

# SLIPSTREAM

THE MONTHLY MAGAZINE FOR TVM MEMBERS

*MARCH 2023*

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*Rhino heading to the waterhole near our resort in Chitwan, Nepal – nice protective gear!*



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Briefly back in the UK and I was not enjoying the cold, damp weather. Sadly I missed the St Crispin's meet on my return – jetlag and a cold. I have not yet recovered my motorcycle from another member's garage, it will have to wait til after my present trip to Nepal, but then I'm looking forward to getting back in the saddle.

For others of you who haven't been riding in the winter and are looking to get your bikes out soon, have a good read of the article suggested in our Chairman's piece this month.

I have seen a few run reports coming through and the numbers of you getting out on rides are increasing – roll on some pleasanter weather for those of us who are a little more reluctant to face the cold!

BikeCraft have announced their first course for 2023 (see page 8 or go to the TVAM web shop). ABC courses are filling up fast. 7Ws and 3Rs training weekends are booking up and I'm glad to be signed up for Welsh Wanders. The local teams have plenty of rides going on at weekends and some weekdays and we should soon have more T-Runs (Local team Training Runs) in the calendar.

You have no excuses any more, get your full POWDDERSS checks done on your bikes and get out there!

Enjoy your riding and keep the rubber side down!

*Slipstream*  
Slipstream Editor





# TVAM ROLL OF HONOUR

BETTER BIKING

## NEW MEMBERS IN FEBRUARY

Jason Alexander  
Adam Goodley  
Robin Haytayan  
Paul Hodgson

Kim Kelly  
Simon Kelly  
Will Kelly  
Matthew Luker

Nicholas Metcalfe  
Stuart Richmond  
Virginia Schulze  
Ravi Vemuri

## LATEST TEST PASSES

### Candidate

Malcolm Bradley  
Michael Constantine  
Richard Howard  
Colin Rackliff  
Daniel Webb  
Oliver Wiseman  
Steve Worton

### Observer

Paul Naish  
Barrie Smith  
Brian Hare  
Andrew Storey  
Geoff Pretty  
Andy Slater  
Paul Bryson

With a FIRST Pass

## NEW RUN LEADERS

Raj Matoo



*Test passes at our St Crispin's February meet*

## FROM THE CHAIR

I always find the start of the year strange, in that it seems to take us forever to get through January and then February goes by in a blur. Maybe, because of the colder, damper conditions we're just not out on our bikes as much enjoying ourselves. It's hard to believe that we're now well into March and springtime is beckoning us to uncover the bikes that we carefully put away for the winter (those that didn't ride throughout), give them a dust off, a really good clean and check them over before firing them back into life.

For those people that did mothball their bikes over the winter months, it's worth taking a look at an article that Pat Coneley wrote in Slipstream back in April '13 (page 21). You can find past copies of Slipstream on groups.io under 'files' in the 'all members' section.

It's important to check our bikes regularly, particularly after lengthy spells of not riding. The Advanced Rider Course (ARC) talks about pre-ride checks and Roadcraft specifically uses the acronym POWDDERSS to work around your machine. Most of us like to add another S (self) to the end, ensuring that we're also ready to ride the bike. We carry out these checks to assist in preventing incidents happening. That said, when incidents do happen it's important that we reflect on what happened, why it happened and see if there is anything that we could have done differently to change the course of events. It's then really good practice to let the Club know about the incident.

Nick Edgley has written a piece for this month's Slipstream that looks at an incident and the importance of reporting it. I would urge you all to read this and please do let the Club know about any incidents that you may be involved in. We only use the data to enable us to build courses to learn from each other.

Looking ahead to getting out and riding, the calendar does seem to be filling up nicely with many social rides. It seems that with many of the social teams offering regular social rides, pretty much every weekend in the calendar has a ride, or a choice of rides, that you can take part in. We also have our training and social riding weekends starting.

The fantastic 7Ws takes place on the 21st – 23rd April in Llandrindod Wells in Wales and is followed two weeks later, on the 5th – 7th May, with the 3Rs weekend at the same venue. These are weekends with an emphasis on training, however they have social riding elements built into them. 7Ws is geared at Associates and 3Rs is geared at Full Members. The feedback that we received from participants on these weekends in 2022 was overwhelmingly positive in relation to the organisation, location, venue and structure of the events. We carefully review all feedback and make changes as necessary.

For members that wish to have a social



weekend in Wales, Welsh Wanders is also taking place in Llandrindod Wells on the 21st-23rd April. So, what better way to kick-start the 2023 riding season than riding arguably the best roads in the UK and socialising with large groups of friends in these three weekend trips.

A couple of items for Observers to note. Adrian, our Chief Observer, has published the list for Aardvarks on groups.io, so please try to find your riding buddy and get these booked as soon as possible. The earlier you book, the better the chance of getting the best dates to suit you both. The Observer Weekend is also running again in Llandrindod Wells from the 30th June – 2nd July and booking for this is now available on the TVAM Webshop. An early bird discount is available.

Spring is looking like being really busy for TVAM members so have fun and stay safe everyone.

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

## **IAM ROADSMART 2023 SKILLS DAYS – BOOK NOW!**



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**THRUXTON**  
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Hampshire

### **April**

Tuesday 25th – Thruxton

### **May**

Friday 5th – Blyton Park

Monday 22nd – Thruxton

### **June**

Monday 12th – Mallory Park

Tuesday 20th – Thruxton – LADIES' DAY

### **July**

Wednesday 5th – Croft

Wednesday 12th – Mallory Park

### **August**

Tuesday 22nd – Blyton Park

### **September**

Tuesday 19th – Mallory Park

Tuesday 26th – Thruxton

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[www.iamroadsmart.com/events/skills-days](http://www.iamroadsmart.com/events/skills-days)

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# Elspeth Beard

Wednesday April 5th 2023

SAMs have organised guest speaker Elspeth Beard to give a talk open to all TVAM members. Elspeth was the first British woman to motorcycle around the world in 1982 at the age of 22. She set off from London on a 35,000 mile solo adventure on a 1974 BMW R/60/6. She had no sponsor, no e-mail, no GPS cell phone or sat nav. It took her two and a half years riding through deserts, mountain ranges, war ravaged countries, she had two crashes suffered life threatening illnesses and fell in love twice.



