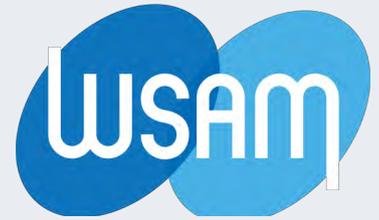


# West Sussex Advanced Motorcyclists Newsletter - April 2019



## '1980' Can you feel it?

Two things happened in 1980. The Jacksons recorded the song Can you feel it, and I got my provisional motorcycle licence..... but I'm not going to talk about either. What I am going to chat about are potholes.

It might be a little controversial, but little potholes road defects can help us all be advanced riders. Granted if the pothole is too deep or large, it could cause damage to our wheels (or even worse), but small potholes and imperfections can be used and be your friend. Any large and/or dangerous potholes, needs to be reported to West Sussex County Council Pothole (see website [here](#)) where you can report it online or via a phone app.

When we approach a right hand bend, in normal circumstances and if safe to do so we position ourselves towards the nearside with our tyres in the nearside tyre track. But the problem we have is that a) we can't see exactly where our wheels are and are going and b) because the bike is leaning away from the nearside, our head (and subsequent view) is nowhere above the track of the wheels.



In these circumstances, ideally, what we need is a way of knowing the track that our wheels are on; and that is where these road imperfections help. They can be small holes, drain covers, road repairs, lumps of mud on the road, anything which is going to create some feedback through the bike.

*Cont on Pg 2*

## Diary for April 2019

### Sunday 14th April 2019 10.00am WSAM Monthly Meeting & AGM

Today is our monthly gathering at Dial Post Village Hall, RH13 8NJ and our annual AGM. Please find last year's minutes attached.

The meeting will start promptly at 10.00am and if our chair (Helen's) track record is anything to go by it will be over by 10.30am, leaving plenty of time for tea, coffee, biscuits and a natter. It would be great to see you all there, supporting the group and the committee for all their hard work.

## In this month's newsletter

**Page 1** - 1980 Can you feel it?

**Page 2** - Welcome to WSAM  
International Driving Permits

**Page 3** - How much is too much?  
Oh, Daytona!

**Page 4** - London Ultra Low Emission  
Zone

**Page 5** - And finally.....

**Editor** - Max Webber

This time when we approach that right hand bend I want you to spot where you want your tyres to be and conversely where you don't want them to be, and at the same time, look for these imperfections. If the imperfection is on the ideal line, and you feel it through the bars and seat, then you know you were spot on.

And it works just as well the other way around. If your ideal route is completely smooth tarmac, but just off the ideal line are lumps and bumps, then ideally you don't want to feel anything, that way you know you're on the perfect line. But if you do feel something, you know you didn't quite nail it.



Anyone recognise the road above???

So next time you're out on your bike try and use these imperfections to you advantage, and lets face it, the UK is never going to have smooth perfect roads!

## Welcome to WSAM

A warm welcome to the following new members this month.

Mick Mills - Hove

Jeremy Burden - Chichester

Paul Cornford - Littlehampton

John Flynn - Crawley

## International Driving Permits

In the event that we reach a no-deal Brexit, riders crossing the Channel and hoping to tour Europe will find they need an International Driving Permit (IDP) for driving in any EU or EEA country.

Confusingly, all countries within Europe can decide between three types of IDP – dated 1926, 1949 and 1968 – so you may well need multiple types to complete the trip you're planning.

Riders in Lichenstein will require a 1926 IDP, while those travelling in Cyprus, Malta, Iceland and Spain will need a 1949 one.

The following countries will require a 1968 IDP:

- Austria
- Belgium
- Bulgaria
- Croatia
- Czech Republic
- Denmark
- Estonia
- Finland
- France
- Germany
- Greece
- Hungary
- Italy
- Latvia
- Lithuania
- Luxembourg
- Netherlands
- Norway
- Poland
- Portugal
- Romania
- Slovakia
- Slovenia
- Sweden

They cost £5.50 each and are available from 2500 UK Post Offices.

But what about the old Green Cards? Some insurance companies are beginning to send communications to customers explaining they'll need a 'Green Card' to ride in the EU, EEA, Switzerland, Andorra or Serbia if we don't reach a deal by 29 March.

But what if we reach a Brexit deal? While negotiations are still on-going it's impossible to say what exactly will be required should the UK leave the EU with a deal. Motoring lobbyists will no doubt be pushing for the minimum impact – both financially and administratively – for bikers, but at this point we simply don't know how that situation will play out.



However, there is one good piece of good news if you ride a BMW. Back in November 2018, BMW Motorrad's Director told us "there will be no impact", regardless of whether a deal is struck or not with regards to the supply of motorcycles and the supply of spare parts. Let's hope he's right!

## How much is too much?

Recently I was out for a training ride with Oliver and we pulled into Whiteways for a coffee and a chat. Whilst standing by the bikes, I looked over at the bike parked next to us and my eye was drawn to a silver patch on the rear wheel. On closer inspection it turned out to be 145g of wheel weights, which begs the question, how much is too much? I can't believe for one

second that the metal part of the wheel is that unbalanced as the manufacturing process just wouldn't allow it, which then points to the tyre.



