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EVENTS

Thursday 19th April. EDAM AGM.

Colinton Bowling Club, 19:00 - 21:30. A short business session and then a guest speaker: Sammi Tasker, bike racer.

See Page 5 for more 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>

Filthy!

That perfectly describes the road conditions in East Lothian on a recent Sunday ride (see above).

This recent EDAM ride out only attracted 3 members: Elliot, Sandy & me and, to be honest, the conditions were quite bad. I set off in pouring rain and it only got slightly better as I approached Edinburgh. Visibility was poor and the road surface was swimming in water, with small lakes forming in the numerous potholes.

For all the muck, mud, gravel and craters, the ride was a good one and it reminded me that riding in poor conditions can be just as satisfying as cruising on a warm & sunny day. Poor conditions challenge our skills and our senses. Without a challenge, we become complacent and then, when it really matters, we can find ourselves in a pickle.

Of course, if you are happy being a fair-weather rider, that's just fine. At least it

saves on cleaning products! If you are up for a challenge, keep an eye on the Facebook page for short-notice rides.

Apologies for the absence of Twistgrip in January—life got in the way, as they say.

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

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

A WORD FROM THE CHAIR: A New Year by Sandy Dickson



Hopefully, we have now seen the last of the snow for this year. Pretty though it was, it does interfere in getting the bike out. I hoofed (derived from the French verb 'hoofing' = to travel at an appropriate speed for the road conditions – which are pretty damned variable) it down to Moffat to warm both of us up and it is always interesting to see how you need to concentrate on particular things when you have been of the bike for a few weeks. It pays to take a bit of time to get back into motorcycling mode.

I look forward to some better weather, some new associates and a few hours back in the saddle. A copy of the Roadsmart magazine dropped through my letterbox the other day and I departed to the small-est room to contemplate.

After some reasonable contemplation something occurred to me: in this country we must spend an enormous amount of time/money and effort in producing surveys and statistics on all manner of topics - from waiting times in A&E to what drivers think about 25mph in a 20mph zone. If only half as much effort was spent on resolving problems than dreaming up statistics, I imagine we would all be better off.

As I have said before, it is sometimes a struggle to find something to write about but, occasionally, things just land in your lap and so it is this month.

Let me start with this. When I was a student in Dundee I used to frequent a certain public house (I use 'frequent' as opposed to 'live in' but it was after all, a place of inspiration, as we shall see). These were the days before human rights, PC & social

media; when it was a pleasure to squeeze through a bar crowded with young ladies without the risk of being accused of all sorts. These days you struggle to find a crowded bar such has been the fate of the local pub.

Pinned to the wall in this particularly establishment (between posters of page 3 girls & a certain female tennis player rubbing her posterior) were the following words of wisdom, which I have never forgotten in the subsequent 35 years. They were (roughly) – *all the parts of the body held a vote to see who should be the boss. Various parts applied and set out their reasoning, the brain said it should be in charge since it was the most controlled, considered and was the thinker, the eyes said they could see where the body was going and kept it safe from danger, the ears said they could hear danger and kept the body safe, the nose said it could smell danger & hence it should get the job. Then, the a...hole applied for the job. The other parts of the body laughed so much the a...hole closed up and refused to cooperate. After a few days the brain became befuddled and could not think straight, then the eyes grew cloudy and could not see straight, then the nose stopped working and the ears started ringing, eventually, the other parts gave up and made the a...hole the boss.* The moral of the story being, you do not have to be a boss, just an a...hole.

So is there any truth in this? RBS, Lehman Brothers and now Carillion (amongst others)...? I would rest my case but, then I saw this:

Motorists should be penalised for going just 1mph over the

speed limit, Britain's road policing chief says

And then the response to this:

Edmund King, president of the AA, said: "Mr Bangham would appear to want to go back to the days of Dixon of Dock Green."

"Of course speeding is dangerous, and drivers should not speed. But surely it is better to educate motorists rather than just slap a fine on them."

