



# SLIPSTREAM

THE MONTHLY MAGAZINE FOR TVM MEMBERS

*MAY 2021*

**iam**  
RoadSmart

Official Provider



- Airbag Vests and Jackets
- Electronic and original lanyard connection for Turtle2 and GPAir
- 4 year guarantee
- Try before you buy
- 0% finance\* over 3 months
- Free UK shipping

# RIDE THE ROAD? HELITE TURTLE2 NOW WITH ELECTRONIC ACTIVATION



ELECTRONIC  
AIRBAG  
SYSTEM



\*Subject to status



SCAN ME



**BIKE-SEAL  
AUTO-SEAL**  
Safety on the move...

**KEEPS YOU RIDING**  
with a hassle free commute!

We offer professional insertion into your tyres, at our premises or on your drive.

**10% Discount for TVAM Members on all products**

**HELITE**  
airbag technology expert

**lovelifeandride.com**

email [info@lovelifeandride.com](mailto:info@lovelifeandride.com)

call 0118 328 0338



## CONTENTS

Roll of Honour	4
From the Chair	4
Spring Seminars	6
Africa Twins to Morocco	8
TVAM Travel Guidelines	16
Trident Tour	18
Group Run Guidelines	20
The Secret Observer	22
Bike Restoration part 5	24
TVAM Calendar	28
Club Meets	32
Observer Contacts	33
Local Team Contacts	33
Club Contacts	34

Second jab done and my new bike is on the road – things are looking up! Now heading towards its first service I am really enjoying my Triumph Trident 660. I have been organising some peer review rides for the GirlTorque group, so a few of us have been immensely grateful to finally get together for a ride, relishing being back in the saddle in company, and of course catching up over coffee and cake. A must for any ride!

Speaking of Tridents, a plug for Bulldog Triumph who are part of the Trident Tour, where a fleet of the new bikes are travelling round the UK for test rides. Of course, you can book a ride independently at the dealer but this is a one-off day on the 29th May at Bulldog with a food van available all day. If you want to try one on 29th, see the centre pages and book your slot. Call in on the day at Reading Road to grab a coffee and some food and see what's going on.

We have a calendar! After many long months of nothing much happening, with ourselves and our bikes tucked away at home, there will actually be events to attend and larger rides to partake in if all goes according to plan. Team leaders and run leaders you can start filling the calendar from now, so let's be having the details. Send to [socialruns@tvam.org](mailto:socialruns@tvam.org)

**Slipstream Editor**





# TVAM ROLL OF HONOUR

BETTER BIKING

## NEW MEMBERS IN APRIL

Simon Aldridge  
Atilla Barros  
Gordon Bloor  
Darron Cox  
Mark Cox  
Stephen Cudd  
Fergus Gilmore

Brendon Huxham  
Graham Kitteridge  
Katarzyna Krzyzak  
Alex McLellan  
James Nolan  
Ashley Poundall  
Daniel Webb  
Gregory White

## DO YOU HAVE MORE THAN ONE BIKE?

Find out if you could save with one of our multi-bike policies.

**Call us on 0333 999 3033**

Insurance by bikers, for bikers | [www.mackenziehodgson.co.uk](http://www.mackenziehodgson.co.uk)



As with all insurers' Terms and Conditions apply. Mackenzie Hodgson is a trading name of Mackenzie Insurance Services Ltd. Registered in England No. 36423972. Authorised and Regulated by the Financial Conduct Authority under firm reference 308213. All policies are arranged and administered on behalf of Mackenzie Hodgson by Canale North Insurance Consultants Ltd. Canale North Insurance Consultants Ltd are authorised and regulated by the Financial Conduct Authority under firm reference 307243.



## FROM THE CHAIR

The last 12 months have been incredibly difficult for all of us, with most of us unable to meet with family and friends and do the things that we label as 'normal' in our lives. Like many of you, motorcycling to me is not just a hobby, it's a lifestyle that when removed, leaves a huge void.

