

Does Shape really matter?

When it comes to Road Signs, shape is just as important as what is actually written on the sign. When I took my first Special Assessment test (this was the pre-cursor to the current Masters Test) I was shown the two One Way roads signs below and was asked, specifically, where would I see them. Any thoughts?



Road signs are all different shapes to convey different messages. To start with we have the triangular sign which is a warning sign.

This gives us advance warning of both actual hazards for example a roundabout ahead and also warning of potential hazards, for example horses ahead. There is



also another type of triangular sign and this one is an inverted triangle. This is used on the approach to both Stop and Give Way junctions.



150 m

I'm reliably informed that the reason it is inverted is that even if the sign is covered in dirt or snow,

(and maybe also the road markings) you still know that there is a junction ahead **where you do not have right of way.**

Whilst talking about Stop signs, we also have another Stop sign in the UK which is octagonal, again easily distinguishable if it is covered in dirt or snow.



Then we have the circular signs. These are mandatory, instructional signs and tell us



what we must or must not do. If you drive against the instruction on a circular sign you are in contravention of the Road Traffic Act and can expect to pick

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up some points and a fine if caught. These can include speed limits signs, no right turn, or no entry, to name a few. Mini roundabout signs are also circular as we must go around the central blob of paint. The same as a solid white line, if any part of us or our vehicle crosses or straddles the white paint, where we could have gone around, then we could be liable for points and a fine.



Next on the list are rectangular signs. Quite simply these are information signs and give us extra detail that will help us manage the road ahead. For example you might have an inverted triangle with a rectangular sign below which may tell us to Stop in 100 yds. All the road direction

signs are rectangular as well as the distance to towns etc.

So returning to my first question, can you correctly answer the question? The first one way sign is circular meaning that we must only go one way and this is shown at the start of a one way system. The second sign is rectangular and is just informing us, reminding us that this is a one way system and therefore will be displayed along a one way street at regular intervals.

I know it's only a subtle difference in shape, but hopefully now you will look at road signs in a different light.

Speed camera bike, not van!

Scottish police have a new weapon in their arsenal to tackle speeding motorists.

This safety camera motorcycle has all of the functionality of a full-sized van equivalent, but in a scaled down package.

Its smaller size means that the bike can park up where the van may have been too large or unable to before, meaning that riders and drivers will need to be extra vigilant when riding in Scotland.

The BMW R1200RT SE has proved to be the perfect machine for the job, providing all the space needed for the equipment. The camera and tripod are stored in the panniers and the top-box houses the main computer. Also, housed within the panniers are the power unit, which draws from the bike and the ancillaries required for the camera's function.



Police Scotland's motorcycle Inspector Ian Paul said: "The introduction of the safety camera motorcycle provides us with a very flexible and compact resource which can be used on stretches of our roads where safety camera vans or uniformed officers could not previously be deployed."

The system uses a LTI 20.20 Ultralyte laser speed detection device, a Traffic Display

Control Unit, integrated video camera, and professional zoom lens.

The camera can spin on the tripod making it effective to point at traffic travelling in either direction too.

“This is a highly visible resource and while enforcement is part of our agenda, our primary role and that of the camera motorcycle is to influence driver and road user behavior. The routes being patrolled have a high injury collision rate and a disproportionately high motorcycle rider casualty rate, though I must stress that our motorcycle is not out there to specifically target motorcyclists, it’s there to monitor the speed of all vehicles.”

E-Raw Electric Bike

Although we love the smell of petrol and the rasp of an exhaust, we simply can't ignore the weird and wonderful creations the electric motorcycle world is bringing us. In particular the E-Raw created by French manufacturer Essence Motorcycles.

"Simplicity is supreme sophistication - Leonardo DeVinci" is what the company refer to when speaking on the E-Raw's design. Renaissance sculptors aside, the firm continues by discussing the values in which they work by, "We combine raw materials, metal and wood, which we work by hand, using artisan techniques as ancestral innovation."



It's no argument that this bike stands out from the crowd. With a wooden seat and 'tank' perched atop a trellis frame, the short seat unit gives the bike a futuristic bobber feel, although it doesn't look especially comfortable.



Also included are front and rear Ohlins suspension, Beringer brakes and controls, Renthal handlebars, and 17-inch Excel rims, but what about the performance?

Essence Motorcycles claim the 167kg bike has a torque output of 133ftlb, which results in the Pymco electric motor going from 0-62mph in 3.5 seconds. And with a 30 minute charging process and a top speed of 96mph, the 10.1 kWh capacity battery will be good for a range of 115 miles. Pretty decent in our books.

The company plans to make only ten E-Raw models, selling them for around \$60,000 (£48,168) each

Welcome to WSAM

A warm welcome to the following new members.

Matt York — Worthing

Rachel Anderson — Haselmere

Steve Westall — Portslade

Will Thomas — Portslade

Gary Proctor - Storrington

Diary for May 2017

Saturday 13th—14th May 2017 The MCN Festival of Motorcycling

The action-packed Carole Nash MCN Festival of Motorcycling returns to the Peterborough Arena on Saturday 13th- Sunday 14th May 2017, bigger and better than before. Packed with the latest 2017 bikes, hordes of kit and accessories at great show offers, edge-of-your-seat live action, a mammoth autojumble and clubs galore. See website [here](#)

Saturday 13th May & Sunday 14th May, Chandlers BMW Open Day

Over the weekend WSAM is promoting iAM RoadSmart Advanced Rider Courses and providing Observers to lead test rides at the BMW event, at Whiteways Cafe car park Bury Hill. This will be open both days and all are welcome to come along from 9.00am - 4.00pm.