So, "Of course speeding is dangerous..." **really?**, so not speeding is safe... **really?** And before any of you get on your high horse consider this:

The general speed limit for motorways in EU Member States is mostly 120 or **130 km/h**. Germany does not have a general speed limit for motorways, but a recommended speed of **130 km/h**. The general speed limit for rural roads in EU Member States is mostly 80 or **90 km/h** and for urban roads **50 km/h**

This translates into :

50km/h = 31.07mph
80km/h = 49.70 mph
90km/h = 55.92mph
120km/h = 74.56 mph
130km/h = 80.77 mph

The UK has about the safest roads in Europe with the exception of Switzerland (which is about 4 miles long and 4 miles wide – OK I exaggerate but the point is the picture on safety is more complex than population divided by accidents). So, Germans are safe at unlimited speeds, but we are dangerous at 71mph?

Can we rely on pseudo 'experts' to do anything useful for us in any respects? Well after having been told that diesels were the way forward we now have:

Professor Sir David King said it was "simply astonishing" that Volkswagen, BMW and Daimler had performed rigged experiments on monkeys and that such duplicity had caused

the deaths of large numbers of people in the UK.

Two things – I have never heard of anyone ever dying from diesel cars, unless it actually ran them over & who knew German car makers were a bunch of monkey murderers? They put monkeys in cages & gassed them – I guess said German’s never considered how this might appear to the rest of the world if it ever got out, but they were, after all, experts in their own field. Exactly what the relationship between rigged experiments and multiple deaths is not explained (other than in relationship to the monkey’s).

We EDAM members already know that road safety is about observation, concentration, understanding & skills and speed needs to be appropriate to the conditions. Save us from experts & bosses and we might all live a bit longer.

PS the police have better things to do with their time (I hope) but they will, of course, do what their boss says - I might have told you my theory about the boss....

Keith Wilson, Chief Observer

by Glynn Jones



Keith Wilson, EDAM’s Chief Observer, will be stepping down from his position in the near future to concentrate on other commitments. As well as his regular CO duties, Keith mentored the Masters programme which led to six members passing with distinctions.

I am sure all EDAM Associates, Members, Observers & committee members will join in thanking Keith for his major contribution to the Group.

Keith will not be totally away from the group and hopes to be out and about on

more runs where he can take a back seat., though no doubt he won’t miss a trick!

Following normal procedures, a new Chief Observer will be appointed at the next Observer’s Meeting to be held in February and, hopefully, announced in the next issue of Twistgrip.

Event Report: Elliot’s Overtaking Class

by Glynn Jones

The latest classroom session was held on 22nd January and hosted by Elliot Beattie who shared his thoughts on overtaking.

The session was very well attended by over 30 EDAM members & Associates, plus 3 visitors from other groups (Elliot’s fame has spread far and wide).

The session started by covering the basics of overtaking: why, when, how; and dealt with hazards and common problems.

Elliot illustrated his talk with many video clips showing the good, the bad and the ugly overtaking manoeuvres he has witnessed. He even starred in a few of them.

RIDING TIPS

by Elliot Beattie

Roundabout Confusion

At Gowkley Moss roundabout on the A701 there is a new bus lane on the southbound entry to the roundabout that I think will cause confusion.

These are Midlothian rather than Edinburgh bus lanes so motorcycles are not allowed to use them during hours of operation.

I anticipate that vehicles heading towards Penicuik will, on seeing the bus lane (and irrespective of whether in operation or not) will tend to avoid using and so either take Lane 1 or 3. Lane 1 markings are spiralled to take 1st exit to Roslin, so vehicles heading for Penicuik may be chopping from lane 1 to 2 (or even 3).

Time (or plastic debris from collisions) will tell if this is correct.

Here is a video of this new layout confusing my associate.

https://youtu.be/d7_Qb8IzUPY

POTHOLES

by Glynn Jones

Continuing the ...holes theme from Sandy’s ramblings, you can’t fail to spot the huge number of potholes on the roads around Edinburgh. In fact, the roads everywhere are in dreadful condition and we can expect them to be (badly) repaired only very slowly, if at all.

Courtesy of Rod Mitchell, here is a website that makes it easy to report potholes to the relevant council:

<https://www.fillthathole.org.uk/>

Don't let the fact that it is aimed at cyclists put you off using it.

Bridge Too Far?

by Glynn Jones

There has been recent debate on Facebook about the conversion of the Queensferry Crossing to full motorway status and the effect on learner motorcyclists. The classes of vehicle permitted to use the old Forth Road Bridge have been changed to reflect the motorway status of the QC, but not in a very logical or easy-to-understand way.

