

SLIPSTREAM

THE MONTHLY MAGAZINE FOR TVM MEMBERS

JANUARY 2023

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Well I hope you all had a great Christmas and New Year, have kept warm during the cold weather and are itching for some sunnier and warmer days to get out and about in 2023. I have been enjoying Christmas with games of Bocce outdoors, drinks on the patio and enough sightings of inflatable Santa Claus, reindeer and snowmen to last a lifetime! Happy New Year!

The local teams have done a stellar job in providing information for monthly rides and there are plenty to be had for all throughout our area. I welcome any other runs or events for the calendar, there's plenty of scope for one-off rides if you are organising them.

Well 2023 is another year to improve our riding, get involved and get out there. Many of you ride through the winter months so take care out there. In California I am out pedalling some of the trails near me with a little help from a battery when the going gets tough on the hills!

This month we hear more about Titus Drummond's trips to Ukraine, this time by motorcycle. Nick Tasker is back with us after testing and reviewing a few bikes and making a few trips in the latter part of 2022.

Enjoy your riding and keep the rubber side down!

Slipstream

Slipstream Editor





TVAM ROLL OF HONOUR

BETTER BIKING

NEW MEMBERS IN NOVEMBER AND DECEMBER

Phil Mendes da Costa
Phil Edwards
Ashley Heesom
David Johnson

Julian Mason
Graham Saward
Patrick Staal
Laura-Jane Storey

Nigel Thorogood

LATEST TEST PASSES

Candidate

Simon Aldridge
Roland Bavington

Simon Binnie

Colin Campbell
Gordon Davis
Mel Dickinson
Nicholas Haire
Roger Hale
Chris Hurst

James Jarvis

Rachel Robinson

Tony Tildesley
Malcolm Ward

Observer

Trevor Warwick
David Robinson

Ben Graham

Carl Flint
Philip Ryan
Trevor Warwick
Stephen Mason
Therese Edkins
William Jahn
Heather Smith

Heather Smith

Michael Goodall
Carl Flint

With a FIRST Pass

With a FIRST Pass

NATIONAL OBSERVER VALIDATION

David Mack

LOCAL OBSERVER VALIDATION

Daniel de Matos

NEW RUN LEADERS

Kevin Rivers
Charles Leigh-Dugmore



New badges at the St Crispin's November meet

FROM THE CHAIR

I'd like to start my piece this month by wishing you all a Happy New Year and I do hope that you had a merry and peaceful Christmas to round off 2022.

As mentioned in my last article in October, the Committee and other volunteer members had been working hard putting together the Annual Report which has since been published on groups.io to all members. I do hope that you have been able to find time to take a look and see how well the Club has done over the past year.

In January we hold our AGM after our monthly Club meeting. This year it will be held on Sunday 15th from 12.30pm – 2pm in the Sixth Form Block at St Crispin's School. In order to be quorate, we require a minimum of 5% of the membership to either be in attendance or to have submitted their proxy vote to the Committee by the start of the AGM. This is your opportunity to hear about how the Club has performed in the previous year and for the Committee to present their proposals for the coming year. It is also an opportunity for members to vote for the officers of the Committee, for those Committee members being re-elected and on the various resolutions being proposed. Should you wish to submit your proxy vote or register your interest to be elected to one of the officer positions, please visit groups.io where you will find the AGM announcement pinned to the top of the 'All Members' area and links to both of the forms.

I very much look forward to seeing many of you at the AGM and a finger buffet will be provided, just in case you needed any more encouragement. This is your Club so please do attend and make your vote count.

Plans for the new riding season are well under way and the Training Team have been busy planning the spring 7Ws event. This event generally kicks off the riding season and is a training weekend in Wales where Associates get priority. We're awaiting dates to be confirmed by the Metropole in Llandrindod Wells and an announcement will be made soon. Look out for notifications in groups.io coming soon, if not already announced.

Like myself, many of you ride your bikes all year round. Riding in less than perfect conditions is a skill that we should all work on to ensure that we can adequately deal

with all conditions. I was lucky enough to be chatting with Alan Thomas at a recent weekend away in Devon. Alan is an IAM examiner, long standing member of TVAM and Rapid Training instructor. It was a particularly moist weekend and some words from our conversation that really struck a chord with me were "we should ride in the wet exactly as we



Test passes, New Observers and Run Leaders at the December meet

should ride in the dry". Paying particular attention to the word 'should', Alan's point was that our bikes and tyres are designed to work as well in the wet as they do in the dry, it's only our ability and fears that make us feel and do things differently. If we keep things smooth and remain able to stop in the distance we can see to be clear then the bike will cope with the conditions.

This brings me nicely onto the fact that Rapid Training offer coached rideouts and development days throughout the winter and TVAM have secured excellent discounts for TVAM members. By using the link on the groups.io 'Wiki' in the 'All Members' area, you can gain access to these excellent days and other discounts on Rapid Training courses throughout the year. I can happily say that your money will be well spent and you'll have a fantastic day's riding.

To finish my piece this month I'd like to talk briefly about a couple of Committee members who have stepped down or are stepping down at the AGM. Firstly, I'd like to mention Alan Hudson, our previous Green Team Leader. Alan stood down in May '22 after four years in post and whilst leading the Green Team, Alan was an active member of the Committee and instrumental in the creation and running of the pillion rider course. Alan did a good job in the role and is now looking for his next challenge alongside continuing to run the pillion rider course.

Secondly, I'd like to mention Chris Brownlee, our Chief Observer. Chris will be standing down at the AGM as his 5-year tenure is up and constitutionally he must leave his post. Chris took over as Chief Observer in 2018 and has seen the Club through one of the most testing times in its history with the pandemic. As Chair of the Club, I have worked closely with Chris, as did the previous chair Andy Slater, to ensure that we have managed a route through an extremely difficult three years to help keep us all as safe as possible whilst continuing to train as and when we could.

It's been a pleasure working with both Alan and Chris and I hope that both will remain with the Club for many years to come and share their skills further in other areas of TVAM.

Barrie Smith
TVAM Chair



MOTOJUMBLE AT THE DECEMBER ST. CRISPIN'S

Many of you attended the MotoJumble on a cold and icy December Sunday. Money from sales raised will go to the Thames Valley and Chiltern Air Ambulance.

Table fees	£25
Contributions	£10
Proceeds of sales	£243.10
Total	£278.10

We also had a ladies Dainese textile suit which was in excellent condition, didn't sell at the time and is now on Ebay. The proceeds from this will be added to the total.

Many thanks to Amanda Coneley for organising this and to all for their support.



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Arriving in Ukraine by Super Ténéré!



My good friend Jason L Caves Murphy (top tattooist) did this for free in support of my work in Ukraine.



50 pairs of tactical gloves fit nicely into my panniers.

My name is Titus and recently I made 7 trips across the Ukrainian border carrying aid. The first two trips were with a mate, Karl, in his van. This next was by motorcycle...

