

# SLIPSTREAM

THE MONTHLY MAGAZINE FOR TVM MEMBERS

*JUNE 2022*

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Me and my mate  
John McGuinness at  
the Marshall Honda  
Reading opening



## FROM THE LAPTOP

### CONTENTS

Roll of Honour	4
From the Chair	5
IAM RoadSmart	
Skills Days	6
Living with an XR	8
Back from 3Rs	14
Welsh Wanders	18
ABC review	20
Marshall Honda	
Reading opens	22
Legal Eagle	24
TVAM Calendar	27
Club Meets	32
Observer Contacts	33
Local Team Contacts	33
Club Contacts	34

Weather's not too bad and I see all over fb and groups.io that many of you are off on trips here and abroad. Safe travels and if you have any good stories to tell, we are all ears on the editorial team!

I've just been to the new style 3Rs weekend in Llandrindod Wells – and a jolly good time was had by all. Much concentration by a happy group of Full Members on those road skills that we need to keep tuned with the help of our band of Observers making it a very worthwhile trip. And, after all, we were in Wales, so what's not to enjoy!

A couple of weeks prior to this I dragged Kathy Wright and Issy Griffiths off on my reccie trip for one of the Friday runs there, stopping at the Old Prison in Northleach on our way back for lunch – highly recommended! Court room and cells are there for viewing. We paid our bill and managed to escape!



Enjoy the weather, your trips, track days, training and those all important times out on the road with friends. Meanwhile enjoy *Slipstream*, next month's is already looking busy!

Sally G.

Slipstream Editor





# TVAM ROLL OF HONOUR

BETTER BIKING

## NEW MEMBERS IN MAY

Simon Binnie  
Clifford Bunce  
Simon Corcoran  
Chris Cox  
Bob Cross  
Robert Doe  
Judith Fletcher  
Abdul Haseeb

Steve Jones  
Paul Kelly  
Tom Lyons  
Carl Nelson  
Mark Oakton  
Tony Stanley  
Ioannis Stergiannis

## LATEST TEST PASSES

### Candidate

John Endean  
Samantha Grant  
Abhinav Singh  
Dave Williams  
Paul Williams

### Observer

David Parker  
Mike Aitken  
Geoff Pretty  
Carole Hooper  
Charon Willis

with a FIRST Pass

## NATIONAL OBSERVER VALIDATION

Andrew Storey

## TRAINEE OBSERVER VALIDATION

Stephen Gray  
Danny de Matos



*Newly qualified TOB Stephen Gray and Full Members at St. Crispin's May meeting*

## FROM THE CHAIR

I'm writing this having just returned from an amazing weekend away in Wales with the Club. We re-launched 3Rs as a training weekend specifically for Full Members with the aim of providing a balanced weekend of social riding and training and what an incredible weekend it turned out. It involved 30 people, with a mix of 10 Observers and 20 Full Members. As recently with 7Ws we stayed at the Metropole Hotel in Llandrindod Wells, a place that the Club knows really well, as we wanted to go to an area where we knew the roads and quality of accommodation.

We met at The Wandering Kitchen in Wallingford for breakfast and a briefing, before three social rides set off to Wales. Led by Jeremy Davies, Salli Griffith and Simon Whatley, they all took completely different routes to our destination for the weekend. Thanks to the three of them for arranging these rides.

The Saturday introduced the training element for the weekend and saw us split into groups of three, with one Observer and two Full Members to carry out an Advanced Plus style ride for the day. I worked with two members who both wanted to develop their ability to maintain their pace, where safe to do so, in bends. We started by taking a look at where they sat in comparison to the IAM RoadSmart test standard and then built from that position. We worked on scanning the road, best positioning for the bend and developing our throttle sense. Both developed well and our key learning point was 'read the road, don't just ride it'.

On the Sunday, the majority of people selected a ride to return them back to a choice of finishing points. Tom Gray lead a run back to Blackbushe, Paul Kilby lead a run back to Marlow and I led a run back to Bracknell/Wokingham. It was great to see and hear about the excellent riding standard on the rides back as well as the whole weekend.

3Rs appears to have been a great success and I'd like to pass on my thanks to the organisation team of Tom Gray, Nina Bosley-Gray and Paul Kilby. They did a great job of organising and running the weekend and made it seamless and enjoyable for all who attended. I'd also like to thank all of the Observers for their efforts in putting together routes and development sessions for the benefit of the Full Members. Finally, I'd like to thank the Full Members for embracing the weekend and being open to learning on the Saturday and generally putting into practice what they had worked on. I'm already looking forward to the next one.

The Calendar is getting full of riding opportunities for all members within the Club this year. All local teams are regularly offering social rides and any member can join these by becoming a member of that group on groups.io and then putting their name onto the database or RSVP event for the ride (see page 27).

Associates looking for rides could consider the training runs (T-runs) that are being advertised by the local teams. These are designed to give Associates coaching sessions on their riding in an informal manner. The runs generally comprise an Associate, or two, riding with an Observer and then receiving verbal feedback on their riding without the formality of a run



report form. Some T-runs use a starburst approach and others carry out observed sessions within a larger ride. Most T-runs offer a social ride in the afternoon to allow Associates the opportunity to practice what they have worked on in the morning sessions. Keep an eye out in Slipstream and on the calendar and event reminder on groups.io for further information about these.

Unfortunately, we have had to cancel the Austin Vince seminar event for June due to a low take up. This may well be down to the fact that members are out riding in the lovely evenings that the summer season brings, so we'll look to set another date in the future, perhaps when the evenings draw in, to enable members to come and listen to Austin's enthusiasm of all adventures on two-wheels!

Whatever you're doing this month, enjoy the good weather and your riding.

**Barrie Smith**  
**TVAM Chair**



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## IAM MOTORCYCLE ROADSMART SKILLS DAYS 2022



### June

- Thursday 30th June – Croft

### July

- Tuesday 5th July – Mallory Park – Ladies Day
- Tuesday 12th July – Thrupton

### August

- Monday 8th August – Blyton Park

### September

- Tuesday 6th September – Thrupton
- Tuesday 20th September – Mallory Park
- Monday 26th September – Thrupton



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## Living with an XR

### A 40,000 MILES ROAD TEST

The BMW S1000XR was a bit of a Marmite machine when it was first launched back in 2014. The first generation machine had the looks of an Adventure bike but an engine derived from the out-and-out S1000RR sports bike. Many GS riders tried them only to be put off by the four cylinder engine buzzing away and the fear of losing their license due to the way it so easily gobbles up the road. Sports bikers though loved the space the machine gave them with the more relaxed upright riding position yet retained performance very close on the road (and track) to that of their existing bikes. No more tummy-on-the-tank issues or aching elbows and the ability to pack luggage for those trips away. A winner!