You need to commit the new rules to memory because there is no sign to guide you (it would have to have very small print anyway).

Basically, the rules are as follows:

- All riders holding a full licence and riding a bike of over 125cc capacity MUST NOT use the FRB (unless they are an approved Direct Access instructor with learners in tow).
- Riders with a provisional licence on a bike bigger than 125cc MUST use the FRB, BUT only when supervised by a Direct Access instructor. Otherwise, they cannot cross on either the FRB or the QC.
- Riders with a full licence on bikes between 50cc and 125cc can use either bridge.
- Riders with a provisional licence on bikes between 50cc and 125cc MUST use the FRB.
- Riders with any type of licence on a bike of less than 50cc MUST use the FRB.

Easy, eh? More info here:

<https://goo.gl/1VjLcS>

Hi-Vis - Some Useful Information by Dave McCutcheon

As riders, all we are forced to wear is a CE2205-approved helmet, fastened at all times. But, as a 'thinking rider' it's best to wear a few other things. High visibility clothing might form part of a biker's wardrobe.

There are, as many people have let us know, studies supporting and studies against hi-vis. Does it work? Yes and no! Let's try to go into a bit more detail.

Hi-vis is all about being seen. For the motorbike rider, many circumstances must be taken into consideration. I will give some personal examples and some from studies.

When riding in Falkirk with two students, at one particular junction I noticed that, time after time, 3 riders in hi-vis, white helmets and headlights on were being repeatedly missed. I went to the junction to see why and, due to the bikes size being small compared to a car, at a certain point due to parked cars and a lamppost all 3 riders would be out of view or not representing anything of significance for the driver to notice. So other factors from the rider would have to be taken into consideration: position and speed.

Hi-vis orange has been used by railway workers since 1965 to good affect and by marshals around the TT course. Both user groups have one thing in common: they are working around a mostly green environment (vegetation) and to wear hi-vis green or yellow would be like wearing camouflage.

It can clearly be seen from the two photos the difference that the background colour can make. The police officer in BLACK sleeves stands out the best. The troops



are based in wooded area and started wearing hi-vis when a few were getting knocked down while returning on roads back to base.

As a motorcyclist we are faced with certain problems. We are small and are riding at speed. A hi-vis vest, whatever the colour, from the front view is pretty in effective.

From behind in daylight it can be of use and seen. However, at night they can be of limited effectiveness. With dipped headlights, the light is focussed mainly on the bottom of the bike and not on the rider's clothing. This is where reflective material can be of use on the bike, as long as it is kept clean.

Wearing a full hi-vis jacket can have additional benefits because the sleeves give additional visibility from the side view.

So, you can see, if you are on tour in the

you could be making yourself invisible by wearing green/yellow hi-vis clothing. So, it's best to break up the image and wear what is appropriate for the background. You may be surprised to learn that pink turns out to be the best all-round colour.

Some more information can be found here: <https://goo.gl/WsE6uU>



NEW FACES

EDAM welcomes the following members:

Paul McAndrew, Tranent
Jono McCrossan, Dunbar
Derek Smith, Edinburgh
Lewis Barrow, Edinburgh

IAM TEST PASSES

IAM tests are not carried out when the temperature dips below 3 degrees or the conditions are bad for other reasons. The recent weather conditions have prevented any tests.

However... Helen Brown received her certificate from Dave McCutcheon in December and it would be rude not to record the event here



EVENTS

There are many events coming up in the next few weeks and months:

Sunday 15th April. Hadrian's Wall Run in support of Scottish Charity Air Ambulance with Elliot Beattie. The Steading , 09:30 - 17:30.

Thursday 19th April. EDAM **AGM**. Colinton Bowling Club, 19:00 - 21:30. A short business session and then a guest speaker: Sammi Tasker, bike racer.

Sunday 22nd April: War & Peace Ride with Peter Woolven. The Steading, 08:45 for 09:00 start.

Saturday 12th to Monday 14th May. Plockton with Jill & Bill Fulton.

Back again by popular demand Jill & Bill Fulton will be organising a long May weekend in Plockton.

Plockton is a National Trust conservation village where palm trees grow outdoors which lies on a sheltered inlet off Loch Carron. See www.plockton.com for more information.

This trip, originally aimed for riders and pillions, has over the years attracted a wide range of riders. The route allows regular "bum rests" for the pillions but plenty of opportunity for free riding in addition to a few group rides.