Preparations

As I mentioned in Part 1, my Facebook chums gave me an amazing £10,000. But it didn't all come in at once. So, every few days, I'd check the account – and there'd be more money in it! An important aspect to my aid runs I feel is relevant to mention – is the simple fact that when something is needed, be it food or warm clothing or ammunition – it is needed when it is asked for (i.e; NOW!) – not next week! Besieged (or liberated) people need food now, cold people need warm clothing now, soldiers need equipment now. So, we (Karl and I) have delivered everything we could ASAP. I was in touch with one aid organization in the UK (just before I left on the Yam) who said they had clothing and toiletries etc and were putting together a list (of drivers and vehicles) – but when I returned just over a month later they still hadn't gone.

I'd also had a tattoo done of the now famous Ukrainian radio message to the Russian warship, Moskva. On (24th Feb) the first day of the war, the Russian flagship Moskva approached Snake Island, a Ukrainian island in the Black Sea and radioed the Ukrainian soldiers there an order to surrender. The Ukrainian reply, made by one Roman Hrybov, included the line; Russian warship – go fuck yourself! The Ukrainians just love this and have posters of the message over main roads, they've made a commemorative stamp and I've seen it on Visa cards – but I've invented the tattoo!

A lady at a boot-fair gave me a Union flag for the back of my bike and a Serbian guy gave me some camping sleeping-mats – I loaded up with Cheddar cheese for Vladislav, and, five days later

(28th March 2022) I am on my Yamaha Super-Ténéré motorcycle, we're on the le shuttle and heading back to Ukraine – and I'm also carrying £1,550 worth of good quality Mechanix M-PACT Multicam tactical gloves (I didn't realise until after I'd picked them up but they are mostly small sizes – and I'm quite annoyed about that). However, £1,550 only buys 50 pairs of these gloves and I'm pretty sure the small ones will filter through to people with smaller hands. All this purchasing of stuff has been quite a learning curve. In Ukraine they are all asking for help but no one will give me any discount! In the UK they dump all the unsuitable sizes on me (I'd specifically requested large sizes) – but if anyone employs me as a purchaser from now on – I'd be brilliant at it!

On the Road

The first day on the road I covered over three-hundred miles from Calais and stayed the night in Kassel, I arrived at the given address after 8pm, tired and just wanting to rest (well, along with a couple of beers) and I'd made quite a song and dance parking, just to make sure the bike was good and stable. And then I rang the doorbell. Finally an overweight kid in pyjamas opened the door and glared at me. "Do you speak English?" I mumbled at him and, impressively, he did, seconds later his mother wandered into view. "It's not here..." she started an apparently random conversation in strongly accented English – but I quickly worked out what she was on about – and then I had to follow her, on foot, back to the main road where, on the other side of it, was a slightly bizarre, stand-alone, three story building. I moved the bike then wandered up to the petrol station and I bought four bottles of Paulaner Munchen Naturtrub Hefe Weissbier, 5.5% ABV and suddenly the Universe righted itself and everything was okay. I had ham and bread and stuff back in the room so five minutes later I was having a feast.

The next morning when I pulled into an autobahn fuel station I immediately knew something was wrong. All the lights were on, as were all the pumps, but there wasn't a vehicle in sight! And then I saw the price of the fuel – this station had apparently gone mad. My previous fill-up had been at €2.10 a litre and my next fill-up would be €2.03 – but this place was €2.46 and, as a result, the place was completely empty! Really, the greed of mankind today!

Making good speed by evening I was almost five hundred miles further east and back at my previous nemesis, the Hotel Kardamon in Tarnów, in time, this time, to have dinner. There was a different girl behind the counter today and not only did she speak very good English but she helped carry all up luggage up to my room. And then another lady arrived – the one who had been so adamant she couldn't speak English last time I was here. I was fairly inebriated by now and being the only customer in the bar, in a short time, I had them doing press-ups and handstands and more giggling – and speaking English. A great night!

It was only a hundred miles to Krakovets so I was there, and in the queue, by midday the next day. I was pretty sure filtering through the queue would be frowned upon by the attending police so I patiently sat with the cars and vans and trucks and watched the continual flow of coaches carrying fleeing refugees to the reception centre I'd visited in Mlyn, just a week before... and the empty coaches returning for more people. I admit I was intrigued to see what the Ukrainians reaction to a motorcycle was going to be! A guard wandered over to look at me, so I opened my panniers and showed him the gloves – he had quite small hands so I gave him a pair – and he was



I set the tripod up for this photo but I was probably taking my life in my hands. I might have been shot as a spy!



One small area of the 'The Garage'



over the moon! Then, with 1,246 miles on the trip meter since I'd left home, I was through. And I pointed my bows towards Vladislav's house in Lviv.

I was stopped at two checkpoints but there were no issues and I think they recognised me at the second one (150 metres from Vladislav's house). And then I realised, I'd made it – I'd ridden from my home in Berkshire to Vladislav's in Lviv... and I'd brought some useful stuff with me, as well as the fifty pairs of gloves, and I also had the money from my Facebook chums.

It was at this point in my journey it dawned on me just how much that cruise missiles attack, just twelve days ago, had affected me and I now realised the last thing I wanted to do was linger here in Lviv! I wanted to dump the gloves and get the hell straight out. I was supposed to be heading down to Chop next to see my friend Andrew, and Chop, being less than two miles from the Hungarian border, I reckoned would be a million times safer! However, Vladislav (in-between mouthfuls of Waitrose Somerset Cheddar cheese I'd brought him) persuaded me to stay at least one more night. That evening we went up to what we call 'The Garage' which Vladislav has rented because too much aid is coming in now to store in his garage at home. 'The Garage' is huge and, even though there's a lot in it, the extra space allows the volunteers to repackage everything more relevantly.

Have I told you about the beautiful Natasha who oversees the Garage? She'd fled Kyiv where she had been working as a young tattooist. I felt a great affinity for Natasha because she is the same age as my daughter. I invited her to come to England and stay with my family and I even phoned my daughter and let the two of them have a chat – and my daughter repeated the invitation. But, anyway, Natasha never took us up on it.

Vladislav is married and with a young son but he sent his wife and son to Italy. I'm not sure if they have family there but certainly at least one Italian university is keen for Vladislav to relocate and join their staff. Vladislav is also a reservist in the Ukrainian military and this probably explains why

we were in contact with the Koyot Special Forces group. Vladislav, as well as being a leading light in LASERs is a bit of a dark horse!

I think Estas, who also lives in the house, is some sort of painter and decorator. But he too knuckles down with anything to do with the movement of aid. He's a nice guy but while Vladislav's English is good and Natasha's is acceptable – Estas doesn't really speak any. That night I slept upstairs in one of the rooms Estas had prepared but outside it started raining and the next morning my concerns of being cruise missileed a second time, along with the weather forecast, caused me to depart. Unfortunately, this also upset my friend Andrew (who I was supposed to be visiting next) because the weather forecast all across Ukraine was for rain, but south of Ukraine the forecast was sun, sun and more sun. So I'd decided to run for Constanța on the Romanian Black Sea coast and then head for Istanbul to visit my two sons, Omar and Errol, who were sharing an apartment there. I'd then return to Andrew, in Chop, when the weather had improved!

