

West Sussex Advanced Motorcyclists Newsletter - August 2018



Do it the same, but better!

Anyone remember Bopit? In 1998 Hasbro released a kids toy called Bop it Extreme. It was a handheld toy with 5 inputs, a plunger, a wheel, a green flicky thing, a twist and then in the centre a Bop Button. The machine would announce which one you had to do next and you had to try and keep up. To start with it was very slow, and nice. If you failed it would say, "Do it the same, but better". If you want an idea, see the video [here](#). Once you showed the kids they would disappear for hours trying to perfect the game and get the high score (which from memory topped out at 250).



So, I hear you ask, what has Bop it got to do with Advanced Riding? Well my friends, loads. Firstly to start with it can seem impossible to get everything right at a slow pace, let alone a fast pace.

Secondly, it is an input – output co-ordination exercise. It tells you to do something, you Take and Use that information before Giving the correct output. Hmm, sound familiar? Thirdly you start off thinking it is a physical challenge, but just like advanced riding, the better you get the more you realise it's actually a mental challenge. *Continued Page 2*

Diary for August 2018

Sunday 12th August 2018 WSAM Monthly Meeting

Today is our monthly gathering at Dial Post Village Hall, RH13 8NJ. The committee meet at 9.00am for an hour, and then after 10.00am everyone is welcome for tea, coffee, biscuits and a natter. Following today's meeting there will be a group ride out to the Goodwood Old Control Tower (see page 2)

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You also go through the 4 stages of learning. Firstly unconscious incompetence, before you even start you have no idea how bad you are. Then conscious incompetence, now you've had a go you are fully aware how rubbish you are. Then after a bit of practice you reach conscious competence where you can do it but with lots of concentration, before reaching that Holy Grail of unconscious competence, or put another way it's 2nd nature and come naturally.

But finally, and this is the big one, to get better you must persevere. It is no good thinking "*that will do*", "*that's ok*", "*I'm sure that will be fine next time*", "*oops, I won't do that again*", etc etc. If you really want to get better at motorcycling, then you have to stop, think about what went wrong, turn around and ride that road again, or put another way..... Do it the same, but better. If you adopt this mantra both now and for all your riding days, you'll get better and stay sharp. If you don't you won't. Your call.

Test Passes at WSAM

Congratulations to the following people for passing their test.

Mike Linney - Obs Helen Seller

Welcome to WSAM

A warm welcome to the following new member this month.

Karen Petroulas - Bognor Regis

Gerald Lettres - Shoreham

Chris Maynard - Horsham

WSAM Ride Out Dates

August 12th — Redhill Aerodrome Cafe, Surrey. Following the monthly meeting at Dial Post Village Hall, Alan Cuthell will be leading a Group Ride up to Goodwood Old

Control Tower for 12.45pm. Hot & cold food as well as tea & cakes are available. The ride will leave at 11.00am sharp, so make sure you are there by 10.45am to hear the briefing. See the cafe website [here](#)

September 9th — Rye Marina and The Bosuns Bite

October 14th — London Tour

Can you help???



Oliver Tappin is currently in the process of designing a complete new website and is in desperate need of pictures and videos that demonstrate what we do in WSAM. If you have anything suitable, please please please send it to Oliver and don't leave it to someone else. Thanks very much. I know lots of you ride with cameras, so there must be some interesting footage out there.

Please send it to olivertappin@gmail.com

Warm weather, wear leather!

One summer when I was about 10yrs old, I fell off my pushbike wearing just shorts and a T-Shirt. I was in a pretty bad way and duly ambulated off to A&E. When my mother arrived at the Hospital she didn't have to be told which cubicle I was in; she could hear the screaming as they were scrubbing out my wounds with a nail brush. The only way I could stop the nurses doing it, was to do it myself..... and so I did!

Fast forward to when I was 45 and whilst having dinner with an Ambulance man, he uttered some very wise words which have always stayed with me. "You can wipe off sweat, but you can't wipe off gravel rash" How true those words are. Personally I will always wear full leathers and encourage you to do the same. Thin summer jackets may be 'cool' but they won't save you in a serious fall. Maybe if you and your bike part company at 10mph, then you might be ok, but anything above that and you'll be in trouble.

One of the main reasons is that although these jackets come with built in armour, let's say on the elbow, as soon as you start sliding down the road the jacket slips around on your arm and suddenly the armour is no longer between your elbow and the road, but somewhere around the inside of your forearm and you are left with less than 1mm of fabric to save your skin.

Well, it won't, and at a wear rate of 1mm of flesh to every 1 metre you slide on tarmac you'll soon be through to the bone. Uncomfortable reading? Maybe! But let me tell you, not as uncomfortable as lying in that

A&E bed as the scrubbing brush approaches.