Departing on the Saturday morning we head north west via Stirling to Crainlarich for coffee; then through Glencoe to the Great Glen and on to Spean Bridge for lunch. Suitably refreshed it's north past the Commando Memorial to Invergarry before turning west and more sweeping bends all the way to Eilean Donan castle for another break. The final leg takes us to Kyle of Lochalsh and the last few miles to Plockton.

Sunday options include a tour of Torridon and the challenging Applecross road; a tour round Skye; Skye and the ferry to Mallaig returning via Glenfinnan, a run past Gairloch to Ullapool and back, or just lazing about in Plockton.

Monday we return via Spean Bridge for morning coffee then on to Dalwhinnie and south on the A9 to the Atholl Arms at Blair Atholl for lunch before heading for Aberfeldy and ending at Crieff for a late afternoon coffee.

A table is booked both evening meals for a group meal at the Plockton Hotel where hosts Alan and Mags provide an excellent choice on the a la carte menu, with fresh local seafood dishes a speciality, washed down by a choice of wine or a pint (or two).

Accommodation is available at the Plockton Hotel ranging from £45 per person per night in a twin/double room or £60 in a single room. Rooms are also available at the Plockton Inn or the Haven Hotel.

Alternatively Jill & Bill can book your accommodation from their list of selected B&Bs at £25 to £40 per person per night, or you can make your own arrangements if you prefer. B&B accommodation in Plockton are non smoking twin mainly double rooms and limited availability of twin or single rooms.

As always we guarantee superb biking roads, good company, superb food and excellent hospitality – but this being the West Coast of Scotland they cannot however guarantee the weather!!

The weekend is strictly limited to 30 places and early booking is recommended.

For more information or to book you place(s) e-mail Jill and Bill at plockton-trip@buxleyfarmhouse.com

DISCOUNTS!

We all love a bargain, and being a member of EDAM and the IAM can help you. 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.

Triumph's Triumphant Tiger 1200 (XRT version) by Colin Opie



Mk 1 - 2012



Mk 2 - 2016



Mk 3 - 2018

I've been an avid Triumph Explorer 1200 addict since the models appeared at the EICMA show in November 2011. Since then it has gone through three major iterations, with the last one coming out this year, 2017. Previews of the new bikes have already happened and delivery is being rolled out in 2018. So how has the evolution of this bike fared?

{By the way I refer to Mk-1 to Mk-3 below, but these are my terms, not Triumphs.}

In terms of "look" there has been very little changed. A non-biker (my wife for example) looks at it and simply says, "it's the same". She said the same many moons ago when I changed my ZZR-1100 bikes, and my BMW 1200/1300 GTs. They aren't of course, but you have to go for the detail and be a bike nerd to really notice.

Mk-1 to Mk-2

The big "look" change was with the 2016 Mk-2 over the original Mk-1. The entire front cockpit (screen, fairing, dials) was attached differently. Quite rightly in my opinion as the single-sided attachment mechanism on the Mk-1 was a recipe for disaster and more than one person had

the entire front end just break off after a simple fall. Different fairings were created to suit, and the bike felt upgraded, fresh, and to be honest with better wind flow and rider protection.

The dials were also different along with the bar controls. This had to be, largely due to the fact that a whole load of extra wizardry had been added to the new bike. TSAS (Triumph Semi-Active Suspension) was available using WP (White Power) electronically controlled suspension. This gave rise to the ability to select Rider Modes (eg. Rain, Road, Sport and so on), while also being able to adjust the stiffness independently. The screen was also upgraded to be electrically controlled, which of course helped with finding that sweet spot for rider protection. To be fair the Mk-1 had a manually height-adjustable one, but it was nowhere near as flexible as the Mk-2 electric version.

The dial information that was displayed in two areas with the Mk-1, now became three areas. This meant re-arranging the buttons on the hand controls for ease of use, but overall the changes weren't excessive. The two grander changes were to the menu selection and use, and the way



in which the cruise control was managed – the Mk-1 was a nightmare to set on the move, and the Mk-2 made this much easier.