I roll out of Lviv to the drone of an air raid warning – the second one since I've been here, and that's been barely 24 hours! No one takes any notice of the warning; I watch a flower salesman sitting on a little, low seat happily in conversation with a passing lady – the traffic and trams trundle on oblivious. These, of course, are the best kind of air raids – the ones where nothing happens. Bumping across the uneven (extremely uneven) brick roads and tram tracks I find a petrol station and I pull in. But they don't have any petrol. Fortunately, the next station is good and I fill up – and they sell batteries and food.

Uniforms are everywhere...

As it happens, heading for border-crossing south of Chernivtsi I was very fortunate and I don't think I got wet at all. In fact, I thought it was a great trip!

The road quality began to deteriorate somewhat on the 25 miles from Chernivtsi to the border – and a bolt fell out of my screen-mount allowing my two sat navs to bounce around precariously enough for permanent damage to occur. Fortunately, I found an old boy sat outside a sort of pub who had a look at my missing bolt – and then he made

the international gesture for 'just stay there and don't move' and ambled off into the building to quickly return with a colleague who also had a look at my missing bolt. Then this second chap went away and came back with a bolt and a screwdriver. Sorted!

This might well be a Russian IZH 350 Planeta. Bullet proof bikes first built in 1969 (in the same factory as Kalashnikov AK-47 rifles) and, I believe, still in production today. Kickstart's on the wrong side...



The crossing into Romania was emotive. The initial flow of women and children fleeing the country has slowed now so the numbers of refugees were few – but the tents and equipment ready to cater for those still arriving were a sight to see – and for me the atmosphere, the whole mood of the place was burned into my subconscious by the sight of a priest with his long black cloak contrasting with the whiteness of his dog-collar, stepping across the road in front of me. There was something about his walk – it wasn't a weight on his shoulders but rather a tangled weariness in his countenance. His complete bearing told of suffering witnessed and the knowledge that those he had met had been the lucky ones. Only those who have been touched by war; those who have smelt it and lain in its bloody guts can really understand – and I'm pretty sure, those who can understand it, probably wish they couldn't. And I think this man I watched walking ahead of me really understood war...

I see in my notes that, having cleared the Romanian border – I cried for the next 10 miles.

I spent my first night of safety (from those bloody cruise missiles) about 120 miles south of the border, and nearly 300 miles south of Lviv, in the Hostal Hanami in Letea Veche (which seems to also be known as Bacău). The lady who ran this place spoke pretty good English and explained she had been a van driver in England. I sat outside, with a bottle of wine, in the secure compound out back and watched my fellow residents. All swarthy, unshaven men, they were smoking and drinking and none spoke English – but all were quick with their smiles. There was a knackered-looking car with Ukrainian plates, the owners of which, the boss-lady explained, had given to her in exchange for a bed and then a lift to the nearest airport. At the far end of the compound was a scary dog of indeterminate breed, tied to a length of rope, apparently guarding a mountain of timber, who made it quite clear that if I got within his range he was going to eat me.

The next morning, with Constanta just under 200 miles away and the sun coming out, I said goodbye to the scary dog and was back on the road. The further we got from the thought of Putin's missiles, the smoother the Yamaha purred.

Titus Drummond



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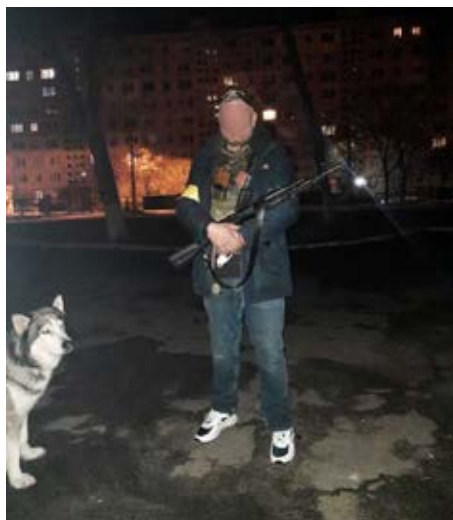


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Editors note: Titus is in the process of writing a book detailing his travels into Ukraine during this period. The ride on the Yamaha through Bulgaria, then a horrible accident, the amazing help from bikers along the way, his return to Ukraine on the Yamaha and the further stories of contact made with his friend Andrew (right: note and photo from Andrew in March 2022), the life of these displaced persons, his further trips to Ukraine on the Harley to assist those suffering there through these recent times involving 7,000 miles and 16 other countries.

If we were to tell the whole story here on these pages, it would take the rest of the year to give you all the details but we hope we have whetted your appetites to read more when published.



My kids and wife are in a bomb shelter. My friends and I are waiting for Russian troops. Russia attacked the peaceful city of Kharkov with a missile attack, people died, they killed more than 15 children. Women gave birth to children in bomb shelters. We are strong and we will defeat these scoundrels! Thank you for your care and help.



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The Autumn One

A few tales from those that
attended our Associate
training weekend

I joined TVAM in November '21 and started working towards my IAM test. I heard about 7Ws but was unable to make the one in the spring. Everyone said it was a great experience so I was determined to make the next trip. As soon as the date was announced I put my name down and hoped to be selected. While I was waiting to hear I took and passed my IAM test. I also took the decision to start the journey to become an Observer. That means I currently have the status of a PTOB. A TOB is a Trainee Observer who wears a Yellow badge and is working towards full Observers qualification. A PTOB is what you are referred to until you have completed all of the qualification elements of the Trainee Observer Programme and have had your first assessment.

So, what is 7Ws? It is a weekend of riding through the wonderful roads of Wales in the company of like-minded souls. It is a training weekend, and the focus is on encouraging, supporting and coaching all the Associates that attend. It is also a chance to chat about all things bike, compare machines, gear and enjoy lots of friendly banter.





Left: Chris will observe anyone willing to listen!

As it was my first 7Ws and I was neither Associate nor Observer, I was there to shadow the Observers and learn how they work with their Associates. Some Observers have been doing this for many years and others only recently, so I was able to see the different approaches they took with their Associates and learn from that. I assumed the coaching of the Associates would be structured a bit like a St Crispin's run, however it is a lot more informal than that. I did not see one ride report form or copy of the Highway Code for the whole weekend. I did see a lot of discussions at the side of the road and in coffee shops about lines through bends, overtaking, bike machinery and a whole range of other topics. Associates were encouraged to ask questions at all times and I was involved in a great conversation on the way to Wales where the Associate had watched the Observer and myself execute overtakes in a certain way and wanted to know why we did what we did.

Waterproof clothing was also a topic of conversation as the run up was wet wet wet! There was also some discussion about touring on motorcycles and how to prepare for that. I clocked well over 500 miles over the three days with 220 on the Saturday. One Associate I spoke to had never ridden more than 40 miles in one ride, so the weekend provides a good taster of what it's like to go touring on a motorcycle and that in itself is a learning experience.