The TVAM year started in November and so we are now halfway through our current year. Realising that got me thinking about what we have been able to achieve in the first six months, given that much of that time has been spent in lockdown.

So I thought that I would share a few stats with you that will hopefully give you all a picture of how the Club is doing. At the time of writing this, we have a total membership of 1045, of which 237 are Associates. At the same point 12 months ago we had 1054 members so are slightly down, by 9 members. Between the beginning of November and the end of April, we have attracted 43 new members. 10 of these joined in March and another 15 in April.

Taster rides appear to be a very successful way of recruiting new members. There have been 35 taster ride requests since the beginning of November, 11 of those being in

March and another 11 so far in April. Most of these have been allocated, and many completed, so a huge thanks to all the Observers that have found the time to take out members of the public and tell them more about the Club. Seven people that have completed taster rides since November have gone on to join the Club and this is a figure that we expect to increase from the latest group to go out. I have been lucky enough to meet a couple of our new members through the social group Zoom meetings that have been happening regularly whilst we have been unable to actually meet up.

Test passes so far this year sit at 7. Of these, 4 were in November and 3 in December. IAM RoadSmart suspended all tests between January and early April which is why figures are currently lower than usual.

The Events Team has been putting on regular seminars over Zoom. By the time you read this, we will have hosted three excellent seminars: One from Steph Jeavons, talking about her trip around the world on a motorcycle; Motolegends, talking about the different equipment that's out there; and Kevin Williams, talking about the science of being seen on a motorcycle. These events have been extremely well attended by members and many more are planned throughout the remainder of the year.

Communications within the Club are extremely important. We have 1004 members registered on Groups.io and 541 messages were posted from 126 individual posters in March alone. Our new website, which is far more customer facing than the previous one, received 5,049 page views from 1,757 unique visitors. Our Social Media Team is also working hard on promoting the Club via Facebook and Instagram.

So, considering that for four out of the first six months of the TVAM year we have been in lockdown, the figures above would suggest that we're still doing very well as a Club. In the next few weeks, we're going to see far more of the 'normal' Club activities being allowed, like Observed Rides, Social Rides, X-Checks, Observer Assessments and it's even rumoured that we may be able to meet in the not too distance future at St Crispin's.

I really hope to be seeing many of you out on the road soon.

**Barrie Smith**  
Chairman





Unit 1 Moniton Trading Estate, West Ham Lane, Basingstoke RG22 6NQ

Service – MOT – Repairs on all makes and models of motorcycles





# GRAHAM FIELD

Wednesday 19th May

7.30pm – 45-60 mins plus questions

Graham Field was travelling before he was eligible to have his own passport, rode motorbikes before he was old enough to have a licence, and has kept a daily diary for over thirty years. He was born to tell tales of motorcycle travel; it just took him a long time to realise it. Now the author of five books, he has become a recognised name in certain niche circles and veers away from mainstream potential. His articles have appeared in publications around most of the English-speaking planet, and along with TV, column and podcast residencies, as well as presentations, his face voice and words have reached the global receptive. Often outspoken, always opinionated, but rarely offensive, his ridicule is disarmed with a cheeky smile and cogent observations come with a cutting wit.

Integrity is his doctrine, his books are all written in a compelling, humorous, warts an' all daily progressive format. Riding alone he takes his ardent readers with him, who will, if not kill for him, at least consider getting a tattoo to prove their allegiance. His writings have inspired many to take to the road in search of their own dreams having discovered how easy it is.



[WWW.GRAHAMFIELD.CO.UK](http://WWW.GRAHAMFIELD.CO.UK)

Overland motorcycle travel books, available on Amazon. Audiobooks now available.

NEW BOOK, *Near Varna*, when you've found your greener grass.

*In Search of Greener Grass*: A £700 eBay bike 15,000 miles, UK to Mongolia & beyond.

*Eureka*: Same bike, same distance; this time south to Iraq and east to Azerbaijan.

*Different Natures*: 3 journeys over 12 years from the Arctic Circle to Southern Mexico.

