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EVENTS in November/December

Helite Airvest

14th November, 19.00, The Steading

Cornering Class

22nd November, 19.00, Kings Buildings

SEE PAGE 5 FOR OTHER EVENTS

Please refer to the EDAM Facebook page or website for the latest news about events:

<https://goo.gl/zyVD3q>

<http://www.edam.org.uk>

Low Sun

I went out for a ride this morning: down the A7 and back along the A72 and A703. It was a nice enough morning; the roads were a bit damp and it was cold and sunny.

It was the sunny part that caused the problem, because this was 8:30am and the sun was low and shining in my eyes for about 25% of the journey. It's a common hazard at this time of year and it can be a REAL hazard.

Apart from limiting general vision when riding into the sun, being suddenly confronted by that yellow orb just around a bend can be very disconcerting and it will hide whatever is coming the other way.

It's not much better if there is a low sun behind you because it can make you invisible to approaching drivers and obliterate your indicators.

In such conditions it makes sense to treat the sun as a 'hazard' and take appropriate action. In many cases, this means slowing down and position more for safety than for view.

As usual, articles, photos or suggestions on almost any subject can be sent to be at the address below:

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

A WORD FROM THE CHAIR: Progress by Sandy Dickson



Politics is the art of looking for trouble, finding it everywhere, diagnosing it incorrectly and applying the wrong remedies – Groucho Marx

Politics and road safety have a lot in common it seems.

The clocks have now changed, and it gets dark about an hour before you get up with the days being shorter than Mr Short on a short holiday who has been sold short. Mr Short could do with nap on his short holiday as it is clear that half the dozy drivers out there are almost asleep at the wheel, so take care.

Again this month, apparently the end of the world is (still) nigh. Those that have not succumbed to car exhaust will soon die from the effects of acid rain and drowning polar bears. All of which may be true but in this small outpost of civilisation, there is not much we can do except keep calm and carry on. Perhaps we can leave it to our political masters to resolve? (assuming various sex scandals do not get in the way of anything actually important).

The most recent scientific report claims that the levels of CO₂ in the atmosphere have significantly increased and hence we are yet again, all doomed (acid rain, rising sea levels etc etc). Again, all of which may be true but are we offered a solution? – no.

How about this then, stop eating meat because trumping cows are killing us all,

don't eat fruit & veg as trumping humans are adding to the problem and the *piece de resistance* – hold your breath for a day each week – if all of us do this, we will significantly cut down on the amount CO₂ produced – imagine – 2 billion Orientals holding their breath – the CO₂ saving would be huge (I only pick on the Orientals as they are easy to spot and there are a lot of them).

Alternatively, we could just possibly accept that things will continue to blunder along as usual and each small incremental improvement in fuel efficiency, insulation, recycling and technology will, over time, improve the otherwise unimprovable.

Not a single person on planet earth was given any say in being born but once you are here, you just have to get on with it, the best you can.

So, if you have the time, enjoy yourself before the fun suckers convince you it is your fault, ban it and tax it.

School Day Runs:

by Elliot Beattie

Now that autumn is here, EDAM try & organise short weekday runs – usually occurring on a Wednesday, Thursday or Friday, for folk who may not make weekend runs or all-day runs.

Typically, these are a run out to visit some

of our favourite cafes by an interesting route, and we are usually home by lunchtime. The runs tend to be organised at short notice and are weather-dependent.

The latest run was to Biggar via the Lang Whang, Forth & Carnwath. The photo below was taken at the Coffee Stop, Biggar, shortly before we were asked to vacate Biggar Museum parking (It was still empty after our coffees!)

Suitable for everyone who isn't otherwise occupied, a chance to test your heated grips & clothing and an opportunity to meet other EDAM members.



Winter Talk - Motorcycle

Law Scotland: by Glynn Jones

Every year, EDAM holds a variety of winter talks given by guest speaker. This year's series was kicked off in fine style by Brenda Mitchell of Motorcycle Law Scotland (and an EDAM member) ably assisted by Rod.

Brenda's talk focussed on the role of solicitors in dealing with uninsured loss which, generally, is the rider involved in a road traffic collision (you insure your bike, you don't insure for damage to yourself).

Uninsured losses can run to many thousands of pounds and it's Brenda's job to recover those costs from the other party. The whole principle being that, as far as possible, a victim of a non-fault accident should be put back into the position they would be in if it had never happened.

This talk was very well attended by around 25 EDAM members. If you missed it, you can get a flavour of what was said by viewing Brenda's slides online: <https://goo.gl/dGCXZz>. MLS website is [here](#).

An Historical Tale of Motorcycles and Ladies of Ill Repute! by Ray Nimmo



My second motorbike (or second love of my life if you will) came to me in rather a strange way which it was suggested by a fellow biker might be worth sharing...

