



Image courtesy of David Gillan

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EVENTS in July(ish)

Saturday 22nd July. **The West Coast.**
 Departing from The Steading at 09.00.
 290 miles of biking nirvana.

5th & 6th August. **Yorkshire Weekend.**
 Please see page 5

Please refer to the EDAM Facebook page
 for the latest news about events:
<https://goo.gl/zyVD3q>

HEADS UP!

Target fixation—it's real and it can hurt!

A significant factor in many 'accidents' is the rider or driver seeing a hazard, fixating on it, and plunging towards it with tunnel vision. You go where you look, so you need to look where you want to go!.

The most important part of the systematic approach to riding is INFORMATION. Most information is visual and we get the best quality data by looking into the middle and far distance, both in front and to the sides. We can only anticipate what might happen, and plan for it, if we are looking far enough ahead. Otherwise, we find ourselves constantly surprised by hazards we should have seen long before.

These warm days and light evenings are

great for getting out on the road and practising the theory. So, heads-up, look where you want to go and not at what is just in front of you. It will pay dividends.

Please submit articles, photos or ideas to me for future issues. If you don't, I will be forced to publish my life story in 180 scintillating monthly episodes...

Glynn Jones
 editor@edam.org.uk



Previous PDF issues of TG are available here: <https://goo.gl/y2FcoR>

A WORD FROM THE CHAIR by Sandy Dickson



Where's Wally?

As I have probably said before, I am not a huge fan of 'Faceache'. In many instances, it seems to me to be a source of debate and some might say an opportunity for mass debate, but I would not like to comment upon that.

However, I did pick up on an issue that was raised and debated and, as usual, found myself in the minority. I am neither surprised nor concerned that I am sometimes in a minority of one, as that in itself does not necessarily make me in the wrong. I see a lot of the 'Emperor's new clothes' these days.

So, an experiment for you. Look out of a nearby window, hold up your thumb, close one eye and try to hide a building behind your thumb. It is easy, but in the real world we all know that your thumb is much smaller than the building it is hiding. It is a trick of the eye or an optical illusion; a matter of scale & distance. The point being, not everything is what it might appear to be and things can easily disappear but be in plain sight.

The military use camouflage to hide things in plain sight. After all, a soldier laden with kit, a tank or a truck are pretty easy to spot in a Tesco car park. The key to camouflage is to blend in with the background and, most importantly, stay still. It is the lack of movement which deceives the eye of the viewer that makes camouflage so successful, as well as a colour or tone that would be expected within the surroundings.

However, colour & tone are not enough to necessarily make something stand out. My daft dog regularly loses balls in the field where I walk him. The balls are bright orange and ought to be easily spotted, but I get through about £60 worth a year simply because they are

not easily spotted, despite being bright orange.

Similarly, I passed through a 'speed trap' or mobile safety camera, if you must. A white van, complete with logos and yellow and orange stripes, parked in a layby at the side of the road. It was not at all obvious, albeit it was 'hiding' in plain sight. Now, had it had a blue flashing light on the roof that would have made all the difference, but that suggests to me that it is the blue flashing light (or movement) that makes things stand out.

When travelling at speed it is not the colour or marking of emergency vehicles that catches the eye, but the flashing lights. Otherwise, they are just another vehicle in the distance. If things were obvious even in plain sight, mobile safety sites simply would not work and would not generate any income. The one that is often at the Cramond Brig is, apparently, a nice little earner despite being as obvious as Mr Obvious at the Obvious Road Show. Drivers look but they do not see - there is a difference.

So, should you or should you not move the bike around on the road to make yourself more obvious? The answer is pretty obvious if you think about it, of course you should.

The issue is how and when you do it. Do you move from a position of safety to a position of danger? Under certain circumstances you might well do if the position of safety is about to become more dangerous than the apparent position of danger: balancing and splitting the risks. If the options arise you may well slow down or speed up or stop altogether, but riding a bike is a live situation and sometimes a live situation requires management of a series of poor options to make the least worst decision under the circumstances. Like everything else on the bike it is about making decisions appro-

priate to the situation that you find yourself in - it is not about 'rules'.

Should you throw the bike about like tyre warming at the MotoGP? Why would you want to do that on our fairly poor road surfaces in the wet and on the gravel? But again, perhaps that may be your only option under a specific set of highly unusual circumstances. It is not about rules but about judgement.