I came to my XR in 2016 from my second K1300S sports tourer which was a model then being discontinued. For me the K Series ticked the boxes of lots of easy performance with touring capability. I was persuaded to test ride an XR as an alternative and within 200 meters of leaving the dealer's I was hooked. It actually steered when you turned the bars rather than the K where you sent a postcard to the front wheel when a corner was coming up. So how does it stack up after nearly 6 years of ownership and 40,000 miles? And why didn't I swap it for a newer machine after a couple of years as I normally did?

#### **Let's firstly run through the 'improvements' I've made and why.**

The most obvious concern to someone of my stature was the seat height. With a 840mm high seat this is a tall bike. I can't get both feet on the ground at the same time. The lower seat option only dropped it by 20mm and was rather lacking some creature comfort where it mattered so I instead braved the height and went for the



posh HP seat with the letters 'XR' embossed in red on the back – vain or what, but it still looks good. What I had to perfect though was planning every stop and getting the correct foot down. My slow riding also improved!

As this was possibly not a 100% guaranteed solution crash bungs were ordered from new, and yes, each side has been tested once during the past 6 years. The first when my foot went down a drain hole when being dropped as a marker on a grass verge and the second when paddling the bike backwards in a lay-by. Lessons learnt – look where you're putting your feet when stopping on grass and don't paddle the bike backwards but get off and wheel it as recommended in Roadcraft. But the crash bungs work at zero mph, only that rock in the lay-by did dent the very expensive Akrapovic exhaust.



The next care related extras were the radiator grills and front mudguard extender. I'd never seen a bike with so much expensive radiator exposed with so little protection. The R&G grills and carbon fibre mudguard extender have done their job as far as I can tell. No stone dents or water leaks so far. I also found some plastic bungs on eBay to tidy up the frame drillings (see photo left).

Then we come to the headlight. The XR came with an LED daytime riding light. A single vertical bar just 120mm long – 5 inches – which most would agree is not a lot. On a sunny day it's easily lost

amongst other bright reflections and if you think most car drivers are already not looking for a bike let alone a small, vertical LED strip at junctions, my thoughts were this was not a good solution. Out came the standard H7 dip beam bulb to be replaced with a H7 HID unit made in Germany. Is it legal? Is my life worth it? Since fitting it I've not had any issues with other road users not seeing me and I'd argue it's only as bright as the daytime driving lights you see on many modern SUVs. At night it's a bit bright but the main beam is brighter still – and I'm not being flashed by other road users which is my usability test.

Still on the subject of not being seen, the horn on most motorcycles are, I think we'd agree, a bit weeny. Cloistered in their Audis, Mercs, and BMWs whilst probably on the hands-free 'phone they hardly penetrate the unsuspecting drivers' consciousness. Given most drivers also relate sound to vehicle size this doesn't help even if they do hear you. The answer – a Denali SoundBOMB air horn. At £35 it's a winner for me. Seeing drivers jump out of the way when they think something the

size of an HGV blasts them is most satisfying!

Moving rearwards the next change was the windscreen. Out-of-the-box the 1st generation XR was not a quiet ride with lots of wind buffering. It sounds like a big flag constantly flapping just above your head. Ear defenders help but on long motorway trips the noise is not good. The solution I came to (much too late after five years) was to replace the standard screen with an MRA screen, again made in Germany. For a little over £100 this has transformed the ride and I can now actually hear the engine above 50mph and even leave my visor open above 30mph. A must-do change for anyone planning a ride over a couple of hours on one of these 1st gen machines. I don't know about wind noise on the 2nd gen, as the screen is different, but some owners have complained of the same issue in conversations.



Luggage was one of the attractions of the XR so I specified panniers from new. And yes they've been in the garage loft ever since I rode it home. Why? 'Cause they are huge, make the bike look like a pregnant bumble bee and filtering is almost impossible. The solution - I bought the BMW semi-rigid top bag which hooks onto the rear rack. It's large enough to stow gear for a 10 day trip around France, as long as you leave the hair dryer at home and are prepared to rinse through a couple of tee shirts and pants along the way. We're planning to do Scotland NW500 this Spring so with the variable weather (wet, cold, hot, who knows) I might get the panniers out for the first time in nearly 6 years to stow the range of gear I'll need.

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## What's life been like with the XR?

Well, it does everything I want it to do and does it very well, to a level beyond my riding skills. From touring, track days, coaching on Skills Days at Thruxton, observing for TVAM and social rides out, it keeps up with everything else (even RR's). Under the seat I stow two (different) types of puncture repair kits, gas cylinders, spare headlight bulb, tool kit and a set of waterproofs. A small rear box holds the paperwork for observing, spare gloves, shades, cap, drink, etc. which is replaced by the BMW bag when on longer trips.

Importantly it hasn't let me down. It's been around France and the Pyrenees at least 3 times, Nurburgring trips with TVAM twice, and Wales probably 20 times. It does 5 or 6 IAM Track Skills Days around Thruxton each summer and a few thousand miles observing each year, these though at a much slower pace.

It's been serviced regularly every 6,000 miles with the two big (expensive) services at 18 and 36,000 miles. Otherwise it's been consumables like tyres (regularly), a new battery at 3 years, chain and sprockets after 29,000 miles, and new front discs and pads at 32,000 miles.

I stripped the rear suspension and re-greased the bearings at 26,000 miles and replaced the side stand brass bearing insert after 5 years as the lean angle was getting worryingly high.

Age related work has been to change the cam chain adjuster cap, which cost £23, to stop the chain rattle, especially on start-up from cold. It's a BMW part and recommended after 9,000 miles but they hardly ever fit them at a service. I fitted mine at 37,000 miles and the engine now runs much quieter and the rattle at cold start-up has largely gone.



