

West Sussex Advanced Motorcyclists Newsletter - November 2018

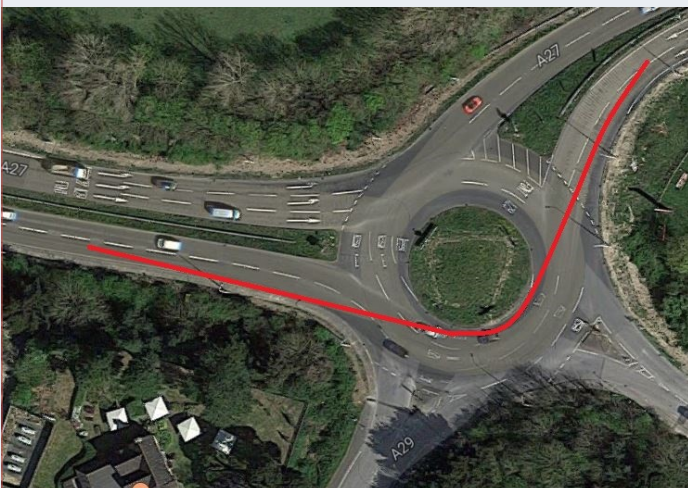


String Theory.

Is anyone familiar with Quantum Mechanics and String Theory? Yes, no?

Well thankfully my String Theory is a little different and a lot easier to understand. Basically, at certain times I want you to imagine a piece of string pulled tight between two points on the road (between where you are and where you want to be) and then once you've visualized it, you have to ride along it.

My first example is one we should all be familiar with and that is about straight-lining roundabouts. On the approach you know where you are, up ahead on the other side you can see where you want to be, so just imagine, laying a piece of string on the road and then pulling it tight. Obviously, because of the kerb surrounding the centre of the roundabout (or blob of white paint with mini roundabouts), it won't pull exactly straight, but it will significantly straighten out your route. *Below, ideal route in absence of other vehicles.*



Roadcraft says that normally the straightest route through a roundabout is the best, and my String Theory gives you that. This is especially true when the surface is wet may be slippery and you want to reduce the amount you lean. You can even use the same theory for going three quarters of the way around a roundabout. **Cont on Pg 2**

Diary for November 2018

Sunday 18th November 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, unfortunately there will no be an official ride out

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We all know about straight-lining 'S' bends, but what about when you've just popped out to go past a parked car, if there's nothing ahead coming towards you, why rush back to the nearside? Instead pick a suitable point in the distance, imagine a tight piece of string from that point back to you and then ride along it. Should another vehicle appear coming towards you, modify the point ahead (no doubt bringing it closer to you) and this change will alter where the imaginary string is lying on the road.

String theory works very well with Minnow and Whale. I was told this gem by an Examiner a long time ago. Imagine yourself swimming in the sea. What you don't want is lots of small darting movements, as with a minnow. Not only does this require lots of steering inputs, but it also tells the Examiner that you're not planning far enough ahead. Instead, what he is looking for is slow gentle inputs even then keeping them to an absolute minimum, and then gentle tapering movements from position to position.

Meet the Examiner

Thurs 22nd November at 7.30pm

Following on from the success of last years 'Meet the Examiner', Adrian Short has kindly agreed to come along and once more share the benefit of his wisdom. As per last year the venue will be the RAFA club in Horsham which can be found at Blackbridge Lane, Horsham. RH12 1RU. The doors open at 7.00pm and the talk will start at 7.30pm sharp. There is also a bar there which will be open, so you will be able to buy drinks.

This is a great evening for members and Observers alike, so I look forward to seeing a lot of you there.

Test Passes at WSAM

Congratulations to the following people for passing their test.

Tony Vine (F1RST) - Obs Mike Meachim
Richard Lancaster (F1RST) - Obs Alan Cuthell
Geoff Smith (Pass) - Obs Alan Cuthell
Colin Hodgkins (F1RST) - Obs Rod Adams
Simon Beeching (Pass) - Obs Rob Bright

Welcome to WSAM

A warm welcome to the following new member this month.

Charlie Blake - Washington
Stephen Foster - Chichester

Keep your helmets clean

I know you shouldn't judge a book by it's cover, but anecdotally there seems to be a correlation between those riders who keep their helmets and visors clean and riding ability. It doesn't take a lot of effort to keep it all clean, one of the easiest ways is after a ride just lay damp kitchen roll over the helmet and then about 10-15mins later the bugs and grime will just slide off. A quick buff and your helmet is spotless ready for the next ride.