You also had to watch how you dealt with the main beam flash button. On the Mk-1 it was a lever switch on the back of the left-hand block. This same lever on the Mk-2 now dealt with the menus along with the change in the small round “I” (Mk-1) and “M” (Mk-2) buttons on the front. The main beam flash on the Mk-2 moved to the same button as the dipped switch, which now has another position to cope with it. It took a little while to get used to the changes if you changed over, but once you did, overall it was a cleaner experience so the Triumph engineers did well.

The other cockpit change was how the GPS was to be mounted. The Triumph mounts were very different, albeit the GPS stayed in a very useable place. There was no way you could move your mount from the Mk-1 to the Mk-2 on the upgrade. Which was a pity because they’re not cheap. But looks are not of course the end of the story. The move to the Mk-2 in 2016 signalled a whole host of changes to the bike, far too numerous to go into here. There were geometry, frame, suspension, exhaust and engine refinements galore. As an example I, on my Mk-1, eventually changed the suspension units to Wilber ones, simply because the stock units were okay, but not brilliant. You simply don’t need to go there with the Mk-2 and it’s WP + TSAS. Overall the refinements were huge and it was a big change.

Mk-2 to Mk-3

Not so many body “look” changes here. Having said that the side fairings have been redesigned and the cockpit display now consists of a TFT colour screen and the bar controls have changed quite a bit, including being backlit! The big change to the electric starter button on the right-hand is due to the bike now being keyless (not base version), so more operations are needed with the multi-use button. The block on the left-hand is now quite complex and there is a five-way joystick below the indicator button (not shown in the photo) to help with menus. It does mean you need to be sure what you’re playing with, the indicator knob or the joystick, but I found you soon get to be precise with this.

The cruise control has now moved to here as well which is great. It was always more luck than judgement with the Mk-1 and Mk-2 that you could set the cruise control with the right hand while maintaining your position with the throttle, especially as the throttles have all been fly-by-wire so relatively sensitive. The Mk-2 was better at this by far, but it should always have been on the left-hand, and now it is.

Those keen on observation will note the hazard switch has moved from the front clocks (Mk-1) to the lower left of the right-hand switch block (Mk-2), to the upper surface of the right-hand switch block (Mk-3).

One very decent change here is with the front seat heater button. Pre-Mk-3 it was on a button within the bike frame, down by your leg. It was nigh-on impossible to find while you were travelling so many a time I actually had to stop to switch it on/

off when in colder climes. At last the light has been seen and the switch has moved to the left-hand switch block on the bars. The fog light switch is beside this, and the grip heaters are now controlled by a 3-stage button built into the grip itself. This means the big round switch blocks that were found to the right of the left-hand switch block are now defunct. Overall this means that although you have more functionality now, dealing with more gizmos, the bars are less cluttered and the switchgear more elegant and clean. Simplified complexity. Very well done Triumph!

Apart from the controls and fascia there is once again a lot of stuff that has been upgraded in one way or another. Looks wise, despite comments from my wife, it is cleaner; more refined. Even changes to the graphics oozes a change of perspective. To that end I can point out to those interested that the title of “Explorer” has gone! It is now simply a “1200 Tiger”, the big brother of the chain-driven “800 Tiger”. I wonder if this means that Triumph have other plans up their sleeves for the “Explorer” badge.

Although technical details are hard to come by for mere mortals such as I, the specs indicate a number of improvements over the Mk-2: LED lighting throughout with new style running lights in main unit, shift-assist clutchless gear changing (if you want it, you don’t have to use it), bike geometry changes giving an improved rider triangle for greater comfort on newly designed heated seats (there is now a heated “low” seat that can be purchased as well), a number of changes to the engine making it more free revving in the



lower ranges, an Arrow titanium and carbon-fibre silencer (XRT only), and all these things in addition to the control and clock changes mentioned earlier. Overall the bike can be up to 11kg lighter than the Mk-2. It's still a heavy machine for true off-road use, but I don't know about you but I am not about to take my £16,000 bike truly off-piste and treat it like a trail bike! It's why I buy the XRT instead of the XCA.

There have been no changes to the tank size. Thank goodness really because relative to other comparable bikes the Triumph still remains a trifle top heavy even when dry. Once again though, I'm not going anywhere where there isn't a petrol station every 200-240 miles, or I'm truly way out there and I'm carrying spare fuel, so who cares!? Never mind the bike, "I" need a bladder and coffee stop this often anyway.