Will being dressed up like a toy policeman help you? Well maybe's aye and maybe's no, it depends upon the circumstances you find yourself in. If you can hide a whole building behind your thumb, should you be surprised if other road users do not notice you? Do policemen ever get knocked off their bikes or have drivers pull out on them? Yes - so it's not just about a 'dress' code.

So, where's Wally? Some may say: "writing this piece". Other, the more sanguine perhaps, may say: "hiding in plain sight but you will not spot him until he starts moving around". Nature provides all sorts of creatures with all sorts of camouflage to allow them to hide from predators or to become predators; but all have one thing in common, the camouflage stops working the second they start moving.

So, should you move around on the road? Well, you are the thinking rider, you tell me. Will you confuse other road users? Perhaps, but probably no more than they already are and they may even say "look at that wally!".

In my view, better to be a wally than lying on the road, complaining that you were in the right/had the right of way, under a broken bike with broken limbs. But, as I say, I may well be in the minority.



RIDE REPORT: Bike Ride To The Western Front by Peter Wright



As we all know, bikes are made for touring. They are especially handy for getting into less accessible places and parking where cars and coaches fear to go. This year, for the second year running, I took a bike tour to Belgium and France to explore the legacy of WW1.

We started in Mons where the British Army first came into chaotic contact with the Kaiser's army. It took us a couple of hours from Zeebrugge and GPS zeroed us in unerringly. The canal bank at Nimy was rapidly and not very effectively fortified by knackered squaddies who had marched in from the Channel Ports and had little idea of where they were or where the Germans were. Until the shelling started ...

Two VCs were won by the Royal Fusiliers in that first brutal action after which the BEF began a retreat which did not stop until a stand was made (against explicit orders) at le Cateau.

A couple of miles further on and we are in the centre of Mons at the excellent museum which tells the story of the town during both world wars of the 20th century. As ever, no problem parking the bikes nearby.

Then it was on to Saint Symphorien Commonwealth War Graves cemetery where the graves include the first (well maybe but that's another story) and last British and Empire casualties of WW1.



They are buried within feet of each other.

Another blatt back up the motorway took us to Pond Farm whose occupant, a young lad called Stijn, has assembled a terrific collection of artefacts. A season's worth of "iron harvest". Shells, yes, unexplored shells, exposed during ploughing.

But the piece de resistance is a full-scale, 30 ton, replica of a British Mark 4 tank. The original plan was to excavate and restore a real one which had sunk in the Flanders mud. However, Belgian regulations forbid such excavations and a from-scratch replica is the only other option. The original blueprints were sourced and much head scratching and computing was involved in converting imperial to metric!

A super first day and after thanking Stijn for his enthusiastic efforts, it was back to our billet and a well earned beer, or two ... or ... three ...

Our day at the Somme did not go as planned. One of the group had turned up at the ferry port 48 hours earlier sans passport! He will not do that again! Two of the company had ridden north to collect him at Zeebrugge (with passport this time) and we all met for a late lunch at the café in Pozieres!

Some 60 000 British troops became





casualties in the first hour of the attack on 1st July 1916. Some of the worst attrition took place near the village of Serre where soldiers from the Yorks and Lancs "pals battalions" went in.

Sheffield Memorial Park, where the front line trenches were, can be reached via a farm track. Not a problem for any bike: the land around the Somme tends to be dry and well drained.

Other places to visit are the Ulster Tower, Newfoundland Park where Canadian students guide visitors around the battlefield and Lochnagar Crater. Hearts fans can visit Contalmaison which was a first day objective for the Royal Scots which included players from HMFC and other teams. A ride up the main road from Albert to Bapaume takes you

through Pozieres where the Aussies took on the Prussian Guard and suffered horrendous casualties in capturing the windmill there. (Soil from the site surrounds the tomb of the unknown soldier in Canberra.) Finally, you reach Butte de Warlencourt where the British advance ground to a halt in November 1916. By then, casualties amounted to a daily rate of over 300 men. One casualty for every 2.5 centimetres of the advance.

This year was the centenary of the Arras attack. Another blatt down the motorway from our base in Poperinge and we headed for Wellington Quarry in Arras. The tunnels there were dug to accommodate thousands of British and Empire troops before the offensive and are an absolute MUST to visit. It is not possible to book ahead on the internet

and I had forgotten to pop in the day previously en route to the Somme, so it was down to luck as to whether spaces would be available. We were lucky! A guide takes you around the tunnels where thousands of Tommies sheltered before going over the top on 9th April 1917.

