

Bike Fit (Part 2)

Last month I left you buying a bike which was the right cc's, not too heavy and perfectly suited to your needs (as well as your age)

Now that you've got this bike, we need to make sure you and the bike are the perfect fit, or as close as possible. I would say the majority of people just get on the bike and ride, unaware of all the tweaks that can be made, so hopefully the guide below will give you some food for thought.

There are quite a few adjustments that can be made to make the bike 'fit' you better; some are easier and some a bit more involved, so let's start at the front.



The first things you can adjust are the brake and clutch lever on the handlebars. Most modern bikes have some form of adjusting mechanism whereby you can change the reach and the bite point for both these levers. If you still find the levers aren't perfect, there are loads and loads of after-market levers designed to be a direct replacement for the factory fitted items

Staying with the handlebars, have you ever felt that you wished the bars were a little more 'upright'? Do you sometimes get achey wrists or neck? If so, a pair of bar risers might be the answer. Until you've tried some it's amazing what difference just 25mm lift can do to your comfort and riding position.

Continued on page 2.....

Diary for May 2018

Sunday 13th May 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 1066 Cafe (see details on Page 3)

In this month's newsletter

Page 1 — Bike Fit Part 2

Page 2 — Welcome to WSAM

Test Passes this month

Page 3 — WSAM Ride out dates

Ducati Physics Lab

French Training Tours

Page 4 — Radars for Ducatis

Page 5 — Use your imagination

.....and Finally

If you're not that mechanically adept, and don't own a torque wrench, any decent motorcycle shop should be able to fit them for you (and maybe even for free, if you purchased them there.)

Staying with the handlebars, a little bit more controversial is the accelerator cable. Quite often they come out of the factory with about 2-3mm of slack, sometimes more, which means that you have to rotate the throttle twist-grip before anything happens. Now, this may be fine if you sit on the motorway all day long, but when you're riding through towns or traffic, that can be a) quite annoying and b) deny you that fine throttle control that will enable you to keep your feet up. The reason the slack is there is to make sure that when the handlebars go from lock to lock, the cable doesn't pull tight and engine revs increase. So if, like me you don't like the slack, as long as it doesn't affect the throttle going from lock to lock, try getting this to about 1mm.



Now to our feet. On most bikes both the gear changes lever and the back brake lever have got adjustability. This is really important as we've all got different size feet and boots. Also, due to the physical differences we have, it might be more comfortable to raise or lower the gear lever and back brake. Everyone is different, so give it a go. If you can't find instructions in your manual, try Youtube or one of the various biking forums.



Staying with our feet, how well do your feet touch the ground. Are you a bit tippy-toed, would you like a more planted feel? If so there are loads of suspension lowering kits, to reduce the seat height. Some are even made by the manufacturers themselves.

Finally, suspension. This might cost between £80-£100, but having your suspension set up for your weight and type of riding is worth every penny. There are quite a few 'tuning' shops, which again you can find on forums or by using Google, but they make such a difference to the way the bike rides and handles.

If you've spent £5-10k on a bike, why would you not spend <£100 getting the bike suspension set-up professionally. From personal experience I know it can, and does, transform the bike.

Welcome to WSAM

A warm welcome to the following new members this month.

Andy Barrott - Henfield

Mark Alder - Hassocks

Richard Lancaster - Ashington

SteveFordham - Thakeham

This Months Test Passes

Congratulations to the following people and their Observers for passing their tests.....

There were no test passes this month

WSAM Ride Out Dates

May 13th — 1066 Café, Hastings.
Following the monthly meeting Dial Post Village Hall, Kevin will be leading a ride up to Newlands Corner. The ride will leave at 11.00am sharp, so make sure you are there by 10.45am to hear the briefing. See the café website [here](#)

May 13th — [1066](#) Cafe nr Hastings
June 10th — Brooklands Museum
July 8th — Sammy Millers
August 12th — Redhill Aerodrome Cafe
September 9th — Rye Marina and The Bosuns Bite
October 14th — London Tour

Ducati opens it's Physics (or as they call it) Fisica Lab.



Thanks to Peter Oakley for this story. See the article [here](#)

French Training Tour

Following the recent presentation, member Liam Hoad has kindly done a short write up for us.

I guess like most attending the talk on Thursday evening (5th April) I was more interested in a tour rather than the training.

Having just returned from a 3-day battle field tour of Belgium, I'm looking to arrange a D-Day tour in Normandy next year with a friend of mine.

I'm new to the IAM group having only joined last May and recently passed my test. Working abroad until recently has made attending weekday events difficult for me until recently, I was pleased to be able to attend this one and hopefully start to make friends with local like-minded bikers. After Helen did the intro, the 2 guys (Paul Brown and his colleague) started explaining their backgrounds with the police, experience and the ethos behind FTT.