The Training Team who organise the weekend put a lot of effort into grouping Associates so that those with similar experience end up together on the various rides and their Observers are aware and can prepare their rides accordingly. There was an Observer meeting each evening to check in on how the Associates (and everyone else) were doing and discuss the next day.

I'd like to say a big thank you to all the Training Team, for putting this together and handling all the behind-the-scenes work, and to all the Observers who supported the Associates over the weekend, allowed me to shadow them and answered my questions about their Observer approach. For me personally the next step is to drop the "P" and work towards full Observer status in time for the next 7Ws in 2023.

Mark Powell - PTob

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So this is a viewpoint of the Oct 22 7Ws weekend from an Associate and is written with new Associates in mind who have not yet had the chance to experience a 7Ws training weekend, may be unsure or thinking it would be too overwhelming.

Fundamentally 7Ws is a focused training weekend for Associates and that is exactly what it felt like. It comes with the added benefits of additional social aspects, such as food, wine, beer and the company of other members and of course riding what are the best roads I have ridden to date, considering my limited years of riding.

So why 7Ws? Well we've all done our observed rides which, more often than not, are usually limited to just a few hours and sometimes having to share an Observer with another Associate. Although this does allow time for Observers to pick up on your riding and give you things to go away and work on, you only get very limited time to put into practice the items discussed whilst being observed on that ride. 7Ws fixes that, from my perspective, as quite simply you can spend whole days in the seat, have the benefit of lovely winding Welsh roads and it gives you the time to really put the guidance into practice, whilst still under close observation. There is plenty of time for stops and lunch and being paired off with another Associate you can take time to discuss items in more detail, build on your skills throughout the day as well as having the chance to see your paired Associate develop theirs.

The format is well thought out in typical TVAM style and really puts the Associate at the heart of it all. A few days before the trip your allocated Observer for the Friday contacts you to discuss the weekend. Key items such as what you want to get out of the ride, what to expect, how far you can or have ridden in one day, etc. I have to say that at all times you really got a sense of this trip being for the Associate. I have no doubt the Observers do enjoy their weekend immensely, but the focus is the Associate under training.

It is an early start on the Friday to get to the Wandering Café for breakfast and coffee (well recommended) for the initial briefings. Riding with myself, and my Observer, to Wales was PTob (Prospective Trainee Observer) Tom. The journeys to Wales are all done as starburst rides, meaning that although some groups took similar routes you weren't all riding the same roads as a group and this method worked really well for me and others I spoke to.

A certain TVAM Chairman was unfortunate enough to be lumbered with me for the ride to Wales, which really marked the start of the training. From the point you leave to the point of arriving in Wales you are either being observed or observing their riding. To be fair it's quite a distance but having already been asked about my comfortable distances this wasn't a problem, with plenty of stops and a nice lunch on route. Each stop gave us time to discuss the riding and most importantly plenty of time in between to practice. So, if you are concerned about distance on your bike please don't be put off by this trip and make sure to let your Observer know what you are comfortable with.

When it comes to roads, Wales did not disappoint, with plenty of chance to practice those skills and often with very little traffic. One small stop was made about 23 miles from our final destination, primarily to inform me that I was about to ride on one of the best roads in the UK, this being the A483 Newtown to Crossgates in Llandrindod Wells. A dream of a road, it was flat, fast, wide, winding and really did give you the chance to put into practice what you had picked up during the day – it's almost as if it was built just for the 7Ws! I can even confess to doing it in the dark on the Saturday

night, though technically that wasn't in the overall plan and the less said the better on that!

Come the Friday night I have never been so grateful for a warm room, shower and a beer, and the Metropole in Llandrindod Wells was a very welcome sight. With an area set aside for our bikes, which soon filled up, all was very smooth at check in.

Dinner was held in a private room for our group and it was a great chance to catch up with other members and share "war stories" of the days travel. The food was simple but tasty and I certainly had no complaints. More importantly beer seemed reasonably priced! Post dinner we had a talk from Shaun Westlake, an ex-Police rider and long-time friend of TVAM, who was both informative and exceedingly amusing at the same time, I'm sure he does the voices for Fireman Sam!

That evening we all received our Observer allocations for the Saturday and I was lucky enough to be paired with Andy Hunter, although he may have thought differently! The location of the bar seemed very convenient to speak with him and plan timings for the morning without any concerns or pressure, other than who gets the next round!

The Saturday started with a good breakfast, which I recommend making full use of during the stay. You certainly won't go hungry on a 7Ws weekend. The benefit of the 2nd day allows you to be paired with another Observer and effectively start afresh but once again having a day on the roads allowing you to build on other items that still need some work. My fellow associate Taira needed a new headlight bulb so a swift stop at a garage and simple twist and fit (thank God it was a Honda) saw her back up and ready prior to our departure. This proved a good move as that light was needed much later in the day as our trip back was somewhat in the "dark". I've mentioned that twice now, haven't I? 'Nuff said.

Once again, some stunning riding and fantastic scenery, the route Andy had planned was superb. A mix of roads which took in the stunning views across the Vale of Rheidol down towards Aberystwyth and then around to Barmouth for lunch which is such a picturesque stop. There was one small down hill "donkey track" which funnily enough did end up next to a field of donkeys. They all seemed to be named after Disney characters or fizzy drinks.

Dinner on the Saturday was once again in a private room and then, all too soon, it was time to think about the return trip on the Sunday and once again certain individuals had carefully planned and offered to lead social rides back to different return points. My chosen route returned to St. Crispin's, so a big thanks to Simon Whatley and Iain Gaitley for leading and back marking a good ride home, though I have to say this was probably



the wettest of all 3 days. Wales certainly has an allure with some of the nation's most stunning scenery and roads. It was my first time riding there and I can see why it has such an appeal and, considering it isn't that far from the Thames Valley, I'll be back.

I have never been the best reporter or travel blogger, so apologies, but if you've got this far, well done. What I will say is that if you are working towards your green badge or are new to TVAM and have not had chance to go on 7Ws, in my humble opinion this training weekend is a must do. If not for the training and experience at least for the social.

A huge thanks really has to go to the organisers Andy Wedge and his team. Thanks to Barrie and Andy for observing and all the other Observers, Tobs and PTobs who gave up their time to help us Associates become better riders. Yes Ian, I'll work on those left hand bends more!

James Jarvis - Associate

The first thing to say is what a fantastic weekend spent with a very friendly group of people. I have never gone away for a weekend on a motorbike before, I was both excited and nervous. Many thanks to Gill for coming and talking to me at The Wandering Kitchen before we set off, I think I looked a wee bit worried.

Being teamed up with an Associate of similar ability to me on the ride up to Wales was perfect. Funnily enough we both have the same Observer. Unfortunately, Andy our Observer for that day got a puncture which was a pain for him but a great learning experience for both of us to watch him repair it.

The first evening after a delicious 3-course meal and an entertaining talk, we were introduced to our second Observer of the weekend. So early on Saturday morning we set off for another day's ride and it stayed dry... until we headed back to the hotel then the heavens opened, but it didn't dampen my enthusiasm. I was given some very good feedback to improve my riding during the day and the scenery was amazing; interspersed with some enjoyable cake stops.