5 years co-host on Adventure Rider Radio

Columnist, Vlogger and Reviewer for Adventure Bike TV

**ZOOM SEMINARS WILL BE ANNOUNCED ON GROUPS.IO**



# MOTO CORSA

**Wednesday 9th June**

**7.30pm – 45-60 mins plus questions**

Housed in a former brewery, with Italian style gardens that have great crested newts in the pond, Moto Corsa is a bit different from most major modern dealerships, in their industrial steel and glass showrooms on industrial estates or retail parks.

And apart from its glorious setting, in the quiet North Dorset town of Gillingham, Moto Corsa has a lot to offer motorcyclists, whatever they are looking for. Holding four franchises – KTM, Moto Guzzi, MV Agusta and Royal Enfield – there are new bikes of all capacities and styles, from retro roadsters to high performance adventure sport machines and everything in between.

Venture upstairs to the newly revamped and restocked clothing and accessories department and you'll find five rooms filled with apparel from carefully selected brands. The Helmet Sky Lounge is a high point in every sense of the word.

A visit to Moto Corsa isn't only a feast for the eyes – Taste of Dorset Award-winning Cafe Corsa serves freshly prepared food throughout the day, with plenty of extra seating in the Italian gardens at the rear of the showroom.

Find out more when Moto Corsa give an exclusive visual presentation ...

[www.motocorsa.co.uk](http://www.motocorsa.co.uk)



**SO MAKE SURE YOU BOOK YOUR SEAT USING THE RSVP**



# Three Africa Twins ride to Morocco (22 March- 7 April 2019)



## Moroccan Tour Part One Planning, preparation and dangerous roads

### How it all came about

As explained in the February issue 2021 our ultimate plan was a big trip to New Zealand to see friends with no time frame which was meant to have kicked off in 2020 until Covid struck. Here we relate the second of our preparation shakedown trips. The first was in 2018, to Eastern Europe and the Balkans (see Slipstream Feb/Mar issues 2021) and then in 2019, this trip to Morocco.

### Six, Five, Four, Three..... Go!

Bike insurance – check. AA breakdown cover – check, not that either would be valid for most of our upcoming trip. In fact, due to timing and Brexit we'd also need green cards and international driving permits. The UK was due to leave the EU on 31st March 2019 and we were planning to be in Morocco a week before then, returning a week after. This made for some interesting conversations with our UK insurers, as they wanted us to contact them the week before when they would be able to confirm if a green card was needed. How they thought they would get them to us I don't know, but I'm sure we weren't going to be the only people travelling abroad at that time. The potential penalty for not having one could be confiscation of our bikes, so pretty serious stuff. Most people under a certain age wouldn't have even heard of green cards, Brexit was going to bring even more complexity than needing a separate piece of paper alongside your insurance for Europe, but that's another story.

Planning for the trip had started several months ago with a group of six on a mix of bikes. The route would take us from Portsmouth to Santander on the ferry, south through Spain, ferry to Morocco then head south. The ferry would leave on Friday afternoon and we'd be in Morocco by Monday lunchtime. Much like our previous Balkans trip, we did very little pre-booking to give us flexibility on the road.



Once in Morocco we'd head south past Casablanca and Marrakesh, through the Tazi n Test pass before turning eastwards towards Ouarzazate, north into the High Atlas mountains via the Todra Gorge to Imilchil, then south again into the Dades gorge on the piste. Next, we'd head to Merzouga to ride the Erg Chebbi sand dunes, before turning north and homewards, stopping in the blue city of Chefchaouen before the ferry back to Spain.

I'd met Chris Scott and bought his book *Morocco Overland* at a Horizons Overland event, and it was invaluable for planning, showing a number of pistes over the Atlas and High Atlas mountains, graded by difficulty and bike size, which was pretty important as none of us were experienced off road riders. I had a Garmin Montana which is great for off road routes so I loaded them all, marking by difficulty so we could decide when we were close. I mounted it next to my TomTom SatNav on the bike so they could be used side by side.