I very quickly began to understand what they were all about; and could see how this sort of opportunity would be great to do so-lo (if friends are not interested or can't make the dates).



You'd need to attend one of their 3-day weekends in Normandy (April or June with another being added in September next year) and with prices sub £500 excluding your Euro Tunnel, Fuel and Alcohol, it's very affordable. See a sample video by clicking on the picture above.

There's also a pre-tour meeting in Watford a couple of weeks before you go so you can meet the others on the course and get to know the team.

You'll be in a group of 3, 1 coach to 2 attendees, and there's only ever 8 attendees on the course; you swap coach each half-day, so you get seen by all 4 coach's during the weekend.

Places are limited as they only run one of each course type per year, so if you're interested the advice was to register your interest via their website <http://frenchtrainingtour.co.uk/index.html> and to book and pay for your place as soon as dates are released in September each year.

I'll certainly be looking at my calendar for a place shortly.

Liam

Forward and rear radar for Ducati

Ducati has announced a series of measures that they will be implementing on their model range with the aim of using advanced electronics to improve rider safety.

Under the banner '2025 Safety Road Map,' the first target for the Bologna-based firm is to fit cornering ABS to all of its models, including those at the lower end of the price scale such as the Scrambler range.

Many of the firm's bikes already run Bosch's ABS Cornering system, but to roll its fitment out to the entire model range is a significant step towards improved rider safety. And they aren't stopping there

Ducati are looking at adding a series of Advanced Rider Assistance Systems (ARAS) to their bikes, including the use of radar to monitor the environment around a bike and alert the rider of any potential danger.

Effectively the system will be a rear radar that will be able to identify if another vehicle is in the rider's 'blind spot' or if a vehicle is approaching at speed from the rear and warn the rider. Such systems are relatively common on cars (most have a warning light on the mirror or sound an alarm) so this isn't that new technology. And neither is Ducati's next innovation



To go with cruise control, which is already fitted to several Ducati models, the firm will use a second radar located on the front of the bike to manage the distance between the bike and other vehicles, creating adaptive cruise control. Again, this system is widespread in the car world but has yet to reach two-wheelers.

Ducati say they will release these systems, alongside an advanced user interface, on 'one of the Ducati models coming in 2020,' which is an interesting phrase. What could this bike be? The best bet would be a new Multistrada, but that V4 engine must make an appearance in another Ducati model very soon and MCN wouldn't bet against a high-end V4 Multistrada being on the cards to showcase this new technology

Use your Imagination

Imagine you're riding down a country road. Got it? Good. Now imagine that this road is quite narrow and doesn't have any centre markings. Still with me? Good. Now imagine riding down that road and keeping left of those imaginary centre markings. It's not difficult is it. No!

Well apparently for some people it is, and due to a recent accident where a rider on an Observed Ride went into a corner to the right of those imaginary lines and then went across the bonnet of an on-coming car, the subject of Off-siding has once more raised it's ugly head.

For those of you who struggle with the definition of Off-siding, if you are approaching a left hand curve, or bend where you cannot see all the way through the corner or bend right to the exit, and so therefore you position you and your machine to the off-side of the centre of the road (line markings or not) in an attempt to get that said view through the corner or bend to the exit, then you are off-siding.

This does not stop you straight-lining a road as when you are straight lining you can see 100% of the tarmac and the exit of the kinks.

Just for the record, off-siding is a highly skilled technique and is not allowed within, or condoned by, the IAM. We won't even turn a blind eye to it. If you do that on a test, you will fail; simple as that.

This is also linked to the term 'Speed of Vehicles As Yet Unseen'. At the moment you commit yourself to an overtake you HAVE to consider that at the very same

moment an Emergency Service Vehicle comes into sight on the opposite carriage-way, traveling towards you at a speed well over the limit. The question you have to ask yourself is now that there is a vehicle speeding itself towards you, could you still safely carry out that overtake without yourself, the vehicle you are overtaking and the oncoming emergency service vehicle having to slow down or carry out evasive manoeuvres? If the answer is no, then you shouldn't be overtaking.

And Finally.....

For this month we have 3 video offerings.

Firstly, can you ride a normal, unmodified motorcycle across water? Find out [here](#), but a word of warning don't get lost down the YouTube rabbit hole that is the Slo Mo Guys.

Secondly whilst we're on the subject of Slow Motion, [here](#) is a little clip someone sent me.

And finally, just a bit of fun. Oh how I wish I was a university student nowadays. See it [here](#)

That's all folks. Max