Way back in 1970 when the world was a slightly different place, I worked helping my elder brother with some decorating work in a certain famous (infamous?) abode in Danube Street, Stockbridge, Edinburgh. The business undertakings therein were of what would be referred to as part of the sex industry in modern parlance or a knockin' shop in the old days...!

Anyway, to the point of my tale. I was curious about a rather decrepit 650 cc Triumph Thunderbird chained to the railings outside the house (for those readers too young to remember such a beast, a photo of a similar machine is shown below). I enquired of the good Madam, the lovely Dora Noyce, why it was there and in such a state? She advised that it was "left in lieu of payment for services rendered some while ago by a client." She then went on to say that I could have it if I

wanted it. Did I want it – oh yes, love at first sight!

I arranged with a good friend of mine at the time to help me to get it back to Canonmills where I lived. No pushing or shoving needed, we could tow it he suggested! So we tied two old scarves together; he on his Bantam and me in tow on my lovely 'new' Thunderbird. We duly set off down Dean Terrace. Which back then was not a dead end, but was one way and had a Police box at the end which was occupied. Perhaps I should have learned the Information part of IPSGA a bit better back then.... We went down the one way the wrong way!

The local member of Edinburgh's finest stepped out of his box, hand raised in a rather commanding pose as he played the part of the keen young man of the law. He then muttered something along the lines of a Scottish version of the rather classic "Ello, ello, ello, what do we 'ave 'ere then" ...?

Despite our chagrin and profuse apologies he showed no understanding of my new love or my desire to get her home. He said I was to be charged with; driving down a one way street the wrong way (mea culpa!), driving a vehicle when not suitably licenced (I was then an 'L' driver), towing a vehicle dangerously, driving a vehicle without insurance, driving a vehicle that was untaxed, etc. etc. My world seemed to end at that point. Life without a licence and therefore no more biking seemed inevitable...

In despair, I went home (having pushed the machine there after the intervention

of the law) and cried on my brother's shoulder. "What should I do"? He in his older wisdom said "Leave it with me and I will speak to Dora, perhaps she can help"?

Much to my surprise, a couple of days later, the phone rang and I was summoned. I barely heard the young constable stating that "all charges had been dropped" such was my state of shock (I thought I was being summoned to be taken before the Beak)! He went on to warn me not to be so stupid in future to which I agreed absolutely not to be so and thanked him for being so kind and understanding...

I remember thinking at the time "was it my imagination or did he seem a bit chastened himself"? Anyway I asked my brother to thank the lovely Dora for her intervention if indeed she did...

Thinking with hindsight, perhaps the slightly over zealous constable realised had maybe over stepped the mark and his more experienced colleagues had reminded him that some of the proposed charges were questionable given the situation... Who knows what the truth was? Anyway, I lived and learned from this. But I can never pass Danube Street even now without a smile on my lips...

And as to the second love of my life? Well she went on to have a Watsonian double adult side car fitted which proved to be a pig to drive. She was sold on to a better home, just before I headed down to London at 16 on a heavily modified Villiers 2T 250 twin. But that's another tale in the life of a young motorcyclist and understanding policemen...



50 mph

That's right, from Monday 6th November the speed limit of the Queensferry Crossing will be raised to the dizzy heights of 50 mph. [BBC News](#).

Hopefully they will also increase the limit on the approach roads too, otherwise it will be a big waste of time.

Here's looking forward to full motorway status by the end of the year. Maybe.

Preparing Your Bike for Winter Storage by Elliot Beattie



If you don't ride your bike through winter, or you have a 'winter bike' and lay-up your pride and joy through the cold season, there are things you can do to help your bike stay in good condition whilst it is tucked-up in a corner of the garage.

1. Change the oil & filter. It's a good idea to leave internal components with a coating of fresh oil rather than the acid-laden stuff that has been in there for a while. Considering the cost of oil, why would you not change the filter as well?
2. Thorough washing. Remove any muck that might hold moisture or salt and leave to dry out properly. (or use a leaf blower for a blow dry?) Use ACF 50, WD 40 or FS 365 as a surface coating on metal parts (excluding the brake discs).
3. Clean your chain thoroughly with paraffin or chain cleaner and apply a liberal coating of dry chain lube (preferable to sticky chain lube that may attract dirt/dust) to prevent O-rings deteriorating and tight spots developing.
4. If in unheated storage; check and/or replace your coolant/antifreeze.
5. Exhaust pipes. If in unheated storage, plug the exhaust pipes to prevent internal condensation. Alternatively use plastic bags & rubber bands but, in each case, only after the engine and pipes are completely cold.
6. Tyres. Inflate tyres to 5+ psi above normal. If the bike has a centre stand, use this to remove weight from rear tyre & suspension. For the front tyre, or if you don't have a centre stand, use paddock stands, or place wheels on carpet to avoid cold contact with a concrete floor. If tyres are on the ground, move a ¼ turn every couple of weeks.

