

West Sussex Advanced Motorcyclists Newsletter - December 2018



Distractions

Which element runs continuously through the System? Correct, Information. And how do we get information? Through numerous and various inputs. The most valuable one to us is sight, using your eyes firstly to look and then see. Other inputs can be you ears, your nose (ever smelt diesel?) your skin, especially when it starts to get either really hot or cold and not forgetting physical feelings, for example a vibration through the bars or muscular resistance. All of these inputs and many more are what keeps the Advanced rider informed, safe and out of trouble.

However, the one problem we all have is the potential for information overload. Our brain is just like a computer, it can carry out hundreds of instructions per second, but the more you give it to do, the slower it runs and reacts. It doesn't take a rocket scientist to then work out that in a hostile environment like the road, you want it to be running as fast as it can with the quickest possible reaction time; therefore with the least distractions.

The best way we can help our brains is to reduce the unnecessary information coming into our brain and decrease the corresponding distractions. For example, when I'm out on my bike, I don't just turn my phone onto silent, I turn it into flight mode, so it doesn't even vibrate. Why?

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Diary for December 2018

Sunday 9th December 2018 WSAM Monthly Meeting

Today is our monthly gathering at Dial Post Village Hall, RH13 8NJ. During the winter months the committee will meet at 10.00am for about 30 minutes, so from 10.30am onwards all are welcome for tea, coffee, biscuits and a natter.

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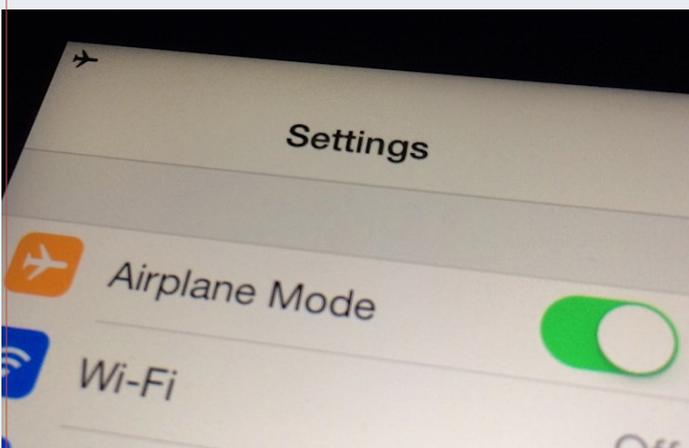
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Because as soon as you feel your phone vibrate, you start thinking who it might be trying to contact you and what the message/call might be about. Without realising as soon as this happens, you are thinking less about the road & your riding, maybe by only 10%, but it will be less. If you listen to music, that too will take brain power, maybe by only 5%, but it will reduce the overall speed of your brain and in turn your reaction time. Anyone turned the radio down in the car when looking for a house down a road? It's all about brain capacity and overload.

Even something as simple as your speedo could become a distraction; especially if you keep looking at it, which you shouldn't! Again, being an Advanced rider you should be able to 'feel' what speed you are doing and then only glance down momentarily for confirmation. If you have a sat nav be very careful not to get sucked in using it to find out which way the road ahead goes. Not only does it take your eye off the road for far too long, but also the graphics are not sufficiently accurate. Using your eyes and the limit point, means you can assess each bend individually, never take your eyes off the road and you won't be distracted.

So in summary, remove as many distractions as you can and just concentrate on the riding.

Welcome to WSAM

A warm welcome to the following new member this month.

Matthew Harris - Haywards Heath

Robert Bryant - Horsham

Dermot Ryan - Lancing

Carl Heaysman - Worthing

Test Passes at WSAM

Congratulations to the following people for passing their test.

Stephen Baines (Pass) - Obs David Lindfield

Cheryl Weblin (F1RST) - Obs Mark Russell

Moped Criminals hit hard be hardline Police Tactics

They attack members of the public with hammers, machetes and crowbars, mount pavements to steal phones, watches and bags, use mopeds as battering rams to break into shops and they throw acid in riders' faces to steal mopeds.

These are not motorcyclists, moped riders or biker gangs; they're criminals using bikes to enable their criminal activities. They are also the scourge of London's streets but the Met Police are now fighting back hard against those who steal and use mopeds... and it's getting results.



Latest year-on-year figures for moped crime show that from January to October 2017 there were 19,455 offences across London, compared to January to October 2018 when there were 12,419 offences (7036 fewer); a fall of 36 per cent.

The same trend is apparent when you look at the theft of mopeds, showing that in January to October 2017 there were 12,192 offences across London compared to January to October 2018 when there were 8261 (3931 fewer); a reduction of 32 per cent.

While some have criticised the tactics, claiming that the police are ‘knocking kids off their mopeds’ and drawing some astoundingly crass criticism from the same politicians who were so recently bemoaning the police’s apparent lack of action; the overwhelming response from the general public has been positive support for the Police.

Footage released last Friday by the Met showed the tactics in operation, with trained officers using their vehicles to stop criminals by blocking or ramming them when they failed to stop. Click below.



Police reveal tactic to stop moped crime | ITV News

Police use a range of tactics, including DNA forensic tagging and the use of ‘stingers’, but where a rider is presenting a danger to others and refuses to stop the new interventions will ensure they’re stopped forcibly. Commander Amanda Pearson of Frontline Policing, said: “The Met is at the forefront of tackling moped and motorcycle crime and I am pleased to see that we have seen a reduction in offences.

