

West Sussex Advanced Motorcyclists Newsletter - January 2019



Are you in the right gear?

For anyone who remembers their advanced test, and for those who have yet to take it there are two categories that refer to gears. One is titled 'Gear Changing' and the other is 'Use of Gearbox', and how they are rated are completely different.

Gear Changing. For most this is the easiest one to perfect as it is associated with the physical act of changing gear. So here the Examiner will be looking at good clutch control, smooth gear changing, matching the revs to the new gear and an effortless use of the gear lever. From an Observer's point of view, a change of gear should be seamless and not affect the bike and rider. So no jerking of the handlebars, no twitching of the bike, no whole body movements of the rider, no sudden slowing down or speeding up. As I quite often say to my Associates, you should appear like a swan, unflustered and flowing.

Use of Gearbox. Now, this one can be a bit more challenging, but hopefully by the end of this piece, you will have a better, deeper understanding of what is required. Firstly, let's go back to basics and look at IPSSGA. Gear, or gear changing, comes after Speed and before Accelerate.

Cont on Pg 2

Diary for January 2018

Sunday 13th January 2019 WSAM Monthly Meeting

Today is our monthly gathering at Dial Post Village Hall, RH13 8NJ. During the winter months the committee will meet at 10.00am for about 30 minutes, so from 10.30am onwards all are welcome for tea, coffee, biscuits and a natter.



In this month's newsletter-

Page 1 — Are you in the right gear?

Page 2 — Welcome to WSAM

2019 Ride Out Programme

Page 3 — Stolen Vehicle Identity

Observers Expense

Page 4 — Helmet Technology

Page 5 — Members Trip May 2019

Please Sir, I want more

Page 6 — Christmas Presents

And finally.....

The book quite clearly states that once at the right speed, select the appropriate gear. Honestly, how many of you actually do that and really, (I mean REALLY) separate out the speed and gear phase. And then importantly how do we know which is the appropriate gear? Let me try and help you.

When pulling off from a standstill we are in 1st gear. When we are cruising along a single carriageway NSL road and doing 60mph we should be in 6th gear so that the machine is as economical as possible (NB now a test requirement!). Therefore, we can roughly agree that there must be a correlation between speed and the appropriate gear, and it roughly goes like this. If your speedo is indicating a speed that starts with a 3? (30-39mph) you should be in 3rd gear, 4? (40-49mph) you should be in 4th gear, all the way up to 6? (60-70mph) you should be in 6th gear. So if your speed decays from 60mph to 52 mph, because of a hazard, you should also take a gear. If you go from 60mph to 40mph you should take 2 gears, and so on.



I am fully aware that the above will not work exactly for all bikes, but it is a good starting point. What I want to get over is that you must not just leave your bike in one gear and use the torque of the engine. Instead you should be constantly thinking, considering and using your gears as the conditions, hazards and your speed changes.

Welcome to WSAM

A warm welcome to the following new member this month.

Paul Caldecott — Climping

2019 Ride Out Programme

We're putting together a programme of interesting ride outs for 2019, and have set up a short online survey to canvass opinions to get a feel for the kind of days out that you'd enjoy.

20 people have already taken part and we've learned a lot about what makes their 'ideal ride,' but we'd like to hear from more of our members, especially those who have not been on a Sunday ride before.



Perhaps you would like to come but are concerned about how they are run, or feel you might be under pressure from being part of a group. Well, fear not, because all opinions are welcomed and respected.

We aim to cover all skill levels from new Associates right through to Masters, and we're looking at a lot of new ideas for 2019 to make sure everyone feels they can come along, learn from riding with others and have a great day out.

Please add your comments, it will only take a minute or so by clicking on: <https://www.surveymonkey.co.uk/r/P6QX3NV>

Stolen vehicle identity

A freedom of information request to the police by the AA has revealed that 29,256 numberplates were reported stolen last year. This has gone some way to answering why so many citizens going about their lawful business have been accused of offences they did not commit in places they were nowhere near at the time (well, most of them).

“Not considered in the overall problem were the stolen number plates that were not reported to the police,” says crime guru, Ken German, “those illegally obtained from unauthorised dealers, and existing registration plates that were simply altered to deceive. Added together, you could easily treble the number of ‘wrong’ plates on the road to nearly 90,000 vehicles.”



An earlier request to the police asking how many cloned plates were on UK roads received only six replies from 36 forces, and they agreed that the real number was anyone's guess, and simply impossible to quantify.

Nearly 80% of all crimes in the UK have a car or motorcycle involved somehow even if it simply transports the criminals to and from the scene of the crime. With so many CCTV and ANPR cameras

covering the UK road network, criminals need to hide their vehicles in plain sight using the existing identity of a similar car, motorcycle or moped so that they won't be placed at the scene of a crime.

But while theft of actual numberplates is common, organised criminal gangs also have both the money and the means to buy registration plate-making machines for themselves, compounding the problem and making it even easier to rapidly clone plates from an identical bike using details taken from sale adverts or dealer websites. It's only when these cloned vehicles are physically stopped by the police that the false identity can be spotted and action taken.

How to protect yourself?

Security bolts will help make your plate harder to steal than the one on the bike parked next to you, and ensuring you don't show your numberplate on your social media feeds is sensible.

