

West Sussex Advanced Motorcyclists Newsletter - July 2018



Offsiding

Hmm, if there is one recurring Zombie discussion within WSAM and the IAM, then that is off-siding. Why Zombie? Because no matter how many times you kill it, smash it to pieces, destroy it and bury it, just like a Zombie, given time it will reappear and start to cause problems again.



So, let's get a few things straight. Is off-siding illegal? No, it's not, and it is used by highly trained Police Officers. However it is not encouraged, condoned, or in anyway supported by the IAM. So much so that should you off-side during any IAM test, be that your Advanced Test, Observer Qualification, Masters test, (even a little bit) then you will fail. End of. I tend to compare off-siding with riding in shorts and t-shirts. No, it's no illegal, but if and when it all goes wrong, it's going to hurt and be very messy. For those who would like clarification, I will try and give some guidelines below.

Visualise going down a straight road with no oncoming traffic and you move over to the off-side carriageway to increase your safety bubble with regards to a hazard on

the left, that is not off siding and but a sensible manoeuvre. If you are faced with a road containing 'kinks', no oncoming traffic and where you can see all the way through (and importantly all of the tarmac in between), so you straight line that piece of road..... again that is not off-siding, but a sensible riding decision.

Continued on page 2.....

Diary for July 2018

Sunday 8th July 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 ride out to the Sammy Miller Museum (see Page 2)

In this month's newsletter

Page 1 — Off Siding

Page 2 — Welcome to WSAM

Test Passes this month

WSAM Ride out dates

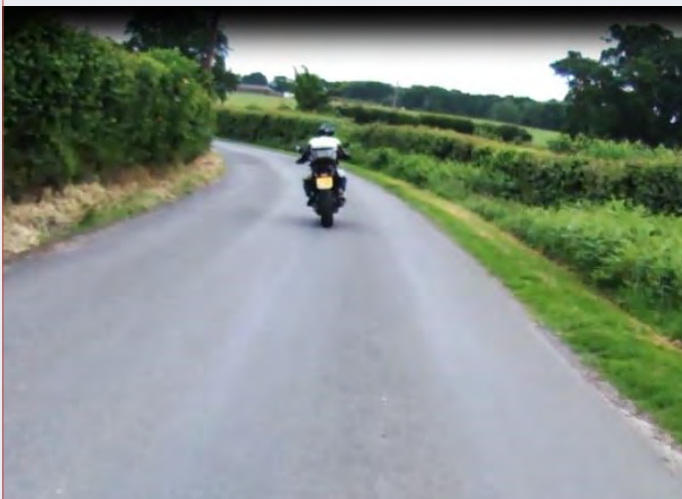
Sprockets

Page 3 — Sprockets..... continued

Page 4 — Wesson (Ogri's)

Editor Max Webber

However, when you are approaching a left hand bend where you cannot see 100% of the exit and you cross the centre line (or in the absence of a centre line, the centre of the road) in an attempt to gain a better view, then that is off siding and is not permitted under IAM rules.



Even this small amount is not allowed

In the nicest possible way, with Christmas hugs and chocolate sprinkles, the IAM is not at all interested in what used to be taught, or what your mate does, or what you can find on Youtube. No matter how many times you ask and no matter how many times the Zombie comes back to life, within the IAM off-siding is not allowed. End of! If you wish to do it when riding out on your own, that is your choice..... and although I can't stop you, if I see it, I will certainly mention it!

Test Passes at WSAM

Congratulations to the following people for passing their test.

No test passes this month

Welcome to WSAM

A warm welcome to the following new member this month.

No new members this month

WSAM Ride Out Dates

July 8th — Sammy Miller Museum, New Forest, Hampshire. Following the monthly meeting at Dial Post Village Hall, Peter Oakley will be leading a ride up to Sammy Millers. The ride will leave at 11.00am sharp, so make sure you are there by 10.45am to hear the briefing. See the museum website [here](#)

July 8th — Sammy Millers

August 12th — Redhill Aerodrome Cafe

September 9th — Rye Marina and The Bosuns Bite

October 14th — London Tour

Sprockets

I've done a lot of motorbike riding in my life and only one of my bikes has been a shaft drive. This means that for the majority of my motorcycling career, I've had a lot of experience looking after my chain and sprockets, replacing them when necessary. And that's where I'm going to pause and ask..... So exactly when is that necessary and can it be extended?



Hopefully all of us realise that the front gearbox sprocket is smaller than the rear wheel sprocket. On my Ducati the rear sprocket has 42 teeth and the front gearbox one has 15, so roughly that's a ratio of 3:1, which is a very similar ratio to most chain drive bikes. This means that for every one revolution of the rear sprocket, the front does 3 revolutions, and that's the key.

It's absolutely no good only checking your rear sprocket for wear as your front sprocket will be wearing three times as quickly. So much so that even when you can't see any wear on your rear sprocket, your front one could already be hooking.



My front sprocket after only 10,000 miles

Most of the initial wear on a modern chain drive bike that use sealed O-ring chains, occurs at the interface between the chain and sprockets and not inside the chain itself. So when people tension their chain because it has stretched, the majority of that adjustment is making up for the wear on the sprockets and chain rollers. The chain itself, link to link, will have hardly altered in length. And that is the problem, if you let the front sprocket get too worn then it ***will*** start to damage the chain itself and rapidly accelerate wear.

At this stage, even if you lube the chain after each ride (and it's best to lube it straight after a ride as the chain is warm and the lube covers and penetrates better) or religiously use a Scot Oiler, you will still not

be able to save your chain, as instead of fitting nicely, the hooked tooth on the sprocket will be banging into the next roller on the chain. (Ever noticed a little 'ticking' when rolling your bike around the garage without the engine on? That could be what you're hearing)

Sometimes you do get wear within the chain and this is demonstrated by a 'tight spot' when you're tensioning. Once you've tensioned your chain, roll the wheel about a quarter revolution and measure the slack again, is it different? Keep on doing this about 5 or 6 times and if the slack is consistent, then you're fine, if it varies then you might have a problem. If you do have a tight spot, make sure your chain is at the correct slack at the tightest tight spot. If you don't you'll then damage your rear wheel bearings and/or gearbox bearing.



My new sprocket, no hooking.

Every 10,000 miles I will replace my front sprocket. It costs me £25-£30 to replace it but on my last bike this pro-active discipline meant I got over 25,000 miles out of my last chain and rear sprocket.

Wessons is no more

Sadly I have to report that as of the 1st July, Wessons Café in Horam (also affectionately known as Ogrri's) will be closing it's doors for the final time. See link [here](#).



For quite some time now it has been up for sale, but unfortunately no buyers have come forward, so it is having to close. I was hoping for an 11th hour bid (as happened at Loomies) but sadly this does not appear to be the case.

I have been riding out to Wessons for over 30 years and it has always been one of my favourite places to go with some great roads and routes to get there.

And Finally.....

I'm sorry to inform you that this month there is no And Finally. From your feedback I know it's one of your favourite sections, but no-one has sent any anything clips and I just haven't had the time to trawl Youtube.

Please rest assured that this is just a temporary blip and hopefully normal service will be resumed next month.