Triumph and IAM Roadsmart.

Triumph have partnered with the Institute of Advanced Motorists (IAM) to offer all Triumph riders, owners, dealers and staff a



£40 discount on IAM RoadSmart's Advanced Rider Course.

With Triumph's discount, the Advanced Rider Course costs £109 (usually £149) and includes the course manual, your IAM RoadSmart membership, the test ride, and as many observed rides as necessary to prepare for the test.

According to IAM Roadsmart, 97% of people who passed the course said they found riding more enjoyable as a result.

To book your course, call 0300 303 1134 quoting 'triumph10' or book online at the [IAM Roadsmart](https://www.iambike.com/) website.

Sarolea leads electric motorbike charge

Sarolea's 161bhp Manx7 Limited promises to be the lightest electric superbike you can buy.

Derived from their TT Zero racebike, which set a best lap of 108.064mph with Dean

Harrison 2017 and with a claimed weight of 217kg, it also destroys the perception that all electric bikes are excessively heavy.

The Sarolea Manx7 is over 40kg lighter than an [Energica Ego](#), widely renowned as the market leader, and is within 20kg of its petrol counterparts.



The Belgian brand, who were revived by engineer Torsten Robbens, are owned by a composites firm and it isn't a surprise that carbon fibre is featured throughout as a means to keep weight down. Like the racer, there is carbon-fibre bodywork, a carbon monocoque chassis and a carbon-fibre swingarm.

The machine carries over a number of the TT racer's quirks, too. The chain is adjusted by changing the position of the motor rather than the rear wheel, for example.

The swingarm is also one of the highlights of the bike with the footrest mounted through the swingarm with cutouts in the arm allow-



ing it to pivot.

On the racer, they hang down in a conventional style, but we like this unique design touch. If you're wondering where the rear brake is, it's where the clutch would be on a petrol bike.

The power figures are stunning. Sarolea construct their own motors, which have just one moving part: the rotor. They claim 161bhp from the motor and a stunning 332ftlb of torque, which like all electric motors delivers a flat rate of torque as soon as its rotor starts to move.

As long as you can get that power to the ground, performance should be stunning. Tests have shown the bike to be capable of 0-62mph in 3 seconds with a top speed that is restricted to 150mph.

There are three options for battery packs, with 14, 18 and 22 kWh options with an ascending purchase price. With the 14kWh battery, there is a claimed range of 145miles, raising to 175 and 200 miles. The cheapest option still costs £42,500 though, meaning appeal will be limited. But we can all dream.

You have been warned



A new law has come into being stating that anyone who wishes to purchase a dry motorcycle battery with a separate acid pack will now require a valid Explosives,

Precursors and Poisons (EPP) licence.

The ruling, which came into force from 1st July 2018, means that anyone purchasing a battery of this kind without the correct licence could be charged with a criminal offence and comes as part of a larger counter terrorism initiative.

Battery acid packs contain sulphuric acid, which could be used as a precursor to the production of explosives. Anyone who has already purchased a dry battery prior to 1st July must also fill their batteries by 1st November 1 2018, or could also be penalised, should they not have the correct



licence.

The law change will apply to the purchasing of any sulphuric acid with a concentration of more than 15%, as per the Poisons Act 1972. Applications for the qualification are available online at www.gov.uk at a cost of £39.50 to either purchase or renew a licence. Replacing an existing one will cost £25. Amending your licence is free.

The change in the law is expected to have huge implications for the motorcycle battery market, with motoring retail chain Halfords already deciding to end the sale of dry batteries in their stores and online

A spokesperson for the firm, Ella Colley, said: "Halfords has removed dry batteries

from sale across its estate. We anticipate that customers will be unwilling to pay for a licence, which in some cases will cost more than the product itself. "The licence costs £39.50 and batteries start from £22. Whilst we have removed all dry batteries from sale, customers will now be able to purchase the same part numbers (the equivalent product) in a wet (pre-filled and charged) format."

James Douglas, is a Marketing Executive at Yuasa - the UK market leader in motorcycle batteries and the OE supplier to many large manufacturers.

"The legislation was announced on April 9 and we were aware of the change within a week. We are now going to monitor the market and see how it reacts to the rule change and how customer behaviour changes and then react upon that," James said.

And Finally.....

When I first saw this video, I had to check my watch to see if it was April 1st. But it all appears to be true. It's a complete mixture of ideas and maybe a peek into the future. It's nearly 15mins long, but worth watching. See it [here](#).

Secondly, have you any idea how long it takes to build a Boeing 737? Well somehow they produce 40 a month. See [here](#) to find out how.

That's all folks.

Max