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JULY 2021

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FROM THE LAPTOP



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Well I jumped the gun a bit in the last issue hoping for a face-to-face meet in July, it looks like August now, fingers crossed. If all is well I'll be in Bolton competing in the Pickleball English Nationals, so won't be able to attend! To explain - YouTube 'Pickleball'.

I found myself at the IAM Skills Day at Thruxton, mid June, unfortunately for one of my team but certainly fortunate for me. A wet trip down the day before but thankfully a dry day on the track. I was lucky to have our very own Amanda Coneley as my instructor. I feel a whole lot more comfortable riding the new Trident, just not so hot at a standstill in a car park, or at a junction - new levers on order and anticipating a lesson in machine handling from our Chairman Barrie!

Our frequent mixed weather forecasts have not helped on the riding front, but I have had some good rides with my RLBM mentees and look forward to putting together some GirlTorque rides this summer.

I note many of the runs are going out with some good numbers attending. If you haven't caught up with your local team, check out what they are up to. Runs are also now appearing from page 29 and in the groups.io calendar as well as some promised T-Runs (Training Runs) to give you some riding feedback - get out there!

Sally G.

Slipstream Editor





TVAM ROLL OF HONOUR

BETTER BIKING

NEW MEMBERS IN JUNE

Michael Belas
Mike Best
Jonathan Burgess
Robert Caswell
Andrew Church
Nicholas Collins
Peter Dowling
Jon Evans

Adam French
Callum Hubbarde
Karen O'Gorman
Peter Olszewski
Jim Rapley
Guy Shoesmith
Emma Stoffer
Srinivasan Sundaram

Gabor Suranyi
Richard Vines
Ruecha Waranusart
Paul Winter
Mark Woodrow

TEST PASSES

Derek Conner
Madeleine Gillett
John Lloyd
Keith Pitcher
Anthony Tomkins

Observer

Kevin Dunwell
Cliff Rose
Alan Songhurst
Andy Boudier
Nick Caiger-Smith

FIRST Pass

FIRST Pass

FIRST Pass

FROM THE CHAIR

Until a couple of weeks ago, I had been looking forward to welcoming you all back to St Crispin's this month. I even had a loose plan of the sort of message I would write to welcome in such a return after a year and a quarter. It went something along the lines of "what a fantastic month to return to regular meetings at St Crispin's, with long, bright days and good temperatures, what better time for us all to return to the roads for fun and socialising".....

The reality was that Boris's worst kept secret came as little surprise when he announced on the 21st of June that the final step out of lockdown would be delayed until 19th July. Clearly this was a setback for many people, and I certainly do not want to make light of the additional pain that this further delay will have caused many personally and in business, and July St Crispin's plans became another victim of this cruel pandemic. Back to the 9am virtual St Crispin's for this month again, excellently hosted by Andy Wedge and lead by Chris Brownlee, to announce the now increasing number of test passes for the month and others in the Club that have gone on to

become Trainee and Full Observers. The virtual masses duly applauding each achievement as we would have should they have been stood on the stage, in the main hall, at St Crispins. Fingers crossed that news is better for August and we can all meet in reality, even if that means respectful social distancing of some description.

Since being allowed to carry out peer review rides from the end of March, and Observed Rides from mid-April, our Full Members, Observer's and Associates have been working extremely hard to get themselves back 'rider fit' and comfortable in the saddle. Well done to everyone for putting the effort in to getting themselves and others back to the standard they were at before lockdown and indeed pushing forward in their development.

In early May, I had the opportunity to have a peer review ride with Andy Slater, our previous Chair, and Shaun Cronin, our IAM Regional Service Delivery Manager. Andy and I were due our National Observer Revalidations and Andy was due his Masters Mentor revalidation. I am not going to say too much here, as you can read for yourselves Andy's article detailing the day in the coming pages, other than to say that it was a fantastic day's riding that saw me cover about 250 miles across six counties. Those of you that have ridden with me know that I am not generally shy when it comes to overtaking, however, Shaun showed me how I can further enhance my opportunities to develop overtakes sooner and it has certainly made a difference.

Before I let you go and get reading the real articles in this month's Slipstream, I just want to give another shout out to various teams that have done such a great job with many of our courses both virtually and physically where the rules enable. I have mentioned previously the great work that Di Woodcock and her Bike Craft team have done in delivering three online courses so far this year. I also want to say a big thank you to Issy Griffiths, Alan Mossman and their team that have delivered a successful Run Leader Back Marker course and also had a session with the RLBM mentors to ensure we have a new raft of run leaders and back markers coming forward. Just before sitting down to write this, I was at St Crispin's with Si Rawlins and his team to deliver the slow riding course to twelve members and associates, as well as three new Trainee Observers. This is the third course that has been delivered since lockdown and we will have probably had the fourth by the time you read this. Well done Si and the team. Finally, I also want to thank Andy Wedge and the Training Team for continuing to deliver the Core Skills Day's, for three candidates at a time, to continue to grow the Observer Core.

More courses will be coming back on line as the last restrictions are lifted, so look out for the weekly calendar updates and items advertised in Slipstream for your chance to get on them to further develop your skills.

I really hope to see as many of you as possible at St Crispin's in August.

Have fun and stay safe everyone.

Barrie Smith
Chairman



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Wednesday 18th August

7.30pm – 45-60 mins plus questions

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Peer Review Riding - Really...

As the country took steps out of lockdown IAM guidance stated that from 12 April observed rides could re-start. Group social rides would have to wait until 17th May, however we could undertake 'peer review' rides with each other to help rebuild those vital riding skills lost over a winter of idleness (i.e. drinking too much and then falling asleep by the fire or in front of the TV).

So you can imagine I was delighted to get an email from support@iam.org.uk on the 15th April (just 3 days later) to say that my National Observer re-validation was now due and Shaun Cronin our IAM Regional Service Delivery Manager would be contacting me to sort out a date. Talk about fast out of the traps..... Now where did I leave my gloves, keys, helmet,....bike....?

Sure enough Shaun got in contact and I discovered I wasn't going to be alone on this adventure, he'd also been allocated our esteemed Chairman Barrie Smith for his own re-validation. So we were in for a day of peer review riding with our National Observer's tickets on the line. (What's the rear tyre pressure supposed to be on my bike? and where's the air pump?).

"Ohh and Andy, your Master's Mentor ticket is also up for re-validation so let's do them both together" goes the next email from Shaun. That means riding roads you don't know whilst not falling off. Hmm... so no pressure at all then, I could end the day back as an Associate!

