

# West Sussex Advanced Motorcyclists Newsletter - October 2018



## Brakes Part 2

Last month we had a quick look at the actual braking system of your bike, this month we're going to have a quick look at the application of brakes on our bikes.

The first thing to mention is the rolling brake check. How many of us actually do this? When we first get on our bike, and before riding off properly, do you test both front and back brakes separately whilst rolling at about 5mph? If not you should and it's a really good habit to get into.

Next thing to touch on is the actual use of brakes. How many of us use just the front brake, or a combination of front and rear brake? The age old guidelines were in normal conditions to use 75% front brake and 25% rear brake, which is still a pretty good rule of thumb. Those of us with linked brakes will probably find that this is what happens automatically. If your not sure about your own individual machine, have a look in the handbook or on one of the

owners forums. In the rain this shifts to 50% front and 50% rear, but at no time does it say 100% front and no rear. There used to be an Observer who never used his rear brake and the one time he went to use it, it was seized up and inoperable due to lack of use. Who was it? My lips are tightly sealed. *Continued on Pg 2*

## Diary for October 2018

### Sunday 14th October 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 be no official ride out.

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As advanced riders there are a couple of occasions when we can use the rear brake on its own. The first is during slow riding and manoeuvring. In these situations we never use the front, as doing so would compress the forks and if turning at the time would incline the machine to fall into the corner. The other occasion is when you just want to scrub a little speed off without unsettling the machine, especially useful if you are approaching a corner. By just using a light touch of the back brake you can lose a few mph and as soon as you come off, tip into the corner. If you used the front in the same situation you would(should) have to wait for forks to return before you tip in.

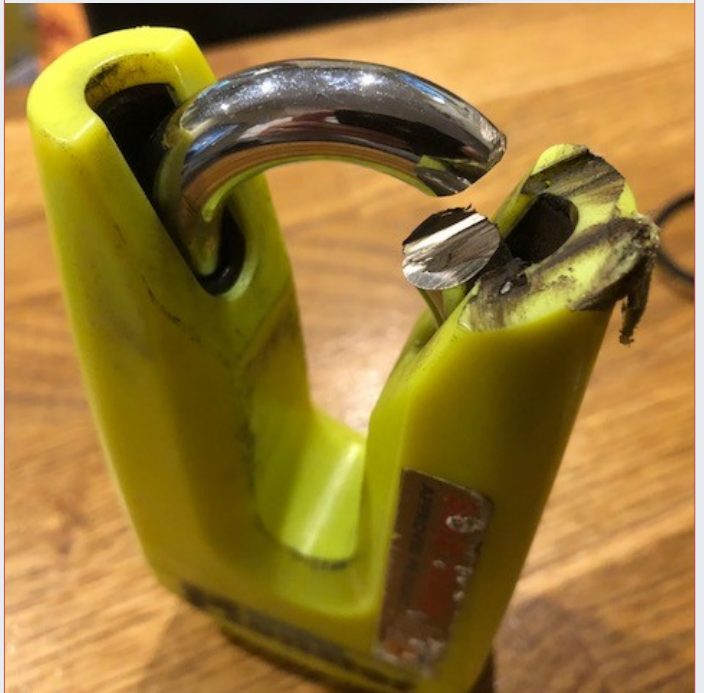
The only other time you could use your rear brake on its own is when comfort braking through a corner, if you think you're going in a bit 'hot'. But thankfully, as Advanced Riders and because we use the Limit Point of Vision properly, that rarely happens.....

## Lock it and still lose it!

If like me you are the type of person that thinks that bike theft happens to other people, then think again. One of our members, Liam Hoad, left his bike parked in his hotel carpark in Birmingham, only to have the bike stolen. It had its steering lock on, but Liam also used a disc lock and also a padlock and chain.

Unfortunately this was not enough of a deterrent as they used a disc cutter to deal with both the disc lock and chain and then somehow managed to get the steering lock off, start the bike and ride it off. It was a brand new BMW GSA1200 with the keyless ignition. (Hmmm. There have been a few urban myths about these keyless systems being cloned).

Liam thinks someone knew his bike was there and was specifically targeted. Whatever the reason, you have been warned



## Welcome to WSAM

A warm welcome to the following new members this month.

Karen Whitehouse - Arundel

Will Jones - Arundel

John Hale - Goring

## Returners to WSAM

A warm welcome back to

Simon Gledhill

Vic Giles

## Test Passes at WSAM

We had no test passes this month, but we did have two of our members gain their 'Masters'. If some of you are not familiar with the IAM Roadsmart Masters program, (see the website [here](#)) we hope to include a write-up on the experience next month.