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I've also just replaced the left footpeg mount around which the gear lever moves as this too was getting wobbly – a sure sign of middle age! At £35 it was cheap for a BMW part.

Lastly we come to the exhaust valve! Clearly made just to get the machine through type approval testing the exhaust valve flapper is an integral part of the 4 into 1 main exhaust system which goes from the cylinder head round to the slip-on muffler and includes the catalytic converter. The valve probably costs £25 to make but it's welded into a part costing over £3,000.

Mine stopped working this last winter in a partly closed position. Hmmm I thought, this bike is getting smoother and quieter with age – only to discover the valve wasn't moving. Another TVAM member's jammed fully open recently and boy was it loud when burbling through town. There's nothing on the dash to show the fault and only when connected to a diagnostic analyser do the error codes come up. Mine had three going from; "valve operating range incorrect", through; "valve not operating" to finally; "lost communication with valve actuator". Yes, the electronic actuator was bust, possibly as a result of the mechanical valve becoming very stiff or seizing. Replacement actuator from BMW £170! – eBay £60 from a bike being broken by a dealer. No contest and 30mins to fit with the help of a bit of string and a 10mm spanner. The flap took a lot longer to get moving freely with a lot of YouTube videos on how to get access to the bearing and which high temperature lubricant to use. Fingers crossed it'll now work for another 36,000 miles.

### **But why have I kept the bike this long?**

Firstly, because I just love it. Luckily mine doesn't suffer from the vibrations some riders complained of, but having ridden 4 cylinder bikes most of my riding career maybe I'm a bit immune.

Secondly, because the XR dropped in value from new like a stone in a muddy pond. Add in the mileage I was doing and the depreciation on a 2 year old XR with over 15,000 miles on it was enough to make a grown man cry. It does mean that they make great buys if you're in the market for a second hand one though. And if I



changed it what would I get but the same with a smaller number on the odometer and many thousands of pounds less in my bank account. At 6 years old with 40,000 miles on the clock annual depreciation is now almost zero as it's not worth very much anyway.

Lastly, because I think it still looks good, possibly better than the 2nd gen bikes (my personal view) which come in a limited range of colours. Why would I pay BMW extra money to have one in their team colours?

But do I miss the upgrades on the

2nd Gen? Certainly the large TFT screen looks good but as a consolation I treated myself to a Garmin XT satnav which also has a TFT screen. It doesn't integrate with the BMW thumb wheel but do I need to know my lean angle or average throttle opening? (Usually only around 9% by all accounts).

I was hoping the shift cam engine would have trickled down from the RR but that wasn't to be – but why would you need more than 160bhp in an adventure bike anyway? I've only ridden a 2nd gen machine a short distance so it's difficult for me to compare new with old. I arranged a test ride when they first came out but a red engine fault light came up after a couple of miles so had to take it back. In that short distance it didn't feel that different and the reviews I read around the time of the launch said it possibly wasn't worth changing if you already had a series 1. What I do hear is the engine is more refined and has lost the 'manic teenager' mode above 8,000 rpm when the front goes light and it is possible to literally rip up the tarmac (yes, I did that apparently in France on a hot day – unintentionally obviously).

So there we have it. I'm trapped by depreciation and by having invested £s in keeping the bike running in good mechanical condition. I love what it does as a bike and haven't yet found the motivation or had a compelling desire to buy anything else. As it's reached 'middle age' it's become more of a project as well as my ride. I was recently offered an XR engine with just 4,100 miles on it for £1,500. But what would I do with it? Do these engines fail? I haven't seen anything to say they do, so fingers crossed....

## Andy Slater







## FEELING BLESSED

3Rs – a pared down version of 7Ws in name only. I can't actually remember what any of the 'R's are but I'm calling all of them awesome. The format was conceived by the Training Team for Full Members to have observed rides in a two-to-one group, just so we don't forget that we should never stop learning. Things that I learned: 1) Avoid tractors – even if you can't see them: they lurk behind hedges, awaiting unsuspecting bikers. 2) Welsh squirrels are madder than English squirrels: they will run down the middle of the road for at least half a mile before casually diving for the hedge (thanks John). 3) Don't drop your electronic airbag jacket on a crowded cafe floor or it will go off with a loud "BANG!", startling the natives (thanks again, John).

I've been a full member for three years or so and whilst I will always jump at the chance to spend time on the awesomely swoopy, pothole-free roads of Wales surrounded by majestic scenery, the added benefit of spending time with like-minded bike-mad people, and learning from them, makes it into just about the most perfect way to spend a weekend I can think of (special thanks to Phil Jones, our Observer for the day – legend!)

As I sat in the Metropole Hotel dining room on Saturday night surrounded by 28 members, TObs, LObs, NObs (and possibly other acronyms that my tiny mind has difficulty retaining), I had cause to reflect on the wealth of knowledge and experience surrounding me – all at our disposal, freely and willingly given for the benefit and safety of our biking community. And those 28 people are just a fraction of the expertise contained within the club. And I feel humble and blessed to be part of it.

**Xanthe Scott**



*Saturday Night Take-away!*

# READ THE ROAD DO

## KEEP ON LEARNING

My previous attendance at weekends like the 7Ws and the 3Rs falls before the events of the last couple of years. More importantly though whilst attending them I was an Associate. It has not passed me by that when making that journey from Associate to Full Member my priority for such weekends would be lowered. As someone who loves to learn this was definitely a downside to passing my test last October. Therefore, when I learned that the 3Rs would be a training weekend for Full Members, I had to get my name down.

I have just arrived home after a weekend of lovely weather and fantastic riding. It has been invaluable in so many ways; the wealth of knowledge and experience on hand; the like-minded social interaction and humorous stories; the fantastic roads and, of course, the cake, coffee, and ice cream. It is however the combination of all of these things that makes it such a wonderful experience. The environment that all of these create is perfect for enjoyable learning and self-development. Being able to immerse yourself in advanced riding in a fun and supportive way makes things so much easier and with everyone else doing the same it is such an enjoyable shared experience.

I would highly recommend it to anyone in the club and I will be keeping a keen eye out for the date of the next one!

**Ian Hadaway**



# ON'T JUST RIDE IT!



## Advanced Bike Control course - RAF Odiham - 24th April

I just wanted to say a HUGE thank you to the TVAM team that run this course. It really is invaluable as part of any bike training repertoire in my view and done in a concise and super fun way. Miles of smiles and a lovely bunch of new people to meet too.