Entrance charge £3 available for purchase through the TVAM webshop here: <https://www.tvam.org/product/an-evening-with-elspeth-beard/>

Held at the Masonic Hall, 7 Reading Rd, Wokingham RG41 1EG. Doors open at 7.30pm for an 8pm start. A licensed bar is available.

## BikeCraft is Back!

Saturday 29th April

Advanced riding is not just about road miles, but also having an understanding of what is within your gift, power, choice to adjust outcomes. BikeCraft, open to all members, as an all day face-to-face, interactive session at St. Crispin's - novices through seasoned riders. It covers:

### Fundamentals:

- Setting the scene; including how SMIDSY is a 2 way street

- Advanced riding; application of 'The System', especially the Information phase

### Working in harmony with your machine:

- How a bike works; effects of brakes, throttle, steering, body position

- Cornering; including using the Limit Point of Vision (vanishing point)

### Progress is more about 'smooth' than 'speedy':

- Overtaking; planning, preparing, executing, hints and tips

- Filtering and Motorways; considerations to stay safe whilst making progress

Courses run from 09:00 to 16:30

Book your slot in the TVAM webshop.

Any questions please contact [bikecraft@tvam.org](mailto:bikecraft@tvam.org)

Joining instructions will be issued to attendees approx a week prior to the course.







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## **CAN WE LEARN FROM AVIATION SAFETY CULTURE?**

### **Launching TVAM's new Incident Reporting Form**

For some years now TVAM has had an Incident form available on the TVAM website which can be used by members to report an accident or incident. If we think about it, we have probably all had a near-miss, a mishap or worse. How many incidents do you think have been reported using the form? Answer, a handful. So, the first question I hear you ask is 'what's the point?' Well, there is an adage in aviation which says 'learn from the mistakes of others because you will not live long enough to make them all yourself!'

I was fortunate to have a career as an airline pilot and it is true to say it is a highly regulated industry. It is highly regulated because aircraft operate in a very hostile environment. Mistakes made by pilots or by designers or by engineers can lead to catastrophic events. To make me as safe as possible in my role as a captain I underwent eight hours in a simulator every six months, annual medicals, an annual flight where I was observed operating a sector by a 'check captain' as well as other sundry days devoted to maintaining non-technical skills. It was part of my career that after any recurrent training or testing I was de-briefed. In the modern world de-briefs are considerably more effective in their delivery because of the understanding of how people learn and react is greatly influenced by the style of that de-brief.

No longer would the de-brief be 'Well Bloggs, that last approach with an engine inoperative was dreadful and I am surprised you managed to get the aircraft on to the runway without crashing'. The modern style would be 'Tell me Bloggs, how did you feel the directional control on that approach went?'. In that way the person being de-briefed tells you what they thought, and an adult conversation ensues where the trainer/checker gets that person to analyse and recognise what went wrong, what could be done better or how they could have rectified something which was going wrong. You may recognise this style of de-brief following observed rides.

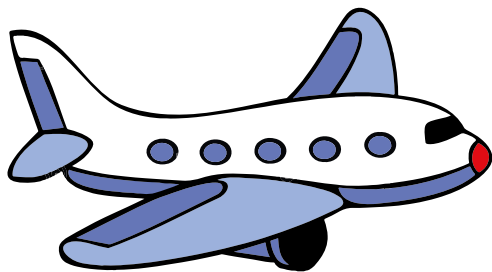
I was fortunate to be employed by British Airways where apart from the regulatory checks we also had what was known as 'Just Culture'. What was meant by this was that providing a pilot had not been negligent then it was expected and encouraged that when we had experienced any sort of incident, which may have been caused by a piloting error or an Air Traffic Control error or by some other external factor, it was incumbent upon him/her to fill out an Air Safety Report (ASR). If the incident was serious then it was a legal requirement that the regulatory authorities were sent a copy. Clearly the reporter could not write an ASR anonymously but every month BA would publish an anonymised compendium of ASRs. They were avidly read by the pilot workforce and it was rare that the reader didn't come away with food for thought. I filed one or two ASRs during my career and, because of the culture, never for one minute did I feel embarrassed by admitting to a mistake. It left me feeling I might just stop somebody else making the same mistake.

Riding a motorcycle might also be said to operate in a hostile environment where mistakes by the rider or the road designers or the road builders can equally lead to catastrophic events albeit potentially injuring or killing many fewer people. However, once we become an Advanced Rider then, short of booking an Advanced Plus observed ride, we are free to continue our riding career without further input. Hands up anybody who has had a 'moment' while out riding when we did not publicise the fact out of fear of being criticised for being careless, reckless, stupid or not paying attention?

What TVAM would like to achieve would be something akin to an airline safety reporting system where incidents are freely reported, where trends can be identified or areas where TVAM could offer further training with a view to making everybody safer.

No blame, no criticism, no ridicule just cold analysis. The ideal would be that perhaps every few months an anonymised compendium of incidents would be published for us all to learn from.

For that to happen it requires rider participation, which is the difficult bit. The plan is to start with a report form that is easy to complete and can be completed anonymously if the writer so wishes. The disadvantage of that would be that if further detail would be useful or something was unclear then a follow up chat would not be possible. To that end, a new incident reporting form has now been developed to guide you through various sections using simple checkboxes in order to capture as much information as possible. There are free text boxes for you to explain things in your own words if you prefer.