It's crucial you report the theft or loss of a numberplate to the police, as this will help should you get a summons, parking or speeding fine, or be accused of being the getaway rider at an armed robbery. “It is up to you as the keeper to satisfy the issuer of any offence notice that it was not you or your vehicle,” says German. “It is also important to write to the DVLA regarding the circumstances of the wrongful allegation.”

Observers Expenses

A reminder from Rob Bright to all Observers to submit any outstanding expenses claims by mid-January please, to be processed before the end of our accounting period on 31st January. rob.bright@btinternet.com

Helmet technology that could save lives

This year's EICMA motorcycle show was full of new innovations, including plenty of new helmets many of which featured a 'MIPS liner' but what on earth is that? We found out.

"The origins go back to the 1990s, to a neurosurgeon who was finding more people on his operating table with brain injuries even though they were wearing helmets," says Greg Shapleigh, MIPS Board Member. "Realising helmets obviously weren't doing all that they could, he decided to do something about it. Working with various researchers his ideas lead to the 'slip plane' and an idea we now call 'MIPS'."

So what exactly is MIPS technology? MIPS stands for 'Multi-directional Impact Protection System' and in its simplest form, is a 'slip plane' that allows your head to move inside a helmet in the event of an impact. How does it help? It's all to do with how your head hits the ground (or other objects) when you crash.

Most helmet tests involve assessing the reduction of energy transfer to sensors within the helmet by striking the helmet

against a fixed object at 90 degrees. This is great at testing the ability of a helmet in preventing skull fractures, however the likelihood of whacking something head-on is actually quite low; you're much more likely to come in at an angle with a glancing blow, which is where slip plane technology comes into effect.

When you strike an object at an angle, a rotational force is sent through the helmet and straight to your brain. These oblique impacts subject the soft tissue of the brain to shearing forces, which is what does the damage.



The MIPS slip plane allows your head to move between 10-15mm in any direction at the point of impact, which can reduce the force transmitted to the brain by up to 40%. But wait, doesn't your scalp or neck do the same job?

"If you think about an accident taking place over a few seconds the part that really matters to your brain is the first seven to ten milliseconds," explains Shapleigh. "In that first moment of impact the rider, helmet, and velocity combined causes a point load that's enough to seize your head and neck completely solid, whereas the MIPS slip plane can still move under that load and within that tiny impact window."



Members trip May 2019

Conscious that they would like to organise a Members trip away, the Committee have arranged a 3 day break based at the Metropole Hotel in Llandrindod Wells, Wales. See hotel details [here](#).

Making your own way to Wales and beginning on Friday 3rd May 2019 at 5.30pm, this is being promoted as a **'Weekend for Members who enjoy a safe, progressive ride.'**

We are offering 20 spaces to Members and arrange a supervision ratio of 2 Members to 1 Observer. On Sunday afternoon, there will be a group ride back to Sussex for everyone who wishes to come back 'en bloc'. If you wish to make your own way home, you are free to do so. The cost of this weekend will be £174.00 each which will cover 2 nights Dinner, Bed & Breakfast and include all the Observation and training sessions.



If you would you would like to join us , please forward your £100.00 deposit to Rob Bright, with the reference Wales 2019 followed by your initials. So for example my payment reference would be 'Wales2019MW'.

At the same time please email both Rob & myself so we can add your name to the list.

Should you have any questions, please contact either myself, or any member of the Training Team.

Deposit Details

The bank Sort Code is: 40 43 48

Account Number: 41229621

Ref for these payments: Wales 2019??

Amount: £100.00

Then please email myself and Rob

rob.bright@btinternet.com

max@larryland.co.uk

The cut-off for confirming with the hotel is 31st January, so if you would like to snap up one of the last spaces, please confirm with us before the end of January.

Please Sir, I want some more!

I haven't seen Oliver this Christmas, but I do know he still wants more.

I'm not talking about the child actor, but instead I'm talking about our most recent committee member Oliver Tappin who is putting the new WSAM Website together.

What he desperately needs is visual content for the website and I'm sure that between us we must have loads. There are quite a few of us that run with video cameras on our bikes and that sort of footage is exactly what Oliver wants and needs.



If you've already uploaded it to Youtube (other online video services are available) please send him the link, or otherwise please contact Oliver to ask him how he would like your files.

Please, don't leave this to other people as the more footage we have the better. Who knows we might get enough so we can utilise a dedicated Youtube Channel??? Email Oliver at olivertappin@gmail.com

Christmas Presents & gadgets.

If any of you got something useful or interesting for Christmas, I'm sure the other members would be interested to hear about it. To get us started, I'll kick off this month.

Unbeknown to me, my other half went out and bought me a Bruhl bike drier. I never had considered owning such a thing, and I would have never gone out and bought one myself, but now I have it, wow, what a tool. You can either have it just blowing cold air, or flick the switch in the other direction and get warm air instead.

It also comes with a long flexi hose and three different nozzles. The most surprising thing was the amount of air it shifts, from a relatively small box. If you need something that doubles as a compact, mains powered leaf blower as well, look no further.



And Finally.....

Thanks to Chris Powles for this first video. I don't normally include 'crash' videos, but this one shows how incredibly lucky you can be (sliding under and through a lorry trailer) but also why you should wear leathers. See it [here](#).

The second one has nothing to do with motorcycling, but please watch it all the way to the end before judging either the video or me. See it [here](#)

That's all folks.

Max