Next stop was a wee bistro behind the market square in Arras. Lunch!

In the afternoon we headed north to visit and pay our respects to Ken Macleod's great uncle at Duisans CWG Cemetery. Then on to the Canuck memorial at Vimy. It marks the successful Canadian attack which preceded the main Arras offensive. Photographs



don't really do it justice. Canadian students are there also and guided tours are available.

And so back to Poperinge and ... well, you know the form by now!



NEW FACES

EDAM welcomes the following members:

Peter Freeland, Dalmeny
TJ Mills, Edinburgh
Greg Allan, South Queensferry
Michael Molden, Clydebank

IAM TEST PASSES

Congratulations to the following associates:

Stuart Lothian on gaining a F1rst with assessor Lee Fisher.

Michael Littlejohn gained a pass, also with Lee Fisher, and is another associate benefitting from the Alison Laidlaw bequest.

Sergey Grihanov on gaining a F1rst with assessor Lee Fisher

Stuart Douglas passed his test with assessor Alistair MacLean

Matt Davies on gaining a F1rst with assessor Ian Wightman. Another Laidlaw candidate.

OBSERVER NEWS

Congratulations go to **Alison Bloomfield** and **Jim McLaughlan** for qualifying as a Local Observers.

FUTURE RUNS

by Peter Woolven

Please check the **EDAM Facebook page** nearer the time for more details and in case of changes: <https://goo.gl/zyVD3q>

Daytime Run:

Sunday 1st October. Glen Lyon. Details to come later, start from Steading, time undecided yet.

Yorkshire Weekend

Saturday 5th August to Sunday 6th August. Basically leave Saturday morning, down via North Pennines, overnight in Ripon and back via North York Moors and A68 arriving Edinburgh tea time. About 400 miles in all.

Everyone intending to go to this event please contact Peter to confirm arrangements: peterwoollven@aol.com

ASSOCIATE UPDATE

By Ann McCutcheon

Now that we are into July and probably can consider ourselves about half way through the Observed Ride season it seems a good time to take stock.

We started the season with quite a few Associates on the go from the back end of 2016. Naturally due to the weather and dark nights these rides did not resume until late March/early April.

At the SMS we received a record number of new associates, due partly to the IAM offer. The application forms for these people have filtered in and they have been allocated as soon as possible, with the last few still waiting to be paired with Observers. I say filtered in but in truth their forms arrived mainly in a clump. So we found ourselves in a position of completing last year's rides whilst commencing this year's.

Thankfully, our Observers stepped up to the mark and we have been able to work our way through the list. Some people have sat their test and others are now nearing mock or test ready so the last new associates should be paired soon.

Thank you also to the new associates for your patience and understanding. Hopefully, for those still not paired, your wait is nearly over. Please remember you are very welcome to join our organised rides. These are advertised on our Facebook page and website. Just introduce yourself to the ride leader.

Everyone on the rides will make you welcome and the chat at the coffee stops are usually interesting and gives everyone the chance to get to know other like-minded people.

As the summer progresses I am sure more new associates will sign up so Twistgrip may well be a good way to keep everyone updated.

MEMBER DISCOUNT

Bikespeed UK, Broxburn, will offer a 5% discount to any personal callers who mention they are a member of EDAM. You can also get the discount online or by phone using the code: EDAM05. <http://www.bikespeeduk.com/>

Discounts can often be extracted from local dealers for accessories and clothing. Just mention EDAM and smile!

RIDING TIPS

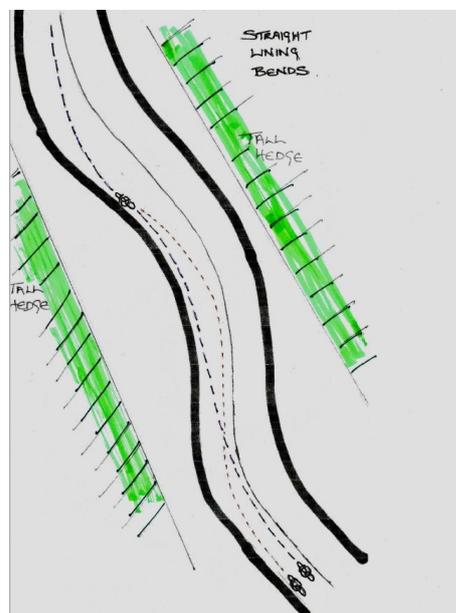
by Elliot Beattie

Straight-lining Bends

The diagram & video clip illustrate straight-lining a series of gentle bends where you can see clear road surface, so can make a beeline to your next road position rather than position for every intermediate curve.