How to get match fit quickly then before riding in front of the Boss? A call to one of our ex-Chief Observers brought some relief. Pat Coneley was looking to blow away a few cobwebs and find the gear lever on his bike again too, so we agreed to meet up. Actually a couple of times as we both enjoyed it so much - or rather I probably needed the practice. Amanda came along the second time and acted as an Associate so I could get some coaching in - and did a very good job too.

Cometh the day, cometh the hour and so Barrie and I set off for deepest Dorset for a ride around unknown towns and villages. Greatest respect to Barrie who didn't need to do this on far-flung roads, but he thought it might be fun.

We met Shaun at Compton Abbas airfield which many of us know for its cafe. The first hour was spent chatting to Shaun, and Shaun chatting to everyone else who turned up - they all seemed to be his mates.

Eventually it was time to mount up and I was nominated to lead. I don't remember there being any option about this, but hey ho, Shaun had described the route in detail which in my scrambled mind went as far as 'turn left at the end of the road'. As any Associate will tell you, riding in front knowing you're being watched is scary. And you have to watch out for directions at every junction - good rearward observation we observers call it but you soon forget



to do it when riding at the back all the time. I only nearly missed one turn.

And so we set off across Dorset, Wilshire and Somerset. Roads were dry and the traffic light so not much to play with. I concentrated on accuracy and speed limits, even showing a rear light when slowing. Shaun had picked some particularly narrow village roads with grannies stopping randomly, piles of logs just tipped across the street, scaffolding built over the kerb – hazard central in other words.

I led for about an hour then there was a stop for a debrief and chat. Shaun queried why I was braking into limits and not using 'acceleration sense' but I pointed out his briefing notes stated I should treat him as 'following traffic' and as he was only 3 metres behind me I thought he might appreciate the warnings.

Then it was Barrie's turn to ride in front taking us to lunch at the American-themed Mattia Diner on the A303, not far from the Haynes Motor Museum. A much nicer version of Nelson's as was. The discussion over lunch was all about biking matters and how to deal with and coach different situations. Barrie then led us out after lunch while I took the opportunity to snooze off the burger at the back. But not for long.

Another stop and chat about overtaking. Three-stage and single-stage and how to time a good overtake using corners to take advantage of the bike's agility (for that read 'acceleration').

Then I was back in front for my Master's ride. Time to be on full alert with eyes scanning for hazards but also overtake opportunities. Almost immediately a blue VW ahead was slowing into a right-hander so we moved up. As we rounded the corner the road was clear and we surged past. One down.

What lovely roads they have around there. Sweeping constant radius corners, good sight lines with nice straights which I was using to 'make progress'. Always within the national limit but bagging overtakes like they were going out of fashion. How Shaun arranged for the vehicles to be in just the right place on so many occasions I don't know. And he wasn't getting any rear brake light into the 30's and 40's this time – Paah!

Time flies when you're enjoying yourself, so in what seemed like 30 minutes but was probably closer to an hour Shaun pulled ahead and led both of us into a petrol station for a final debrief – and 'The Results'.

Pleased to say both Barrie and I were successfully re-validated on all aspects, both with high marks. The day had been intense but conducted by Shaun in a friendly and light-hearted manner. We got into deep discussion on points a number of times but never did we feel questioned on 'What does the book say?' It turned out to have been a great opportunity to confirm that our thinking on many aspects of coaching and riding was correct and aligned with the thoughts of one of the IAM's best advocates of advanced riding.

I know a number of the Club's National Observers are coming up for re-validation this year so if you are called I'd encourage you to look on it as an opportunity. Re-read the ARC handbook to prepare but also use it to confirm you are as good a rider and coach as we know you are.

Andy Slater

TVAM Castle Combe Skills Day what we thought...



This was my first Skills Day with TVAM and first time at Castle Combe, hence I did not know what to expect. I have been on over twenty commercial motorcycle track days in the last decade and I thought it was going to be something similar...how wrong I was.

I always hate to be late (I mean arriving only an hour before track time), I put enough pressure on myself anyway before the day and did not need the extra stress of being in the long queue at the signing on, at the noise test then rushing to the briefing and to the first session.

We arrived at Castle Combe Circuit just before 8 am and I was surprised about the number of people I could see around the assembly area. I have seen more people in a single group before at other events.

Signing on only took five minutes and another five minutes for the noise testing. Wow! I had enough time to set the tyre pressures, check around the bike and have some water before the briefing.

The atmosphere was so relaxed, everyone seemed excited and it was easy to have a chat with fellow riders. I was happy to see there were no track bikes, ex-racers, etc. TVAM Skills Days are only for road legal bikes and Club members. The briefing went as it should and included all the information that is required along with good banter from Dave.

The red (Experienced) group went out first, so I had no more time messing around, helmet on and go. The first two laps were led by a professional track instructor, showing the best lines while warming up the tyres. The track condition was good enough (cold but dry) for some decent speed. Such a great track, with fast corners, tricky chicanes and technical sections.

As the day went on, everything got better and better. It was easy to get along with the other participants who were a nice friendly bunch. Being observed by a professional in the second session was a great idea. I quickly became familiar enough with the track to enjoy myself a lot and I did not feel that pressure from before.

Having only nine people in our group provided real quality time on the track, I was able to ride my own pace most of the time without big traffic and extremely fast guys all around me.

The relaxed atmosphere and small groups did not mean there was any compromise on safety. It was a very well-organized day. Everything and everyone was supervised as it should be on a skills day. Unfortunately, there were a couple of minor accidents which were dealt with perfectly by the marshals and the Medical Crew.

I was really impressed with everything. The overall feeling was that I had gone for a track day with a group of friends. Dave and his team did a brilliant job!

I would definitely go again, when I can.

Tom Palinkas



More Castle Combe overleaf...

It's a first for me!

Not only was the track skills day at Castle Combe on May 25th my first time on a race circuit, it was a first for me for many other reasons too, and I'll get into those later. Before I start, and as someone who hasn't attended such an event before, I'll cut to the chase and say I couldn't recommend this skills day too highly – it was well run and I learned a lot, which is of course what being part of TVAM is all about.

To set the scene, I suppose a bit of background is in order. I drunkenly agreed, (when sharing a bottle of whisky with my two brothers), to get a motorbike over the Christmas 2018 break. We even shook on it, so there was no going back! Our idea was that we could ditch our respective partners and kids, hit the road and go on an adventure..... somewhere.....anywhere! Of course, our plans had to change due to the pandemic and our trip is stuck at the planning stage.

All three of us passed our tests and bought bikes during 2019. Personally, I passed my test in July, bought a bike in September and joined TVAM in October. I've been lucky to have had long-time club member Keith Yallop appointed as my Observer and we've been working towards my advanced test, which hopefully will happen this summer.

