

West Sussex Advanced Motorcyclists Newsletter - July 2019



Use it or lose it

You've no doubt heard this saying time and time before, 'Use it or Lose it'. Normally it refers to muscle strength, a particular skill, and also memory. How many of us have set a password thinking there's no way we will forget it, but 3 months later after you've never used it you have completely forgotten. Well, you'll be pleased to know it's nothing about that.

What I am referring to is your back brake. There is a well-known ex Chief Observer who never used his back brake and then when he went to use it during a slow-riding demonstration nothing happened as it was locked solid and completely inoperable. There was also another Observer who, in an emergency, stamped on both brakes. Unfortunately, because they never used their back brake, once stamped upon, the rear brakes would not release and remained jammed on.

Because 75-90% of motorcycle braking is done via the front brake (and not including linked brakes) quite often the rear foot

brake can frequently not be used, but to do this all the time in all conditions and situations is incorrect. There are a couple of situations where using the rear brake alone is beneficial and the preferred choice of retardation. The main two are during a slow riding exercise and when approaching a corner and you need to scrub off, maybe just another 5mph to match your speed to the limit point.

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Diary for July 2019

Sunday 14th July 2019 10.00am 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 an official ride out (see page 3)

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Use it or lose it, continued.....

The great benefit of using your rear brake on the approach to a corner, is that it won't cause the front suspension to dive and upset the steering geometry, but instead just slightly squats the rear suspension.

The other time you could use your rear brake is when things have not gone completely to plan. We've all gone into a corner a little 'hot' and had a buttock clenching moment, and if you need to grab any brake as this most inopportune moment, then the back brake is the one to use. Grab a handful of front brake when cranked over, the front could well 'wash out' and then next thing you'll know is your sliding down the tarmac wondering how you're going to explain this one..... (telling people you hit a patch of diesel is a favourite one).



Backing it into a corner, is only possible with a fully operational rear brake, but not to be tried on the road!

So next time you're out try and get in the habit of using your rear brake as well, so when you really need it, it will be there for you.

Welcome to WSAM

A warm welcome to the following new members this month.

Peter Hatfield - Haywards Heath

Will Rabson - Crawley Down

Alan Steele - Rustington

Geoff Robinson - Pulborough

Hamish Rogers - Horsham

Karen Grimes - Worthing

Test Passes at WSAM

Congratulations to the following people for passing their test.

Jeremy Burden (F1RST) - Obs Ken Cullern

Matthew Harris (Pass) - Obs Rob Bright

Rideout 14th July

The July rideout on Sunday 14th July will leave Dial Post Village hall at 10.30am, for an hours local ride out round some cracking roads, finishing at Max's diner near Horsham for brunch/lunch. Check out their menu [here](#), let me warn you Max's Special Breakfast is only for the bravehearted, or perhaps you prefer the American Waffle breakfast?

The Event will be posted on WSAM Facebook page so please register your interest or email me on johneroom@hotmail.com so I can reserve a table for us.



IPX Ratings.... Ever wondered?

They say every day's a school day and when I stumbled across this nugget, I truly felt enlightened. IP stands for International Protection, the first 'X' stands for dust protection and the second 'X' stands for water protection. So an item with an IPX7 rating is only waterproof, but an IP67 is both dust proof and waterproof. To see how waterproof see below.

IPX1 – A device with a level 1 water resistance rating can survive drops of water falling vertically on it for 10 minutes. The amount of water corresponds to 1mm per min rainfall.

IPX2 – A device with a level 2 water resistance rating can survive drops of water falling on it while being tilted at a 15° angle. The device is tested 4 times (in four positions) and the amount of water corresponds to 3mm per min rainfall.

IPX3 – A device with a level 3 water resistance rating can survive sprays of water (sprayed by a nozzle with a counterbalanced shield approved by the [IEC](#)). The water is sprayed at different angles up to 60° measured from the vertical axis. The pressure of the water is 50-150kPa and the amount of the sprayed water during 5min testing is 50 litres.



Above is an IPX 3/4 testing nozzle

IPX4 – A device with a level 4 water resistance rating can survive splashes of water from any direction. The same nozzle from the previous example can be used for this testing but the shield has to be removed. Some of the most popular speakers with the IPX4 rating are Bose Soundlink Revolve and VTIN.

IPX5 – A device with a level 5 water resistance rating can survive small water jets projected by a 6.3mm nozzle at any angle. The testing lasts for 15min and the volume of water is 12.5 l/min.



Above is an IPX5/6 testing nozzle

IPX6 – A device with a level 6 water resistance rating can survive strong water jets projected by a 12.5mm nozzle at any angle. The testing lasts for 3 min and the volume of water is 100 l/min.

IPX7 – A device with a level 7 water resistance rating can survive (without any damage) immersion in water of up to 1m (approx. 3ft) for 30min. All the devices with the IPX7 rating are considered fully waterproof. There's a bunch of speakers/headphones with the IPX7 rating and the most popular are JBL Flip 4, JBL Charge 3, UE BOOM, etc.

IPX8 – A device with a level 8 water resistance rating can survive immersion in water deeper than 1m (usually up to 3m). The duration of testing is determined in cooperation with the manufacturer (there's no predefined time but it's usually longer than the testing time for the IPX7 rating).

IPX9K – A device with a level 9K water resistance rating can survive powerful water jets. High-temperature water (80°C/ 176°F) is used for testing and the device is sprayed from a close distance (0.1-0.15m). The water pressure is supposed to be really high (8-10MPa) and the volume of sprayed water is 14-16 l/min.

Skills Day

Ever wondered what a Skills Day at Thruxton is like? See Simon Osborn's report below.