I will end by giving an example of my own – an incident where I was lucky to escape unscathed and, had I been aware of the incident report form, I would have completed one.

I was on a group ride some years ago on the Saturday of 7Ws in wet weather. I was

behind a rider who was particularly slow through the bends but fairly quick on the straight bits making an overtake quite difficult. I was not getting impatient but did want to overtake this rider who was preventing me riding a little quicker through the bends.

An Observer came up behind me and in short order overtook me and the rider in front of me. It was a textbook overtake from a skilled rider. Aha! I thought, that's how to do it. So, at the next bend I decided I had to get closer in order to overtake coming out of the bend. I had previously been maintaining too large a gap to carry out an overtake.



I duly closed the gap approaching a left-hand bend and found the rider in front had slowed more than anticipated and I was about to collide with them! I overreacted and grabbed a violent handful of brake. In a flash I had locked the front wheel, the bike was sliding sideways across the road, I had my left foot on the ground and saw that I was rapidly approaching the Armco sideways.

Then I remembered the oft-repeated truism 'look where you want to go'. I thought to myself that it was do or die. I looked up the road, released the brake and the bike immediately started going... in the direction I needed it to!

That reaction saved me from a very serious crash. I was extremely fortunate that traffic had not been coming in the other direction.

It shook me greatly but in reading the above, if you should ever make a mistake where you are faced with a similar loss of control then, just maybe, my words might come to mind and enable you to make a similar recovery.

TVAM's new incident reporting form can be found here:

<https://www.tvam.org/forms/> or by using the QR code below.

Please do use it and let us know what you think. We will report back at intervals on the lessons we can all learn as a result – anonymised, of course. Together, we might just stop somebody else making a mistake, which might just save a life.



**Nick Edgley**



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**See the groups.io calendar for Keith Miller's annual ride to the IOW on July 23rd**

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## BITZ 'N' PIECES

### EU PROPOSING DIGITAL DRIVING LICENCE – COULD THE UK FOLLOW?

THE EU is to discuss a shake-up of the current driving licence regulations on the continent, with a new directive that will affect all who use a driving licence.

For now, the licence changes are only reported to be affecting EU countries, although as the UK government can and has, in some respects, aligned with the EU on certain matters, it could be something we see further down the line.

### WALES CANCELS ALL MAJOR ROAD BUILDING PROJECTS

All major road building projects in Wales have been cancelled, it has been announced, owing to fears over emissions and increased traffic.

The announcement of the cancellation of all major Welsh road building projects was made by the Welsh Deputy Minister for Climate Change, Lee Waters, and followed a review, which began in 2021, of a number of projects.

### MOTORCYCLIST SAVED BY SMARTWATCH AFTER FALLING FROM CLIFF

A man in the US was rescued after being seriously injured, riding his motorcycle off the side of a cliff. The incident occurred in Utah, where the rider fell between 40 and 50 feet. First responders were able to find the man thanks to the rescue alert system on his smartwatch which is designed to detect major crashes and sends out a distress signal when the wearer is unable to respond to it themselves.



# AN ADVANCED PLUS WEEKEND IN YORKSHIRE?



The Advanced Plus programme offers Full Members a day, or a half day, of observed riding on a 1:1 or 2:1 basis. It's free (well, you'll be expected to buy the coffees) and enables Full Members to get a check on their riding, and to get suggestions for further development.

Following the success of Advanced Plus in Yorkshire in 2022 we're continuing to offer rides, on a 1 or 2 day basis, in and around Yorkshire. This is for TVAM Full Members, courtesy of our own, Yorkshire-based, National Observer, Nigel Taylor.

Ideally this is for two riders per session and can be 1 or 2 days.

**Day 1** Riders make their way to Yorkshire for an overnight stay. Nigel has some interesting routes from the TVAM area to Yorkshire, mostly avoiding motorways.

**Day 2** Advanced Plus ride (distance etc. to be agreed) with overnight stay.

**Day 3** Option for a second day riding around Yorkshire or head for home.

**Day 4** Ride home (again, Nigel can provide suggested routes)

Riders will need to book their own accommodation and Nigel has some suggested hotels from around £60 per room per night.

For a one-day Advanced Plus Nigel suggests riders stay 2 nights to avoid a long ride home after a full day riding. For a two day Advanced Plus the riders should book 3 nights.

Nigel is available to do the rides 7 days a week. Booking should be via the standard Advanced Plus booking form at

<https://www.tvam.org/forms/book-an-advanced-plus-ride/>  
or scan the QR code.

This is a great opportunity to develop your riding with one of TVAM's National Observers on some great Yorkshire roads. Like the standard Advanced Plus rides, there's no charge for the riding – all you need to cover is your hotel and food bills. I'm sure Nigel would appreciate the odd coffee and cake!



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## TVAM Castle Combe Track Skills Day September 2022

I had the great pleasure of taking part in the Castle Combe track/road skills day in September 2022.

I was aware that road-skills based track training helps build machine and self-confidence immensely but most of the track based training providers were either quite far from where I lived or too expensive. When

the TVAM Castle Combe track-based skills training was published for September, I turned into a keyboard warrior and booked a space within seconds. The training was not only closer to home but also lighter on the wallet.

I had quite a few questions in preparation for this event and I must say the organizing team answered all of them with patience and empathy.