The routes were often remote, many miles from the nearest villages, no breakdown or emergency services out here, so we'd be on our own. I had bought a Garmin InReach Mini in anticipation of our big trip, which would attach to my jacket. This little gadget communicated via a direct satellite link and featured an SOS button hidden under a small flap. You didn't want to hit this by accident as it would signal a control centre to start a rescue with local emergency services wherever you were in the world. A bit overkill for Morocco but a great backup.

Researching the paperwork we'd need, we found we would need specialist travel insurance that would cover us riding large adventure bikes off road. Most insurers will only cover a 125cc abroad and then on road only. Navigator Travel Insurance would cover us and included emergency repatriation should the worst happen. Next up was motorcycle insurance. None of our existing policies would cover us and neither would any we could take out in the UK. Insurance would be available at the port in Tanger Med and would be 3rd party only. Two of the group dropped out due to this, not wanting to risk a complete loss in the event of an accident, which was understandable. Another dropped out as he decided his bike wasn't up to riding any pistes. We were down to three – Marc, Marije and I, all riding Africa Twins.

The journey from the UK to Tarifa where we planned to cross was uneventful, Marc winning the Orca quiz challenge on the ferry and a pleasant overnight stop in Frómista. All the bikes had new tyres, Marije and I opting for road tyres and Marc going for knobbies. After dinner in Tarifa we found out that no ferries would run the following day so we aimed for an early start to get to Algeciras for the ferry, which would take longer to cross. We turned up at 7:30am, got our tickets and joined the queue. The next ferry was cancelled, the following we went through and lined up only for it to be cancelled, so we had to go back to the pre-check queue to wait, only for that to be cancelled. It looked like they would only sail when they had enough vehicles to make it worthwhile. We chatted to the other bikers in the queue, one being Rob, a fixer for Russian oligarchs in the UK, who was on an original Africa Twin he'd rebuilt himself.

Finally the barrier went up and being at the front of the queue I shot through. Having been through and checked once already I didn't even notice the raised hand of the customs officer. Marije came over the intercom. "Best come back, he

looks really pissed off and he's armed." After circling the car park I backed up to the booth and sheepishly handed over my documents. He checked them, handed them back and smirked, "Now go."

Once on the ferry we had our first taste of bureaucracy. Everyone had to complete a police form, queue up in a long line and once at the window the officials would take the details, stamp and return it. We had known this would happen so made sure we got in the queue quickly, as it wasn't uncommon for it to take hours to process everyone, possibly even longer than the crossing. Off the ferry and as we rode towards a set of booths we were summoned aside to put the bikes through a giant x-ray machine, big enough to x-ray trucks. Once done, our universal translator Marije spoke to one of the port workers to find out where to go next.

It turned out the x-rays were for people leaving, we'd just paused to work out where to go next in exactly the wrong place! Once headed the right way we stopped again to have our paperwork processed. V5 ownership document, police slip from the ferry and passport details were all entered into the computer. Marc swore under his breath when he pulled his documents out. His original V5 was still on the copier at home and he only had the copy with him. In true comradery we wished him a good ride back to the UK, we'd send him pictures as we went. Miraculously the customs office accepted his copy and issued a temporary import slip which we'd need to hand back when we left the country.

The summer in Morocco can see temperatures north of forty Celsius, and the winters can be quite cold and wet. The best times to travel are early spring or early autumn and we'd chosen late March. As we headed to Marrakech we could see dark clouds on the horizon, then lightning, then torrential rain started. I asked Marc over the intercom if he wanted us to stop so he could put on waterproofs. "Too late, soaked through already," came the reply. Marije and I had our Richa kit we'd used for the Balkans which kept us dry. It was pricey, but we were glad we'd invested in it.

I'd put a few places to stay in my SatNav, so we headed to the Palm Auberge on the south side of Marrakech, where the owner opened the gates so we could ride our bikes into the foyer. It was just big enough to get all three in and allow other guests to still walk through.

After checking in and finding we could have food but no beer, I rode to a nearby supermarket to stock up, which was a good move as we wouldn't find any more for days to come. Two pounds for a 330ml can, in case you're wondering.