“There is a perception that if you remove your helmet or fail to stop for police when requested to do so we will not take any further course of action. This is untrue. The public quite rightly expects us to intervene to keep London safe. Our highly trained police drivers weigh up the risks and decide upon the most appropriate tactics in those circumstances.

Offenders on mopeds and motorcycles who attempt to evade the police are making a choice that puts themselves and others at risk. So our message is clear: we can, we will and we do target those involved in moped and motorcycle crime at every opportunity.”

BMW unphased by Brexit

Markus Schramm, the new Director of BMW Motorrad, has assured MCN that UK supplies of [BMW](#) motorcycles and parts will be unaffected by Brexit; even if at the end of the negotiations there’s a no-deal scenario.

“In terms of logistics, in the case of a no-deal scenario there will be no impact. We have it completely under control,” says Schramm. “As usual in every market supply and demand defines the prices and if the whole industry decides to hold their prices we cannot step out of this. We need the UK as part of the European market and to avoid a no-deal scenario. We are prepared, but I hope that it will not come to this.”

His insight and confidence comes from his other roles he’s held within the business. “I was in charge of the group strategy previously and the day after the referendum, I built a taskforce within BMW to look at Brexit.

We are very well prepared within the group for all scenarios, including renting logistical spaces, even if we don't need them, to provide clear transparency about the supply chain. We are instructing and teaching suppliers to be prepared, but at the end of the day, I think it may all be for love. I still believe the politicians are intellectual enough to work it out."



Despite the political instability of Europe currently, Schramm is positive about their current sales and future model development. "We are on target for an eighth year of growth, but we've certainly had a difficult year this time because the timing brought us new models at the end of the year. We are leaders in some segments and markets, but it's my goal to become a leader in all segments and all markets

Meet the Examiner

Last Thursday nearly 40 of us packed out the RAFA club in Horsham to hear a very informative 'chat' presented by our local Examiner, Adrian Short. For a considerable portion of his Police career, Adrian was a Traffic Officer, spending a lot of time on motorcycles, but for the final 12 years of his time in the force, he was a Forensic Accident Investigator.

This breadth of experience means that no matter what the question, Adrian had either been there, seen it and/or had the answer.

Without exception, everyone who attended the meeting would have left a far more knowledgeable & safer rider. No matter what your riding background or current biking habits, it was a great evening for all. One very interesting subject that he talked about was the insignificant difference that riding with your headlamp on, adds to your safety. Phil Bell sent me this video [here](#), which might help explain why this happens

On a personal front I have been riding for nearly 40 years, yet came away a better rider, National Observer and Masters Mentor..

For those of you that weren't able to attend, please see the attached PDF, put together by Rob Bright which gives you a little flavour of the evening

Hopefully Adrian enjoyed the evening too and will come and share his knowledge again with us next year.

Keep your helmet clean Part 2

Last month I gave you a little insight into how I keep my helmet clean on the outside, well, this month I'm going to talk about keeping it clean on the inside.

Especially during the summer, the inside of our helmet can get awfully hot and sweaty, but how many of you take time to clean it? At least once a year, maybe twice or even three times, I take the lining out of my helmet, give it a good soak and then a good wash.

Personally I use a anti-allergy baby shampoo and wash it by hand, but I know of some people who put their helmet liners in with their washing, sometimes loose and sometimes within a pillow case.



Whichever method you use doesn't matter, but once washed leave it on a couple of days to dry on the radiator (or airing cupboard/ Aga) before putting it back in. If you are not sure on how the lining comes out and then goes back in, just have a look on Google, where there are plenty of guides.

Members trip May 2019

Conscious that they would like to organise a Members trip away, the Committee have arranged a 3 day break based at the Metropole Hotel in Llandrindod Wells, Wales. See hotel details [here](#).

Making your own way to Wales and beginning on Friday 3rd May 2019 at 5.30pm, this is being promoted as a **'Weekend for Members who enjoy a safe, progressive ride.'**

We will be offering 20 spaces to Members and arrange a supervision ratio of 2 Members to 1 Observer. On Sunday afternoon, there will be a group ride back to Sussex for everyone who wishes to come back 'en bloc'. If you wish to make your

own way home, you are free to do so. The cost of this weekend will be £174.00 each which will cover 2 nights Dinner, Bed & Breakfast and include all the Observation and training sessions.

If you would you would like to join us , please forward your £100.00 deposit to Rob Bright, with the reference Wales 2019 followed by your initials. So for example my payment reference would be 'Wales2019MW'. At the same time please email both Rob & myself so we can add your name to the list.

Should you have any questions, please contact either myself, or any member of the Training Team.

Deposit Details

The bank Sort Code is: 40 43 48

Account Number: 41229621

Ref for these payments: Wales 2019??

Amount: £100.00

Then please email myself and Rob

rob.bright@btinternet.com

max@larryland.co.uk

And Finally.....

Have you ever thought about replacing your exhaust, with an aftermarket version? Take a look at this video [here](#).

Secondly, thank you to Peter Smith for posting this on Facebook. It just shows how things can go horribly wrong, Hopefully if you were the overtaking vehicle, you would have considered the possibility of the car ahead pulling out. See it [here](#)

Finally, anyone fancy being a fork lift driver? See it [here](#), I hope the driver was OK.

That's all folks. Max