I chose to stay the previous night at Chippenham which allowed me to be fairly fresh for the training. The day starts at 7.15am and I was at the track by 7.20am. Registration, indemnity declaration and collecting wrist band took about two minutes followed by noise test. My bike was fine and I got the coveted 'all clear' sticker. The noise test was followed by an introductory welcome from the organisers, discussing some cardinal rules for tracks like no turning around and no stopping etc., followed by guidance for intermediate and advanced riders. In the end, around 6 TVAM circuit guides spoke to the novice 1 and 2 groups about what to expect during the day, the track marker system etc.

There are 4 levels at the Castle Combe event: novice 1, novice 2, intermediate and advanced. Each level has a maximum of 12 riders, so in total 48 riders excluding the TVAM guides. Given that this was my first track experience, and what a wreck I am on corners and bends, I registered for the novice 1 level.



The novice groups 1 & 2 each were further split into 3 sub-groups. So 6 sub-groups in total. Each sub-group had 4 riders and was led by one TVAM guide. Each group from novice to advanced is allocated a quarter of the hour. And this remains consistent through the day. For example, our novice 1 group was allocated 45 minutes past the hour and that remained consistent. We had 7 turns in total starting at 9.45am, all the way to 4.45 pm. Each turn, we got about 4 to 5 laps of the circuit. Lunch break was from 12.30pm to 1.30pm and there is a nice café on site serving your regular pub-grub.



The first two turns were more about conditioning around the track. Our track guide would lead and we would try to emulate the positioning and apply the IPSGA system. I was so bad that after a couple of turns when our guide referred to the cones on the track, I was thinking, "what cones?". It feels as if a lot is happening around you but the key is to be patient as things do start to fall in place. After a few laps with our track guide, I ventured on my own, at a speed comfortable to me but also consciously applying the IPSGA system. With each lap, I gained more confidence in turn increasing the speed but also getting smoother around the bends and corners. The feedback from our TVAM guide was quite positive after the 4th turn and the rest of the day, I just kept pushing myself a bit more to test the boundaries. You do have the choice of riding with the guide through the day if there are specific areas you want to concentrate and improve upon.

The day ended at roughly 5pm and I was really happy with all the time spent on the track. If I have to summarize the key learnings, they would be:

1. An opportunity to apply the IPSGA system in a controlled and safe environment
2. A better understanding of my machine's capabilities and that I can push my machine further
3. I was able to challenge my mental boundaries like leaning in the direction of the bend, being comfortable at high speeds etc
4. Using the entire width of the available space to prepare for and execute manoeuvres
5. Forward planning when approaching bends and corners

It's been a few months since I attended the track skills day and I can confidently say that my observer as well as I have seen a major difference in the way I position myself on the road and the confidence with which I deal with bends and corners at speed.

Definitely a day well spent with some really helpful and supportive TVAM guides and lots of other enthusiastic riders. If bends/corners are weak spots, I would strongly recommend attending the TVAM Castle Combe training.

**Shiva Kumar**





## Timmelsjoch High Alpine Road, Austria - elevation 2,474 m

One of the many Alpine passes navigated by Mountain Seekers on their organised tours. Many have enjoyed being led by members Andy Griffin and Paul Wells on one of their trips. What have you planned this year? Both Mountain Seekers and Life is a Ride (page 13) involve members running outside trips that promise great riding opportunities. [www.mountainseekers.co.uk](http://www.mountainseekers.co.uk) [www.lifeisaride.co.uk](http://www.lifeisaride.co.uk)





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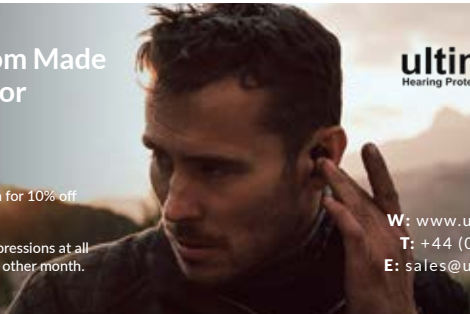


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# Never Say Never!



I finally committed myself into taking up biking 10 years ago knowing that it was now or never. Some 30 years ago, during my Army service, an opportunity had arisen to attend a one week course in Aldershot so getting my licence at a time when I was in-between postings abroad. Fast forward almost 20 years before I would next ride a 125 of indeterminate origin in Wau, Western Barh el Ghazal, South Sudan. This was at the time of transition to independence and I hared around a circuit in the heat and dust with a couple of colleagues for some much needed recreation while puzzled Dinka tribesmen looked on as their children chased along, shouting 'khawajat, khawajat!' Thus my enthusiasm to get riding again was rekindled!

That was in 2010 and I had long since retired from active service. So I took the plunge and promptly bought an unseen BSA C15 that caught my eye on an online auction site and was delivered to my front door when I got home in 2012. I was, to all intents, a total newbie and I arranged a three hour session with a riding school based in Basingstoke who turned up on an adventure bike that dwarfed mine. I couldn't start my C15 (the penny was beginning to drop) and the instructor suggested it was the type of bike which, way back when, I'd have asked a mate if his mum wouldn't mind warming up the battery in the oven before we set out for a ride! Undeterred he suggested I follow him to the school in my car where he would fit me out with something more appropriate. The rest, as they say, is history and through a process of trial and error during the next three years I miraculously survived, changing bikes twice more but was struggling to understand what it was all about until one rainy Sunday in the spring of 2015 three bikers stopped outside

my house for a break and I took the opportunity of walking across to join them. They looked wary at first, possibly suspecting that I was about to ask them to move on, but soon realised that I was simply curious. One of them produced a TVAM card et voilà! Dave Simmons came round a couple of weeks later to size me up and I then had the good fortune to be allocated Simon Hanlon as my Observer, who by dint of both his skill and encouragement, by night and day, through fair weather and foul coached me to pass my advanced test.

