



Image courtesy of David Gillan

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## EVENTS in September(ish)

**Laidlaw Trophy**  
**Sunday 24th September.** Saltire Motorcycles, Edinburgh.

**Glen Lyon**  
**1st October.** 08.45 for 09.00 start at The Steading. Return around 16.00.

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

## You Need To Get Out More!

This month's Twistgrip is largely dedicated to ride reports from destinations near and far. After all, that's what bikes are for, right?

There is no substitute for on-the-road experience and even the seasoned riders among us can get rusty if we don't practise the craft of motorcycling.

The IPSGA system works best through repeated practice until it becomes second nature. We have so many things to think about when riding that it helps if we use a system we can apply almost subconsciously. That does not mean we don't think about when and how to apply the system, it means that we can do so at the same time as dealing with hazards seen and unseen.

I have heard it said that riding "the IAM way" takes the fun out of riding. I would say the exact opposite. Doing it 'right'

makes everything more enjoyable as well as safer.

So, there you have it, the perfect excuse for taking the bike out at every available opportunity!

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

Glynn Jones  
 editor@edam.org.uk



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

A WORD FROM THE CHAIR: True Grit, Lots Of It - All Over The Road by Sandy Dickson



I completed a short run (790 miles door to door) around the North of Scotland a couple of weekends ago. It is noticeable how busy many of the roads and facilities are as you head north these days. Good news for tourism and therefore the economy you might have thought.

Highland Council seem to have grasped the concept of road maintenance and, in general, their roads are in pretty good shape, even at their most isolated of areas. Yesterday, I was out with an associate around the central belt and took in Glendevon - the road is a collection of potholes as it has been for the last couple of years. Muckhart to Dollar is now a sea of gravel with some of the bends particularly badly affected where the gravel has been forced to the side of the road and the spray tar exposed, so I expect when it rains, it should be the scene of a few accidents.

Happily, the same can be said of the road from Kincardine to Forestmill with the same exposed sprayed tar surface on the bends, again for the same reasons. The police driver training school use that road, so once one of their guys goes into a field, there is some chance of the dimwits at the roads department actually checking the roads and sorting the problem, which they clearly do not currently do.

I suspect what is going on here is that the Government is going to tell us road users at the end of this year about all of the good work they have done in upgrading

and maintaining the network (they muttered something to that effect earlier in the year).

You would not have thought that it was beyond the wit of man for them to push a roller along these sections, towing a brush to clean up the surplus gravel, which could then be recycled.

It may of course simply be a ploy to get us all used to driving at 20mph, the alleged safe speed for the loose surface, in training for the proposed blanket 20mph limit in towns & villages.

If it is done properly and regularly, surface dressing works pretty well, it is just that currently there is almost no thought given to the installation of surface dressing and many roads have not seen any maintenance at all for several years (see Glendevon). They are playing catch up on the cheap with miles of knackered roads and think that we have not noticed.

On a straight level surface, traffic will bed in the gravel, on tight twisty uneven surfaces, it simply pushes the gravel aside and defeats the purpose of dressing the surface in the first place. These parts need rolled and swept after dressing is applied.

I understand that there is not an unlimited budget, but it does seem to me that if you are going to do work, you might as well do it right. It is after all what has been paid for. The specification was not 'can you make sure you do a really poor job please'.

The short section of surface done on the Cramond/Kirkliston road was in reasonable order but it stops at the entrance to the army camp and the road thereafter is a dangerous mess of defects (but free of gravel or any proper repairs). However, that well used road from Cammo to Turnhouse has had a full surface rebuild (no surface dressing) and it is race track smooth but limited to 30mph. I am sure that the plane spotters really appreciate this but what the point was I am not at all sure. When I said 'well used' I meant as in hardly at all. We are not a third world country so why has the central belt got third world roads?

As a road safety organisation, IAM Roadsmart really ought to be a bit more vocal about this attempt by the various councils/authorities to make our roads more dangerous without any proper care, attention or thought. A driver spilling diesel or any other containment on the road would be prosecuted, if caught because of the danger to other road users, the council simply put up a sign and let you get on with it. Let's hope there are no fatalities.