Covering slow speed manoeuvres, counter (positive) steering and advanced braking techniques but where the theory/physics is explained thoughtfully and without impacting the practical sessions. The day breaks down 'simple but complex' things into easy to grasp chunks to really embed the learning.

From huge Harleys, adventure bikes with knobbly tyres to super sports bikes, it was fascinating to watch how they all progressed with the training over the day.

The instruction and exercises are top notch and to get to execute them on sticky tarmac with no traffic is a huge bonus. Plus the experience of Chris and his team shows that you're in extremely good hands.



I passed my initial basic test 18 years ago so I had never done any form of proper 'cone' (slalom) or figure of 8 activity before. Coupled with the awful turning circle and weight of an S1000RR, the slow speed exercises and breaking down the braking elements of the course really inspire confidence in managing a hefty sports bike.

So big ups to this course. For £25 it REALLY is a bargain and will prep you into taking your riding to new levels, even if you've passed your Advanced test.

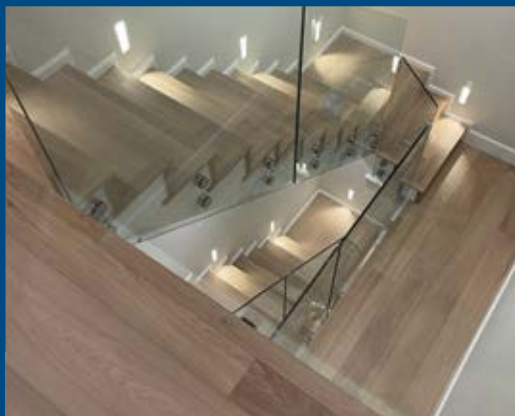
It also inspired me to invest in more bike training (IAM and other) to learn further bike control techniques. One very happy (if tired) bike bunny here!

Thanks to Simon for the pic

**Katia Lindroth**



# WHEN IT COMES TO QUALITY



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# WELSH WANDERS



*"The fun factor is back! Smaller groups. Great roads."*



*"Amazing array of road types!"*



*"What did you enjoy the most?"*

*"Riding the road to Dalfor with Charon!"*





*"Fantastic route, amazing scenery in parts of Wales I've never seen."*

It occurred to me that I had never been to Wales in all these years without "working" in some way; having to organise informal observed rides; observing in the runs; sorting out itineraries etc. Ian, Ness, Andy and I decided to create a brand new trip to Wales that was purely a social ride. After Ian came up with the name and our lovely mate Salli designed us the beautiful dragon logo, the Welsh Wanders was born.

The four of us took thirty-four hardy souls on the first trip in late April. All arrived safely at the Commodore Hotel, albeit contending farm vehicle blocked tracks, much leaning of bikes, folding of mirrors and avoidance of extreme uphill slopes!

The Commodore, as usual was home from home. Andrea and her team made us all so very welcome; fed us and watered us well and let us have the run of the place. It was lovely to be back.

Three runs set off the next day in gorgeous sunshine. And all I did all day was ride my bike with a big smile from the sheer joy of it all. Ian D took the run up to Lake Vyrnwy over the Hellfire Pass and then to Lake Bala for lunch. From there, we rode over to Tywyn, past Lake Mwyngil which is so beautiful and arrived on the seafront. We



*"Elan Valley rocks!"*

*Next one - 23rd-25th September*

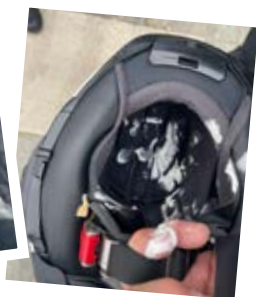
parked up the bikes and walked over to the ice-cream kiosk. Nick, being a mindful biker, did up his helmet; hooked it over his arm and walked across the road with it. "Mr Whippy with a flake please," he requested. Unfortunately, he suffered a catastrophic cone failure with the contents finally ending up deposited in his helmet!

After a lovely run back on Sunday, I can only say what a huge joy the whole weekend was for all four of us. No pressure, great company, and brilliant days of riding. So happy were we with the weekend that we've already booked September and trips for next year,

So check your Slipstream and groups.io calendars and come and join us, all badges welcome.

Thank you everyone who came along. You made the weekend.

**Louise Dickinson**  
**Welsh Wanders Organiser**



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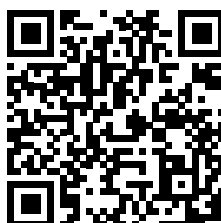
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# Marshall



# New Dealership



## Marshall Honda Reading Bikes

officially launched their brand new dealership on 7th May to the public and what a day it was! With over 100 attendees and various activities throughout the day the new dealership certainly started off on the right foot.

The new showroom was bustling with crowds in the various zones with some eyeing up the Africa Twin's in the Adventure zone to the next generation of riders looking to try out the rolling road in the learning zone.

The highlight of the day however, was without a doubt, the visit and interview from members of the Honda Racing UK team, who answered questions from the audience and then stuck around to sign autographs and have a chat. **John McGuinness, Tom Neave, Takumi Takahashi** and **Ryo Mizuno** were all in great form as they tested their lap times against the audience on the bike simulators with John even testing out the rolling road to its maximum potential!

The **meet the supplier zone** was a popular section where attendees could meet a range of local groups and suppliers such as The Honda Owners Club, Oxford Clothing, Data Tool, RG Racing and of course Thames Vale Advanced Motorcyclists.

To check out the new dealership yourself come down to **Rose Kiln Ln, Reading, RG2 0JZ** or call and ask about the rideouts that are regularly hosted on **0118 911 3067**.







## 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](mailto:gavin@whitedalton.co.uk)

### Defective Bike - Dealership

Nothing quite takes the shine off a new bike purchase than a fault appearing. I am sure we have all been there and some dealers are better than others at putting things right, but where do you stand legally?

The law is simple enough, you are protected by the Consumer Rights Act 2015. This piece of legislation applies to lots of consumer transactions, and that is the starting point, you must be a consumer to benefit. Business to business contracts are excluded.