We weren't left to make our own way back home on the Sunday, although a few people chose to do that. There were groups heading home via different locations. I joined the group led by Si that headed straight back to The Wandering Kitchen.

Thank you very much to everyone for organising the weekend and to the Observers who gave up their time to impart their expert knowledge to us. I didn't stop smiling for a long while after returning home, and will continue to grin every time I think about that weekend!

Jenny Cooksley - Associate



Observer Hev Smith is still smiling!



2022 BMW R1250GS TE REVIEW



The BMW R1250GS. On paper, and according to sales figures, the ultimate do-it-all motorcycle. So loyal is its following that most of the people reading these words will simply be looking to validate their existing purchase decision. Others will be hoping that I give another one of my controversially scathing reviews, justifying their own decision to be different. But who knows, maybe – like me – you haven't yet made up your mind and are looking for an objective opinion. Let's give it a go, shall we?

Straight away, we encounter a problem. The first two sales staff I speak to at my local BMW Motorrad dealership support the story that a motorcycle this popular usually sells itself. They both seem puzzled by my basic questions about the machine, pointing me to a showroom example and instead simply talking about how many other people have already bought one. The idea that I should need convincing to buy their product is apparently entirely alien, and their sales patter quickly runs out of steam. It's constantly up to me to restart the conversation by asking questions about engine size, horsepower, and features such as heated grips and seats.

Time and again the discussion keeps coming back to availability and lead times, as though my purchase is already a foregone conclusion. In the end, I give up and am handed off to a third staffer to arrange my own test ride. Careful, BMW – you would not be the first motorcycle brand that fell to hubris. But if despite worldwide supply chain constraints they're still able to sell every unit they can build then perhaps their confidence is justified.

Let's look at the facts. Aside from the occasional recent upset from Royal Enfield, BMW's GS line dominates the sales charts year after year. The regular and big-tank Adventure model together are the biggest-selling motorcycles over 125cc in the UK, despite also being some of the most expensive. Owners are loyal, with surveys regularly showing that very few people would switch to another brand once they've joined the BMW club.

On paper, an R1250GS should be almost all things to almost all people. Big engine, plenty of performance, good tank range, comfortable seat, wind protection, heated grips, seat, luggage, pillion capacity, shaft drive, tyre pressure sensors, adaptive LED



headlights, adjustable windshield, sophisticated automatic suspension, big brakes, cruise control and probably the best dashboard in the business. It's fast enough for people who want to go fast, practical enough for people who want to commute all year round, and the comfort and luggage capacity would satisfy the most ardent touring enthusiast. It's supposedly capable enough off-road and I've even seen them scraping pegs at track days. The BMW GS is all things to all riders – assuming they can afford it.

The £18,500 I'm quoted is for a Touring Edition (TE) model, which basically means it has most of the bells and whistles that make a modern GS the bike you've read all those glowing reviews about. You can, in theory, factory-order a more basic model for around £14,000, but you'll be getting a much more basic motorcycle. Worse, BMW won't let you pick and mix options anymore – if you want heated grips you've got to get the entire Comfort Pack for £720. Want cruise control? That'll be £885 for the complete Touring Pack. Without a doubt, you'll end up paying for a lot of stuff you don't need. Oh, and none of this includes panniers or a top box – basic stuff in this segment, which could easily push your total bill up to over £20,000.

But hey, maybe it's worth it, even at that price. Riding away on a modern GS it's hard not to be impressed. Everything just works. The handling is superlative, the telelever front suspension design giving you instant confidence to throw the big BMW into corners right away. Realise you're going in too hot and the same clever suspension geometry ensures that you can drag the front brake through the bend without upsetting the chassis or running wide. Scrubbing off serious speed is equally easy, the braking performance entirely limited by your ability to brace yourself against the handlebars.

Getting to silly speeds is also effortless. 136bhp doesn't sound like much in a world of 220bhp road-legal superbikes, but as the hot-rodder's maxim goes, there's no replacement for displacement. Combined with BMW's clever ShiftCam system, this 249kg motorcycle can really hustle, the 1,254cc boxer remaining surprisingly smooth even when worked relatively hard. There isn't the instant low-down shove you might expect, nor does the powerplant reward explorers who go hunting for upper limits of the rev range. But as road-focused power plants go, I'm not sure I've experienced better. It even sounds satisfyingly mechanical, and is honestly a lot of fun to use.

BMW have done a lot of work to improve both the throttle response and the quickshifter since I last reviewed one in 2018. Neither are perfect, with the off-idle response a little fluffy (a

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classic symptom of modern fuel injection systems squeezing through the latest emissions regulations) and the quickshifter is still a little notchy, though nowhere near as bad as it once was. Similarly, the latest ESA semi-automatic suspension does a pretty good job of balancing feel and comfort in both of its Dr Jekyll (comfort) and Mr Hyde (dynamic) riding modes.



That being said, for me at least neither was perfect, with the bike never seeming to quite settle even on longer, smoother roads. It's a classic symptom of too-stiff springs holding a lighter-than-intended rider too high in the suspension's stroke. Comfort is too soft and wallowy, dynamic too jittery, and there's zero adjustment possible beyond these two electronic mode switches. In a mechanical system you might be able to dial some of this out, but in my case I suspect softer springs would also be required. This mismatch also means that it's very easy to spin up the rear wheel even in the dry, with the traction control having to step in and compensate for an easily-overwhelmed rear shock over broken tarmac.



The seat suffers from the same problem; at 75kg and around 180cm in my riding gear I'm no featherweight, but I always felt as if I was surfing on top of the foam rather than sinking into it as designed. The bars were a bit far away and a bit wide for my shorter arms and narrower shoulders, and the levers were a stretch even at maximum adjustment. These issues won't affect everyone, of course, and are fixable with aftermarket parts. But it's difficult to go into a £20,000 purchase knowing that you'll need to spend thousands more making the bike actually fit your size, weight, and shape.



The tech is mostly great, and the bike is littered with clever touches, like the tyre valves built into the spokes for easy access. The dashboard is easy to read on the go, though even as an IT professional I still get lost in the menus. The keyless ignition deserves special mention, enabling you to start and stop the bike, lock the steering, and even open the fuel filler cap without having to fish around in your pocket for the key. Fuel economy isn't too bad, with over 200 miles easily achievable in sensible riding, and the 30-litre tank of the bigger Adventure version boost that to well over 300.



The rider's seat can be adjusted for height without tools, the windshield adjustable with one hand while riding, the cruise control is easy to use and works well, and the preload on the rear shock automatically adjusts to set the bike at the correct height, regardless of how much weight you've added through luggage or passenger. The headlight even adjusts its beam as you ride around corners to maintain maximum visibility – it's all genuinely very impressive.