The following was 'borrowed' from a post by Brenda Mitchell (Motorcycle Law Scotland):

- 1st Sweep within 24 hours of installation
- 2nd Sweep within 3 days
- 3rd Sweep within 10 days
- The aftercare signage should be maintained until a "final" inspection had been carried out either jointly by the installer/client or by a nominated competent person.
- The final inspection should be carried out within 30 days of installation.
- A satisfactory final inspection is the point at which the Highway/Road Authority resumes responsibility for the site.

It seems pretty clear that these guidelines are not being followed, you have more chance of finding sooty, than a sweep – so keep Brenda's details handy, you might need them.



## RIDE REPORT: Hartside Hill Run by Peter Woolven

EDAM do this popular run almost every year, and even so there is always something new. Eight of us met at our unofficial clubhouse (aka The Steading) on a bright Saturday morning, and David led us off down the A7 to Sainsbury's café at Hawick, where we met four BGAM riders (as expected) and also Bob Crawley who happened to be there, an unexpected pleasure. The café is pleasant and not expensive but the service always seems slower than expected, though there appeared to be three staff on duty.

For the next leg we took the B6399 to Newcastleton, which was full of classic cars coming the other way. Alan remarked that they were the ones we had seen at Ripon two weeks before. British Leyland minis predominated, but there were some fancy sports cars too, and a 2CV. At Newcastleton we took the moors road to Langholm. This little road had a good surface in the main, though there were quite a few potholes at the edges, and one dustbin-lid-sized one almost dead centre in the road. From Langholm down to Longtown for fuel was pleasant and unremarkable. Wind was picking up as we headed to Brampton and Alston (with some good twisty sections on this leg). Sadly this time we did not see Thomas the Tank Engine on the narrow-gauge line below Alston.

We turned West into a rising gale, but at least it was dry (though the roads had seen rain recently). As we approached Hartside Café we saw a pedal cyclist who had come to grief, covered in a thermal blanket and being comforted by his mates. The bike looked undamaged to a casual glance, so whether he hit something, or maybe got hypothermia, we don't know. An ambulance was picking him up as we came back after lunch.

Hartside Café is often a nostalgia trip. The smell alone (burgers and 2 stroke) would do it, even in a fierce wind, and mostly when EDAM goes half the biking, and push-biking, population is up there too. The place was so crowded I had to eat my lunch with my jacket on, there was nowhere to put it. Yet the speed of service was fantastic, how the staff got our food out in 5 minutes from ordering is beyond me. Maybe Hawick could take

lessons.

The car park was a two wheeled orgy, mainly of the Historic Japanese variety. Yamaha RD350's predominated, lovely little bikes and lovingly looked after (and they need to be) and also there was one rarity, a Suzuki GT750 "Kettle" two stroke water cooled three (Americans call them "Water Buffaloes"). As we set off back to Alston, and for the next dozen miles, EDAM's system of leader, dropoff and back marker showed its worth. Nobody got lost amongst the chaos of coming and going. In Alston we saw lots of RD350's refuelling (they do that a lot). The A689 to Stanhope is a pleasant easy road, and the B6278 to Edmundbyers and Hexham is wild moorland.

David then took us on the B6320 to Bellingham for coffee at the Rocky Road Cafe in the village. The weather was improving and we all got quite warm. Simon's bike developed a curious fault, several of us saw it; the rear light went out when riding along, but was on when the bike was in neutral. It didn't matter in daylight of course, but an odd one; I would like to hear what the cause was.

Finally, we joined the A68 and fuelled up at Jedburgh, from where we began to scatter. I got home at 630pm, after 300 Miles exactly (from my house, about 270 from The Steading). Many thanks to David for a grand day out.

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## THE DAILY COMMUTE

**Dave McCutcheon has gathered together some reflections on the daily commute by various EDAM members:**

My daily bike commute throws up a variety of 'bad things' which might happen.

I come in on the A71, leaving home at 7am. Normally involves quite a few overtakes, where the opportunity arises, as most traffic is going 30/40 mph in the 50. Just need to ensure good forward obs & planning for traffic about to overtake cyclists or vehicles driving too close to the one in front, leaving no gap for me to pull back in.