So, if you have just purchased a shiny new [insert the bike of your choice here] and a fault appears you have the absolute right to reject it within 30 days. This is an absolute right. You do not have to allow the dealer any opportunity to fix the fault, you can simply hand the keys back and ask for a refund. This only applies if a fault appears; you cannot reject the bike if you no longer like the riding position or colour. You must stop using the bike if you reject it. Do not keep putting mileage on the machine, as clearly, you have not rejected it if you continue to use it. Expect some pushback from the dealer. Don't forget dealers want to sell new machines, not have them back in the showroom but the law is clear on rejection. They don't have any choice.

If you love your new machine and want to allow the dealer to rectify the fault that is fine. You can do this and actually 'pause' the 30-day rejection right. Get this in writing from the dealer! Don't do it in a phone call. You are actually being more lenient by allowing a repair, as the legislation gives you a stronger remedy of rejection. I see this more often since COVID-19 as there has been a supply issue with new bikes. Customers are actually fighting over limited supplies so I can see it sometimes makes sense to want to have a repair carried out, rather than hunt for a new machine. You can ask for a replacement bike instead of a refund, but you still have the issue of limited supply.

The law changes outside of the initial 30 days, paused or not. The automatic right to reject is lost and you must allow the dealer one opportunity to repair the machine. This must be done within a reasonable period of time and without significant inconvenience to you. The costs incurred in repairing the machine need to be borne by the seller. If your machine is sat in a dealership for 90+ days, awaiting repairs, this isn't

really reasonable, and you may want to move to reject. If you reject at this juncture the seller is entitled to reduce the refund to take into account, the age/mileage and use of the machine. For example, a bike with 1,500 miles on the clock is likely worth a few thousand pounds less than a brand-new machine of the same spec.

You can keep the bike and ask for a price reduction. You might actually be pushing at an open door with this request. The dealer doesn't have the hassle of needing to fix a bike and, if they are cash rich, a small refund might be their preferred option. It also helps their sales figures, as dealerships are assessed by big bike manufacturers on the number of items they sell.

Within the 6-month rule the law sides with you in as much as the defect complained of may be regarded as being present at the time of manufacture. This is quite different outside of the 6-month rule, as you would need to prove that the defect existed. This is usually done by way of expert evidence i.e. an engineer is tasked with assessing the machine and providing a report. If you are unlucky enough to have to go down this route, budget in the region of £2,500 to £3,500 for such an in-depth report. As a solicitor, I would be advising my client that such a report needs to comply with Part 35 of the Civil Procedure Rules, as if the dealer doesn't agree with the finding and the matter becomes litigious, then I would want the court to grant permission to use such an engineering report within those proceedings. Part 35 is simply a declaration from the engineer that he/she is providing an independent report on their findings to the court/judge, and they are not partisan or providing a report for one party's benefit, notwithstanding the fact they were paid by that party.

Not all defects are obvious, and I have had to explore this route previously with gearbox failures. One particular case remains in my mind, where a biker's rear wheel locked up and spat him off at motorway speed. The bike was recovered, and the sealed gearbox opened up by an expert, only to find a mess of metal teeth spill out. That case was won on a 100% basis, notwithstanding the dealer having no knowledge of the defect (how could they, the gearbox was a sealed unit). The law really is on the side of the consumer in such cases.

I have come across some instances where the dealer tries to 'fob off' the buyer, telling them it is a manufacturing issue, and they need to contact them. No. Your contract is with the seller, not the bike's manufacturer. This is simply wrong in law. It usually happens when there is a difficult-to-fix defect and they have already had multiple attempts at fixing it.

### **Defective Bike – Private Sale**

This is an entirely different kettle of fish. Caveat Emptor is the name of the game here; it is incumbent on the buyer to find the faults. The duty rests solely with you. You do not enjoy the same protections offered by a business seller. However, all is not lost. The seller cannot misrepresent or induce you into a sale by providing inaccurate or incorrect information. The Misrepresentation Act 1967 is of assistance here, but you need to be inquisitive. You cannot rely on a term in the sale advert stating the bike was 'in excellent condition' when it later turns out it has been damaged and repaired. You need to ask the seller 'has this bike been damaged and then repaired?'. Any inaccurate or misleading response may open up the case for a claim.

# Nick Robinson

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# TVAM CALENDAR

## SOCIAL & TRAINING RUNS, TRACK DAYS, TRIPS & EVENTS 2022

If you have a run for the calendar please send details to [socialruns@tvam.org](mailto: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!

### JUNE 2022

WED 15	<b>GNATs MIDWEEK EVENING RUN (B)</b> Midweek evening run. See GNATs database for details and to sign up.
FRI 17 – SUN 19	<b>WAGS IN WALES - ASSOCIATES TRIP</b> Back in the calendar, a weekend in Wales for any Associates wanting some great roads and company to hone their skills. More details to come on <a href="https://groups.io">Groups.io</a> calendar or contact Mimi – <a href="mailto:mimiceej@hotmail.com">mimiceej@hotmail.com</a>
SUN 19	<b>ST CRISPIN'S SUNDAY - 8.45am</b> Members' monthly meet at St Crispin's School, Wokingham. Observed rides for Associates and Social Runs for Full Members.
WED 22	<b>VALLEY OF THE ROCKS - EXMOOR (A/B+)</b> A long day's ride to Exmoor (350+ miles). Due to distance any interested Associates should contact Mark before signing up. SatNav route available. Consider carefully if you can do the mileage. Return by 8pm. Meet Andover Services, A303 Westbound at 7.30am for an 8am departure. Run Leader Mark Spittles 07753 931570. Limited to 10 riders – see calendar <a href="https://groups.io">Groups.io</a> for booking your slot.
WED 22	<b>GNATs MIDWEEK EVENING RUN (B)</b> Midweek evening run. See GNATs database for details and to sign up.
SUN 26	<b>RAMs GREEN TEAM RUN</b> Details to be posted on <a href="https://groups.io">Groups.io</a> . Contact Dana or Ben with any questions at <a href="mailto:reading@tvam.org">reading@tvam.org</a> . Sign up on RAMs database.
SUN 26	<b>WOBMOB MONTHLY SOCIAL RUN</b> Full details on WOBMOB <a href="https://groups.io">groups.io</a> calendar two weeks before the run. Sign up on WOBMOB database.