But then surely a modern tyre couldn't be out by that much either, could it? The only other possible answer is the people who balanced the wheel didn't have it centred correctly. So what I'm wondering is does anyone know if there is a suggested maximum weight for bike wheels and tyres before serious questions are asked. I know if that was my wheel, I would want to know why 145g were necessary to balance it. Any feedback or suggestions will be gratefully received.

## Oh Daytona!

For the past 9 years I have owned and loved my Daytona motorcycle boots. They have been worn all the time, including 3 trips to New Zealand.



But alas in February they were showing signs of wear, with the sole almost worn through, so I wisely decided to get them fixed before Brexit. One of the USP's for Daytona Boots is that they can be completely refurbished at the factory in Germany. If it need a new zip, sole or whole outer, the factory will make them as good as new and send them back.

Armed with this knowledge I took them back to the dealer where I purchased and they sent them back to Germany. 4 working days later I got the call telling me the boots had arrived in Germany and two new soles would be £145. I know this is a little expensive, but the boots did cost me £450 when new and if I could get another 9 years out of them, they would be extremely good value.

Just over a week later the boots were back with a note from Daytona, saying that due to some wear on the leather, they would not re-sole them and I could collect them FOC from the dealer. Slightly dis-heartened I picked them up from the dealer, who (understandably) tried to sell me the current equivalent for £750! Ouch!!!



I went through the motions, tried on the new boots, but left with my old boots under my arm and my bank balance unscathed.

On my way home I wondered to myself..... there was an old fashioned cobblers not far from where I live, so with nothing to lose I popped in there. After a brief chat I left the boots there with the chap saying he would 'give it a go' and for me to return in 3 days.

I duly returned and there my boots were, re-soled and a bill for £29.95. So my question is this. Were my boots really beyond repair or did Daytona want to sell me a new pair? I wasn't sure, but the chap at the cobblers definitely thinks it's the latter.

## London Ultra Low Emission Zone (ULEZ) 8th April 2019

Riders of older motorcycles in London have been handed a lifeline thanks to a new TfL-approved emissions testing centre being set up that should see many older bikes be exempted from the upcoming ULEZ (Ultra Low Emissions Zone) charge.

On April 8, the Capital introduces the new ULEZ in a further bid to improve air quality. To enter this zone, all motorcycles which are not compliant with Euro3 (ie made pre-2007) will have to pay £12.50 per day. Which begs the question, is my old bike going to cost more to ride in London after next week?

Not necessarily. As TfL are currently only intending to crack down on vehicles with excessive NOx emissions and many pre-2007 bikes actually produce less than the 0.15 g/km limit TfL have set, so older bikes could be exempt as long as owners can prove their low NOx emissions. Want to check your bike? Try the online checker [here](#)

Some bikes were tested for this when manufactured but many were not, so until now there was no way of proving a bike's emissions were under the limit. All recent bikes have a Certificate of Conformity, which lists the NOx emissions. It may also be shown on your V5, and if it's below 0.15 g/km it's simply a case of sending a copy to TfL, who will then exempt the bike. With huge costs associated with the zone, it's well worth doing your homework.



However, if that's not the case and you visit the congestion zone frequently on your bike, there may be help at hand. Riverbank Motorcycles, has recently set up the only TfL-approved facility for testing bikes. So wow does it work?

It's similar to a motorcycle dyno, however they have had to source new exhaust gas measuring equipment and develop their own test that meets the rigors of the emissions standards.

Bikes are placed on the dyno, run through the test three times, which involves idling, acceleration and deceleration, and an average is then taken. Much like an MoT, the result is a straight pass or fail.

"Well maintained, properly set-up and cared-for bikes stand a much better chance of meeting the standard and passing the test,

However, there are certain problems that will guarantee a fail; such as leaking inlet manifolds or badly fitting air filters."

If a bike passes the test, the results are uploaded straight to the TfL database resulting in an exemption. But even if a bike fails it's not the end of the world. Sometimes simple maintenance is all that's needed to get the bike within the correct levels. Although, even then, not all bikes will be able to meet the standards.

**Next Nosh Night**  
**Weds 17th April at 7.00pm**  
**The Black Horse, Findon Village.**

Following on from the success of the last two Nosh Nights, the April one is being held at a new location, the Black Horse in Findon Valley. (see map [here](#)). It would be great to see all of you there and if you don't want to eat, that's fine just get yourself a drink and join us.

## And Finally.....

Thank you to Peter Oakley for this first video, which looks quite impressive. If it is as good in real-life, it will be a game changer. See the footage [here](#).

For this second video..... It's a race, but who will win. Try guessing 1st, 2nd & 3rd. I did and got it wrong. See it [here](#)

Finally, I didn't think machining of [this](#) accuracy was possible, but it seems it is!

That's all folks.

Max