Once across the bypass I use the bus lanes - they are off at that time in the morning, but most drivers can't seem to be able to tell the time so they sit in the RH lane like lemmings! That is until the last few car lengths before each roundabout going through Sighthill where you need to watch out for traffic cutting (what they think is an active bus lane!) to beat their fellow commuters round the roundabout!

The main bad thing, once in the middle of town, are the new 20 mph zones - especially on Queen Street. If trying to keep to 20 mph then it is quite intimidating getting tailgated and cut up by traffic going much faster - at least 30+ at that time in the morning. It does not feel safer trying to keep to 20 mph on that piece of road!

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My trip is usually the same route everyday but always something happens. The usual one is mainly being on a bike, cars think they have the right of way all the time and try to force me into the gutter. Some of the roads are so bad I usually just have to come to a stop. I pass a school and have to be aware of the parents stopping where ever or setting off without looking. The 20 mph limits are just as bad due to cars trying to force me along, or even overtaking me.

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I travel quite far in town on my bike and have found the bus lanes to be of great help. Taking a huge chunk of time off my journey. I still must be aware of people who still use the bus lanes when they are not meant to, the bad roads and pot holes are bad and are a danger to any two-wheel vehicle.

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## SLO-MO by Dave McCutcheon

From time to time we run slo-mo sessions in Newbridge. Anyone wanting to have some slo-mo practice or tuition please get in touch with me: [events@edam.org.uk](mailto:events@edam.org.uk). Associates please get in touch via your Observer.

SLO-MO AT NEWBRIDGE



Above: Slo-Mo victims at the recent session in Newbridge hosted by Dave McCutcheon and Sandy Dickson



Above: Also at the Slo-Mo training... Adrian Black receiving his IAM RoadSmart certificate from Observer Sandy Dickson

## RIDE REPORT: Germany and Czechia by Ian Astley

Our intrepid Ian Astley gets about a bit. He claims he is working, but he seems to spend a lot of time on his bike! Here are some words about riding in Germany and Czechia (aka Czech Republic).

A hot date with a ferry in Hull looming on the horizon, I set off from Edinburgh on the 25th June and stopped over in Lancashire. Motorways are not my cup of tea so the following morning I took the time-honoured A59 past Skipton and Harrogate, which gave me my first "Oh dear" moment. Approaching the top of a brow that obviously curved over to the right, I suddenly had a lorry with an empty trailer on my side of the road. The empty trailer (a pretty long one at that, I might add) had gone swinging round to join the corresponding emptiness in the driver's head, because he was going way too fast. He saw me just about in time and swerved back in to his side of the road but the trailer wasn't having any of it. Put it this way: if I had been in a car I'd have been sweating but the manoeuvrability and the responsiveness of the GSX, combined with a growing indebtedness to Berndt Spiegel's book (in this case the advice to use spare moments thinking about an escape route) meant that I was left just shaking my head in incredulity. It would not be the first time on this trip that I would be left feeling like that.

At the terminal in Hull, they actually looked at my passport this year (see Twist Grip, May 2014, if memory serves me right). I nearly resigned. Anyway, the crossing from Hull to Zeebrugge is pretty convenient and pleasant, as long as you can keep out of the bingo hall. Docking sometime after 8am is nice and civilized, and gives you plenty of time to make progress, in my case a significant way into Germany to ensure that I didn't have too long to ride to Munich the day after.

After lunch in the lovely Eiffel town of Monschau (lovely apart from listening to British tourist marvel at how well the Germans speak English) the weather started to deteriorate and by the time I reached the small town of Kirchberg (Hunsrueck) in the early evening it had been raining steadily for a while. I don't mind rain but I really do hate putting waterproofs on, so I stopped and was directed to a biker-friendly hotel that even let me put my bike in their garage.

The weather had cleared the following

morning, so I made my way down through the Rheinland Palatinate and joined the motorway around Karlsruhe. Two things always strike me about the German roads: they are generally far better maintained than ours and the signposting and road marking is a bit idiosyncratic. They don't make much use of road numbers, making navigation for through traffic tricky at times, and they put up a lot of signs for speed limits around junctions and bends, rather than our generic hazard or slow-down signs, or recommendations for maximum speeds on bends (which I quite like because they generally mean that the bend is safe at twice the speed). Also, centre-line markings for overtaking or hazards are inconsistently matched to no-overtaking signs at the roadside.