(Before WW3 breaks out: Police Scotland like to see you do this straight-lining on your side of the centre line!) Use of the opposing carriageway is called off-siding!

https://youtu.be/YlyL_w8Rcsg

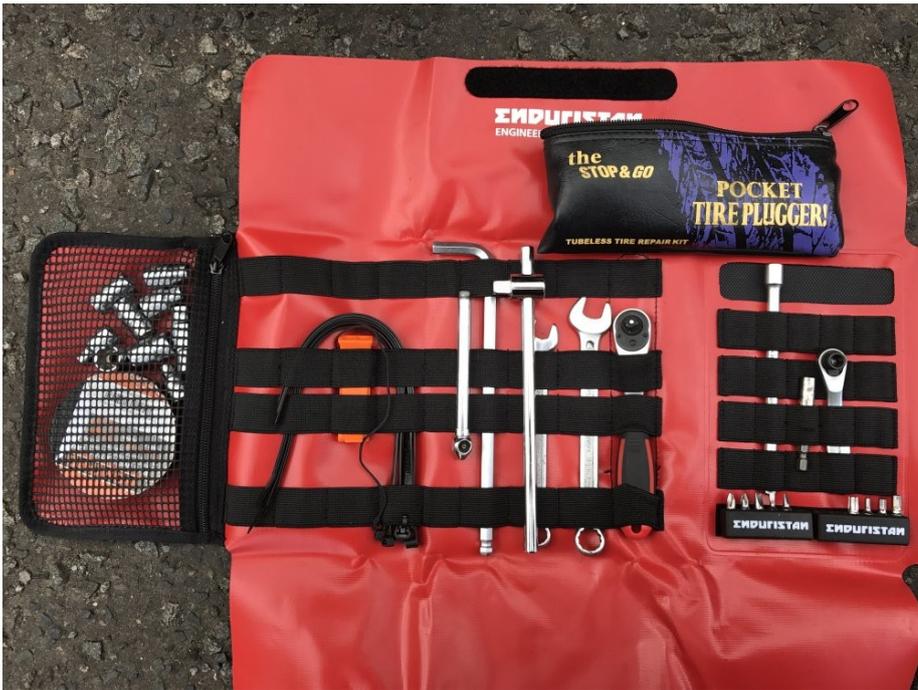


Overtaking Cyclists

When planning overtaking cyclists, remember that they will be quick in the downhill stretches, so look for an uphill stretch of road. Don't forget to give them space, and be patient.

https://youtu.be/dN_pWF_nv78

EQUIPMENT: Going Tooled-Up by Glynn Jones



probably belongs in the bin, though it will give some clues about the size and type of proper spanners you will need.

Adjustable or modular tools are useful because they reduce weight. A T-handle with a selection of removable bits, including Torx or hex-head items, is a good idea—but only take the bits you need. If you opt for a socket set, consider taking a 1/4" drive and sockets for small-size bolts and a 3/8" size for larger ones. Only take the sockets and extension bars that you need, not the whole set.

Zip-ties can be useful for all sorts of things and you should never leave the house without a roll of duct tape or a can of WD40!

Even if you don't do any of your own motorcycle maintenance, you are tempting fate if you set off on a journey without any means to effect a temporary repair on your bike. Yes, modern bikes are very reliable and yes, there is always the AA, RAC, Green Flag et al; but having the means to get going under your own control can save hours of waiting by the roadside in the sweltering heat or pouring rain.

need to remove the brake calipers before removing the wheel, for example? Is a particular job easier with a socket wrench or an open-ended spanner? You also need to make sure the tools you choose are actually up to the task. On most modern bikes you will struggle to loosen the wheel spindle nuts with the standard tool kit, especially if the wheel was last installed by the dealer. In fact, the tool kit that came with your bike

