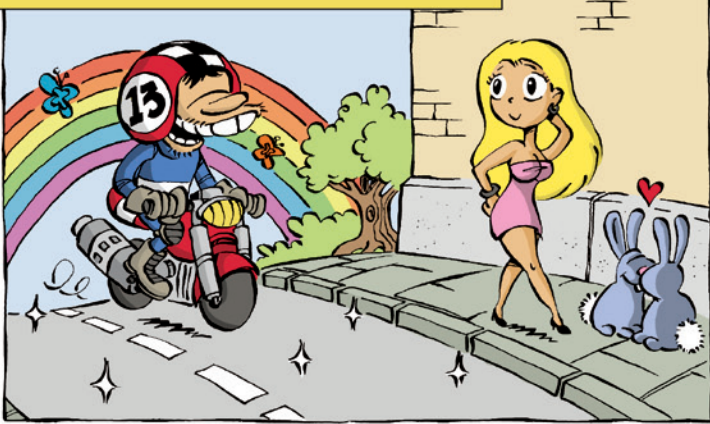
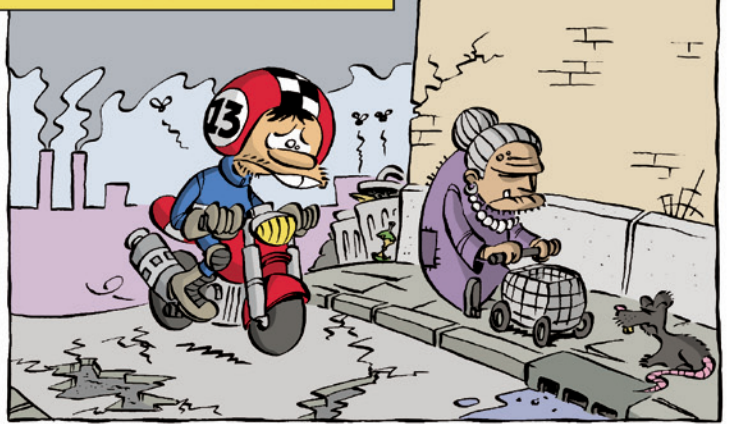




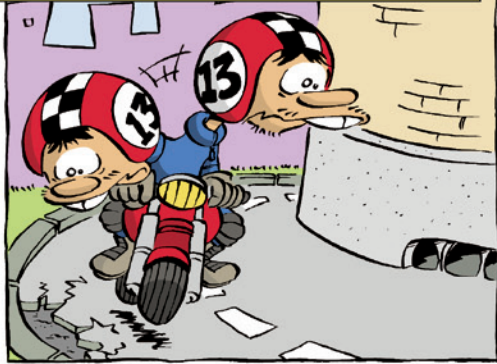
IN AN IDEAL WORLD ROADS ARE ALWAYS IN PERFECT CONDITION...



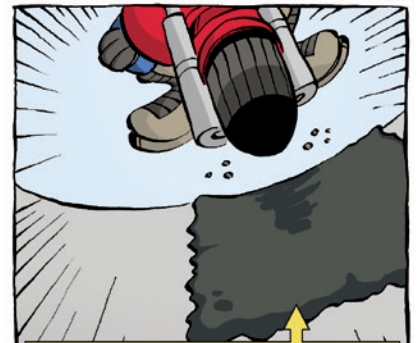
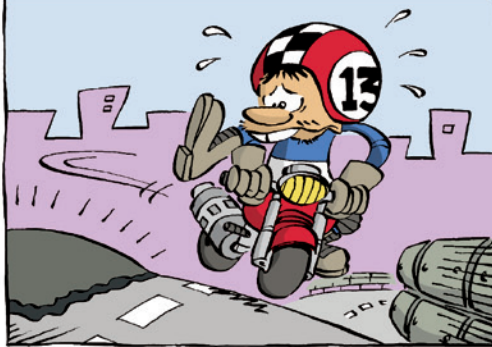
UNFORTUNATELY THIS IS NOT ALWAYS THE CASE...



THE EDGES OF THE ROAD ARE PARTICULARLY PRONE TO DAMAGE... SO IF YOU RIDE CLOSE TO THE EDGE TO SEE ROUND A BEND ALSO PAY ATTENTION TO THE SURFACE...