Back to the day itself. Registration was from 7.15am to 8.15am, so depending on where you live you may have to prepare for an early start – living in Wokingham I got up at 6am for a 6.30am start. Other firsts for the day included my longest ride on a motorway, having avoided them previously, as I considered them boring to ride on; and my first time wearing a leather one-piece suit (I bought Keith's old suit off him – it's useful being a similar size!). While I was a bit nervous, at least I'd look the part.

It hadn't occurred to me, but several other participants rode down the night before in order to be on the ball and refreshed to start the day. Another dozen or so had come with their bikes in the back of a van or on a trailer. Perhaps that is why I felt slightly over-prepared wearing a rain suit and carrying both a tank bag and rucksack full of spare kit (thermals, gloves, buffs, etc.), none of which I ended up needing – but thanks to Mel Hakhnazarian (Red Zone) for that tip.



For a novice it was slightly intimidating arriving in the car park, which was full of leather-clad ladies and gents, as well as approximately 60 shiny bikes and at least three ambulances (gulp). However, everyone was very friendly and welcoming. In many



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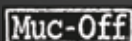
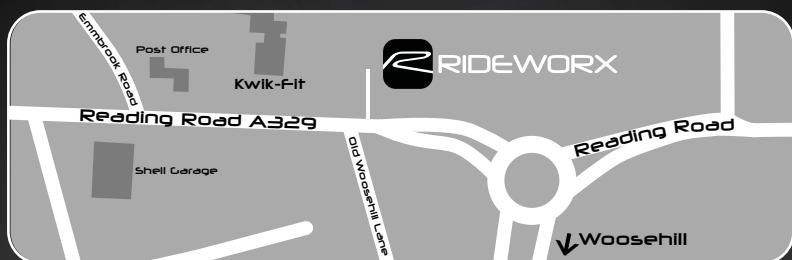
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ways it reminded me of riding to my first St Crispin's gathering (a distant memory), albeit a smaller affair but with the same welcoming atmosphere.

Being relatively new to biking, I was very interested to hear how loud my Honda CBR 650F would be (it still sounds loud to me). I was disappointed after asking the guy at the testing station if my bike was very loud when he said "nah mate, no worries. It's very quiet, probably one of the quietest here" (sigh).

Throughout the day we had seven 10-minute sessions on the Castle Combe track; three pre-lunch and four post the one hour lunch break. Prior to the first ride we had a briefing from Dave Hepworth and a safety talk from a Castle Combe official before being put into groups. From memory there were 6 groups, ranging from novices, through intermediate riders, to "speed demons", aka the more experienced track riders.

There turned out to be five TVAM volunteer instructors, plus one Castle Combe guide – I didn't see anything of him as he went out with the above-mentioned 'speed demons'! I was allocated to a novice group with my instructor Bob Harrison and fellow riders Danny, Adrian and John. Bob gave us a good overview of how the day would run and answered any questions we had. I could be wrong, but I think I was the only person attending the event who had not been on a track before. Certainly, the vast majority of riders were coming back for their fix of speed without the worry of oncoming traffic.

During our initial sessions we followed the IPSGA system and our first time on track was purely about information gathering, way finding and positioning – course layout, cornering, that kind thing. Before each outing Bob told the group what we'd be focusing on, before he led us out in a line. We were like baby ducks following daddy duck!



Our second outing focused on speed and correct gear selection, and by this stage we were already upping the pace! Our final pre-lunch session worked on honing our acceleration in and out of corners and again we continued to pick up speed around the circuit.

It really was an informative first half of the day and over my packed lunch (again I had possibly over-prepared as there was a nice café on site) I was looking forward to "getting down to business" post the break. Incidentally, and to everyone's delight, the weather remained pretty much dry throughout the day. I even got to promote our sister-IAM Club, Bristol Advanced Motorcyclists, to a fellow rider who had popped into the on-site motorsports shop for some parts.

My next first was my rear wheel sliding slightly, whilst going through one of the two chicanes on the track. In truth, it was only a minor incident, but it did knock my confidence somewhat. However, post our fourth time on track, our group used my 'experience' for a good discussion – every day being a school day! At the time I wasn't sure what I'd done wrong, but through the post-ride debrief I got to understand what I'd done. Incidentally I geared down whilst turning, causing my tyre to spin when I accelerated out of the chicane. The lesson was to ensure I had all my braking and gear changing done, whilst upright and prior to turning.

It took a few more times to get my confidence back to where it had been, but by the last time on track I'd found it and probably put in my best (fastest!) lap of the day. Yet another first was at the end of the fourth session. Due to me dropping back a bit to catch my breath, the rest of my group had increased the distance between us! In fact, I actually missed the chequered flag and overshot the pit lane! I don't think it amused the Castle Combe officials much. It also meant that I started to be overtaken by some of the advanced riders who had come out for their turn on track. This was a bit scary, particularly at one point when I was overtaken simultaneously on both sides.

My final first was nearly running out of fuel! I am normally very conscientious of this and had refuelled the night before. I'd worked out I had LOADS of fuel to get to the circuit and take part in the day's activities. Imagine my surprise when I accidentally looked at my fuel gauge after my penultimate time on track to discover it was on empty! It didn't occur to me that I'd use so much fuel whilst going around the track. I had to limp to the nearest fuel station to fill up. Thankfully all worked out in the end, but my top tip would be to fill up at a fuel station near but prior to arriving at a track.

When I got back to the circuit the car park was noticeably quieter. It turns out the novice groups were last in the running order and nearly everyone else had hit the highway – there seemed to be no hanging around for a chat at the end of the day. I guess everyone wanted to get home as early as possible.

I was pretty exhausted after my ride home, which seemed both longer and more twisty than my morning ride. I'd completed the track skills day and come out unscathed; I'd learned stacks, met lots of club members and at the very least I'd have a few stories to tell my brothers, who incidentally were very jealous of the fact I was a member of a club with the clout to hire out a race track for the exclusive use of members! I may even be able to pass on a few tips when we eventually hit the road for our delayed adventure....

John Staunton



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THE SECRET OBSERVER

ANONYMOUS TALES FROM OBSERVED RIDES

thesecretobserver@tvam.org.

Welcome to the Secret Observer, stories about happenings out on the road. Clearly all names have been removed or changed to protect the innocent (and guilty).

What do you do if your Associate misses your directions? As an Associate what do you do if after you set off you can't remember what your Observer said about directions? This month an anecdote from a TVAM Observer on one of his early Observed rides.

I'd agreed to meet my Associate for our next ride at McDonalds near M4 junction 12.