By the time I was settled on the Autobahn, the sun was well and truly out and I was reminded once more what life is like when you can feel its heat on your leathers at 90mph+. Speaking of speeds, over the years, I have decided on 140kph as a decent speed on Germany's motorways: much slower and you get caught up in allsorts, but still fast enough not to offend the fast brigade, who have a strange sense of entitlement about the last couple of centimeters of travel on their accelerator pedals. And they do shift: it is not uncommon to be left standing even by a white van man at that speed (including on one occasion, a police van ...).

My trip meter showed just short of 1,200km by the time I got to Munich, but that wasn't enough and I was back on the bike the following Friday to travel to the German Moto GP at the Sachsenring. That's a great thing about being in this part of the world: I had the German, Czech and Austrian GPs within shouting distance, and the World Superbikes were at the Lausitzring, too. I only made the first two for financial and other reasons (like actually having to do the work I came here for ...) but it's nice to know.

The Sachsenring is a great place to watch racing: on the Saturday I walked all around the circuit for the practice sessions and qualifying, on race day, I was on the hill, which also allows you to roam around a bit. I never fail to be in awe of the physicality of these races, and the consistent application of finely honed skills as the riders take these machines round the course with incredible precision, is really salutary. Brno, the other GP I got to, was just as good: the approach to the Kevin Schwantz hairpin is pretty spectacular (downhill, 270kph at the braking point, then keeping the front brake on as they crank over into the first of the 110kph apexes). But I chose to watch the races around the next turns, where you see them come out of the Schwantz turn, then make two right-angle turns, left, right and back up the hill to the start/finish straight. You could have put beer mats on the lines that the riders were



They put crosses on top of everything around here. Quite how, I know not: I left my bag at the bottom and still struggled.



One advantage of taking the Czech by-roads was that I got to see what farmers keep in their machine parks.

taking, they are that good.

Biking in Czecho has much to be recommended, even if I had a couple of surreal moments. Riding into the country on the Freyung road, through one of the lesser-used border crossings, gives you a sense of the continuity of the countryside that was lost on those of us who grew up with little idea of what was behind the Iron Curtain. Historically, people and their goods and services have been moving back and forth pretty much all the time. Slavic languages are very different, but there is much continuity in the terrain and the architecture. Contemporary driving culture is rather different, mind. The Germans drive fast when they can but there is a pretty well defined way of doing it. In the first ten kilometers after the Czech border, I had a fine moment with an oncoming vehicle who overtook even though I was pretty sure he had seen me. He had seen me, he just didn't care. Plenty of room the other side of the cue line, eh? I didn't use a Czech motorway until shortly before Brno and was very glad that I had not taken the rather longer motorway route via Prague. They will overtake on either side of you, bikers will overtake you in the same lane, following distances are a joke. Those few miles convinced me not to take the motorway route home either, even though it would have been quicker.

Quite a bit of the signposting in Czecho too is for locals rather than intrepid explorers trying to wind their way through the by-ways, so I was a bit behind sched-

ule as I first caught sight of the mountain range that signalled the German border. Still, the sun was setting by then and the panorama was stunning. A few miles further on it was dark and I was starting to overtake a car on a three-lane stretch of road with double whites protecting me from oncoming traffic. Suddenly I caught a flash of light brown in my one o'clock position, slightly high and travelling left to right. The next thing I knew, there was a tremendous thud and a deer's backside and legs were flying over the back of the car. By this time I was pretty much level with the driver and could see the massive dent around his door and the central pillar. I shan't repeat on these pages what I said to myself, our editor would be out of a job, but I kept repeating for quite a while. **[If only it was that easy, Ian!]**

I pulled in front of the car and signalled to the driver but he just kept on going, so I didn't stop either. But the incident impressed on me (i) how high and how fast deer can go and (ii) even at the modest 100kph we were doing, how little time there is to react. In fact there isn't time to react: in the 0.6 second reaction time of the average adult, a deer can fly a long way. The driver probably saw less than I did: a motorcycle helmet gives you better peripheral vision than a car, with its roof and door pillar, and I didn't see anything until it was past me. From the height it was when I saw it probably 15 or 20 degrees above the horizontal, the short distance it had to travel to the car and the point where it hit, it was leaping above the upper edge of my visor, so it is highly

unlikely that the driver would have seen it much before it hit him. Nor would I have seen much before being smacked off my bike had I started my overtake a second earlier.