I had to take a break during this period when I found myself travelling again to work for 18 months in the British Embassy in Kinshasa, Democratic Republic of the Congo. It wasn't realistic to continue developing my riding skills in that environment where a 'mondele' in a vehicle, let alone on a motorcycle, can be vulnerable on roads when anything goes and things have a habit of unexpectedly kicking off! I brought back two AK-47 bullets as souvenirs that came uncomfortably close, both of which I was able to retrieve; one that impacted the wall outside my bedroom window one night with a loud bang and the other from the golf bunker I was in when all hell was let loose between two rival political factions in the middle of town one Saturday morning. On the plus side this led to a great opportunity to get to know other players in the competition during a lockdown of several hours in the clubhouse once we had managed to hard target our way back across the course for shelter!

A steep learning curve seems an understatement looking back and during the process, in support of Simon's teaching, I also decided to throw myself into everything that TVAM could offer through the various training activities as well as Thruxton skills day, St. Crispin's observed rides and 3Rs to Wales together with a





multitude of group and T-runs where I would make new friends and be met, mostly, with supportive encouragement and wise advice which I would soak up.

As with any new venture you expect there to be bumps in the road and maybe I don't fit the persona of a typical biker although I have found it in general to be an inclusive and broad church bonded by a common passion. It did come as a surprise, though, when one Observer I barely know made his prejudice clear by announcing in front of me 'There are too many public school voices here'! Whilst I well know that this is not representative I believe that TVAM deserve better than this. I AM SAFE provides a comprehensive checklist on a rider's fitness; you would hope that tolerance towards others was a given.

I think, after a further three bikes plus a wardrobe that has expanded exponentially, that I have now found my 'comfort zone' and although not to everyone's taste (what bike is?) she does everything I need, providing fun, reliability, performance and range together with a belt drive! Not helped by the pandemic interregnum, combined with a couple of health issues, I realistically accept that bike time is no longer on my side so ambitious dreams of continental expeditions look more likely to be confined to Wales and the Isle of Wight. But that, together with some lovely rides in this part of the country, is fine by me; I am just grateful to be able to do it. I have also tried to give back something where possible supporting on occasion the toy run, ABC and as a GSR which is a win-win benefiting the role play 'Associate' as well as the TOBs.

So I am indebted to TVAM/IAM RoadSmart for coming to the rescue and opening up a new world and community as an alternative to fishing or golf. It has also provided both physical and mental benefits as well as concentrating the mind with the occasional adrenaline rush reminiscent of looking into the dark void of night as the cargo ramp opens preparing to free fall parachute from a C-130 Hercules at 20,000 feet! And my driving has also received a long overdue wake up call to put it mildly! It may be a case of an old dog and new tricks but I have yet to get my head round mastering bike satnav; ironic from an airborne pathfinder in a past life. So, for the time being, I will count on trusty companions as well as a map and prismatic compass for backup!

## Peter Mills



## HOMeward BOUND

It's not unusual to ride home from St Crispin's on your own. Never a hardship, especially if the weather is good.

As I prepared for the ride home from a recent meeting I wondered what route to take. There are lots of options and sometimes my route evolves depending on where other traffic goes. This time I decided to head north towards Henley to start with.

Coming out of Wokingham I caught up with another biker, baulked by some slower traffic. Once free of that, some things became obvious. They were a trained rider, shown by their positioning and use of brakes and speed and also they wanted to ride at the same speed as me. So, I settled back, following at a leisurely distance to make it obvious that I was content and was not hassling.

A few overtakes, mainly of Sunday morning pedal cyclists, but a couple of cars. Closing the following distance so I could enjoy any possible overtaking opportunities but without adding a distraction to their overtake considerations. Falling back again after the pass.

A couple of companionable waits at lights, not side-by-side but staggered, some pleasant leisurely filtering on the approach to Henley and then the benefit of riding staggered with another rider through the town. Two bikes so much more visible than one.

All too soon came the parting of our ways at Hambledon as I turned off the main road. Hands lifted in acknowledgement. Hard to explain the simple pleasure to a non-biker.

**Charles Leigh-Dugmore**





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## 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)

### A bent system?

Be aware! I have fielded multiple calls from grumpy bikers who have suffered an accident or theft of their bike, only to end up in a system designed to benefit from their misery.

The issue appears to arise from the first call. When you call your insurer, you aren't actually talking to them. You are passed onto a third-party company who want to collect and store your bike (at cost). They may also offer you a 'credit hire' bike (at cost). I have heard a recording where this is said to be 'all completely free'. This is just wrong.

When you try and call your own insurance company, you cannot get hold of them, or they redirect you to this third-party company. There is clearly an agreement between multiple insurers and this third-party company. I am not privy to this agreement.

Three cases spring to mind and I will set them out below, I have altered some parts of the story (so the biker cannot be traced) but the main facts are as I have been told them.

### Burnout

A biker wakes to find his ZZR1400 stolen. It was in his back garden but now it is gone. He reports it stolen and the next day, receives a call from the Met Police. They have found his machine! Hoorah. However, all is not well as apparently the ZZR1400 is fire damaged. The biker takes that at face value; the helpful third-party company (not his insurer) collects it and tells him it is a write off, which he takes at face value (again). He accepts a low settlement figure, not from his insurer, but from this third-party company. Fast forward two weeks, his ZZR1400 is found for sale with the tiniest burn mark on the tank. It is for sale on a well-known breaker's website. The thieves tried to set fire to it but failed and only managed to mark the tank. The ZZR1400 is fully intact, rideable but needs some minor paintwork to the tank.

The biker is absolutely furious at being ripped off, as the breaker's website is an auction and the sale price is well above what he was paid. This third-party company

was directly benefiting from this sale. He kicked off so much, threatening to go to the press and bring legal proceedings, that the third-party company agreed to undo the sale. If he wasn't so keen-eyed, he would never have known he was getting ripped off. As it was, he got his ZZR1400 back. Repaired the tank and the story ends.