Sunday 14th May 2017 WSAM Monthly Meeting Dial Post, Village Hall, 10.00am - 12.00noon

Today is our monthly gathering at Dial Post Village Hall just off the A24, RH13 8NS The committee meet at 9.00am for an hour and then after that everyone is welcome for tea, coffee, biscuits and a natter.

There will also be a Ride Out arranged by Kevin Orman that takes an interesting route to arrive at the BMW event on Sunday in time for the collection of a free food voucher, (provided by Chandlers BMW), for use by any WSAM riders attending the ride out. So if you fancy a great ride out followed

by free food and a look at (or ride on) some new bikes, be ready to leave the meeting from Dial Post Village Hall at 11.00 to 11.15. If the event is as popular as it has been in the past, expect some practice in slow riding skills around the crowded car park. If you would like to help on the WSAM stand on either the Saturday or Sunday, please contact Charles Kernahan on charleskernahan@gmail.com, 07764633312. A big thank you to those who have already committed to help, you know who you are and Charles will be confirming arrangements with you before the event.

Saturday 11th June 2017 BikeFest South. Goodwood

Some of you may already aware that the IAM RoadSmart are supporting BikeFest South being held at Goodwood Circuit on 11th June 2017. See website [here](#)



As part of the day we will be offering free taster rides to riders and they need to be booked through the following link [here](#)

WSAM Committee Members

Following a very well attended and productive AGM, I am pleased to confirm the committee is now structured as below.

Chairman - Dave Sparrow

Secretary - Andy Piper

Treasurer - Rob Bright

Membership Sec - Alan Cuthell

Chief Observer - Charles Kernahan

Event Coordinators - Kevin Orman & Russell Burnett.

Advisor - Chris Mansfield

New Tyre Review

Kevin Orman, our own in-house investigatory journalist, takes a look at some new tyres, the under rated Maxxis Supermaxx Diamonds

The Versys 650 was due its annual service and MOT, the tyres (Avon 3d Ultras) although legal were starting to square off and therefore needed replacing.

We bikers are a fussy bunch when it comes to tyre choice and most of us stick with a trusted brand that we've used for many years, so buying a pair of tyres by Maxxis is not necessarily a choice that some riders would even consider.

I had often considered purchasing a pair of Maxxis tyres, but have never had enough faith in spending my hard-earned dosh on something that might turn out to be an expensive mistake. I order all my tyres through FWR and fitting is done by Tony at Bolney Motorcycle Workshops. After a quick browse of FWR's website I ordered a pair of Metzeler Roadtec 01's, as I enjoyed having a pair of Metzeler M7's on the Multistrada. I also needed a pair of tyres for the Multistrada and decided to buy a pair of Avon Storm 3d XM at the same time.



Unfortunately a call from FWR informed me that the Metzeler's were on back order and wouldn't be arriving for at least two weeks, but they did offer me a good deal on a pair of Maxxis Diamonds, I agreed as a £120 for a pair was just too good to miss as normal retail price was £150!

I do some research online before the tyres are fitted, and there are mixed reviews, it seems that professional reviewers rate the brand and the Diamonds highly, with a few punters giving very poor reviews. Maxxis is one of the biggest tyre manufactures with annual sales of \$4.6bn, so they must be doing something right.



The tyres are fitted, Tony tells me he is surprised that they didn't need any balancing and gives his usual advice about riding on new tyres. I set off for a brief 25 mile ride to get these tyres scrubbed in and immediately notice how different they feel to the previous worn out Avons, there is nothing nicer than that new tyre feel! I take the first few miles gingerly, then start to push them a little harder. First impressions are good, they turn in quickly and hold a line very well. I head down to Shoreham via Steyning and then along the A27 to Hove and over Saddlescombe Road to Henfield and home.

As I approach Shoreham I feel the release agent has been removed sufficiently to put in a lap of the flyover roundabout, I tip the Versys over and accelerate briskly whilst going around before taking the exit to Brighton, trying to avoid the awful white lines and over banding that has been applied recently, I take the A27 and head over Devils Dyke for a spirited ride home.

Initial thoughts?

These tyres are seriously good, I've now put 300 miles on them and they are some of the best tyres I've had fitted to the Versys. The initial turn in is quick and it's really easy to get the bike over, once leant over they hold the line perfectly, it really is like being on rails, the bike is totally planted. I've pushed them in the wet on some twisty roads and they've never come close to sliding, the unique diamond pattern is supposed to aid cornering grip in the wet and I've yet to feel the Diamond weave that some punters have experienced....if at all!

And Finally.

Well, there you are, riding through a tunnel and the last thing you were expecting was this. Would you be able to cope as well. See the video [here](#).

Anyone up for a challenge? The second video is of a two-wheeled world record that is just begging to be broken. I'm sure we have some members who have the necessary skills to get this record back to UK shores. See it [here](#).

That's all folks.

Max