Observer Expenses.

Could Observers please submit any outstanding expenses claims by the end of December at the latest. This will facilitate the accurate closing of the current year's accounts in January. Thank you.

Rob Bright, Treasurer.

Headsets. The way forward?

In September a group of 5 people, including myself, went for a quick squirt down to Germany, via France, Belgium, & Luxembourg. I do lots of these trips, normally at least two a year, but this trip was a little different. Not because we all had nick-names relating to the kids TV series Top Cat, i.e Officer Charlie Dibble, Benny the Ball, Choo-Choo, Brains, and of course TC, but because we all had installed Cardo Scala Packtalk headsets into our helmets.



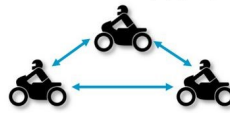
We all know the nightmare that Bluetooth headsets can be when trying to link them up, but these headsets have an additional mode called Dynamic Meshwork Communication or DMC for short.

This was an absolute revelation. We all met at the Channel Tunnel and within 1 minute (yes 60 seconds, it was really that simple) we were all linked together, and that is the way we stayed for the full 5 days.

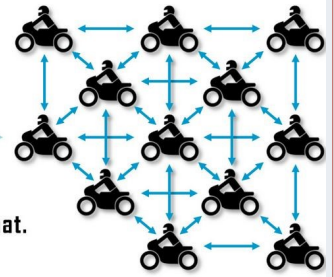
No matter how the group was riding, as long as we were within roughly 500m of each

scala rider DMC™ Technology:

A self-healing, adaptive meshwork that maintains constant connectivity to every member of the Pack within range. Even if the group splits-up.



Create a "Pack", and go.
It's as simple as that.



other, everyone could talk to everyone else. If the group got split up, as soon as they were back in range they linked straight back into the group. After being turned off and charged overnight, just turn them on and they were linked once again without pressing a single button.

The internal rechargeable batteries lasted well, one day for up to 11 hours, but granted we did turn them off when stopping for lunch.

I know that they're not cheap, the best value I found online was a Duo set at £320.00 (so £160 each) but they are undoubtedly the best and as far as I am concerned, the way forward. I did wonder why Wey Valley IAM used them for Observing and Group rides, but now I see why, especially when up to 15 riders can be joined simultaneously.

See their Corporate video [here](#) and yes for once, everything they say does appear to be true!

One Week, Two Masters

Most IAM clubs round the country have managed to get a couple of Masters on their roll, WSAM is close to being the first club with 10, so why is such a demanding test so popular?

This September saw an unusual first when two of our committee members, Helen Seller and Peter Smith, both passed within a week of each other. Helen got a distinction, whereas Peter was amazed when he passed. “Everyone knows Stuart Haythorn, the tester, has very high standards, so when I found myself having to deal with a driver throwing an unannounced right turn and full power stop in front of me, I thought I’d lost it.

“In fact, as Stu explained in the debrief, one of the things he looks for is how well a rider copes with the dynamics of the road. As he pointed out, there is no such thing as the perfect ride, and one of the things that marks out a Master is the way they deal with the unexpected.”

A Master is a rider who is in complete control – not just of the machine, as you will show in some very demanding slow riding, but also of the myriad of things that crop up on his test route. As Max Webber Helen and Peter’s Mentor likes to point out ‘You need to always be fully in charge. Relaxed and gliding smoothly along, like a whale rather than a minnow.”

Achieving such Zen-like serenity calls for a lot of knowledge, which is acquired through extensive reading of the Highway Code, Roadcraft and [Full Control](#), questions from which form the basis for the verbal part of the test. The other thing you’re going to need is lots of practice, as Helen explains. “The key to Masters is being able to anticipate and safely manage any kind of hazard while keeping on the pace throughout. The best way to perfect this is to ride in lots of different conditions and really focus on getting your vision as far down the road as possible.

“That said I still made a couple of mistakes on the day, but the Masters process means I now recognise them and make sure they don’t happen again.”

Both Helen and Peter agree that the biggest benefit of Masters is the knowledge acquired from their Mentor “It made all the difference to my ability and confidence,” says Helen. I’d encourage everyone to look seriously at it.”

And finally.....

This month I have a couple of offerings for you. The first does not come into my riding plan, what you can see, what you can’t see, and what you might reasonably expect to happen. Let me know what you think, see it [here](#).

The second video is just a bit of personal indulgence. Anyone who knows what I ride, will understand. And those of you that don’t, can probably make a good guess. See it [here](#).

That’s all folks.