Then, think about what might go wrong and take the necessary spares or equipment to fix it. An obvious show-stopper is a puncture. This can sometimes be fixed (with care) on tubeless tyres using a plugging system such as [Stop & Go](#) and if you carry one of these small kits it might get you on the road again. Of course, there's no point carrying a puncture repair kit if you don't also carry a means of inflating your tyres. Small

There are limits to the amount of fixing you can do at the roadside, but there are many possible small problems that can ruin your day if you are not prepared. So, this article is intended to point out what tools are worth carrying and what you might be able to fix with them. You might say "I don't know one end of a spanner from the other", but having the right tools might allow someone else to fix your bike: a fellow rider, or that knowledgeable chap in the Volvo who stopped to help, maybe?

A good starting point is to walk around your bike and see which tools are necessary to carry out basic tasks. For example: removing the fairing and/or side panels, removing the wheels, adjusting the chain. It makes sense to actually carry out these tasks in order to be sure you have all the tools you need. Do you





which I bought second hand for £25. It's very strong and big enough to carry my pump, tool roll and various small spares. It can be carried inside a pannier, top box or tank bag, or strapped to a rack or pillion seat.

I also store some tools under the pillion seat but, as there's not much room under there, I also use a Tool Tube fitted to the bike. This is used to store my puncture repair kit and a few other, longer tools that won't fit in the tool roll. Having multiple ways to carry tools means I can take more or fewer, depending on the journey.

Of course, the main reason for carrying all this metal around is that if you go prepared, you will never need it. If, however, you are not prepared for a quick fix, you are doomed to spend the night at the side of the road!

pumps can be bought in Halfords or are occasionally on offer at Lidl & Aldi. I use a Lidl special which I have modified by removing the cigar lighter plug and fitting crocodile clips to the two wires. This allows the pump to be used on any vehicle with a battery. Useful if you get a puncture and a flat battery at the same time!

you need that extra tool you forgot to pack.



It's still a good idea to join a breakdown organisation and many offer the possibility of "personal membership" which covers you for multiple vehicles. It also makes sense to carry a mobile phone and the means to top-up the battery if the worst happens. Oh, and while you're at it, take a head torch so you can see what you are doing.

Other obvious things to carry are spare fuses. Make sure you know which physical size of fuse your bike takes; there are several. Take at least 2, preferably more, of each current rating. You can store them in a camera film container (remember those?) under your seat. It's worth carrying multiple fuses because the first time you replace a blown fuse it might just blow again straight away. Having an additional spare at least allows you a second chance to find the fault.

Talking of packing, you need to consider how to pack and carry tools. I use a bike-specific tool roll for most of mine. This fits inside a [Peli Protector 1300](#) case

At the end of the day it's up to you to decide the tools and spares that you think you might need, or to carry nothing at all and hope for the best.

If you are travelling further afield, it can also be a good idea to carry a few bike-specific spares, such as a clutch cable and maybe a clutch and front brake lever.

Spare bulbs are another thing worth carrying. Being caught out on the A702 at midnight with no lighting is no fun at all. Pack bulbs carefully so they are not damaged by vibration. As with all these potential roadside fixes, it's a good idea to practise doing the job in the comfort of your garage before finding out that



TECHNICAL: Which Tyre Should I Choose? by David McCutcheon



When I first started playing golf no one told me that there were different types of golf balls for different types of player. I thought a golf ball was just that, a standard ball. In a similar vein, there is more than one type of motorcycle tyre.

It's probably the most asked question. What tyres should I use? The 4 above bikes could be using all the same manufacturer's tyres, but each different type of bike attracts different riders and riding styles and there are tyres to complement these.

I know a very good rider who rides in a consistent manner all the time. She told me she was unhappy with the wear rate of the original equipment tyres. The make and model of tyre that a bike is fitted with from new is not always the 'best' tyre for the bike. Motorcycle manufacturers invest a lot in the marketing of their products, with 'style' being an important factor. This can be a problem as some manufactures will go to lengths to sell a bike based on its image. The Honda Crosstourer comes to mind: a great bike for touring on the road, but it looks like an off-road bike. When the Crosstourer first came out with semi off-road tyres, dealers were swamped with complaints because the tyres were not suitable for touring. The

later models were fitted with different tyres.