I recently swapped my S1000RR sports bike for an altogether much more 'comfortable' ride – the BMW R1200R – and what better way to become more familiar with it than to do an IAM Skills Day at Thruxton Race Circuit.



The day started with my neighbours being rather rudely awakened with the thraaap thraaap of the boxer twin firing in to life at 5:30am, and that was with the baffle fitted back in – a requirement for the day. I met up with my brother and two work colleagues on their bikes at the Gatwick Audi garage (all three non-IAM members but now thinking of joining) before we headed off on the ~2hr ride to the circuit near Andover.

We took the boring route via the motorways there but coming back we did enjoy a more spirited ride along the A34 and A272. It was a bit damp and foggy and I even used the heated grips on the way – a pretty cold morning for the middle of June!

Registration started at 7:45am and the first briefing of the day was at 8:45am. This was mandatory for you to go out on track and once done you get a little wrist band put on to prove you've been there. Whilst we were in there all the bikes were given the cursory check-over. The flags system was discussed as well as other arrangements and logistics for the day. Free coffee and biscuits were available throughout the whole day and there's a nice little café area where you could get a good fried up brekkie and lunch.

All the pre-registration and booking details were easily to follow, so the start of the day all went smoothly. Shaun Cronin & Stuart Haythorn (IAM Roadsmart Area Manager) were there to meet & greet and give an overview of the day. The four of us opted to go in Group 'B', essentially middle-of-the-road confidence and experience-wise. It was a bit of a bun fight as all 72 of us there for the day shuffled about in to the groups, as the organisers wanted to balance the sections. We were then allocated to our instructors and the four of us remained together, allocated to Anthony Mashford.



The structure of the day essentially followed the same pattern, with the three different groups going out on track every hour for a 20 minute session. We were always out on track at 20 minutes past the hour. We'd have our classroom briefing session first, then out on track and then a de-brief after the ride with time for a quick coffee and break. For each track session, there would be a 5 minute warning board and siren, followed by a 2 minute board and whistle – this was the time to stop the 'faffing', get all your kit on and get ready to ride.



The first session was all about sighting, learning where the track went and 'riding to the cones'. This was a theme drummed in to us throughout the day and became all the more important as the pace increased. Essentially it meant aiming for the entry cone, being on the right part of the track and only turning in at the right time – not too early! We were taught to keep our vision up and to use peripheral vision to spot the next reference point, smoothly moving our heads to look where we wanted to go but keeping the previous reference point in your trailing periphery as you passed it by. It really worked!

We had further sessions focussing more on turn in, smooth throttle application, strength of braking and use of gears – all

based around IPSTGAF ('F' on the end for fun). We did have a couple of pretty wet sessions but we were told the level of grip you get only falls off by about 5% and it's all 'in your head'. I must admit I did struggle with this a little bit but it soon started to slot in to place. It is difficult to really press on, though, when you have water streaming off your visor as there's something in your subconscious that just doesn't let you crack the throttle right open.

All in all it was a fantastic day and I'd recommend it to anyone that hasn't tried it before. The real beauty is that it is all controlled and you don't get the usual track day wannabe's undertaking you on the entry to corners as to often happens.

Sign up for one and go and test your machine and enhance your own skills at the same time!

See Simon's video diary of the day [here](#)

Acoustic Cameras

You may or may not have seen this report in the recent news. If not, I've copied it from the BBC website and pasted it below. The local angle is one of the first trial sites will be the A32 south of Loomies. You have been warned!

The Department for Transport will test noise-detecting cameras in various locations over the next seven months. The move comes after pressure from campaigners in rural communities who say some motorists illegally modify vehicles to amplify the sound. A motorcyclist group said bikers must "embrace" the change.

Much like the way a speed camera works, if a microphone in an acoustic camera detects

a vehicle breaching legal noise limits, it triggers a camera to take pictures of the vehicle registration number and any other relevant images to allow a fine to be sent out to the vehicle owner, the government said. The noise level deemed to be inappropriate is yet to be decided.



All vehicles must comply with noise regulations to legally use the roads. But Transport Secretary Chris Grayling said the cameras could help to combat the fact that police resources are too stretched for officers to easily enforce noise regulations on "boy racers in souped-up vehicles".

"This technology could provide an alternative to make sure those communities are protected against excessive noise, that the people who are acting illegally are prosecuted... it's a simpler, easier way of doing it," he said.

Dr Jonathan Moore, who chairs a campaign group lobbying to reduce noise along the A32 in the South Downs National Park, said people are "thoroughly fed up" with motorcyclists who drive through villages "hundreds of times a year" at anti-social hours. While he welcomed the trial, he said he does not believe technology is advanced enough for acoustic cameras to prevent noise problems in rural areas.

"Where there are wide open spaces, I am not entirely sure that this will be effective," he said.

Meanwhile, the Motorcycle Industry Association said cameras could reduce nuisance noise if they were used in the right way.

Chief executive Tony Campbell said: "Motorcycle manufacturers accept that they have a role to play and I think you'll see it more difficult to start tampering with vehicles in the future."

"As an industry we're playing our part," he added.

And Finally.....

Just when you think nothing can be improved, some clever chap goes and does exactly that. I'm not sure how this would stand to the same extreme loads that chains can, so don't expect it anytime soon on motorbikes, but for pedal bikes it just might catch on. See it [here](#), and if you want to look a bit further down the rabbit hole, click [here](#).

Talking about YouTube rabbit holes, whatever you do, don't start watching the Slo Mo Guys. At best you will lose hours, if not days of your life, and at worst weeks and months. Click [here](#), you have been warned.....

That's all folks.

Max