The rain continued all evening, the beer flowed, the tagine was excellent and Marc dried out.



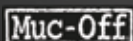
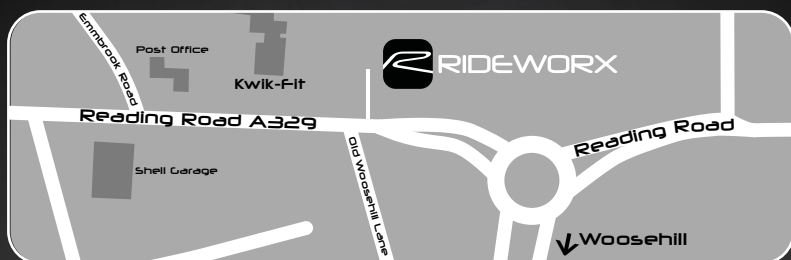
*Breakfast at the Palm Auberge, Marrakech*



## THE ONE-STOP SHOP FOR YOU AND YOUR BIKE

Race,Road, Tour, Adventure,MX ...

Bikesales  
Helmets  
Leathers  
Textiles  
Boots  
Gloves  
Performance&O&parts  
Servicing  
Diagnostics  
Tyres  
MOT



Unit 1, 125 Reading Road, Wokingham , RG41 1HD

Tel: 01189 780089

Finance options available.



*Schoolkids on the way to the Tizi n Test*

### The Tizi n Test

The following morning the sun was shining, a great time for a ride through the Tizi n Test pass, described on the Dangerous Roads website as one of the most spectacular drives in the country. Not for the faint-hearted.

We stopped for fuel near a large open air car park that had dozens of 4x4's parked in it for tourists to be driven up the pass. It also meant it was a tourist



*The Tizi n Test pass, on the way up in the sunshine*

## The Leader in Custom Hearing Protection for Motorcyclists



10% off using code

**TVAM10**

at [ultimateear.com](http://ultimateear.com) + free impressions at our offices in Kent

01689 876885

**ultimate**<sup>TM</sup>  
Hearing Protection Systems



## OHLINS main distributor, dealer and service centre

- All makes of suspension rebuilt and overhauled including Ohlins, WP, Showa and Kayaba.
- Set ups and Modifications to suit rider weight, ability and type of riding.
- Attend St Crispins 2-3 times per year for set ups.



### MH Suspension

Albany Farm, Lower Seagry, Chippenham, Wiltshire, SN15 5EW

T 01249 721001 M 07970 596206 E [mail@mhracing.com](mailto:mail@mhracing.com) W [www.mhracing.com](http://www.mhracing.com)



trap and we spent more time saying no to souvenir salesmen who surrounded us at the pumps than we did fuelling up.

Earlier on in the day we had stopped for a quick brew next to a lake, only to find we had stopped next to a school. After the children had surrounded us, asking questions and skilfully extracting every snack bar all three of us possessed, I had pulled back onto the road only to find I was on the wrong side when I came face to face with a local driver.

As we headed up the pass, I kept reminding myself to keep right, there are no road markings and the edges are weathered and worn. There are few barriers and the ones that exist are more likely to flip you into the valleys below than save you. The road twists and winds with regular switchbacks and little traffic and stunning views across the valleys – a truly spectacular route.

Nearing the top of the pass we hit the clouds and drizzle. Visibility dropped to a few metres and the road surface broke up, not yet having been repaired after a wet winter and freezing temperatures. Now I was riding in the middle of the road, sheer rock face on one side and what looked like a steep drop on the other.

This is when I found out that Moroccans don't use their lights in these weather conditions. They do use their hazard lights which allows you to see something through the mist, but as I made out the yellow flashers ahead I realised it doesn't help with working out which way they are facing. I moved to the right just in case, but fortunately the car was heading the same way as us so we just followed, giving it as much space as we could without losing him.