Funnily enough, the incident did not faze me at all. I experienced no shock, no heart-thumping, no adrenalin: it was simply surreal. Some things happen, some things don't, and there's not a lot you can do about it.

Apart from longer trips, which have also included a visit to the mountains on the River Inn between Rosenheim and the Austrian border to see some old friends, I have been out and about, exploring the countryside and picturesque medieval towns in Bavaria. Still to jar my kidneys on a pot-hole, mind.

The next stage of my work for the summer, a conference in Lisbon. It will take me about four days to get there, including an overnight stop near Dijon to see friends. Try not to think of me when you pull your waterproofs on.

Further reading: Bernt Spiegel, *The Upper Half of the Motorcycle: On the Unity of Rider and Machine*, Whitehorse Press, 2010. <https://goo.gl/XJfmXw>

## EMPTY SPACE by Glynn Jones

This would have been an empty space if I hadn't written this. What a shame that would have been—a big patch of white on the page. Luckily I had the courage to start typing and this is what happened. Not the most interesting bit of prose but, well, it's less white...

Now, imagine if YOU, yes YOU had written something and submitted it to Twistgrip. It might have fitted neatly in this space. Or, if it was too big, I could have given you a whole page (or two) to yourself—imagine that!

I doubt there is anyone in EDAM who has nothing to say on a bike-related subject so, how about writing something down and sending it to me? It will make you slightly famous for a few minutes and, if enough people do it, we will have a newsletter full of interesting stuff.

Go on, you owe it to yourself and your fellow members...



## NEW FACES

EDAM welcomes the following members:

Justin Richardson, Edinburgh  
Ray Nimmo, Edinburgh  
William Rose, Bo'ness

## IAM TEST PASSES

Congratulations to the following associates:

Rasa Akstinaite, David Ellis & Kevin Cockburn on passing their tests with assessor Alistair MacLean.

Gary Blair on gaining a F1rst with Alistair MacLean.

Simone Pozzoni on passing his test with assessor Lee Fisher.

Keith Waring & Kasia Plodowska on gaining a F1rst with assessor Lee Fisher.

Graham Kennedy on passing his test with assessor Ian Wightman.



Rasa Akstinaite with Stewart Geddes



Keith Waring with David Alexander

## OBSERVER NEWS

Congratulations go to Shaun Bloomfield for qualifying as a Local Observer.

## LIDLAW TROPHY 2017

The Laidlaw Trophy competition is open to ALL EDAM members and will be held at Saltire Suzuki on 24th September. The location is here: <https://goo.gl/YQNnWz>

The competition is held off-road and this year will be indoors. It consists of machine control tests and a quiz. The bikes are provided by Saltire Motorcycles (you cannot use your own bike). There are separate prizes for Associates and Full members.

This is a fun event and a great chance to meet fellow members and test your skills and knowledge in a safe environment. All the facilities of Saltire will be available, so a chance to browse or buy.

There is no need to book, just turn up. That said, it is always good to know how many people will attend so if you intend to participate please indicate this on the Facebook events page.

## ASSOCIATE SECRETARY ROUNDUP

by Anne McCutcheon

Currently we do not have a waiting list of Associates requiring to be paired with an Observer. Well done everyone.

We will surely acquire some more before the season is finished so Observers please watch out for requests.

Also we may have reached the stage where some Associate/ Observer pairings have gone awry due to holidays/exams/injury. In fact anything that might have offset your original timetables. If this is so and you are having a problem please contact me [edamassociatesecretary@gmail.com](mailto:edamassociatesecretary@gmail.com) or in the case of Observers, your team leader.

Once again Observers, well done and thanks for your help. Congratulations to all the Associates who have passed their test and good luck to those still to sit theirs.

## RIDING TIPS

by Elliot Beattie

Folk ask me why associates fail their test and the most likely reason is failure to observe the posted speed limit, but there are other ways.