In fact, the only other irritation I encountered in my time with the BMW R1250GS TE was that the sidestand is mounted unnaturally far forward, hidden from both view and my own boot by the left cylinder head. Hunting around to kick it out when trying to park the bike was surprisingly difficult, though I'm not sure how BMW could solve this. And, let's face it, very few bikes are going to fit everyone, so at this point I'm somewhat resigned to having to budget £2,000-3,000 extra on top of every new bike I purchase to fix suspension and ergonomic issues.

But when the bike itself – with the luggage I'd want – is more than £20,000, that's just too much. For that price, I do expect BMW to fit the right seat, suspension, handlebars and levers for someone of my size and weight. I could live with it as-is, I suppose, and I'm sure many do – after all, one size doesn't actually fit anybody. But for that kind of cash I feel like I shouldn't have to, and the cost of the add-on packs makes the GS feel bad value for money in my eyes. As I said earlier, BMW apparently has no trouble selling every single one they make even at this price. But as inflation bites and the older, well-heeled bikers propping up record sales figures age out of motorcycling, I wonder how many people – like me – will decide that it's a little too rich for their blood.

The BMW R1250GS could be the best motorcycle in the world, but not, I'm afraid, at any price.

Nick Tasker





Gavin Grewal

Legal Eagle

answers your questions



The *Slipstream* legal corner is brought to you by Gavin Grewal of White Dalton Motorcycle Solicitors. Gavin is a qualified Solicitor in England and Wales and a passionate biker. He currently rides a ZZR1400 and a GSA1250. Gavin also works as a Roads Policing Officer having racked up 12 years' experience with two different police forces. TVAM members are invited to put legal questions (bike related of course!) which may be answered in future articles to gavin@whitedalton.co.uk

A not so Merry story....

Happy 2023! Christmas has come and gone and many of us sat indoors and ate and drank too much. I know I enjoyed watching traditional Christmas movies such as *Die Hard* starring Bruce Willis. Whilst channel-hopping I came across 24 hours in police custody and watched the case involving Adam White. For those of you who aren't familiar with this case, Adam White was a homeowner in Leighton Buzzard. He was subject to an attempted burglary where it is thought they tried to steal his motorcycle. The burglary went awry, and Adam Smith chased after the two burglars (who were riding a getaway motorcycle) in his 4x4 Mercedes, running them off the road resulting in serious injury to both burglars. The accident scene looked like total carnage and Adam White was arrested and subsequently charged with causing serious injury by dangerous driving. He was convicted and imprisoned for 22 months at Luton Crown Court.

The burglars were initially hospitalised with a mixture of broken bones and a bleed on the brain. They were both later charged with attempt burglary. They both received suspended prison sentences.

There was a public outcry for Adam Smith. He lost his job; he went to prison for what many see as 'protecting his home'. This was an emotional assessment of the case, and it does sit at odds with the legal position.

You can protect your home. There is a defence of using reasonable force; so, if you

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were confronted by two masked burglars, armed with bolt cutters, you could use force in the defence of your property or person. That includes the use of violence, but the court will carefully consider what was done and whether it was reasonable. Chasing after the burglars to dish out some gratuitous violence would probably go beyond what was reasonable. Once the threat has stopped, you must also stop.

To add to Adam White's misery, a civil claim for damages has been lodged by the two motorcycle riding burglars. There is no issue discussing this as the principle of open justice applies and anyone can apply to court to observe the proceedings. I haven't seen the pleaded claim, but media sources suggest they are claiming a million pound in damages. It is yet to be determined how a court will assess their claim. I see two obvious issues, the first is that one of the burglars wasn't wearing a helmet. If he suffered a bleed on the brain which would not have occurred if he had been wearing a helmet, I could see a sizeable reduction for contributory negligence. That is for Adam Smith's lawyers to prove. The burden rests with them. We all need to wear a helmet unless you are a follower of the Sikh religion, members of which have a statutory defence under S.16(2) of the Road Traffic Act 1988 which reads 'A requirement imposed by regulations under this section shall not apply to any follower of the Sikh religion while he is wearing a turban'.

The final, and perhaps more fundamental issue is a potential *ex turpi causa* defence to the claims. I have covered this in previous articles, but this is the illegality defence. It is a public policy principle that no court will assist a claimant who has been guilty of an illegal act. If successful, it would mean Adam Smith's road traffic insurer will not have to pay a penny to the two burglars. This will have to be argued before a judge as a preliminary point and a decision on that is awaited.





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TVAM CALENDAR

SOCIAL & TRAINING RUNS, TRACK DAYS, TRIPS & EVENTS 2023

If you have a run for the calendar please send details to socialruns@tvam.org. Keep an eye on the [Groups.io](https://groups.io) calendar for the latest news. Also check local teams.

JOINING LOCAL TEAM SOCIAL OR TRAINING RUNS

Many of the local teams now post their runs here. Many rides use either a database or an RSVP on the [Groups.io](https://groups.io) calendar to allow you to sign up for a ride, and it's now much easier to subscribe to a local team to participate. From the **allmembers** area click in the menu on **Subgroups** and look down the list at **Subgroups You Can Join**. Click to join, then you can access their calendar and run database to sign onto the run.

You can adjust subscriptions from that group afterwards to receive fewer or more notifications or unsubscribe from it. Easy peasy!

JANUARY 2023

SATURDAY 14	RAMs SECOND SATURDAY RUN (B) Details to be posted on Groups.io . Contact Dana or Ben with any questions at reading@tvam.org . See RAMs calendar for latest.
SUNDAY 15	ST CRISPIN'S SUNDAY - 8.45am Members' monthly meet at St Crispin's School, Wokingham. Observed rides for Associates and Social Runs for Full Members.
SUNDAY 22	RAMs FOURTH SUNDAY RUN (B) Details to be posted on Groups.io . Contact Dana or Ben with any questions at reading@tvam.org . See RAMs calendar for latest.
SUNDAY 22	WOBBMOB FOURTH SUNDAY SOCIAL RUN (B) Join the WOBBMOB on their monthly ride out, sampling some great roads and coffee stops along the way. 4th Sunday of each month. Check out the WOBBMOB calendar for further details.
SUNDAY 29	ROBBIE'S FIFTH SUNDAY RUN (B) Grab a fifth Sunday run with WAGs starting in Wantage. Details to be posted on Groups.io . See WAGs calendar for latest.

FEBRUARY 2023

SATURDAY 4	SAMs FIRST SATURDAY RUN (B) Meet at Jenner's Cafe, Ray Mead Road, Maidenhead, SL6 8NP at 9am to join SAMs run. See SAMs calendar for latest.
SUNDAY 5	GNATs FIRST SUNDAY RUN (B) Join the GNATs for their first Sunday of the month run. Go to GNATs on groups.io for run details and to sign up.
SUNDAY 5	SEAN'S FIRST SUNDAY SOCIAL RUN (B) All day ride with WAGs, starting at a different place each month. Check WAGs calendar on groups.io as you may need to RSVP.