Social Runs
  Trip
  Events
  Track Day/Training Run/Training Trip

WED 29	<b>GNATs MIDWEEK EVENING RUN (B)</b> Midweek evening run. See GNATs database for details and to sign up.
<b>JULY 2022</b>	
SAT 2	<b>SAMs FIRST SATURDAY RUN (B)</b> Meet at Jenner's Cafe, Ray Mead Road, Maidenhead, SL6 8NP at 9am to join SAMs run. See calendar on Groups.io for any changes .
SUN 3	<b>GNATs FIRST SUNDAY RUN (B)</b> Join the GNATs for their first Sunday of the month run. See GNATs database for run details and to sign up.
WED 6	<b>GNATs MIDWEEK EVENING RUN (B)</b> Midweek evening run. See GNATs database for details and to sign up.
SUN 10	<b>TRAINING RUN - hosted by WAGs (T)</b> Join the WAGs T-Run. All Observers, TObs, Associates and Full Members welcome. Two informal observed runs in the morning for Associates/Tobs, also available to Full Members. After lunch there will be a marked social run. Meet 10am at Wantage Market Place, OX12 8AB. See groups.io calendar for more information.
WED 13	<b>GNATs MIDWEEK EVENING RUN (B)</b> Midweek evening run. See GNATs database for details and to sign up.
SAT 16	<b>ADVANCED BIKE CONTROL (ABC)</b> From slower manoeuvring through to higher speed control and advanced braking techniques. Held at RAF Odiham, Hook, Hampshire, RG29 1QT. This course is just £25 and you can book (and pay) via the TVAM webshop – tvam.org. See Groups.io calendar for full details. Any questions contact Chris Caswell – abc@tvam.org
SUN 17	<b>ST CRISPIN'S SUNDAY - 8.45am</b> Members' monthly meet at St Crispin's School, Wokingham. Observed rides for Associates and Social Runs for Full Members.
WED 20	<b>GNATs MIDWEEK EVENING RUN (B)</b> Midweek evening run. See GNATs database for details and to sign up.
THU 21 – SUN 24	<b>OFF-ROAD WITH GLAMPING, MACHYNLLETH - IMPROVERS</b> <b>NICK SANDERS EXPEDITION CENTRE</b> Contact phildon3@gmail.com
SUN 24	<b>RAMs FOURTH SUNDAY RUN</b> Details to be posted on Groups.io. Contact Dana or Ben with any questions at reading@tvam.org. Sign up on RAMs database.
SUN 24	<b>WOBBMOB MONTHLY SOCIAL RUN</b> Full details on WOBBMOB groups.io calendar two weeks before the run. Sign up on WOBBMOB database.

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SUN 24	<b>KEITH'S ANNUAL ISLE OF WIGHT FORAY (B+)</b> It's a long day! Be at Chieveley services (M4 Jcn 13) at 7am for the briefing with a prompt departure at 7.30am. Back to Chieveley no earlier than 8.30pm. About 205 miles. Costs: Ferry £40 return, (negotiating a group rate – do not book your ferry ticket until told to). Limited numbers (20) so please RSVP to the calendar invite and email Keith Miller at mybikeruns@outlook.com. Once your place is confirmed Keith will email you directly with a 15% discount code for the ferry. See groups.io calendar entry for more details.
WED 27	<b>GNATs MIDWEEK EVENING RUN (B)</b> Midweek evening run. See GNATs database for details and to sign up.
<b>AUGUST 2022</b>	
WED 3	<b>GNATs MIDWEEK EVENING RUN (B)</b> Midweek evening run. See GNATs database for details and to sign up.
FRI 5 – SUN 7	<b>WALES CAMPING AND TOUR</b> Staying at a private campsite reserved for TVAM only near Hereford with a cook hut, firepit and BBQ. The event includes led rides on some of the best roads Wales has to offer as well as group rides there and back. The cost includes food for breakfast, soft drinks and evening BBQ's. £80 for the entire weekend. Limited to ten places. For further details or to book onto the event contact Damien Murray – damien.murray@yahoo.com or call on 07780 678483.
SAT 6	<b>SAMs FIRST SATURDAY RUN (B)</b> Meet at Jenner's Cafe, Ray Mead Road, Maidenhead, SL6 8NP at 9am to join SAMs run. See calendar on Groups.io for any changes .
SUN 7	<b>GNATs FIRST SUNDAY RUN (B)</b> Join the GNATs for their first Sunday of the month run. See GNATs database for run details and to sign up.
WED 10	<b>GNATs MIDWEEK EVENING RUN (B)</b> Midweek evening run. See GNATs database for details and to sign up.
THU 11 – SUN 14	<b>OFF-ROAD WITH GLAMPING, MACHYNLLETH - BEGINNERS</b> <b>NICK SANDERS EXPEDITION CENTRE</b> Contact phildon3@gmail.com
SAT 13	<b>LUNCH IN WILTSHIRE (B)</b> Approximately 130 miles round trip finishing at Sutton Scotney around 3pm. Meet at former Little Nellie's Diner, Newbury Road, Kingsclere, RG20 4TA at 8.30am for a 9am departure. Run leader Mark Spittles 07753 931570. Limited to 10 riders – see calendar Groups.io for booking your slot.
SAT 13	<b>RAMs SECOND SATURDAY RUN</b> Details to be posted on Groups.io. Contact Dana or Ben with any questions at reading@tvam.org. Sign up on RAMs database.

WED 17	<b>GNATs MIDWEEK EVENING RUN (B)</b> Midweek evening run. See GNATs database for details and to sign up.
SUN 21	<b>ST CRISPIN'S SUNDAY - 8.45am</b> Members' monthly meet at St Crispin's School, Wokingham. Observed rides for Associates and Social Runs for Full Members.
WED 24	<b>GNATs MIDWEEK EVENING RUN (B)</b> Midweek evening run. See GNATs database for details and to sign up.
SUN 28	<b>RAMs FOURTH SUNDAY RUN</b> Details to be posted on Groups.io. Contact Dana or Ben with any questions at reading@tvam.org. Sign up on RAMs database.
SUN 28	<b>WOBBMOB MONTHLY SOCIAL RUN</b> Full details on WOBBMOB groups.io calendar two weeks before the run. Sign up on WOBBMOB database.
WED 31	<b>GNATs MIDWEEK EVENING RUN (B)</b> Midweek evening run. See GNATs database for details and to sign up.