On our previous outing I had noted that this Associate, who rode on the Motorway quite a lot, could do with a bit of coaching in this area. So during the briefing I suggested that the first part of our ride would be to Junction 11 where we would stop at the Shell garage and discuss any points noted then return to where we were now and repeat if necessary, before going on to more interesting roads.

We confirmed his understanding (or so I thought) of the route and did the usual confirmation of direction giving i.e. "I will indicate when we need to turn", and "I will turn off my headlight if we need to stop" and then off we went.

We joined the M4 going east and things were going well for the first few minutes until the Associate started to indicate to turn into the Services that are between junctions 12 and 11. "Oh", I thought "he's just got the exit and the Services mixed up", and sure enough he cancelled his indicator and carried on.

As we approached Junction 11 he indicated to leave, got onto the slip road and positioned himself in the right-hand lane. "We can talk about forward planning and positioning," I thought as I indicated left and positioned in the left lane (there were only the two in those days) only to no response from the Associate! I sounded my horn, again no response! So I changed lanes and followed the Associate to the right and on to the southbound A33 thinking he'll pull into the BP service area up ahead as he must have got confused about which garage to stop in.

I also turned off my headlight so he would know that I wanted to stop (you could back then) signalled left making sure I was visible in his mirrors and yes, you've

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probably guessed – we sailed past the service area!

"I wonder where we are going now," I thought to myself. Maybe he's realised his mistake and will turn around at the roundabout and go back down to the Shell garage. But no, we get to the end of the dual carriageway and despite me signalling right and positioning in the right lane my Associate signals left and turns left!

What to do now I'm thinking. He's clearly missing all my indicators. He's not remembered or noticed that my light is off, he's forgotten or got confused about the route, but he's riding quite well so I guess I'll follow him and see what pans out. If I can I'll get alongside at a junction and have a word.

What happens next? I hear you say. Well, we carry on for quite a while with me observing his riding, letting him decide on the route. Which I hoped would be another clue that we're not going where I wanted to, until he pulls over to the side as we reach the A30 at Hook! A little off the planned route.

Why have we stopped here? I ask. "Because I'm lost," says the Associate. So we recapped the conversation we'd had in McDonalds at Junction12 and some of it seems to come back to him. (Sounds of pennies dropping?)

I decide this is a good time to take the lead and do a demo ride and with very specific instructions for him to follow me we return to civilisation for a debrief. (Not that Hook is uncivilised of course).

Being an Associate and being observed can be very stressful. I remembered this from my own days as an Associate. As an Observer I quickly realised that what you've told an Associate and what they've heard, may be two very different things.

In future when checking understanding I now get the Associate to repeat back what they've understood. And most importantly for me I never let the Associate out of my sight. Even if they are going off on a route of their own as they could end up anywhere and have no clue on how to get back.

How did this all end you may ask? Well, at the debrief we had a discussion about use of the mirrors and rearward observation but the Associate went on to pass his test with flying colours and became a very good Observer for TVAM.

If you have a funny or interesting tale to tell about an Observed Ride with learning points, either as an Observer or Associate, contact The Secret Observer at thesecretobserver@tvam.org



2,000 Miles on a Kawasaki Ninja



After eight years, my 40,000-mile Triumph Street Triple R has gone to a new home. The pandemic didn't help, but even before the world ground to a halt the annual mileage on my featherweight naked bike was frankly pitiful. In theory, the Triumph fit perfectly into my three-bike garage with its unique selling point of light weight and a unique and raucous engine. If ever my 2012 Suzuki V-Strom 650 or Yamaha T-Max 530 started feeling too sensible, I could take the Triumph out for a spin and sate that particular thirst in short order. So why did I decide to sell it?

The problem is that the roads where I live in Northampton are the opposite of smooth continental tarmac. Even with a fully custom and regularly-serviced suspension, the Triumph made for a very bumpy ride, and I inevitably ended up wishing I'd picked up the keys to the V-Strom instead. And while heading further afield in search of smoother tarmac often rewarded me with memorable riding experiences, there was no getting away from the fact that actually getting to those far-flung roads was never a lot of fun. The last time a friend and I took our Street Triples to the Swiss Alps we both came away agreeing that, while adventure bikes would've given up a little bit of pure entertainment value against the raucous sporty triples, they would have repaid that debt a hundred fold in significantly better comfort, convenience, and luggage capacity.

What finally cemented my decision to let go of my well-loved Triumph was that first post-lockdown ride in spring. The engine: incredible. The brakes: fantastic. So wonderfully light and minimalist, with nothing wasted or spare. In a world of electronic rider aids and ride-by-wire throttles, we'll never see another bike like it. But I'm no collector. Every bike I own has to justify its annual bills, and I can't afford to keep a bike simply for the sake of a couple of short rides a year. I'm a practical motorcyclist, and my bikes need to be at least a little practical or they gather dust. It also didn't help that it's replacement was already parked in the garage.



Strapping a tailpack to a pillion seat gets tiresome quickly. Lockable hard luggage is really, really nice to have.

Regular readers will recall that I tried out Kawasaki's freshly updated and newly-named Ninja 1000SX last summer. My partner was considering one as a more modern, more practical, and more comfortable replacement for her long-serving 2002 Honda Fireblade 954, and my opinion was sought. As it happened, I loved it – sportsbike looks, but far more upright ergonomics, with a wide, comfortable seat and every modern amenity you could ask for. A big tank, adjustable windshield, and huge lockable panniers meant it could also double up as a touring mount: an area where her Fireblade was inevitably compromised. The Ninja had more than enough power to satisfy on the road, but tuned to deliver endlessly tractable grunt straight off idle with all the smoothness of a well-balanced inline four. I recommended she buy one.



Every now and again, someone takes my advice and buys a motorcycle I recommend!

I've tested a number of different bikes over the last couple of years, many considered as speculative replacements for my trusty V-Strom, in anticipation of it eventually succumbing to its advancing mileage. And yet, while many had facets that impressed, it was the experience of riding the bright green Ninja that stuck with me. And so, with the V-Strom showing no signs of slowing (and recently conquering some truly gnarly off-road work as part of a 700+ mile weekend in Wales), I began to talk myself into buying a very different kind of motorcycle.

Life is short, if we only ever bought bikes that we needed we'd all be trundling around on perfectly capable Honda CB500Xs. Anything beyond that is excess, frivolity, and can never actually be justified, only desired. I could try, of course. The Kawasaki Ninja 1000SX, with its 140bhp engine, had an almost identical power-to-weight ratio to my 675cc Street Triple, I pointed out. The riding position was almost identical, but with significantly improved weather protection, standard-fit lockable

hard luggage, and even cruise control for those long 500-mile days down the French autoroute. It made sense to replace the Triumph with the Kawasaki, to upgrade to something that was better or equal in every way! But in truth, none of that really mattered, mostly, I just really wanted one.