If you have any runs, courses, events or trips to add for 2023

SATURDAY 11	RAMs SECOND SATURDAY RUN (B) Details to be posted on Groups.io. Contact Dana or Ben with any questions at reading@tvam.org . See RAMs calendar for latest.
SUNDAY 12	WAGs SECOND SUNDAY SHORTY RIDE (B) For those who don't want to be out too long – half day ride. Check WAGs calendar on groups.io as you may need to RSVP.
SUNDAY 19	ST CRISPIN'S SUNDAY - 8.45am Members' monthly meet at St Crispin's School, Wokingham. Observed rides for Associates and Social Runs for Full Members.
SATURDAY 25	CLAMs FOURTH SATURDAY RUN (B) Details to be posted on Groups.io. See CLAMs calendar for latest.
SUNDAY 26	RAMs FOURTH SUNDAY RUN (B) Details to be posted on Groups.io. Contact Dana or Ben with any questions at reading@tvam.org . See RAMs calendar for latest.
SUNDAY 26	WOBMOB FOURTH SUNDAY SOCIAL RUN (B) Join the WOBMOB on their monthly ride out, sampling some great roads and coffee stops along the way. 4th Sunday of each month. Check out the WOBMOB calendar for further details.

MARCH 2023

SATURDAY 4	SAMs FIRST SATURDAY RUN (B) Meet at Jenner's Cafe, Ray Mead Road, Maidenhead, SL6 8NP at 9am to join SAMs run. See SAMs calendar for latest.
SUNDAY 5	GNATs FIRST SUNDAY RUN (B) Join the GNATs for their first Sunday of the month run. Go to GNATs on groups.io for run details and to sign up.
SUNDAY 5	SEAN'S FIRST SUNDAY SOCIAL RUN (B) All day ride with WAGs, starting at a different place each month. Check WAGs calendar on groups.io as you may need to RSVP.
SATURDAY 11	RAMs SECOND SATURDAY RUN (B) Details to be posted on Groups.io. Contact Dana or Ben with any questions at reading@tvam.org . See RAMs calendar for latest.
SUNDAY 12	WAGs SECOND SUNDAY SHORTY RIDE (B) For those who don't want to be out too long – half day ride. Check WAGs calendar on groups.io as you may need to RSVP.
SUNDAY 19	ST CRISPIN'S SUNDAY - 8.45am Members' monthly meet at St Crispin's School, Wokingham. Observed rides for Associates and Social Runs for Full Members.

please email them to socialruns@tvam.org or slipstream@tvam.org

SATURDAY	CLAMs FOURTH SATURDAY RUN (B)
25	Details to be posted on Groups.io. See CLAMs calendar for latest.
SUNDAY	RAMs FOURTH SUNDAY RUN (B)
26	Details to be posted on Groups.io. Contact Dana or Ben with any questions at reading@tvam.org. See RAMs calendar for latest.
SUNDAY	WOBMOB FOURTH SUNDAY SOCIAL RUN (B)
26	Join the WOBMOB on their monthly ride out, sampling some great roads and coffee stops along the way. 4th Sunday of each month. Check out the WOBMOB calendar for further details.

APRIL 2023

SATURDAY	SAMs FIRST SATURDAY RUN (B)
1	Meet at Jenner's Cafe, Ray Mead Road, Maidenhead, SL6 8NP at 9am to join SAMs run. See SAMs calendar for latest.
SUNDAY	GNATs FIRST SUNDAY RUN (B)
2	Join the GNATs for their first Sunday of the month run. Go to GNATs on groups.io for run details and to sign up.
SUNDAY	SEAN'S FIRST SUNDAY SOCIAL RUN (B)
2	All day ride with WAGs, starting at a different place each month. Check WAGs calendar on groups.io as you may need to RSVP.
SUNDAY	WAGs SECOND SUNDAY SHORTY RIDE (B)
9	For those who don't want to be out too long - half day ride. Check WAGs calendar on groups.io as you may need to RSVP.
WEDNESDAY	GNATs WEDNESDAY EVENING SOCIAL RIDES (B)
12	Join GNATs for an evening ride with usually a finish including a supper stop. See GNATs calendar on groups.io.
SUNDAY	ST CRISPIN'S SUNDAY - 8.45am
16	Members' monthly meet at St Crispin's School, Wokingham. Observed rides for Associates and Social Runs for Full Members.
WEDNESDAY	GNATs WEDNESDAY EVENING SOCIAL RIDES (B)
19	Join GNATs for an evening ride with usually a finish including a supper stop. See GNATs calendar on groups.io.
SATURDAY	CLAMs FOURTH SATURDAY RUN IS THE GREEN TEAM RUN (B)
22	Details to be posted on Groups.io. See CLAMs calendar for latest.
SUNDAY	WOBMOB FOURTH SUNDAY SOCIAL RUN (B)
23	Join the WOBMOB on their monthly ride out, sampling some great roads and coffee stops along the way. 4th Sunday of each month. Check out the WOBMOB calendar for further details.
WEDNESDAY	GNATs WEDNESDAY EVENING SOCIAL RIDES (B)
26	Join GNATs for an evening ride with usually a finish including a supper stop. See GNATs calendar on groups.io.

SUNDAY	ROBBIE'S FIFTH SUNDAY RUN (B)
30	Grab a fifth Sunday run with WAGs starting in Wantage. Details to be posted on Groups.io. See WAGs calendar for latest.
MAY 2023	
WEDNESDAY	GNATs WEDNESDAY EVENING SOCIAL RIDES (B)
3	Join GNATs for an evening ride with usually a finish including a supper stop. See GNATs calendar on groups.io.
SATURDAY	SAMs FIRST SATURDAY RUN (B)
6	Meet at Jenner's Cafe, Ray Mead Road, Maidenhead, SL6 8NP at 9am to join SAMs run. See SAMs calendar for latest.
SUNDAY	GNATs FIRST SUNDAY RUN (B)
7	Join the GNATs for their first Sunday of the month run. Go to GNATs on groups.io for run details and to sign up.
SUNDAY	SEAN'S FIRST SUNDAY SOCIAL RUN (B)
7	All day ride with WAGs, starting at a different place each month. Check WAGs calendar on groups.io as you may need to RSVP.
WEDNESDAY	GNATs WEDNESDAY EVENING SOCIAL RIDES (B)
10	Join GNATs for an evening ride with usually a finish including a supper stop. See GNATs calendar on groups.io.
SATURDAY	GREEN TEAM RUN - Hosted by RAMs (B)
13	Details to be posted on Groups.io in both the allmembers and the hosting team's calendars. A monthly run for Full Members.
SUNDAY	WAGs SECOND SUNDAY SHORTY RIDE (B)
14	For those who don't want to be out too long – half day ride. Check WAGs calendar on groups.io as you may need to RSVP.
WEDNESDAY	GNATs WEDNESDAY EVENING SOCIAL RIDES (B)
17	Join GNATs for an evening ride with usually a finish including a supper stop. See GNATs calendar on groups.io.
SUNDAY	ST CRISPIN'S SUNDAY - 8.45am
21	Members' monthly meet at St Crispin's School, Wokingham. Observed rides for Associates and Social Runs for Full Members.