Huge congratulations to both **Peter Smith** and **Helen Seller**

## 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.

## The shape of things to come?

*Please find below an article that I stumbled across. Could we be riding in the 'Golden age' before all our freedoms are removed?*

Motorway speed limits could rise to 80mph after the head of Highways England argued it is possible - but the public are against it.

Head of the company Jim O'Sullivan has argued that the speed limit could rise in certain areas of the road network but it is 'public opinion' stopping the change.



Mr O'Sullivan added that classic cars may be banned from fully-automated motorways in

the next 30 years. He argued that due to their inability to communicate with autonomous cars and lorries they could make journeys 'hazardous' to other drivers. The roads boss said that vehicles where the motorist is in complete control would probably have to be removed from the roads as early as the middle of the century. Mr O'Sullivan said that due to the safety issues that would be raised by having both types of vehicles on the roads they wouldn't be 'permitted any longer'.

Back in 2011 an official plan to increase the speed limit on motorways was launched by Philip Hammond, when he was transport secretary. However it was thrown on the back burner due to a lack of support from the Coalition Government and hasn't been revisited since. The current top speed of 70mph was introduced in 1965 and debate among drivers and safety campaigners over whether it should be increased has rumbled on ever since.



The Highways England chief executive said that there are certain roads which would be able to handle a higher speed limit. He said that there are parts of the network that would be able to cope with the increase, dependant on the driver's skill. Mr O'Sullivan added: 'We have not done a formal safety analysis but there are parts of the network that subject to a safety analysis could probably operate at 80 miles an hour.'

However the change is unlikely to happen to any time soon as the boss said that there is a 'low probability' that a consensus would be reached on the topic.

Although there is an argument to be put forward for the increase he said that because the current limit is so socially embedded it 'almost certainly' won't change. He continued that he thinks the barrier is more to do with public opinion and views than it has to do with vehicle technology.

The Chancellor of the Exchequer previously said in 2017 that the Government's plan was to have driverless vehicles on the roads by 2021. The future of driverless cars has raised questions for motorists who enjoy the thrill of controlling a car.

Mr O'Sullivan said that during the initial roll-out period there will be a 'mixed economy', arguing that non-autonomous cars are a long way from being phased out.

## BMW Self Driving Motorbike

Self-driving motorcycle sounds terrifying, but BMW's autonomous bike isn't supposed to ever drive on public roads — it's only for safety research. So that's a relief.

This week BMW Motorrad the motorcycle division of the German car company —



showed a prototype driverless bike on a test track accelerating, navigating curves, and braking all on its own.

In Munich, safety researchers have been using the autonomous motorcycle to test out features for its real motorcycles to handle dangerous situations.

What the company learns from the robot-controlled motorcycle will go into its safety and driving systems for its human-driven bikes. This isn't testing for full-fledged self-driving motorcycles. Instead, the tech developed through the prototype will help riders stay stable, avoid obstacles on the road, and manage other dangerous situations, like when they need to brake quickly.

It's creepy to watch a motorcycle operate on its own — but anything for safety. See it [here](#)

## Radio equipment for sale (only 1 left)

WSAM have 3 Intaride EVOBlue Bluetooth motorcycle units and Baofeng PMR radios for sale to members, these units have only been used a couple of times and are surplus to our requirements.

The EVOBlue is Bluetooth streaming unit which also allows you and your passenger to listen to the same music or radio station at the same time, using any Bluetooth headset. You can use a Bluetooth helmet headsets for the Rider and Pillion.

The Rider to Pillion intercom function is constantly ON, so there is no need to press buttons to communicate.

The unit also connects to your GPS sat-nav or phone via Bluetooth, allowing BOTH Rider and Pillion to share the audio and still communicate between themselves.

For 2 way bike to bike radio function which is activated by pressing a PTT button, a Baofeng PMR radio is supplied

There is an audio input socket available for music or a wired GPS unit etc, this is shared between the rider and pillion so you BOTH hear the same audio. All leads are supplied to connect your devices.

1x Bluetooth motorcycle intercom unit.  
1x USB charging lead.  
1x Stereo 3.5mm audio input lead  
1x 2-way radio PTT button for the handlebar  
1x PTT button extension lead  
1x Baofeng radio lead

New this setup cost £160 and is available to members for £75

[http://www.intaride.com/evo\\_blue\\_bluetooth\\_motorcycle\\_intercom.html](http://www.intaride.com/evo_blue_bluetooth_motorcycle_intercom.html)

The EvoBlue is also sold as the SENA SM10

<https://www.sena.com/product/sm10/#overview>

Please contact Kevin Orman if you are interested in purchasing a unit at [kevin.orman@btinternet.com](mailto:kevin.orman@btinternet.com)

## And Finally.....

Thank you to Peter Oakley for this look at an alternative form of transport, see [here](#).

Secondly, I REALLY want to have a go on one of these. See it [here](#)

That's all folks. Max