And so I bought one! Or rather, we bought two. A couple of hard-bargaining sessions and one very resigned-looking sales manager later, my partner and I took delivery of a pair of brand-new 2020-model Ninja 1000SX's in 'Performance Tourer' trim – that's a taller touring screen, colour- and key-coded luggage and liners, some sensible crash bungs, a matching seat cowl, and an Akrapovic silencer. We bargained hard on leftover stock, which turned out to be a smarter move than we'd initially guessed. We later discovered that 2021 stock was being delayed, potentially until very late in the year, thanks to a combination of Brexit, Covid, and the Ever Given and her cargo being held, effectively to ransom, by the Egyptian port authorities. We may very well have the only two '21-plate Ninjas in the UK right now...

The Windshield

So what's it like to actually live with a Kawasaki Ninja 1000SX? No matter how experienced at reviewing new motorcycles you are, you still only have a limited time with the machine. Things that seem fine over a few hours or days can come to grate and annoy over hundreds or thousands of miles. And one thing that no-one ever talks about with new bike ownership is the ride-in period, a torturous 600 miles during which you're forced to ride around at under 4,000 RPM while the super-thin running-in oil finishes honing the cylinder bores. Still, at least now I know that it's been done properly and should mean many years and tens of thousands of miles of reliable service.

But even before running-in was over and the full rev-range could be unleashed, a couple of surprising issues reared their heads. Checking my own notes from my review last year described a significantly quieter windshield than I was now experiencing, and a notably more comfortable seat. Not only was the touring screen on my new Ninja quite noisy regardless of which position I adjusted it to, but the stock seat proved surprisingly uncomfortable, with numb bum setting in after just 30–45 minutes of riding. What was going on?

Because the 'Performance Tourer' spec is merely an accessory pack my dealer provided the original parts, including the standard, slightly shorter windshield. Sure enough, swapping back to the original screen (just four hex bolts) resulted in a much cleaner flow of air, and less noisy turbulence. But something I hadn't done much testing on during my review was sustained motorway journeys, especially in cold or wet weather, and the shorter screen was directing a lot of cold, wet air onto my upper body. On balance, I've returned to the taller screen for the moment, but I may have to look into an aftermarket solution that can be adjusted for height on the go.

The Seat

Solving the seat was trickier. My suspicion is that the bike I rode for my review may have been equipped with Kawasaki's official accessory comfort seat, but it's also possible that I simply never spent enough continuous seat time on the bike last year

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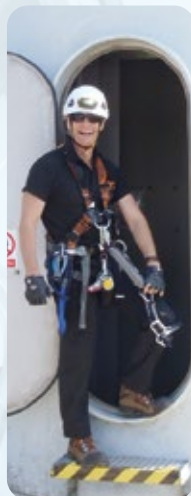
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Custom seat is so good that I'm tempted to have my other bikes upgraded too...



Kawasaki's suspension supplier did good work, but there's room for improvement.

to notice the problem. One of the boring behind-the-scenes parts of reviewing a bike involves a lot of stopping to take photographs or make notes. In contrast, when riding my own motorcycles I'll often not stop until I need fuel, meaning hours of uninterrupted seat time. The accessory comfort seat isn't included in the 'Performance Touring' pack for some reason, and it's more than £400 when sold separately, so it would have been an expensive leap into the unknown.

In the end, I decided to go a different route. Whereas even a good official accessory comfort seat has to be designed to fit a wide range of backsides and rider weights, going to a custom motorcycle seat upholsterer means you get something built just for you. I managed to find the well-reviewed CM Seats just an hour north of home, and Ross, the owner of the business, talked me through the process. He explained that the existing foam would be reshaped and supplemented with newer material, along with some of their own 'Gelastic' inserts, before re-covering with a custom-made vinyl seat cover. I got to choose the colours and the design, and left the seat with Ross to work his magic. The work would set me back £295, but at over £100 less than Kawasaki's offering it was a good deal.

The new seat arrived a week and a half later in the mail, and while it looked and felt fabulous, it didn't actually fit. A weird quirk of the Ninja 1000SX's design means that both the separate pillion seat and alternative seat cowl overlap with the rider's seat, squishing it down slightly at the rear. With the extra height of my new seat and the stiff piping on the edges, I had to apply a significant amount of downward pressure to get the pillion seat to click into place, and the cowl needed shimming to have any hope of fitting. In every other respect, the seat was a win – it took some getting used to because it seems slightly taller than the stock option, but I can now happily ride for two hours or more at a stretch without discomfort. The even better news was that Ross insisted I return the seat at my earliest convenience so that he could perfect the design. Just over a week later I picked up version two, with a little less foam at the rear edge and a new cover with less piping to ensure a snug, secure fit – no shims necessary.

The Suspension

While all of this was going on, there was another area that was getting addressed: the suspension. An appointment with my preferred specialist MCT was booked as soon a delivery date was confirmed. Most people probably wouldn't understand why I'd put time and money aside to fix something that wasn't really broken, but the truth

is that every motorcycle suspension ever made is compromised by its attempts to accommodate the weight of a mythical average rider. I weight 20-30kg less than this target figure, meaning that most bikes are too stiff, delivering a bumpier ride and deflecting easily on the side of the tyre. Oil, springs, and shim stacks are selected at the factory, and while some manufacturers do a better job than others of hitting that one-size-sorta-fits-all sweet-spot, there's always room for improvement.

In the case of the Ninja, it turns out Kawasaki did a good job. Darren was able to get the forks spot-on using only the external adjusters, spending a good 20 minutes or so bouncing the front end and measuring responses while he twiddled away with spanners and screwdrivers. The shock was a different matter, with disassembly and a rebuild with a different shim stack required to get good results. I'd asked when making the booking if, like my V-Strom and T-Max, an aftermarket shock would be desirable. But apparently Kawasaki had done a good job here too, cutting very few corners in the manufacture of what would normally be a low-precision mass-manufactured item. I was told that a far cheaper rebuild would deliver results in the same range as a top-quality Nitron, and I never need convincing to save money!

The Other Stuff

Other modifications were smaller in scale, though still important. A 12-volt, 3-amp USB charger wired in to the battery and paired with a new QuadLock mount in the steering stem means that my phone stays charged while playing music and providing satellite navigation on my adventures. A BikeTrac tracker had to be installed by a specialist but will provide peace-of-mind when parked up outside a B&B or Hotel while on tour. It's entirely transparent in operation, with the system arming and disarming with the ignition key, so you never need to think about it. But if someone tries to move the bike with the ignition off a 24/7 call centre can track the location of the bike anywhere in the world and will alert me (and the police) by text and phone that someone's making off with my shiny new Ninja.