This month's riding tips are what not to do on your test as likely to be a cause of test failure.

### Tip 1 - Overtake planning

[https://youtu.be/mP9bbEi\\_9WA](https://youtu.be/mP9bbEi_9WA)

This is the sort of overtake that can get you into conflict with vehicles emerging from either right or left side roads

### Tip 2 - Stop means Stop and Give Way.

A Stop signs usually replaces a Give Way sign where there are additional hazards at a junction. Often these are poor sight lines for a vehicle exiting from the side road. Whilst some folk may be able to bring the bike to a halt and just balance, the easiest way to demonstrate you have stopped is by putting a foot down. Why not give an unequivocal demonstration?

<https://youtu.be/91eOMNAu5NI>

## PREPARING FOR A MOCK TEST

by Dave McCutcheon

I have been doing quite a few mock tests of late and the standard have been very high. A good job done by both the Observer and Associate.

Treat the mock as just another ride. Your Observer would not have put you forward unless you were ready. You will be contacted by the National Observer who will conduct the mock test and you can work out a time which suits you both.

The mock will have lots of technical sections in it to see how you respond and if you are consistent. We are not trying to trick you but taking you out on roads which will give you everyday situations.

You should know your highway code anyway, but make sure you are on top of it. You may be doing advanced riding but we are not special and have to follow the Highway Code, especially if your actions will affect other road users.

You will have been taught what your observations are for and how to use them. So, make sure you are turning your head. The observer will know if you have really seen something by your actions.

In the de-brief be honest if you have missed something. Here is your chance to get feedback and learn.

Don't take the constructive criticism to heart. Your mock Observer is trying to get the best out of you so that you have a good result in your real test.

Most of all enjoy it!



# RIDE REPORT: EDAM Weekend in Yorkshire by Anyta Lodge

We met at the Steading, Peter, Elliot, Alan & me, for a prompt departure at 08.30. Taking the A7 to Hawick, which I couldn't pronounce, we stopped for breakfast at Sainsbury's where I had the best crumpet I'd ever tasted. We then rode through Newcastleton and onto the A7 stopping for fuel at Longtown.

weird looking characters and that was just the locals! Our scheduled lunch stop at The Forrester's pub did not go to plan as the pub was not serving food and was decked out as a disco. After investigation, we found a café that could accommodate us amongst the showers and had a pleasant lunch.

for 17.00. The total mileage for the day was about 210. I certainly was feeling that, as a novice I could not get back onto the bike for another mile at that point.

We stayed overnight in Ripon, Alan & I booked the Royal Oak which provided a lovely large room with an amazing light



On towards Brampton, we rode through a small village called Milton where there was an amusing sign for "Free range children & animals, Drive Safely". We stopped for short refreshment break at the Belted Will Inn in Hallbankgate, making the most of the sunshine.

On to Alston, then a pleasant ride amongst the well behaved sheep over the moors to Middleton in Teesdale. We arrived just as the village Carnival had finished and the place was packed out with



Moving on towards Barnard Castle and Bowes, towards Scotch Corner then through the moors to Reeth, stopping at the CB Inn for coffee and baileys for the passenger. There was a huge bike event and lots of muddy cyclists and cycles stopped for refreshment at the Inn. We left and continued our journey through Leyburn, where there were more cyclists and a huge camp site (over 3 fields) for the event. Onto Masham arriving at Ripon



fitting of wine glasses. It was surprisingly very quiet and cosy and had the unadvertised benefit of parking the bike safely tucked away overnight in the old garage at the back. After meeting up and enjoying a blether and lovely meal in the Royal Oak we went to the town square to see and hear the Hornblower at 9pm.

This is an historic event that takes place





each evening as the dedicated Hornblower blows the horn at each corner of the monument and sets the watch for the night, as well as telling the history of the horn and the blowers over the years. There were people from all over and as far as New Zealand.

SUNDAY. We took a pleasant sunny morning stroll around the Cathedral and the



town, seeing a collection of old cars from a Ripon Car Club preparing to go off on a rally.

We met up at the Ripon Spa Hotel, where Peter and Elliott had stayed. The hotel was

just past the old baths with a public garden, a beautiful bandstand and an unusual tree stump.