### Reversed-Into

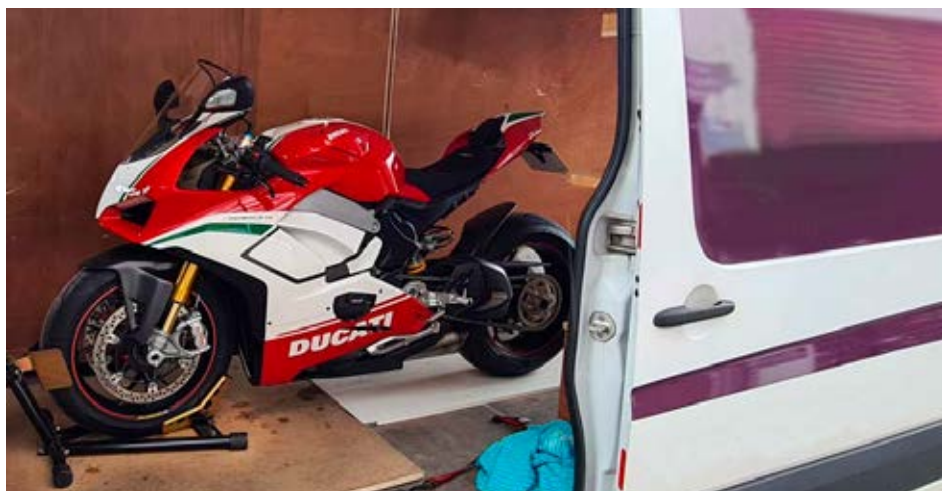
Another bike, the rider of an Aprilia RSV1000 was riding to work. He was on a dual carriageway when he came across an idiot reversing on the dual carriageway! There was a collision but thankfully the biker escaped serious injury. His bike was carted away by the same third-party company. It was placed in 'storage' for which a charge of £20.00 plus VAT was applied. The biker was provided a credit hire bike, which he remained on for 4 months. The hire bill came to a whopping £16,000.00!!

The insurer for the idiot car driver refused to pay the full £16,000.00 on the basis it was improperly incurred. There were arguments that the biker didn't need a hire bike for this long and the daily rate of £140.00 per day was disputed. In the end, the insurer settled £7,100.00 worth of hire, leaving the biker to pay the remaining £8,900.00 back to this third-party company out of his own pocket. So much for a 'free service'.

### Damaged in Transit

The most recent example of a shoddy service was the third-party company collecting a damaged motorcycle after an accident. The only damage was a broken foot peg. The biker didn't want the third-party company involved and asked for his machine to be returned. It was but with lots more damage and they had managed to lose the key! The third-party company remained silent on the extra damage caused but offered £150.00 as a 'gesture of good-will' for losing the bike key.

The moral of the story? Be careful who you get involved with and don't take things at face value. Not everyone is out to help you.



# TVAM CALENDAR

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

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

### MARCH 2023

SUNDAY 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.
SATURDAY 25	<b>CLAMs FOURTH SATURDAY RUN (B)</b> Details to be posted on <a href="https://groups.io">groups.io</a> . See CLAMs calendar for latest.
SUNDAY 26	<b>RAMs FOURTH SUNDAY RUN (B)</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> . See RAMs calendar for latest.
SUNDAY 26	<b>WOBOB FOURTH SUNDAY SOCIAL RUN (B)</b> Join the WOBOB on their monthly ride out, sampling some great roads and coffee stops along the way. 4th Sunday of each month. Check out the WOBOB calendar for further details.

### APRIL 2023

SATURDAY 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 SAMs calendar for latest.
SUNDAY 2	<b>GNATs FIRST SUNDAY RUN (B)</b> Join the GNATs for their first Sunday of the month run. Go to GNATs on <a href="https://groups.io">groups.io</a> for run details and to sign up.
SUNDAY 2	<b>SEAN'S FIRST SUNDAY SOCIAL RUN (B)</b> All day ride with WAGs, starting at a different place each month. Check WAGs calendar on <a href="https://groups.io">groups.io</a> as you may need to RSVP.
WEDNESDAY 5	<b>ELSPETH BEARD - SEMINAR (S)</b> Book your seat in the TVAM web shop – only £3 for a thoroughly entertaining evening. (See page 8).

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

SUNDAY

9

### **WAGs SECOND SUNDAY SHORTY RIDE (B)**

For those who don't want to be out too long – half day ride. Check WAGs calendar on groups.io as you may need to RSVP.

WEDNESDAY

12

### **GNATs WEDNESDAY EVENING SOCIAL RIDES (B)**

Join GNATs for an evening ride with usually a finish including a supper stop. See GNATs calendar on groups.io.

SUNDAY

16

### **ST CRISPIN'S SUNDAY - 8.45am**

Members' monthly meet at St Crispin's School, Wokingham. Observed rides for Associates and Social Runs for Full Members.

WEDNESDAY

19

### **GNATs WEDNESDAY EVENING SOCIAL RIDES (B)**

Join GNATs for an evening ride with usually a finish including a supper stop. See GNATs calendar on groups.io.

FRI-SUN

21-23

### **WELSH WANDERS (B)**

Spend a weekend riding around in beautiful Wales. Louise, Ness, Andy and Ian would be delighted to show you some of the roads they know and love. This social riding weekend combines great roads with a friendly and relaxed 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. Price for the weekend is £110 per person sharing a twin or double room and £120 for a single. Price includes two nights three-course dinner with coffee/tea, and a full breakfast on Saturday and Sunday. Everyone welcome, so contact waleswanders@gmail.com to register your interest or to get more information.