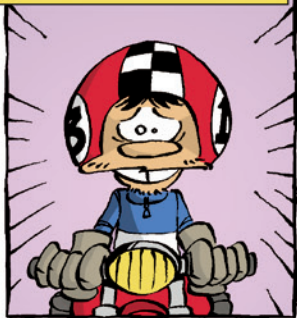


MUCH ROAD DAMAGE IS CAUSED BY UTILITY COMPANIES DIGGING TRENCHES TO LAY PIPES AND POWER CABLES AND THEN LEAVING BEHIND A POORLY REPAIRED ROAD SURFACE WITH DEPRESSIONS OR BIG BUMPS...

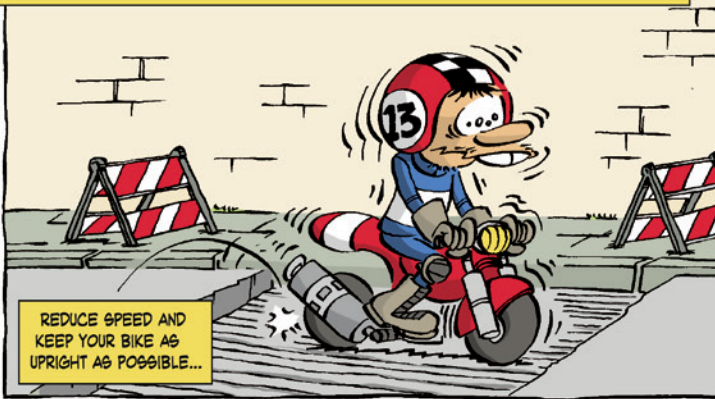


...ALSO AVOID THE BITUMEN PATCHES... WHEN WET THEY OFFER ABOUT AS MUCH GRIP AS ICE...

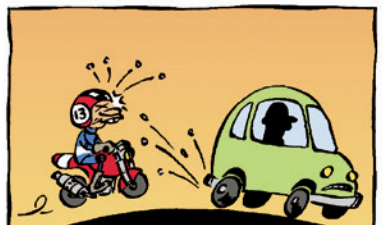
STATE OF THE ART ROAD REPAIRS INVOLVE THE COMPLETE REMOVAL OF THE WORN OUT SURFACE. THAT'S WHY ROADS UNDER MAINTENANCE CAN ALSO BE A SOURCE OF PROBLEMS...



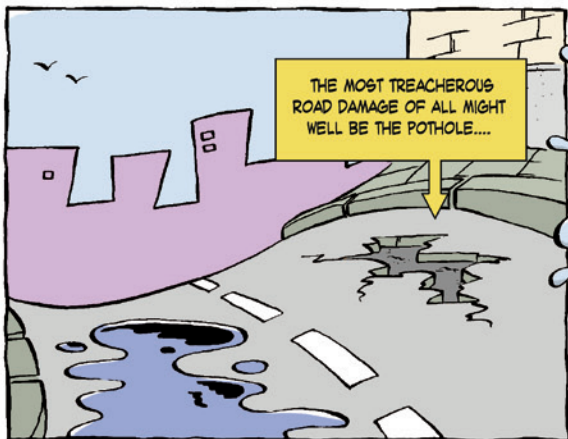
...THE TOP SURFACE MAY BE SCRAPPED OFF LEAVING BIG STEPS DOWN AND UP, AND A RIDGED SURFACE THAT CATCHES THE TIRES AND MAKES YOUR BIKE VERY UNSTABLE...



REDUCE SPEED AND KEEP YOUR BIKE AS UPRIGHT AS POSSIBLE...



...WHEN ROADS ARE REPAIRED BY SPRAYING CHIPPINGS OVER A TAR LAYER, VEHICLES WILL FLING OUT THE CHIPPINGS WHICH WILL EVENTUALLY BE SWEEPED INTO THICK TRAILS BETWEEN THE WHEEL TRACKS AND TO THE SIDE AND CENTRE OF THE ROAD. THESE TRAILS OFFER POOR GRIP. KEEP TO THE WHEEL TRACKS AND MAKE SURE YOUR VIBRATOR IS DOWN...



THE MOST TREACHEROUS ROAD DAMAGE OF ALL MIGHT WELL BE THE POTHOLE....



ESPECIALLY THE VERY DEEP ONES HIDDEN IN PUDDLES...