## SEPTEMBER 2022

SAT 3	<b>SAMs FIRST SATURDAY RUN (B)</b> Meet at Jenner's Cafe, Ray Mead Road, Maidenhead, SL6 8NP at 9am to join SAMs run. See calendar on Groups.io for any changes .
SAT 3	<b>POETS CORNER (A)</b> A run across North Hampshire, Wiltshire and Dorset on some fantastic roads, 165 miles, further details to follow. Meet at McDonald's, Basingstoke Leisure Park, Worting Rd, Basingstoke RG22 6PG at 8.30am for a 8.45am departure. Run Leader Mark Spittles 07753 931570. Limited to 10 riders - see calendar Groups.io for booking your slot.
SUN 4	<b>GNATs FIRST SUNDAY RUN (B)</b> Join the GNATs for their first Sunday of the month run. See GNATs database for run details and to sign up.
SAT 10	<b>RAMs SECOND SATURDAY RUN</b> Details to be posted on Groups.io. Contact Dana or Ben with any questions at reading@tvam.org. Sign up on RAMs database.
SAT 10	<b>ADVANCED BIKE CONTROL (ABC)</b> From slower manoeuvring through to higher speed control and advanced braking techniques. Held at RAF Odiham, Hook, Hampshire, RG29 1QT. This course is just £25 and you can book (and pay) via the TVAM webshop - tvam.org. See Groups.io calendar for full details. Any questions contact Chris Caswell - abc@tvam.org

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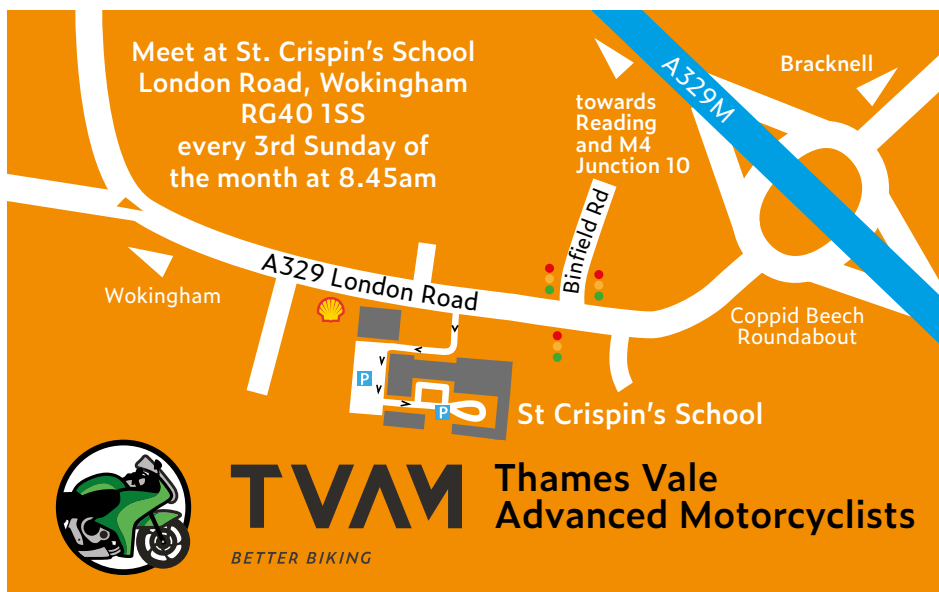
SUN 11	<b>TRAINING RUN - hosted by RAMs (T)</b> Join the RAMs T-Run. All Observers, TObS, Associates and Full Members welcome. Two informal observed runs in the morning for Associates/Tobs, also available to Full members. After lunch there will be a marked social run back to Calcot ending 4.30pm approx. Total run mileage 100 miles. Meet at McDonald's Calcot RG31 7SA at 9am for a 9.30am departure. Sign up on the RAMs database. Organisers Mel Hakhnazarian 07971 007 448 and Ness Boudier 07909 888 953.
SUN 18	<b>ST CRISPIN'S SUNDAY - 8.45am</b> Members' monthly meet at St Crispin's School, Wokingham. Observed rides for Associates and Social Runs for Full Members.
FRI 23 - SUN 25	<b>WELSH WANDERS</b> After a fantastic April visit to Wales we are doing it all again! This weekend combines great roads with a friendly and relaxed social atmosphere. Based at the Hotel Commodore in Llandrindod Wells, the format of the long weekend is a full day riding on Friday; a full day ride out on Saturday and then a more direct ride back to England on the Sunday. If you've never been to Wales before then it's time to visit, and if you have then you know how good the roads are. Price for the weekend is £100 per person sharing a twin or double room and £120 for a single, inclusive of Friday and Saturday night three-course dinner with coffee/tea, and a full breakfast on Saturday and Sunday. Everyone is welcome. Contact waleswanders@gmail.com to register your interest or to get more information.
SUN 25	<b>RAMs FOURTH SUNDAY RUN (C)</b> Details to be posted on Groups.io. Contact Dana or Ben with any questions at reading@tvam.org. Sign up on RAMs database.
SUN 25	<b>WOBBMOB MONTHLY SOCIAL RUN</b> Full details on WOBBMOB groups.io calendar two weeks before the run. Sign up on WOBBMOB database.
<b>OCTOBER 2022</b>	
SAT 1	<b>SAMs FIRST SATURDAY RUN (B)</b> Meet at Jenner's Cafe, Ray Mead Road, Maidenhead, SL6 8NP at 9am to join SAMs run. See calendar on Groups.io for any changes.