FRI-SUN

21-23

### **7Ws TRAINING WEEKEND, LLANDRINDOD WELLS (T)**

Staying at the Metropole Hotel with a focus on Associate training. See groups.io all members post and calendar to register interest.

SATURDAY

22

### **ABC COURSE - ODIHAM (T)**

Attend our Advanced Braking Course at Odiham. Book via the TVAM shop at tvam.org – Track and Training Days.

SUNDAY

23

### **CLAMs FOURTH SATURDAY RUN IS THE GREEN TEAM RUN (B)**

Details to be posted on groups.io. See CLAMs calendar for latest.

SUNDAY

23

### **WOBMOB FOURTH SUNDAY SOCIAL RUN (B)**

Join the WOBMOB on their monthly ride out, sampling some great roads and coffee stops along the way. 4th Sunday of each month. Check out the WOBMOB calendar for further details.

WEDNESDAY

26

### **GNATs WEDNESDAY EVENING SOCIAL RIDES (B)**

Join GNATs for an evening ride with usually a finish including a supper stop. See GNATs calendar on groups.io.

**please email them to [socialruns@tvam.org](mailto:socialruns@tvam.org) or [slipstream@tvam.org](mailto:slipstream@tvam.org)**



SATURDAY	<b>BIKECRAFT (T)</b>
29	Classroom based course (see page 8). Book in the TVAM web shop.
SUNDAY	<b>ROBBIE'S FIFTH SUNDAY RUN (B)</b>
30	Grab a fifth Sunday run with WAGs starting in Wantage. Details to be posted on groups.io. See WAGs calendar for latest.
<b>MAY 2023</b>	
WEDNESDAY	<b>GNATs WEDNESDAY EVENING SOCIAL RIDES (B)</b>
3	Join GNATs for an evening ride with usually a finish including a supper stop. See GNATs calendar on groups.io.
FRI-SUN	<b>3Rs TRAINING WEEKEND, LLANDRINDOD WELLS (T)</b>
5-7	Staying at the Metropole Hotel with a focus on Full Member training. See groups.io all members post and calendar to register interest.
SATURDAY	<b>SAMs FIRST SATURDAY RUN (B)</b>
6	Meet at Jenner's Cafe, Ray Mead Road, Maidenhead, SL6 8NP at 9am to join SAMs run. See SAMs calendar for latest.
SUNDAY	<b>GNATs FIRST SUNDAY RUN (B)</b>
7	Join the GNATs for their first Sunday of the month run. Go to GNATs on groups.io for run details and to sign up.
SUNDAY	<b>SEAN'S FIRST SUNDAY SOCIAL RUN (B)</b>
7	All day ride with WAGs, starting at a different place each month. Check WAGs calendar on groups.io as you may need to RSVP.
WEDNESDAY	<b>GNATs WEDNESDAY EVENING SOCIAL RIDES (B)</b>
10	Join GNATs for an evening ride with usually a finish including a supper stop. See GNATs calendar on groups.io.
SATURDAY	<b>GREEN TEAM RUN - Hosted by RAMs (B)</b>
13	Details to be posted on groups.io in both the allmembers and the hosting team's calendars. A monthly run for Full Members.
SUNDAY	<b>WAGs SECOND SUNDAY SHORTY RIDE (B)</b>
14	For those who don't want to be out too long - half day ride. Check WAGs calendar on groups.io as you may need to RSVP.
WEDNESDAY	<b>GNATs WEDNESDAY EVENING SOCIAL RIDES (B)</b>
17	Join GNATs for an evening ride with usually a finish including a supper stop. See GNATs calendar on groups.io.
SUNDAY	<b>ST CRISPIN'S SUNDAY - 8.45am</b>
21	Members' monthly meet at St Crispin's School, Wokingham. Observed rides for Associates and Social Runs for Full Members.
TUESDAY	<b>CASTLE COMBE SKILLS DAY (T)</b>
23	TVAM circuit skills days at Castle Combe. Ideal for all levels of experience from cautious riders and circuit novices through to more experienced riders. For more information and to book go to <a href="http://www.tvam.org">www.tvam.org</a> and head for the shop - Track and Training Days.

WEDNESDAY 24	<b>GNATs WEDNESDAY EVENING SOCIAL RIDES (B)</b> Join GNATs for an evening ride with usually a finish including a supper stop. See GNATs calendar on groups.io.
SATURDAY 27	<b>CLAMs FOURTH SATURDAY RUN (B)</b> Details to be posted on groups.io. See CLAMs calendar for latest.
SUNDAY 28	<b>RAMs T-Run (T)</b> Join the RAMS Training 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. Total run mileage 160 miles. Meet at McDonald's Calcot, RG31 7SA, at 9am for a 9.30am departure. To attend please sign via RAMs calendar entry on groups.io. Any questions email Mel or Ness – mel@melsmotors.co.uk ; vanessaboudier@outlook.com
SUNDAY 28	<b>WOBMOB FOURTH SUNDAY SOCIAL RUN (B)</b> Join the WOBMOB on their monthly ride out, sampling some great roads and coffee stops along the way. 4th Sunday of each month. Check out the WOBMOB calendar for further details.
WEDNESDAY 31	<b>GNATs WEDNESDAY EVENING SOCIAL RIDES (B)</b> Join GNATs for an evening ride with usually a finish including a supper stop. See GNATs calendar on groups.io.