Paddock stand bobbins are a frustrating necessity for chain maintenance, thanks to the lack of a centre stand. Even an aftermarket option is impossible, owing to the location of the primary exhaust silencer in front of the rear wheel. Kawasaki found a way to solve this problem on their closely-related Versys 1000, so this is certainly an annoying oversight, though not one I can't work around. Finally, I did briefly have a



Podcasts, Audiobooks, and music keep me sane while Scenic and Google Maps stop me from getting lost

fender extension installed on the front mudguard to protect the exhaust headers, but despite copious use of the provided double-sided sticky pads it was dislodged and lost after just a couple of dry rides. I should order another, remove the front wheel, brakes, cable guides, reflectors, and mudguard to drill and more securely install it the second time around. But honestly, I'm too busy riding the thing.

The Ride

After 2,000 miles, everything I said about the riding experience in my review last year is still true; it really is an excellent motorcycle for everything from short blasts to day-long trips, with excellent LED headlights making even cold, wet commutes tolerable. I've come to the conclusion that the Ninja name is a bit of a misnomer, with the previous Z1000 moniker more accurately reflecting its 'naked bike with a fairing' heritage. Try and slice down road with a body-forward position like on a true sportsbike and you'll find the Ninja to be a bit of an imprecise and overweight handful. Get on top of the flat, raised clip-ons and boss it around like you would a big naked bike and you find making smooth, rapid progress far easier.

The relatively high 235kg kerb weight, though low compared to the big adventure bikes, means that a smoother, flowing riding style is rewarded more than a high-energy stop/turn/go approach. The power reserves may not be prodigious compared to the likes of BMW's S1000R or XR, but what it gives up in top-end it makes up for in an engine that can pull smoothly from 1,500RPM in sixth gear without so much as a shudder. You can ride in any gear at any speed, the only feedback being a slight turbine-like whine and a satisfying wave of acceleration as you overtake anything on four wheels with ease. Explore the upper third of the rev range and things start to tingle through the seat and bars, with a bit more of a rasp from the otherwise muted airbox. But even wide-open and snapping through the gears with the quickshifter, you never have the same sense of awe and faint terror that you'd get on the old Fireblade. Nor do you get the same raw, angry roar that the Street Triple would emit when encouraged to really let loose, which is definitely something I miss.

The ride-by-wire throttle is direct enough, but the lack of an actual connection to the engine is certainly felt. This is not a fizzing, raucous machine, and were it not for the faint drone of the barely-audible exhaust at idle you could easily be convinced that this was Kawasaki's first electric drivetrain. I've been told that the fully-stock exhaust on my Yamaha T-Max is louder on approach than the Akrapovic silencer of my Ninja, and above walking pace the exhaust is entirely inaudible to the rider. I could invest in the matching set of de-cat headers and associated remap to liberate both noise and an extra 10bhp, or I could embrace the silence, slipping unnoticed between sleepy countryside villages and safe in the knowledge that I'm not going to find myself barred from riding in the increasingly noise-averse Austrian Alps. And with more than double the power of my V-Strom, sometimes it's better not to draw attention to oneself.

The brakes are excellent, though I'm sure some more aggressive pads would add a



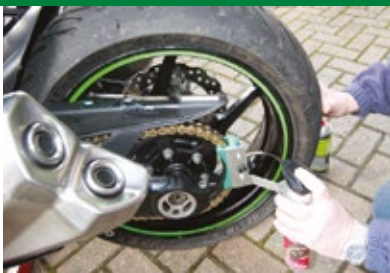
It looks good and cuts almost 3kg of weight, but the paperwork confirms that it's no louder than stock.



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bit of extra bite. The clutch is one-finger light and utterly unnecessary for upshifts, though I need to talk to my dealer about downshifts. In theory the quickshifter should auto-blip and make shifting down through the gears as seamless as it does going upwards. In practice it's anything but, and you get much smoother changes by dipping the clutch and handling things yourself. I need to find out if I'm expecting too much or if there's a problem that needs investigating.

The dashboard is easy to read and has all the data even I could wish for, though the interface for changing settings isn't as intuitive as it could be. In my experience, no-one has figured this one out yet, with both cars and motorcycles either relying on byzantine menus or complicated, memorised combinations of long and short presses of a few multi-function buttons. Resetting the various trip meters on the Ninja 1000SX is a bit like using morse-code to order a takeaway.

It has to be said, we're deep in serious nit-pick territory now. The distance-to-empty calculation on the dashboard is utter lies, ambitiously suggesting I can still get more than 100 miles on a quarter tank before rapidly changing its mind as reality begins to bite. In practice, averaging over 50mpg in mixed riding (which is impressive in and of itself) means more than 200 miles between fill-ups. It's not the 250+ miles I can easily get from the V-Strom, but it's better than the ~160 miles the T-Max manages. And given what I've heard about the new Ducati Multistrada V4's 35MPG thirst, I'll take what I can get! Kawasaki claim 19 litres of fuel capacity, but on one rather ambitious run to empty I actually managed to squeeze more than 20 litres under the filler cap, so it sounds like they're playing the opposite game to Triumph on that score.

The standard-fit Bridgestone S22's aren't fantastic, with questionable cold and wet grip, but at least don't exhibit any of the handling-blunting traits that OEM rubber reported on other Kawasakis. What looks like a pretty rapid rate of wear may end up being a blessing if I can throw on some Michelin Road 5 or Metzeler Z01 alternatives in short order.

I will admit that, when trickling through slower traffic on the commute, I have wondered if I shouldn't have taken the time to test out Kawasaki's closely-related Versys 1000 instead. It's an even softer version of the same engine hauling around an even heavier chassis, but it does have the more upright ergonomics I enjoy so much in adventure bikes. But once up to speed it matters far less, and the reality is that you never get the same direct connection to the front wheel that inspires so much confidence to press on through a set of risers. But the extra cost of a Versys makes the compromises it offers harder to stomach, and given the fact that I rarely carry a pillion these days, the Ninja still feels like the right choice. And it goes without saying that if I change my mind, you'll be the first to know.

Until then, I'm looking for every opportunity to get out on the Ninja, but still find my other two bikes receiving regular attention. My three-bike garage now has three sensible, touring-capable motorcycles, all suited to very different kinds of riding, and only time will tell if any of them end up gathering more dust than others. Then again, I do still have a couple of motorcycling niches left to fill...