#### 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: Jekyll & Hyde, Hartley Wespall, Turgis Green, RG27 OAX  
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 (to be resumed when possible)  
Meet 2: 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: 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	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
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 - 7.30pm - Wednesday 27th July

Basingstoke (BAR)	Dennis Lutley	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)	Ally McCulloch	slough@tvam.org
Wantage & Newbury (WAGs)	Paul Gilmore	wantage@tvam.org
Wokingham & Bracknell (WOBOB)	Andy MacWalter, Ian Gaitley	wokingham@tvam.org
Green Team	Alan Hudson	greenteam@tvam.org

### SOCIAL CONTACTS (socialleaders@tvam.org):

Basingstoke (BAR)	Mark Spittles	basingstoke.social@tvam.org
Camberley (CLAMs)	Caroline Harvey	camberley.social@tvam.org
Great Northern (GNATs)	Gary Jackson	wycombe.social@tvam.org
Reading (RAMs)	Dana Gottschalk, Ben Graham	reading.social@tvam.org
Slough (SAM)	Ally McCulloch	slough.social@tvam.org
Wantage & Newbury (WAGs)	Paul Gilmore, Mimi Carter Jonas	wantage.social@tvam.org
Wokingham (WOBOB)	Andy MacWalter and Ian Gaitley	wokingham.social@tvam.org
Green Team	Alan Hudson	greenteam@tvam.org



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

**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](mailto: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](mailto:advertising@tvam.org).

TVAM enquiries: 0118 402 4800 TVAM Website: [www.tvam.org](http://www.tvam.org)

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## CLUB CONTACTS

### Committee ([committee@tvam.Groups.io](mailto:committee@tvam.Groups.io)): Who are they? Photos on Groups.io

Chairman	Barrie Smith	<a href="mailto:chairman@tvam.org">chairman@tvam.org</a>
Chief Observer	Chris Brownlee	<a href="mailto:chiefobserver@tvam.org">chiefobserver@tvam.org</a>
Secretary	Ian Gaitley	<a href="mailto:secretary@tvam.org">secretary@tvam.org</a>
Treasurer	Bjorg Arnadottir	<a href="mailto:treasurer@tvam.org">treasurer@tvam.org</a>
Membership Secretary	Dave Simmons 0118 402 4800	<a href="mailto:membership@tvam.org">membership@tvam.org</a>
Slipstream Editor	Salli Griffith	<a href="mailto:slipstream@tvam.org">slipstream@tvam.org</a>
Green Team Leader	Alan Hudson	<a href="mailto:fullmembers@tvam.org">fullmembers@tvam.org</a>

**Committee Meetings:** These are held at James House, Mere Park, Dedmere Road, Marlow, SL7 1FJ  
 Next Meeting: (M – Marlow/Internet), 13th July (M), – 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](mailto:secretary@tvam.org) before the meeting date.

### Special Roles:

Advanced Bike Control	Chris Caswell	<a href="mailto:advancedbikecontrol@tvam.org">advancedbikecontrol@tvam.org</a> or <a href="mailto:abc@tvam.org">abc@tvam.org</a>
Advanced Plus (previously EAR)	Andy Wedge/Chris Brownlee	<a href="mailto:advancedplus@tvam.org">advancedplus@tvam.org</a>
Advertising	Salli Griffith	<a href="mailto:advertising@tvam.org">advertising@tvam.org</a>
BikeCraft	Di Woodcock	<a href="mailto:bikecraft@tvam.org">bikecraft@tvam.org</a>
Bike Maintenance	Phil Ryan	<a href="mailto:bikemaintenance@tvam.org">bikemaintenance@tvam.org</a>
Café and Stopover Database	Chris Brownlee	<a href="mailto:cafedatabase@tvam.org">cafedatabase@tvam.org</a>
Events	Barrie Smith	<a href="mailto:events@tvam.org">events@tvam.org</a>
Events Diary (non-run events)	Salli Griffith, Keith Yallop	<a href="mailto:eventsdiary@tvam.org">eventsdiary@tvam.org</a>
Girl Torque	Salli Griffith, Alie Ball	<a href="mailto:girltorque@tvam.org">girltorque@tvam.org</a>
Groups.io Support	Andy Wedge, Chris Brownlee	<a href="mailto:Groups.io@tvam.org">Groups.io@tvam.org</a>
Incident Reporting	Training Team	<a href="mailto:incident@tvam.org">incident@tvam.org</a>
Leaflet Supply	Barrie Smith	<a href="mailto:leaflets@tvam.org">leaflets@tvam.org</a>
Look Lean Roll		<a href="mailto:llr@tvam.org">llr@tvam.org</a>
Merchandise	(to order items away from St Crispin's)	<a href="mailto:merchandise@tvam.org">merchandise@tvam.org</a>
Midweek Runs	Alan Hudson	<a href="mailto:midweekruns@tvam.org">midweekruns@tvam.org</a>
Offroad Riding	Mark Barrett	<a href="mailto:offroad@tvam.org">offroad@tvam.org</a>
Pillion Rider Course	Alan Hudson	<a href="mailto:prc@tvam.org">prc@tvam.org</a>
Red Zone	Mel Hakhnazarian	<a href="mailto:redzone@tvam.org">redzone@tvam.org</a>
RideOn	Training Team	<a href="mailto:trainingteam@tvam.org">trainingteam@tvam.org</a>
Run Leader & Back Marker Course	Alan Mossman, Issy Griffiths	<a href="mailto:runleaderbackmarker@tvam.org">runleaderbackmarker@tvam.org</a>
Social Media	Kyriakos Chrysostomou, Aaron Braich	<a href="mailto:socialmedia@tvam.org">socialmedia@tvam.org</a>
Social Run Co-ordinators	Alan Hudson, Salli Griffith	<a href="mailto:socialruns@tvam.org">socialruns@tvam.org</a>
St Crispin's Sunday Runs	Alan Mossman	<a href="mailto:sundaysocialruns@tvam.org">sundaysocialruns@tvam.org</a>
Tea & Coffee Bar at St Crispin's	Carole Hooper	<a href="mailto:coffeebar@tvam.org">coffeebar@tvam.org</a>
Toy Run	Steve Harris (volunteers for Dec Toy Run)	<a href="mailto:toyrun@tvam.org">toyrun@tvam.org</a>
Track Skills Days (Training)	Dave Hepworth	<a href="mailto:circuitsskills@tvam.org">circuitsskills@tvam.org</a>
Webmaster	Steve Dennis	<a href="mailto:webmaster@tvam.org">webmaster@tvam.org</a>

### Website:

TVAM Website [www.tvam.org](http://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:

Thames Vale Advanced Motorcyclists is a charitable company limited by guarantee, and is a group within the IAM. c/o Durrants Accountants, 24 Wellington Business Park, Dukes Ride, Crowthorne, Berkshire, RG45 6LS. Registration Number: 03556042. Charity Number 1069767.

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