7. Brakes. Sintered brake pads with their metal content tend to stick to the brake disc surface, so remove pads if possible for separate storage. If you do that, make sure you don't operate the brake levers! Why not clean up the calipers with brake cleaner, push the pistons back and smear piston dust seals with red rubber grease for good measure. If not removing pads, insert grease proof paper between pads & discs, (obviously remember to take out again before use).

8. Petrol. With today's compound petrol with ethanol content, fuel stabiliser (eg. Sta-bil Storage version) is helpful to stop fuel separation. Add to a part full tank, & top up. Run engine for 5+ mins to ensure mixture is throughout fuel system. Then top up fuel tank to the brim to reduce condensation in tank & evaporation. One treatment fuel stabiliser should be adequate for over winter

If you have carburettors, then either you can drain the carbs using float chamber drain plugs or, if have a fuel tap, turn off fuel supply and run engine until it stops. Or leave with carburettors with fuel in, and start the engine every couple of weeks to run for 5+ mins. There is an argument that internal carb seals left dry may fail sooner, but if fuel in float chamber is left to evaporate, the residues can clog up the jets. I think the "run the engine every couple of weeks" solution is best, and probably a good idea for fuel injection systems as well. If you do choose to run the engine, make sure you get it up to operating temperature before switching off, in order to minimise internal condensation.

9. Batteries do not like cold so if in unheated storage, remove for charging. Either intermittently charge, or use a timer switch or an intelligent charger with turns on with voltage drop. If a heated garage, leave fitted and connected to charger via a dedicated lead or your accessory plug, as you want to start the bike intermittently.

10. Cover the bike. Use a non-waterproof bike cover (which can breathe) rather than plastic sheet type. This will stop the dust & maybe cobwebs, so your bike won't look like a barn find in Springtime.

Blind Spot by Elliot Beattie

I recently had an associate with a Riderscan device attached to his windshield (and he liked it) see <https://goo.gl/64mb2t>

Obviously, you need a reasonable size of screen for mounting, £40 is a lot to pay for something you may not find that useful and as it's not in your mirror line of sight, it may become just another point to focus on. But it may work for you.

I started to think again about blind spot mirrors.

As most cars have had convex outer edges on the driver's door mirror for ages, why have none (?) of the bike makers taken up the idea.

A lot of bike mirrors seem to be more style than function, with just a great view of your elbows. Every Street Triple owner I have met agrees.

Some years ago I tried the small square wedge type but they were too small to be useful, and the round convex type just make everything very small. Neither of these types are adjustable.

A look round eBay produced a slim wide type with convex outer edge and vertical adjustment (from China). See photo:



These appear to provide useful detail and in your focus on performing a mirror check.

You should not neglect a proper blind spot check before changing lane, but this may alert you to cars "sitting on your shoulder" when looking to merge onto bypass etc.

For £2.20 – worth a punt



NEW FACES

EDAM welcomes the following members:

Douglas Timmins, Edinburgh

IAM TEST PASSES

Congratulations to the following associates:

Grant Ferguson on passing his test with assessor Lee Fisher.

Patrick Lawlor on gaining a **F1rst** with assessor Alistair MacLean

Tim Knowles on passing his test with assessor Alistair MacLean

Stuart Lothian on gaining a **MASTERS Distinction** with assessor Scott Tulip.



Above: Allan Brown receives his test certificate from David Alexander

OBSERVER NEWS

Congratulations go to **Ade Black** and **Michael Molden** on becoming Local Observers.

EVENTS

There are quite a few up-coming events:

Helite Airvest

14th November, 19.00, The Steading. A talk about the Helite Airvest. IAM discount available, and maybe a further discount if enough members place an order on the night.

Cornering Class

22nd November, 19.00, Kings Buildings. A theory session on what to do when the straight road finishes...

Christmas Toy Run

Provisional - 3rd December. Meet at The Steading at 10.30 for 11.15 start. Ride to Royal Hospital for Sick Children. Please refer to Facebook page for guidance on presents. Please also check Facebook/website for confirmation of the date and time. There will be a ride-out following departure from the hospital.

Christmas Drink

9th December, 19.30. The Alexander Graham Bell, George Street, Edinburgh

School Day Runs

Various dates, as advised on Facebook. See page 2.

RIDING TIPS by Elliot Beattie

Overtaking

When planning an overtake, you should consider what the vehicle(s) behind you is planning as well.