Nick Tasker

TVAM CALENDAR

SOCIAL RUNS, EVENTS AND ONLINE SEMINARS 2021

Now we have scope for larger runs, if you have one for the calendar please send details to socialruns@tvam.org. Most of the seminars (orange) are on Wednesdays from 7.30pm but see individual entries in the earlier pages of Slipstream or groups.io posts/calendar for full details with dates and times.

JULY 2021

- | | |
|--------|--|
| SAT 17 | BREAKFAST RIDE TO LEPE (B)
Morning Ride, 130 mile round trip with breakfast stop at Lepe Country Park. Meet at ex Little Nellie's Diner, Newbury Road, Kingsclere, RG20 4TA at 8.15am for an 8.30am departure. Run leader Mark Spittles 07753 931570. RSVP on groups.io calendar. |
| SUN 18 | ST CRISPIN'S SUNDAY - STILL ON ZOOM 9AM
Hopefully the last meeting via Zoom. Get ready to be there next month in person. Link in groups.io allmembers calendar. |
| SAT 31 | WANTAGE & UFFINGTON WHITE HORSE LOOP (B)
Morning Ride, 80 miles round trip with Breakfast stop at Three Trees Farm Cafe. Return to Little Nelligs for 1pm latest. Meet at ex Little Nellie's Diner, Newbury Road, Kingsclere, RG20 4TA at 8.15am for an 8.30am departure. Run Leader Mark Spittles 07753 931570. RSVP on groups.io calendar. |

AUGUST 2021

- | | |
|------------------|---|
| SUN 1 | HORIZONS UNLIMITED - How to travel pack light - what kit you really need - Grant Johnson (see p7). RSVP on groups.io calendar. |
| SAT 7 | FIRST SATURDAY OF THE MONTH RUN (B)
Register with SAMs to sign up for their monthly ride. |
| SAT 7 | BREAKFAST RIDE TO CHOPPERS CAFE (B)
A short run of 75 miles or so to a coffee and a fatboy breakfast stop, back by midday. Meet at ex Little Nellie's Diner, Newbury Road, Kingsclere, RG20 4TA at 8.30am for a 9am departure. Run Leader Mark Spittles 07753 931570. RSVP on groups.io calendar. |
| FRI 6 -
MON 9 | OFF ROAD TRAIL RIDING - Steph Jeavons and MotoJunkies lead this off road trip using your own bikes. Exploring Welsh moors and mountains. 4 days/3 nights inc hotel (Edderton Hall Country House) dinner, breakfast, training and guides for 2 days. £495 single occupancy/£420 shared. Max 11 places. For further information see post on groups.io allmembers or contact events@tvam.org |
| SUN 15 | ST CRISPIN'S SUNDAY - THE REAL THING! 9AM
Members' monthly meet at St Crispin's School, Wokingham. |





WED 18

MAGELLAN TRAVEL - Top motorcycle destinations you never heard of. RSVP on groups.io calendar.

FRI 20 -
MON 23

PEMBROKESHIRE CAMPING TRIP - 4 day/3 nights in the countryside near the coast - £100 includes camping fees, facilities and food. Max 12 places. Two full days to explore the stunning roads with little traffic. If you do not have a tent - Bell Tents are available for 4 persons at an additional £20pp for the 3 nights. Cooking facilities included. For further information see post on groups.io allmembers or contact events@tvam.org



SAT 21

T-RUN Hosted by CLAMs (T)

All colour badges welcome, especially if an Observer from a different local team would like to come along and bring their Associate(s). 130 miles of varying roads starting from Blackbushe Airport, south-west down through the Surrey Hills to just north of Arundel (Whiteways Café), cross country to the A32 and Loomies, then back to Blackbushe Airport for final debrief. Meet for briefing at 9.15am for a 9.30am departure at Pathfinder Café, Blackbushe Airport, Camberley GU17 9LQ. For any queries contact Jez Brown - camberley@tvam.org

SAT 28

LUNCH IN WILTSHIRE WITH SOME GREAT ROADS IN BETWEEN (B)

Approximately 130 miles round trip finishing at Sutton Scotney around 3pm. Meet at ex Little Nellie's Diner, Newbury Road, Kingsclere, RG20 4TA at 8.30am for a 9am departure. Run Leader Mark Spittles 07753 931570. RSVP on groups.io calendar.

SEPTEMBER 2021

SAT 4

FIRST SATURDAY OF THE MONTH RUN (B)

Register with SAMs to sign up for their monthly ride.

SAT 4

POET'S CORNER (A)

A run across North Hampshire, Wiltshire and Dorset on some fantastic roads, further details to follow. Meet at McDonald's, Basingstoke Leisure Park, RG22 6PG at 8.30am for an 8.45am departure. Run Leader Mark Spittles 07753 931570. RSVP on groups.io calendar.

SUN 5

T-RUN Hosted by RAMs (T)

More details to follow.

WED 8

ELSPETH BEARD - motorcyclist and architect, and the first British woman to motorcycle around the world. RSVP on groups.io calendar.

SUN 19

ST CRISPIN'S SUNDAY - THE REAL THING. 9am

Members' monthly meet at St Crispin's School, Wokingham.

FRI 24 -

SUN 26

#40 7Ws TRIP TO LLANDRINDOD WELLS (T,B)

Sadly already booked up after previous cancellation.



Social Runs



Events



Seminars



Track Day/Training Run

All seminars (orange) bookable on groups.io via the RSVP in the message. Places for events (blue) bookable via the tvam.org webshop or as directed.

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.



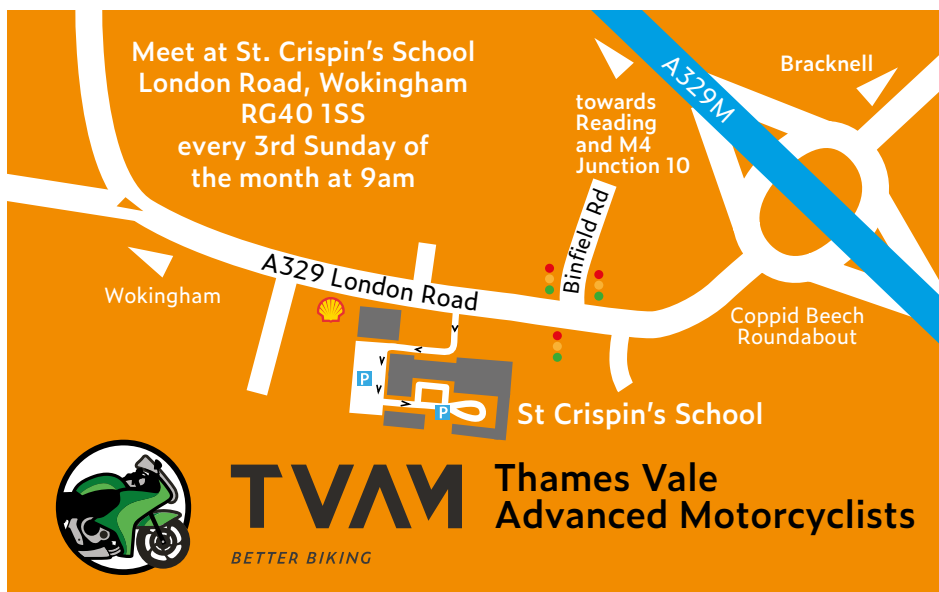
2021
Devitt MCN Festival
3-5 September
East England Arena
Peterborough

