

West Sussex Advanced Motorcyclists Newsletter - March 2019



Pedal cycles

How hard can it be to overtake such a narrow, slow road user. Well at times it can be surprisingly difficult.

Looking at the Highway Code it gives us two guidelines when overtaking a pedal bike. The first is the minimum distance we should leave between ourselves and the bike. Any idea on how far this should be? 1 Metre, 2 metres, more, less? Rule 163 states that we should 'give cyclists at least as much room as you would when overtaking a car.' New laws coming into force will see £100 fines for any vehicle which passes a cyclist at a distance closer than 1.5m.

But what about if there is a solid white line down the road? The law still applies and as long as no part of you or your vehicle crosses or straddles the line, then it's fine to overtake where there is a solid white line on your side of the road. However within Rule 129 of the Highway Code, there is a provision which allows you to cross the solid white line 'You may cross the line if

necessary, provided the road is clear, to pass a stationary vehicle, or overtake a pedal cycle, horse or road maintenance vehicle, if they are travelling at 10 mph (16 km/h) or less.' **Cont on Pg 2**

Diary for March 2019

Sunday 10th March 2019 WSAM Monthly Meeting

Today is our monthly gathering at Dial Post Village Hall, RH13 8NJ. For the March meeting the committee will meet at 9.00am for about 30 minutes, so from 9.30am onwards all are welcome for tea, coffee, biscuits and a natter.

Following today's meeting, at 10.00am John Moore is leading a ride out to Kent, then back across Surrey, finishing up at Ryka's, Boxhill for about 12.30pm.

In this month's newsletter

- Page 1** - Pedal Cycles
- Page 2** - Welcome to WSAM
WSAM AGM
Police use airbag tech
- Page 3** - John Haynes RIP
- Page 4** - Know your brakes
Police & Road Safety
- Page 5** - Next Nosh Night
And finally.....



One of more trickier situations some of my Associates find themselves in is when overtaking a cyclist on the approach to, and through a right hand bend. What seems to happen is that their mind tells them to stay behind and to the offside of the cyclist. This would be a perfect position on a straight, or a left hand bend, but not a right hander. What you must do here is treat the cyclist as you would any other road user, staying behind the cyclist and close to the nearside of the road. This has two advantages. Firstly you get the maximum view through the bend by adopting a nearside position but secondly it stops that temptation to overtake by squeezing through, which as we now know could attract a £100 fine, and makes you wait for the correct opportunity.

So next time you see a cyclist or group of them and a right hand bend is approaching, tuck in behind them to the nearside and wait until you get the view. Once you try it and see how easy it is, you'll wonder why you haven't done it before.

Welcome to WSAM

A warm welcome to the following new member this month.

Mark Garner - East Grinstead

Martyn Robinson - Climping

Jim Crompton - Crawley

Mary Collier - Pulborough

WSAM AGM

Sunday 14th April 2019 at 10.00am

Dial Post Village Hall

The group AGM will take place next month and therefore the Calling Notice and Agenda are duly attached for circulation. It would be nice to see many of you there in support of the group.

Gloucestershire Constabulary adopts BKS Airbag Tech

Gloucestershire Police have become the first force in the country to equip their motorcycle road traffic officers with BKS airbag suits. These made-to-measure race-spec black kangaroo hide suits use the Alpinestars Tech-Air vest system, with the airbags situated behind what's claimed to be a 'high-tech liner designed to actively cool the rider.'

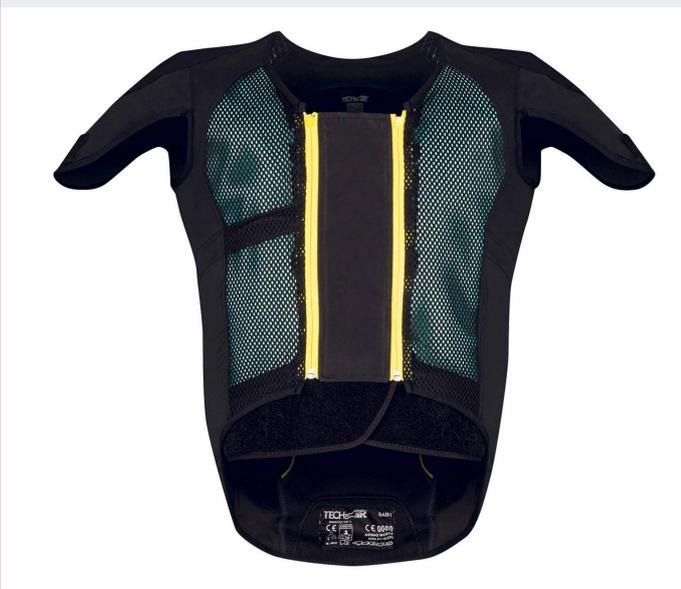
This relationship began back in the '90s with BKS winning the contract to supply the first PPE (Professional Protective Equipment) standard leather suits for motorcycle-mounted officers. However, since 2018 all riding kit has needed to conform to PPE anyway, and so the installation of airbag suits was the next logical step.



Several police forces across the country have been trialing various airbag systems over recent months, but the use by Gloucestershire Constabulary is the first official adoption of the technology. Exmouth-based BKS is fully equipped to carry out all servicing and fitment of the Alpinestars kit following training at the firm's headquarters in Italy.

Airbags are quickly becoming standard kit on race tracks around the world, with mandatory adoption already in place in MotoGP and World Superbikes. We're expecting that as more series take on the tech, costs will decrease and more companies will start to produce it.