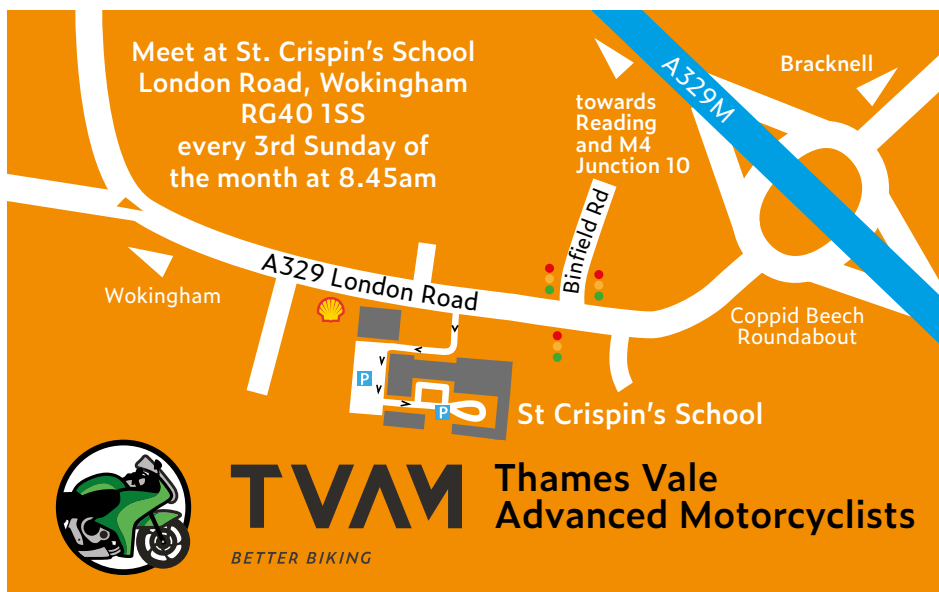
Social Runs
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TVAM Run Ratings

- A: Skilled/progressive for confident riders on all types of road.
- B+: Progressive pace for the confident, focused rider.
- B: Medium paced, relaxed ride.
- C: Suitable for first timers or those looking for a MORE leisurely pace. No overtaking within the group.
- T: More formal training run – observed/social ride with an element of coaching.

CLUB MEETS

We meet from 8.45am on the 3rd Sunday of each month at St. Crispin's School, London Road, Wokingham, RG40 1SS. We welcome any wanting to come for an observed ride, or to see what we are about and just grab a coffee and a bacon roll – and you can join here!



LOCAL TEAM MEETS - contact your local team for online meeting times.

To join a team other than your own, go to Groups.io all members and see Wiki – Join a subgroup

Basingstoke (BAR)

When: First Monday of the month
Where: Iron Bull Roadhouse Cafe, Water End Park, Old Basing, Basingstoke, RG24 7BB
Time: 7.30pm

Camberley (CLAMs)

When: 1st Tuesday every month
Where: The Windmill, London Road, Windlesham, Surrey, GU20 6PJ
Time: 8pm

Great Northern (GNATs)

Meet 1: After each St Crispin's for coffee at The Farm Café, Ashridge Manor Garden Centre, Forest Road, Wokingham, RG40 5QY
Meet 2: Wednesday evening rides throughout the summer months – register with GNATs on Groups.io
Meet 3: Rideout first Sunday of the month.

Reading (RAMs)

When: First Monday of the month
Where: Fox and Hounds, Theale, RG7 4BE
Time: 8pm – ride beforehand
see RAMs group in Groups.io for details

Slough (SAM)

When: First Saturday of the month
Where: Jenners Riverside Café, Ray Mead Road, Maidenhead, SL6 8NP
Time: 9am

Wantage & Newbury (WAGs)

When: Second Wednesday of the month
How: Ye Olde Red Lion, Chieveley, RG20 8XB
Time: 7.30pm

Wokingham & Bracknell (WOBMOB)

When: 3rd Tuesday of the month
How: Join us – wobmob@tvam.Groups.io
Time: Zoom call at 8pm

Green Team (Full Members)

Meet: No meetings at present time.

OBSERVER CONTACTS

Aardvarks	Chris Brownlee	aardvarks@tvam.org
Allocations	Peter Browne	allocations@tvam.org
Assessments	Andy Wedge	assessments@tvam.org
Bike to bike radios	Chris Brownlee	bike2bike@tvam.org
Cross Checks	Simon Whatley	crosschecks@tvam.org
Cross Check link		www.tvam.org/cross-check-request
Observer Health Checks	Andy Wedge	observerhealthchecks@tvam.org
Observer Interest	Andy Wedge	observerinterest@tvam.org
Observer Training	Chris Brownlee	observertraining@tvam.org
Test Passes	Peter Browne	testpasses@tvam.org
Trainee Observer Coordinator	Hev Smith	tobcoordinator@tvam.org

OBSERVER FORUM (mailing list):

Observer Group <https://tvam.Groups.io/g/observers>

LOCAL TEAM CONTACTS

TEAM LEADERS (teamleaders@tvam.org): Quarterly meetings – Zoom – 7.30pm – Wednesday 18th January

Basingstoke (BAR)	Graham Carter	basingstoke@tvam.org
Camberley (CLAMs)	Jez Brown, Bri Walmsley	camberley@tvam.org
Great Northern (GNATs)	Gary Jackson,	wycombe@tvam.org
Reading (RAMs)	Dana Gottschalk, Ben Graham	reading@tvam.org
Slough (SAM)	Chris Davey, Ally McCulloch	slough@tvam.org
Wantage & Newbury (WAGs)	Paul Gilmore	wantage@tvam.org
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TVAM is affiliated to
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Slipstream editor and designer: Salli G – slipstream@tvam.org

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Copy deadline: 3rd week of the month. To ensure your article or information is included please inform the Editor to book space - slipstream@tvam.org at the earliest opportunity, issues are planned well in advance of print date which is generally the first Friday of the month.

Advertisement sales: advertising@tvam.org.

TVAM enquiries: 0118 402 4800 TVAM Website: www.tvam.org

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CLUB CONTACTS

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Committee Meetings: These are held at James House, Mere Park, Dedmere Road, Marlow, SL7 1FJ
 Next Meeting: (M – Marlow/Internet), 8th February, 2023 (I), – all meetings normally on second
 Wednesday of the month at 7.30pm. If a member wishes to attend they should contact Ian Gaitley –
 secretary@tvam.org before the meeting date.

Special Roles:

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Webmaster	Steve Dennis	webmaster@tvam.org

Website:

TVAM Website www.tvam.org

The website gives you access to the web shop for booking courses, trips, training and track days.

TVAM Groups.io

Groups.io is the system used by TVAM to share details of news, events and much more.

<https://Groups.io/groups>

You will automatically be added to the system when you join TVAM so you can get involved in the conversations with other members. There are local team and special interest groups available for you to join also. Get involved and find out what's happening.

Correspondence Address & Telephone: 23 Comet Way, Woodley, Reading RG5 4NZ. 0118 402 4800

Registered Office:

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