In this clip, the black VW pushed in behind me on my 1st overtake of the silver Astra, and then aborted an attempted overtake of me and the car ahead quite late, causing the oncoming silver estate to brake hard. So time to let him go, as he then showed no concern for overtaking approaching the Inverary nearside junction, nor on solid white lines.

<https://youtu.be/dNlfnYb8Y8c>

The 3Ws

This clip illustrates the 3Ws. What can be seen, what can't be seen, and what might be reasonably expected to happen.

The silver car can be seen traversing left to right between 0.01 and 0.05 (what can be seen), and then disappears from view (what can't be seen), so must be waiting at this rather blind nearside junction ahead (will be looking to pull out from junction).

So position yourself for visibility & view, think about your speed and consider a horn warning.

<https://youtu.be/5zfgMVxtOPU>

DISCOUNTS!

We all love a bargain, and being a member of EDAM and the IAM can help you. This section will become a regular feature. If you have problems obtaining a discount (after carefully reading the T&Cs) please let us know. Also, be aware that the best bargains may not be from the vendors mentioned here so, as always, it can pay to shop around.

IAM Roadsmart offers discounts to all members and details are given on the IAM website. **You need to log in before the discount page will appear.** If you are logged in, follow this link: <https://goo.gl/meChie>

IAM discounts include savings on a range of goods and services. Of particular interest to motorcyclists would be: Helite Airvests (10%), Visorcat (20%), MotoScotland (10%), Bike-Seal (10%) & RiderVision (10%). There is also a 15% discount available at Bike Stop.

EDAM discounts include the following. Please note that not all purchases will receive the same level of discount. For example, most bike shops don't discount tyres. This can vary from time-to-time and dealer-to-dealer.

So, in strictly alphabetical order:

BikeSpeed UK in Broxburn: <http://www.bikespeeduk.com/> offer a 5% discount at their store.

Saltire Motorcycles, Edinburgh: <https://www.saltiremotorcycles.com/> offer 10% discount on parts.

Two Wheels Honda/Triumph: <http://www.twowheels.co.uk/> offers 10% discount on parts and clothing.

FOR SALE

Honda Transalp chain & sprockets. Brand new, unused DID Gold X chain and sprockets to fit 700 Trannie. £65 (cost over £100 to buy).

Contact Peter Wright:
youllhavehadyourtea@gmail.com

Slo-Mo and Braking Sessions by Dave McCutcheon



At some time in your motorcycling career you will have to perform these skills when you are not expecting it. Without any practice you could find them hazardous and expensive.

swerving, emergency stops and man-handling of the bike. I am pretty sure that a very high percentage of advanced riders would not pass this test first time. They would need a few practice sessions. Maybe not as many as a new rider but when I first saw the course I thought WTF!

This summer, Sandy and myself have taken about 16 people on evenings and gone through various exercises to help with these slow speed manoeuvres and braking. In one of the braking sessions, Sandy



So why don't we practice them in a safe environment for a start to get to grips with them?

The new IAM ROADSMART guidelines

got one of the guys to reduce his braking distance by the length of a bus. On the slo-mo, everyone who has taken part has improved and I hope have gone away to practice even more.



have emphasised these skills for those working towards the advanced test. Not that they ever really went away, just got a bit side-lined in the past as people were concentrating more on general riding.

The current MOD 1 motorcycle test for new riders includes low-speed control,

Heated Grips by Glynn Jones

If you are hoping to stay in control of your bike, whether riding fast or slow, it helps if you have feeling in your fingers! Although the primary method of maintaining warm digits is to wear gloves, when the

weather gets cold it's hard to find effective gloves that work in all conditions without them being very bulky (and lowering sensitivity).

Many modern bikes can have heated grips specified as an option, but if you bought yours second-hand, or they weren't an option, you can still fit them as an accessory for a low cost. In my experience, after-market grips can be better than OEM ones. They may not be as neatly integrated with the bike, but accessory grips seem to be hotter than either Triumph or BMW OEM versions. In my case, I removed working OEM grips from my Tiger 800 because they were so poor.

In the past year I have fitted 3 pairs of Oxford Heated Grips (to 3 different bikes) and it is a relatively easy job. They are available online for around £50. A main dealer will charge upwards of £100 to fit them so it's worth making the effort to do it yourself.

The Oxford Grips have a handlebar-mounted control panel with a number of heat settings. The grips are wired directly to the battery and they switch off automatically a few minutes after the ignition is cut to save the bike's battery.

As each bike is different, I can't give meaningful installation instructions here. But I would offer two tips:

1. Don't glue the grips in place until you are certain the cables are in the correct orientation.
2. Make sure you allow for twistgrip rotation when routing the cable to the right hand grip.