For example, at present there are 12 leather manufacturers in MotoGP alone, but only three airbag systems. Most others licence the Alpinestars system. However, everything could change over the coming months due to Alpinestars losing an airbag appeal against Dianese at Germany's Court of Appeal. Germany's Court of Appeal has upheld a patent ruling against Alpinestars over the long-running battle regarding their Tech-Air system and Dainese's D-Air.



The ruling only concerns one aspect, relating to 'the general installation of an inflatable air bladder within a pocket of a garment,' rather than any particular design infringement.

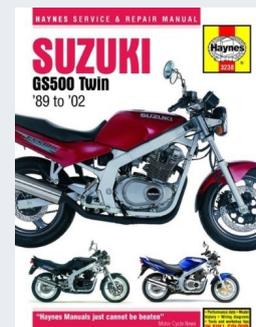
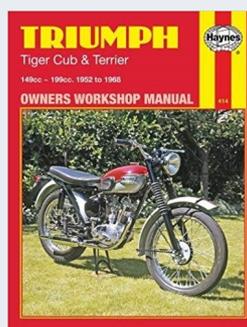
The court issued an injunction prohibiting Alpinestars from selling their Tech-Air Street Airbag Vests and Tech-Air Racing airbag vests in Germany. What's more they must

recall any vests supplied since July 1, 2015, which are still in the possession of commercial customers in the country.

Finally, they must compensate Dainese for all damages suffered due to the sale of the infringing vests in Germany since that date. Alpinestars have an appeal pending on the validity of this patent, which only applies in Germany. The Italian firm is awaiting the court's judgement before taking further action.

John Haynes dies

John Haynes OBE, founder of the Haynes Publishing Group PLC and the Haynes International Motor Museum, died on Friday following a short illness. He was 80 years old. He was best known for his work in creating the Haynes Manual – illustrated repair guides available for many popular motorcycles and cars – having written the first one back in 1965 for a colleague's Austin-Healey Frogeye Sprite sports car.



In an obituary posted on the firm's website we're told that John was "a kind, generous, loving and devoted husband, brother, father and grandfather.

"John will be greatly missed not only by his family, friends and colleagues but also by the many people that use his manuals, and benefit from his reassuring guiding hand as they repair and maintain their cars and motorbikes."

Know your brakes

Alan Cuthell, Membership Sec and National Observer has, on more than one occasion, had an Associate who have insisted that their BMW doesn't have linked brakes. The text below is from an email Alan sent to one of these very Associates.

Further to the topic of brakes on all modern BMWs:- If you put the bike on its centre stand and spin the back wheel by hand the front brake will have no effect. That's because it's not a mechanical system.

If you now start the engine and run the bike in first gear the front brake won't stop the back wheel. If you pull in the clutch with the wheel spinning the front brake lever will gently slow and stop the wheel



What's happening is that the computer detects that the front wheel is not turning and perceives it to be locked and skidding. In that case weight would be thrown forward off the rear wheel, which would lock easily, de-stabilising the bike which would have two skidding tyres. Hence the minimal braking force applied to the back wheel. On the road, the electronics constantly compare the speed of both wheels and apply the two brakes in the most efficient manner to stop quickly.

If traction is lost on either tyre then the ABS comes into effect. The implication of this is that in normal riding you need only apply the front brake, the bike will do the rest.

There are exceptions of course; in an emergency stop apply maximum pressure to both brakes; if manoeuvring slowly application of the front brake is likely to make the bike fall into the turn. If entering a bend too quickly and brakes are needed, then trail braking the back will slow the bike safely, whereas use of the front will make the bike stand up and go straight on.

On BMWs the back brake doesn't operate the front but on Hondas the brakes are combined so that the front operates the back and the back operates the front to a degree. On such bikes care is needed if applying the rear brake when turning slowly.

The moral of the story? Know your bike!

Police numbers & Road Safety

Police Federation Chairman John Apter has blasted the government over its road safety policies, which have seen serious drops in police activity to combat dangerous driving, while also failing to follow through on its plans to better protect police drivers involved in chases.

Speaking at the National Roads Policing Conference, Apter said drivers often feel free to drive as dangerously as they like without fear of being caught due to cuts to the policing budget, describing the state of the roads as 'like Wacky Races out there'. "They're not being caught and it's only going to get worse," warned Apter. "Road policing is seen as something nice to have. It's not seen as essential."

The conference was told that due to the government's policies of increasing speed camera usage while lowering the number of officers on patrol by nearly 20,000, the numbers of drivers caught using a mobile phone at the wheel dropped by two thirds between 2011 and 2017. The number of breath tests also dropped by 42% within the same period. At the same time, Apter also criticised the government for inaction on the increased protection for pursuing officers.

Last year the Home Secretary, Sajid Javid MP, promised to increase protection for pursuing officers but so far there has been no change in legislation. "With every day that passes, police officers are continuing to risk their liberty and livelihood just for doing their job," said Apter. "My colleagues are trained to the highest levels in pursuit and response driving. Their only intention is to bring offenders to justice and to keep the public safe. Sadly the law offers them absolutely no protection in doing what they have been trained to do."

Policing Minister, Nick Hurd MP, failed to attend the conference but insisted there is a will for change.

Next Nosh Night

Weds 13th March at 7.00pm
Kings Arms, Fernhurst.

Following on from the success of last month's Nosh Night at the World's End Pub, Patching, the March one is being held at a more inland location at the Kings Arms, Fernhurst (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.....

This is quite amazing footage and very impressive. I'm both shocked and reassured at the same time. See the footage [here](#).

For this second video, I would like you to pause it at 45secs and think to yourself.... Does it end in tears or in success? See the clip [here](#).

That's all folks.

Max