

West Sussex Advanced Motorcyclists Newsletter - September 2019



Left Turn

This is one of the simplest, safest manoeuvres that we do on a motorbike, but it frequently gets messed up, primarily because we don't adhere to the System IPSGA.

When approaching any hazard, including a left hand turn (for the sake of discussion let's imagine that we're on a main road turning into a side road) we should be using the system to make sure we deal with the hazard in a safe and timely manner.

Firstly we have identified the turn up ahead so using I (information) we assess the traffic around us, both in front and behind and using TUG (Take Use Give) decide if any other road user would benefit from our indicators. If not, we won't use them.

Then to P (Position). If we imagine that we are currently riding towards the off-side of our lane, we will need to get over towards the nearside. Ideally this should be in a smooth gradual taper, with an imperceptibly small steering input. *Cont on Pg 2*



Diary for September 2019

Sunday 8th Sept 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)

Thursday 19th Sept 2019 7.00pm WSAM Nosh Nite

Another Nosh Nite has been booked for tonight at the Black Horse, Findon which is a Pub/Restaurant. See website here. All are very welcome with or without partners for a natter and if you wish you can order food on the night. There is also a motorcycle related quiz with a prize for the winner and lemons for the loser!

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Once we've started on the gradual move to the nearside then we can start on S for Speed. Using both engine and brakes (but not gears) we get down to the desired speed required to both negotiate the turn safely, but also being able to stop comfortably within the distance we can see to be clear on our side of the road. Once at the desired speed, we can then change into the most appropriate gear. And now FREEZE the action!

So where are we now? Well, if we divide our side of the road into 5 lanes you should be in lane 2, you should be about 6 metres back from the turn, at the correct speed, and in the correct gear, and in your mind considering whether we need to do a shoulder check to the nearside; probably just to check for bicycles. I say consider, because if it is unnecessary, we don't need to do one.

At the moment of UNFREEZE you need to A (Apply the Accelerator) to maintain your chosen speed around the bend and then (without ballooning out) tip the bike into the turn and when you get a clear view ahead into & up the side road and if it's safe to do so, use more A, and accelerate in a brisk and business like manner. Depending on the hazards and traffic ahead, decide on the safest position to adopt for the road ahead.

Give it a go, what could be simpler?



Welcome to WSAM

A warm welcome to the following new members this month.

Mike James - Storrington

Test Passes at WSAM

Congratulations to the following people for passing their test.

Steve Larkin (Pass) - Obs Yeshwant Patel

Sharon Grant (Pass) - Obs Helen Seller

And an enormous 'Well Done' to one of our Observers, John Moore for passing his Masters test with a Distinction. What makes it even more impressive is he only dropped 2 marks throughout the whole test. If you want to know more about the Masters, or have never heard about it, click [here](#).

Rideout 8th September

The rideout on Sunday 8th September will leave Dial Post Village hall at 10.45am, and head out to Newlands Corner, just south of Guildford. The ride leader will be Mark Crosby and he will start the pre-ride briefing at 10.30am. Come along and enjoy the good weather whilst it lasts.

Slow Riding Session

John Moore has kindly organised another Slow Riding session on Thursday 12th Sept at 5.30pm over at Saferide Motorcycle Training in Southwick. Spaces are limited to 6 people and the subsidised cost is only £5.00 per rider.

If you would like to attend please email John at johneroom@hotmail.com

Could headsets be banned too?

Drivers in England and Wales could be banned from using hands-free devices after research showed that it is no safer than using a hand-held phone.

The Commons Select Committee has said that the Government should consider extending the law on using a mobile phone while driving and has called for a public consultation on the issue by the end of 2019. The Committee also recommended increasing the penalty for using a hand-held device and wants the police to do more to enforce the law.



"Despite the real risk of catastrophic consequences for themselves, their passengers and other road users, far too many drivers continue to break the law by using hand-held mobile phones," said Chair of the Committee, Lilian Greenwood MP. "If mobile phone use while driving is to become as socially unacceptable as drink driving much more effort needs to go into educating drivers about the risks and consequences of using a phone behind the wheel. Offenders also need to know there is a credible risk of being caught, and that there are serious consequences for being caught."

"There is also a misleading impression that hands-free use is safe. The reality is that any use of a phone distracts from a driver's ability to pay full attention and the Government should consider extending the ban to reflect this."

"Each death and serious injury which results from a driver using a mobile phone is a tragedy that is entirely avoidable. We need tougher restrictions, better enforcement and more education to make our roads safer for all."

Radar controlled cruise control, who will get there first?

Ducati are rumoured to be releasing a bike with adaptive cruise control, but who will get there first? See below a report from MCN.

KTM's 1290 Super Adventure will be a tech marvel and it's on course to be the first bike in the world with radar-guided cruise control. Spyshots of the new range-topping machine have emerged, which suggest not only is it set to take the sporty adventure touring top spot but that it will likely do so imminently.



As the name suggests, KTM's new 1290 Adventure range (it's the S model pictured here) will likely stick at its current 1301cc capacity.

With Euro5 on the horizon, they will have had to retune it – hence the whopping exhaust as well as new split radiator system. We imagine KTM will want to keep their place in the horsepower race, so don't be surprised if it creeps up by the odd bhp.

Matched to this we expect the bike will come with the latest and greatest electronics, such as cornering ABS, lean-sensitive traction control and various modes. It's not clear from these pictures but we imagine it will get the brand new full-colour TFT dash we've spied on the 1290 Super Duke GT. Sticking all that torque and power into the old chassis hasn't always given KTM the greatest results, so it appears they're tackling that issue with this new model. The main frame has changed slightly, while the subframe is now an aluminium trellis and there's a gargantuan new swingarm.



The outcome of all these changes is likely an increase in stiffness to the whole platform, as well as a reduction in weight. The bodywork too has changed, with the fuel tank replaced by two low-slung fuel pods as on the 790 Adventure.

The real headline grabber is the big hole in the headlight that holds the radar for the cruise control. KTM have already admitted to working on the system, which slows the bike down to match traffic in front, although this is the first time we've seen it on a production machine.

Assuming Ducati don't sneak something out, this will be a world first. We expect it to be unveiled at the Milan show in November.

And Finally.....

When I saw this video, I just thought Wow! Even when I watch it again, I still think it's amazing. See what you think [here](#).

And I know it's nothing to do with bikes or even anything motorized, but it made me smile. See the video [here](#)

That's all folks.

Max