I know another rider whose bike is fitted with semi off-road tyres and he thinks their performance is outstanding on the road. However, their blocky tread pattern makes these tyres extremely noisy on the road to the extent that he will be looking for a different model when these are worn out.

Sometimes you hear from a seasoned rider with a similar bike to you: "xxx tyres are great, I never use anything else". So you purchase them and find that they are absolutely no good for you. Leaving you more confused. Of course, there are many factors to take into consideration. For example: your riding style and the type of roads you mostly ride on. Motorway miles inevitably result in a worn central section – "squaring off", but some tyres have a dual-compound construction with a harder rubber in the centre to give longer life. Do you ride off-road occasionally? If so, you might need a tyre with a more block-like tread; but this may give worse road performance so make that judgement carefully. Do you only ever ride on dry roads?

So, how can you choose the 'best' tyre

for you? Trial and error can be expensive!

You should look at as many tyre manufacture websites as you can and see what tyres they are recommending for certain bike types. Then have a good look on the web forums and find out what the fellow riders are saying. Compare their annual mileage and riding conditions with your own.

It is also quite likely that another EDAM member has the same bike as you, so talk to them.

Armed with the knowledge that there are many different types, as well as makes, of tyre available you can try to make an informed decision and going for a tyre that is most suitable rather than just the same model as was fitted in the factory

Remember: when you get your new tyres they will not achieve maximum grip until after a period of scrubbing-in. That can take 100 miles or so and involves more than just travelling in a straight line!



CORNERING by Sandy Dickson



[Image marco beltrametti Copyright - @mbeo2014](#)

One of my associates had his mock test which went well but he raised a question about when to move position for a corner or, probably more, accurately how to 'judge a corner'. It is not that I am some sort of expert, rather, I am able to articulate the learning experience that I went through as I use it when I am riding.

It is easy to answer glibly and say you use the vanishing point to judge approach speed, distance and to be in the correct gear but, in practice, how do you do these things accurately and consistently?

This month I have done two training sessions, one at [MotoScotland](#) & one at Knockhill. Both were great and I only fell off at one of them, so a result as far as I am concerned. Both forms of training teach you different things about how to ride a bike and how you manage your own stress reactions. If you do not stretch yourself, you do not advance your learning. As the mentor said at Knockhill: "you need to work out of your comfort zone to learn, but not so far as your panic zone". As Clive at MotoScotland says: "if you do not try something new you will not learn".

I am a slow learner and often pick things up by making mistakes, which is not ideal when learning to ride a bike. There is a difference between making mistakes and simply taking stupid risks. So how do you approach the black art of cornering on the road?

Well first, I assume you have read and

understood all of the course material. Putting it into practice requires practice, a bit of faith in your own abilities, a proper understanding of the likely risks, a proper use of the system, a proper use of your eyes and a basic understanding of the physics of the motorcycle.

On an ordinary road surface with reasonable tyres and dry weather, you have 100% grip. Ordinarily therefore, on leaning the bike over it will not slide out from underneath you and will happily go round the tightest of corners without much difficulty if you' as a rider, do not interfere with it too much. If you can accept this state of affairs, and practice should tell you that this is correct, then you can have faith in the ability of the bike. My experiences of Knockhill & Croft indicate to me that the limit of the bike's ability is me, the rider, and my own faith in my abilities. My experience of MotoScotland indicates to me that despite every instinct screaming that it is unsafe to ride fast on a loose & slippery surface, it is actually quite easy once you relax. So, my experiences have changed my panic threshold and my control threshold has been increased as a result, but all of this has taken several years and many thousands of miles on the bike in different weathers and under different conditions. In the same way as you cannot learn to play a musical instrument to a good standard without practice, you cannot learn to ride a bike to a good standard without practice.

However, if we start with the concept of 100% grip, we can then consider the factors that will reduce this (we are unlikely to get 150% grip) gravel, potholes, metalwork, mud, rain, over-banding, bald surfaces, leaves will all act in unison to rob us of grip. Speeding up and slowing down mid bend as well as the cornering forces themselves will also affect how the bike behaves and how comfortable we feel. None of this is new or remotely controversial, so why is it we feel anxious on unfamiliar roads and unfamiliar bends? It's because it is natural to feel uncomfortable when out of our comfort zone.