Also not changed is the back end, and it never has since the Mk-1. This is very gratifying indeed as the adventure (aluminium) pannier kits are not cheap (about a £1,000 with the mountings) and if you had to add different ones every time, well, that would be a bit extreme to

be honest. You can buy different locks so you can always keep your panniers, change the locks and give the locks with the bike's keys in with the trade-in. It does mean you need to carry an extra key for the panniers but I have a Givi top-box anyway and need a different key for that, so who's counting? Which brings me to the new keyless approach. The "bike" is not keyless if you have panniers. Full stop. So is it really a pain to have another one for the ignition? I tend to think not. However, it seems to be a technology coming to higher-end bikes so best learn to live with it I guess.

The GPS mounting has now changed for the third time as well as the hazard switch. I don't really care about the latter, but I do about the former. The GPS has to be in a high view position so that you don't lose sight of the road while you occasionally glance down for confirmation over a tricky junction or whatever. The Mk-1 and Mk-2 versions did just this. The GPS was high and central. Great. The Mk-3 mounting comes off the bars and is therefore much lower. Looking at the design of the arm I would say it leaves it

off to the side of centre. So once again you can't move your expensive mount over to the new bike and in my opinion the new one is not great. Now to the confession...

I have ordered my 2018 Triumph TIGER 1200. I'm retiring from full-time work and it's kind of my present to myself. I haven't bought a new, new bike for ages, opting to buy second hand ones, but this time around I have decided to splash out. My error, if you can call it that, is that I took one out for a test ride! Compared to my Mk-1 it is magical. Compared to my Mk-2 it is more refined. I'm looking forward to getting to grips with it, moving my panniers across, not buying the Mk-3 Triumph GPS mount and seeing what comes up in the market or my own workshop to keep it high and central where it belongs!

*Colin Opie
Chief Observer
Devon Advanced Motorcyclists
(IAMRoadSmart affiliated)*



MotoGP, WSB & BSB Calendar for 2018 by Bill Fulton

Courtesy of Bill Fulton, here is the road racing calendar for 2018, including all MotoGP, World Superbike and British Superbike events. These dates and venues were correct at the time of publication but please check again before making any arrangements.

Date	Series	Location	Circuit
25/02	WSB	Australia	Phillip Island
18/03	Moto GP	Qatar	Losail
25/03	WSB	Thailand	Chang
01/04	BSB	UK	Donington
08/04	Moto GP	Argentina	Teras de Rio Hondo
15/04	WSB	Spain	Motorland Aragon
15/04	BSB	UK	Brands Hatch
22/04	Moto GP	USA	Circuit of the Americas
22/04	WSB	Netherlands	Assen
06/05	Moto GP	Spain	Jerez
06/05	BSB	UK	Oulton Park
13/05	WSB	Italy	Imola
20/05	Moto GP	France	Le Mans
27/05	WSB	UK	Donington
03/06	Moto GP	Italian	Mugello
10/06	WSB	Czechia	Brno
17/06	Moto GP	Spain	Catalunya
17/06	BSB	UK	Snetterton
24/06	WSB	USA	Laguna Seca
01/07	Moto GP	Netherlands	Assen
08/07	WSB	Italy	Rimini
08/07	BSB	UK	Knockhill

Date	Series	Location	Circuit
15/07	Moto GP	Germany	Sachsenring
22/07	BSB	UK	Brands Hatch
05/08	Moto GP	Czechia	Brno
05/08	BSB	UK	Thruxton
12/08	Moto GP	Austria	Red Bull Ring
19/08	BSB	UK	Cadwell Park
26/08	Moto GP	UK	Silverstone
09/09	Moto GP	San Marino	Misano
09/09	BSB	UK	Silverstone
16/09	WSB	Portugal	Algarve
16/09	BSB	UK	Oulton Park
23/09	Moto GP	Spain	Motorland Aragon
30/09	WSB	France	Magny-Cours
30/09	BSB	Netherlands	Assen
07/10	Moto GP	Thailand	Chang
14/10	WSB	Argentina	STH
14/10	BSB	UK	Brands Hatch
21/10	Moto GP	Japan	Twin Ring Montegi
27/10	WSB	Qatar	Losali
28/10	Moto GP	Australia	Phillip Island
04/11	Moto GP	Malaysia	Sepang
18/11	Moto GP	Spain	Valencia Ricardo Tormo