We were joined by Jeff & Kyle who had ridden down in the early hours to meet up



again and wished I had invested in padded leathers and put my heated waistcoat on. The weather had really deteriorated and it was wet & cold so, after a brief coffee break, we parted company and the rain followed us up the road to Edinburgh, arriving around 18.00. Total mileage for the second day 245 miles.

All in all it was an enjoyable experience, I have only been on short rides previously over the last few years with Alan, after having a fear of bikes since my teens before that. So this was my 1<sup>st</sup> experience of a run. I felt very safe and I was impressed at the way the gang rode and the feeling of comradery among them.

The run was very well planned by Peter and provided a selection of roads, good & regular breaks and amazing scenery on the route.

and join us for the ride back. So we departed and headed to Thirsk, then to Helmsley, going up Sutton Bank. I was very surprised to see 2 cyclists attempting Sutton Bank, thought they were mad! Alan had to drop to 1<sup>st</sup> gear with the slow moving traffic. Then on to Stokesley for an early lunch at Strikes Garden Centre, which was a popular place. On to Northalerton and to Leeming to join the A1. We found a newly opened fuel stop before the A1 and dreaded Scotch Corner and then rode up the A1 to join the A68 stopping for refreshment and checking in at The Duke of York in Fir Tree. By the time we got to Jedburgh I was feeling the ache



## REVIEW: Michelin Anakee III vs Dunlop RoadSmart III

by Glynn Jones

After 7500 miles both tyres on my Tiger 800 were starting to square-off quite badly. I put this down to a combination of the tyre type and the style of riding I do the most of.

In the lifetime of these tyres I have covered around 3000 miles on observed rides and that generally means 'sedate' riding. I have also done a couple of long rally rides which have involved motorways. The tyres were Michelin Anakee IIIs, a tyre designed for 'adventure' bikes with a block-like tread pattern. These have been good tyres in wet and dry conditions, but they are not ideal for road use and do not have a dual compound. They are also VERY noisy!

So, with a trip to the Isle of Man looming, I decided to change the tyres even though they probably would have lasted another 2000 miles before reaching the legal minimum. You might think that is extravagant, but they really had started to misbehave on road ridges and bitumen over-banding and I like to enjoy my riding. The pair of tyres, fitted to loose wheels and balanced, cost £248.80 from Two Wheels in Edinburgh (no EDAM discount on tyres, but fitting to loose wheels is free).

The replacements are Dunlop RoadSmart IIIs. Very much a sports-touring tyre with good reviews. They have an advanced dual compound construction meaning that the central section is harder, to withstand acceleration and braking forces and the outer sections are softer, for cornering grip.



Spot the difference!

Left: Anakee. Right: RoadSmart

So far, my impressions of the RoadSmarts is very good. They certainly have plenty of grip in dry and wet conditions and got me around the IOM TT course without incident. They are also very much quieter than the Anakees.

## RIDING TIPS: Cutting

Corners by Elliot Beattie

I recently had an associate cut the corner when turning right into a minor road, so this was a topic of discussion for the debrief.

My personal attitude would be in most circumstances not to cut the corner, which follows the Highway Code Rule 180 recommendation. But at our debrief discussion, I could think of 2 junctions turning right on the B914 heading to Knockhill where I might cut the corner (see photos). This would depend on there being no oncoming traffic, on the main or right hand side road, and the junction layout here permits ascertaining this.

In the case of right turn A, by not cutting the corner you have to make a much slower turn, with your turning position being closer to the restricted view left hand bend ahead.

In the case of junction B, traffic exiting the side road seldom turns right at this bend which leads to gravel build up in the centre of this junction- so you avoid this area.

To refute the argument that cutting the corner is only done to make the turn faster (less safe?) the bike is more upright and stable (safer) – and if necessary you can accelerate through the turn more easily (same as blading at a junction) or opt not to make the turn at all.

Whilst I suspect no observer would recommend cutting the corner on your test, to avoid an interesting discussion at debrief, maybe what we should be considering is the safest way to perform this right turn manoeuvre, so as always - "it depends".

This is just a personal opinion, but having watched an "off duty" examiner trim both the above corners on occasion, and asked him why, this reflects his view.



Right Turn A (above)



Right Turn B (above)