## JUNE 2023

SATURDAY 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 SAMs calendar for latest.
SUNDAY 4	<b>GNATs FIRST SUNDAY RUN (B)</b> Join the GNATs for their first Sunday of the month run. Go to GNATs on groups.io for run details and to sign up.
SUNDAY 4	<b>SEAN'S FIRST SUNDAY SOCIAL RUN (B)</b> All day ride with WAGs, starting at a different place each month. Check WAGs calendar on groups.io as you may need to RSVP.
WEDNESDAY 7	<b>GNATs WEDNESDAY EVENING SOCIAL RIDES (B)</b> Join GNATs for an evening ride with usually a finish including a supper stop. See GNATs calendar on groups.io.

 Social Runs

 Trip

 Events

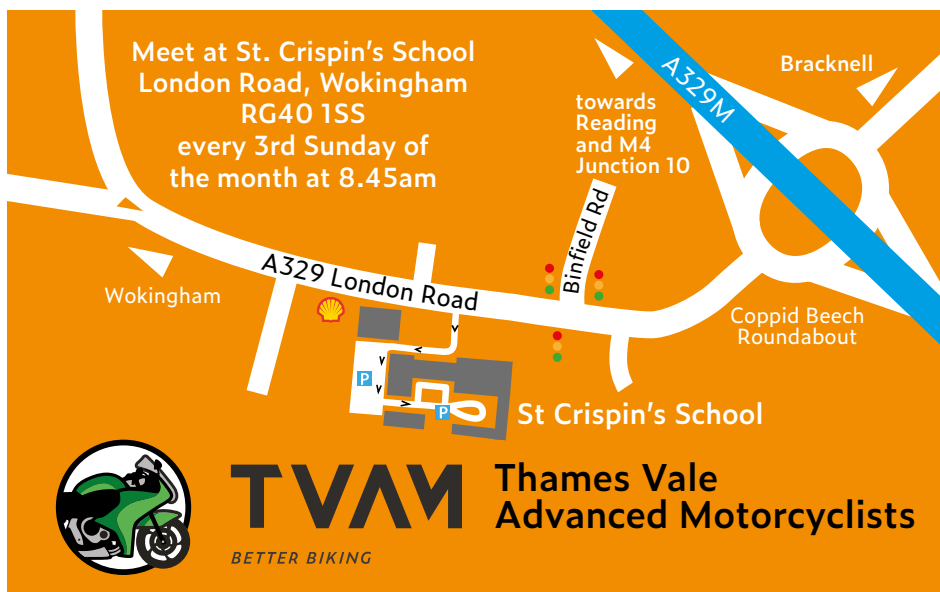
 Track Day/Training Run/Training Trip

### 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](https://groups.io) all members and see Wiki - Join a subgroup

### Basingstoke (BAR)

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

### Camberley (CLAMs)

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

### Great Northern (GNATs)

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

### Reading (RAMs)

When: First Monday of the month  
Where: Fox and Hounds, Theale, RG7 4BE  
Time: 8pm – ride beforehand see RAMs group in [groups.io](https://groups.io) for details

### Slough (SAM)

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

### Wantage & Newbury (WAGs)

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

### Wokingham & Bracknell (WOBMOB)

When: 3rd Tuesday of the month  
How: Join us – [wobmob@tvam.groups.io](mailto:wobmob@tvam.groups.io)  
Time: Zoom call at 8pm

## OBSERVER CONTACTS

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

### OBSERVER FORUM (mailing list):

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

## LOCAL TEAM CONTACTS

### TEAM LEADERS (teamleaders@tvam.org): Quarterly meetings - Zoom - 7.30pm

Basingstoke (BAR)	Graham Carter	basingstoke@tvam.org
Camberley (CLAMs)	Jez Brown, Bri Walmsley	camberley@tvam.org
Great Northern (GNATs)	Gary Jackson	wycombe@tvam.org
Reading (RAMs)	Dana Gottschalk, Ben Graham	reading@tvam.org
Slough (SAM)	Danny de Matos, Chris Davey	slough@tvam.org
Wantage & Newbury (WAGs)	Paul Gilmore	wantage@tvam.org
Wokingham & Bracknell (WOBBOB)	Andy MacWalter, Ian Gaitley	wokingham@tvam.org
Green Team	Nick Edgley	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)	Danny de Matos, Chris Davey	slough.social@tvam.org
Wantage & Newbury (WAGs)	Paul Gilmore, Mimi Carter Jonas	wantage.social@tvam.org
Wokingham (WOBBOB)	Andy MacWalter and Ian Gaitley	wokingham.social@tvam.org
Green Team	Nick Edgley	greenteam@tvam.org



**TVAM** is affiliated to  
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*Slipstream* editor and designer: Salli G - [slipstream@tvam.org](mailto:slipstream@tvam.org)

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 send to print date which is generally the first Sunday 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](https://groups.io)

Chairman	Barrie Smith		<a href="mailto:chairman@tvam.org">chairman@tvam.org</a>
Chief Observer	Adrian Ellison		<a href="mailto:chiefobserver@tvam.org">chiefobserver@tvam.org</a>
	SMS/WhatsApp	07444 790968	
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	Nick Edgley		<a href="mailto:greenteam@tvam.org">greenteam@tvam.org</a>

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

Next Meeting: (M – Marlow/Internet), 12th April, 2023 (I), – all meetings normally on second

Wednesday of the month at 7.30pm. If a member wishes to attend they should contact Ian Gaitley – [secretary@tvam.org](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/Adrian Ellison	<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	Adrian Ellison	<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	<a href="mailto:eventsdiary@tvam.org">eventsdiary@tvam.org</a>
Girl Torque	Salli Griffith, Dee Smith	<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	Lesley Bugby	<a href="mailto:llr@tvam.org">llr@tvam.org</a>
Meet & Greet Team	Catherine Russell	<a href="mailto:meetandgreet@tvam.org">meetandgreet@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>
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	Nick Edgley, 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 & Tel:** 23 Comet Way, Woodley, Reading, Berkshire, RG5 4NZ.

T: 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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