How often have you travelled down a country road behind a car doing 40 miles an hour whose brakes come on at the slightest bend in the road – because they feel uncomfortable with any body roll at all? They naturally equate body roll with loss of control and impending doom, a perfectly natural but wrong reaction. They could be trained out of this but probably equate speed to safety as there is less movement at lower speeds.

Once you come to accept, through practice, that the bike is quite happy to corner and you learn how to look and see and therefore guide the bike through the best road surface towards 100% grip, or the least compromised grip available, how do you actually apply the system? This following is what I think and for me, it seems to work. The primary concern is 'safety' and therefore you should be splitting the

hazards and, when required, putting yourself in a compromised position only when it is safe to do and of some advantage.

The advantage is the view (= time = safety) but sometimes the view would compromise your safety too much so, safety first (remember: blind left hand bend = danger) the view may bring you into conflict with oncoming traffic. Generally, the approach to a blind corner should be at a speed which allows you to stop/slow down as required, either through acceleration sense or through the use of the brakes. The brakes are not an optional extra and are there for a reason, so never be afraid/embarrassed to use them and learn how to use them effectively. They work when the grip is good and when the grip is poor and the skills required are exactly the same – the benefit of both track and off-road training.

The ‘correct’ position is one which allows the corner to open out a few seconds after you have moved to your cornering position. If you move too soon – you compromise your safety, having moved away from splitting your hazards when there is no advantage in so doing. If you move too late, the corner has already started to open out and your progress has been impeded by the inability to see around/into the bend at the optimum point, so you have lost your planning horizon. You may be faced with a second bend/hazard where you find you are now in the wrong position and speed for this second bend/hazard (road debris) because of the late view from the first bend.

It is a balance of timing/risk/benefit, but if too late it will be obvious that you have ‘lost’ the view and if you move too early, it will be obvious that after 20/30/40 seconds the bend is not opening up and all you are doing is sitting too close to the kerb to no advantage. This is not the same as sitting towards the verge on a long right-hand sweep where you lose the view from the central position but again you must balance the risks, real or perceived.

What about a series of bends – a right

followed by a right on a right hand curved road – should you move back to the centre of the road? It depends. How close are the bends? A few hundred yards? Is there any point in losing the view? View = time = safety, but are you sure nothing is going to emerge from the side of the road into conflict with you?

If the bends are 1 mile apart but the road curves to the right, sitting by the kerb gives a long view (= time = safety) but again, is the risk of sitting by the kerb outweighed by the advantage of the view?

The answer is: it is a fluid situation always; and therefore requires judgement & thought and an application of the principles of OAP (observation, anticipation, position plus correct gear & speed).

If you think about it, you will know if you have moved too early/too late or just right – just like the 3 bears.

Our observers do a good job of showing you how to play the instrument but, practice makes perfect and if you think about it, with what you already know plus what you have learned, the tune soon becomes recognisable and may become both enjoyable and entertaining. My associate is producing a half decent tune with only the odd ‘toot’ to iron out and I am sure he will progress quicker than I ever did.

Treat every day as a chance to practice and your riding will improve immeasurably, no matter the weather or road conditions and the bends are simply there for a bit of fun. Oh, and I recommend off road and on track training for building confidence.

TYRES & FITTING

By Elliot Beattie

I appreciate that some EDAM members will travel to Strathearn Tyres in Crieff for a competitive supply & fitting service, and scrub them in on the way home. Here is an alternative option.

Bikespeed UK are now offering EDAM members a 5% discount off their already competitive prices and very reasonable carriage charges (I just got a set of BT030s for the Trophy for £161). The question always is – who will fit them in Edinburgh?

I can highly recommend Ian of Edintyre. 07512-104669. Ian is a mobile fitter in Edinburgh, though he also has a unit in Loanhead, so is happy to fit either at yours or his. He much prefers loose wheels, and currently charges £15/wheel, including static balance. If he has to take the wheel off, he does have a bike lift in the van so can cope with most makes, but it is £35 a wheel. So invest in paddock stand(s) if necessary, get the dirt under your fingernails and clean up the brake calipers while those wheels are off!

While the tyres are off – why not fit some nice angled valve stems, if you have either straight metal stems or those horrid rubber ones that perish. They are about £8 a pair on eBay and make checking your tyre pressures and inflating so much easier than using one of those 90 degree adaptors. It saves you skinning your knuckles on the brake discs too. Take care to buy the right size.