In 2019 I went along for a camping weekend at the MCN Festival. All I had to do was spend a couple of hours on the stand explaining who and what TVAM is. For this small sacrifice I got free camping, free entry, the ability to test ride the latest bikes with Ducati, Harley Davidson, Honda, Indian, Kawasaki, Royal Enfield, Triumph and even the new Zero. It's a fun, relaxed weekend, with plenty of shopping for new kit, bike parts, or even bikes, to be had for all, as well as entertainment such as a Moped Mayhem and the British Mini Bike Championships.

If you are interested in making new friends, camping for the weekend and chewing the fat with like-minded people and are free on the weekend of 3-5 September please contact me, Tony on mukatony@hotmail.com - I can also answer any questions that you have.

CLUB MEETS

We hope monthly meetings are returning at 9am on the 3rd Sunday of each month from July at St. Crispin's School, London Road, Wokingham, RG40 1SS. At the present time we have a Zoom meet on that Sunday – see groups.io or Slipstream for joining details.



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: Jekyll & Hyde, Hartley Wespall, Turgis Green, RG27 OAX
Time: 7.30pm

Camberley (CLAMs)

When: 1st Tuesday every other month
Where: The Bee, School Road, Bagshot, Windlesham, GU20 6PD
Time: 8pm (Apr, Jun, Aug, Oct, Dec)

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: Rideout first Sunday of the month.

Reading (RAMs)

When: First Wednesday 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: Join us – wags@tvam.groups.io
Time: Zoom call at 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 1: Last weekend of the month – see Slipstream or groups.io calendar
Meet 2: Wednesday following St Crispin's at The Crown, The Street, Swallowfield, RG7 1QY
Time: 7.30pm

OBSERVER CONTACTS

Aardvarks	Simon Whatley	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
Run Reports	Chris Brownlee	runreports@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 - Wednesday 28th July, 7.30pm

Basingstoke (BAR)	Dennis Lutley	basingstoke@tvam.org
Camberley (CLAMs)	Jez Brown	camberley@tvam.org
Great Northern (GNATs)	Gary Jackson	wycombe@tvam.org
Reading (RAMs)	Dana Gottschalk	reading@tvam.org
Slough (SAM)	Ally McCulloch	slough@tvam.org
Wantage & Newbury (WAGs)	Keith Miller	wantage@tvam.org
Wokingham & Bracknell (WOBOB)	Andy MacWalter, Ian Gaitley	wokingham@tvam.org
Green Team	Alan Hudson	greenteam@tvam.org

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Camberley (CLAMs)	Caroline Harvey	camberley.social@tvam.org
Great Northern (GNATs)	Gary Jackson	wycombe.social@tvam.org
Reading (RAMs)	Dana Gottschalk	reading.social@tvam.org
Slough (SAM)	Ally McCulloch	slough.social@tvam.org
Wantage & Newbury (WAGs)	Keith Miller, Mimi Carter Jonas	wantage.social@tvam.org
Wokingham (WOBOB)	Andy MacWalter and Ian Gaitley	wokingham.social@tvam.org
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TVAM is affiliated to
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Slipstream editor and designer: Salli G - slipstream@tvam.org

Editorial team: Kathy Wright, Nick Tasker, Robin Hennem and Paul Harris

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

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CLUB CONTACTS

Honorary Vice Presidents:

Nigel Fowler 1996, Richard Tickner 2005, Nigel Taylor 2010, Charon Willis 2016

Committee (committee@tvam.groups.io): Who are they? Photos on groups.io

Chairman	Barrie Smith	chairman@tvam.org
Chief Observer	Chris Brownlee	chiefobserver@tvam.org
Secretary	Adrian Ellison	secretary@tvam.org
Treasurer	Bjorg Arnadottir	treasurer@tvam.org
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Slipstream Editor	Salli Griffith	slipstream@tvam.org
Events & Promotions	Phil Donovan	events@tvam.org
Green Team Leader	Alan Hudson	fullmembers@tvam.org

Committee Meetings: These are held at James House, Mere Park, Dedmere Road, Marlow, SL7 1FJ

Next Meetings: (M – Marlow/Internet), 10th August (I), 14th September (I), – all meetings normally on second Tuesday of the month at 7.30pm. If a member wishes to attend they should contact Adrian Ellison – secretary@tvam.org before the meeting date.

Special Roles:

Advanced Bike Control	Chris Caswell	advancedbikecontrol@tvam.org or abc@tvam.org
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BikeCraft	Di Woodcock	bikecraft@tvam.org
Bike Maintenance	Phil Ryan	bikemaintenance@tvam.org
Café and Stopover Database	Chris Brownlee	cafedatabase@tvam.org
Events Diary (non-run events)	Phil Donovan	eventsdiary@tvam.org
Girl Torque	Alie Ball, Salli Griffith	girltorque@tvam.org
Groups.io Support	Andy Wedge, Chris Brownlee	groups.io@tvam.org
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Look Lean Roll		llr@tvam.org
Merchandise	(to order items away from St Crispin's)	merchandise@tvam.org
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Pillion Rider Course	Alan Hudson	prc@tvam.org
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RideOn	Training Team	trainingteam@tvam.org
Run Leader & Back Marker Course	Issy Griffiths	runleaderbackmarker@tvam.org
Social Media	Kyriakos Chrysostomou/Aaron Braich	socialmedia@tvam.org
Social Run Co-ordinators	Alan Hudson/ Salli Griffith/Phil Donovan	socialruns@tvam.org
St Crispin's Sunday Runs	Alan Mossman	sundaysocialruns@tvam.org
Tea & Coffee Bar at St Crispin's	Roger and Marianne Lindsay	coffeebar@tvam.org
Toy Run	Steve Harris (volunteers for Dec Toy Run)	toyrun@tvam.org
Track Skills Days (Training)	Dave Hepworth	circuitsskills@tvam.org
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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