash International Classic Bike Show**

Staffordshire County Showground  
Weston Road, Stafford  
Staffordshire ST18 0BD

**Sat 9am-6pm | Sun 9am-5pm**

A flagship event of the classic motorcycling calendar, the Carole Nash International Classic MotorCycle Show is well into its fourth decade and is still going strong.

Welcoming the very best that classic British motorcycling has to offer, Staffordshire County Showground plays host to this traditional spring spectacular with row-upon-row of stunning display machines providing plenty for showgoers to explore.

Several halls and outside areas of the venue are packed with trade stands and autojumble plots, all of which is ably supported by the regular appearance of special star guests, a host of classic motorcycle clubs, exciting live action, classic off-road machines and the always intriguing Bonhams spring sale. To see what's up for auction click on the link [here](#), like this 1949 Vincent for £50,000—£60,000



## **And Finally.**

May I start off by saying that the first video is totally irresponsible and goodness knows what would have happened if it went wrong. However, because it worked and no-one was hurt, I did find myself sitting back and smiling. See it [here](#)

The second video was sent to me by David Lindfield, thanks Dave. I would be incorrect to say that I wanted one of these. A much more accurate statement is a NEED one of these. See this video [here](#).

That's all folks.

Max