The clouds cleared and the road opened up a bit, the surface improved and the local we'd been following accelerated. The road down was as spectacular as the





*The owner of Chez Bassou was seemingly waiting for us*

route up but instead of mountains ahead, in the distance we could see desert stretching for miles. We turned eastwards onto the N10 and we rode across seemingly endless desert, only slowing for camels crossing the road.

The Todra gorge gave us a stunning entry into the Atlas Mountains, with steep cliffs up to five hundred feet high either side of the canyon, and a river running through it. As you look up, the upper portions of the cliffs look golden where the sun reaches down to illuminate them. Alongside it, the road runs, twisting and turning as we ascend. The gorge runs for about twenty five miles and once we got higher it gets colder and the roads crumble. Kids run out at the sound of the bikes trying to high five all three of us. At first it's fun but after a while I got nervous about running them over as they dart out, or losing my glove as they hang on to the fingers of it.

We encountered a couple of sections of road which had been washed out, resulting in forty foot long fords to traverse, leaving us covered in water and muck. We looked a state when we arrived in Imilchil and pulled into the impressive looking Auberge Chez Bassou. The front doors were covered in stickers from previous two and four wheeled adventurers. We hadn't pre-booked, but the owner stood outside as if expecting us.

In the evening as we were drinking the last of our beers over dinner, an American couple and their college-aged son arrived in the darkness. They were due to stay with a Moroccan family another couple of hours drive through the mountains and asked if they were heading in the right direction, and if it was safe. The owner recommended they wait for daylight as the roads were unlit and animals ran wild.

The father looked at our beers, smiled and asked the owner "Can I get beer here if we stay, or is there a store?" to which the owner pointed out of town and said "Beer about three hours that way, but if you have any you're welcome to drink it here". We shared our last cans.

As we looked over the maps the owner came over, so we asked what was the piste down to the Dades gorge like. "On your bikes it's fine, as long as it's dry." That was it, tomorrow the piste.

**Damien Murray**

## New TVAM Travel Guidelines

Since the introduction of the European Package Travel Directive (PTD) the committee has been considering the best ways of alleviating the potential implications.

*"What's the Package Travel Directive?"* I hear you ask (well, ask virtually)

The Package Travel Directive was introduced by the EU (and adopted by the UK, before anyone thinks that Brexit gives us a route out of this) and is designed to protect travellers from issues arising on package holiday trips. In short, trip organisers who organise regular trips can be held liable under the Directive for repatriation costs (as well as other measures) of traveller's package holidays they have booked.

There are a couple of definitions that are worth understanding:

- A 'package' is formed when more than one element of a trip is booked on a traveller's behalf. This might comprise a ferry and a hotel, or a Eurotunnel train and a B&B. If only one element is booked, perhaps just the hotel, then it is not a 'package' and doesn't fall within the remit of the Package Travel Directive. Most UK trips, where the organisers book the hotel and members make their own way there (on their bikes, if you can remember that sort of thing) are not a package and not covered by the Package Travel Directive.
- The term 'regular' has not been tested. No one knows if this means once a week, or once every 10 years. As TVAM books overseas trips every year, we are playing safe and assuming that the Package Travel Directive will apply.
- There is no mention of the word 'commercial' or 'for profit'. Any organisation, including clubs and charities like TVAM, are included in the Directive.
- The Club does not want to be held liable under the Directive, nor do we want trip organisers to feel discouraged from organising overseas trips by any potential liability that might arise. To avoid the club, or any individual trip organiser, being held liable under the Package Travel Directive, we considered some options:
  1. We could carry on regardless and assume it will not happen. We quickly discounted this as it could be either very expensive for the trip organiser, or a poor use of club funds.
  2. We could insure against a potential claim. Travel agents already hold this sort of insurance and it is readily available. However, such insurance is expensive, and we considered the expense a poor use of club funds, if other alternatives were available.
  3. We could tell trip organisers to only book one element of the package (such as the hotel) and get everyone on the trip to make their own travel arrangements. This would be messy for everyone involved, especially where people were not able to book onto the same train or ferry etc.
  4. The final option we considered, which is the Club's chosen route, is to appoint a preferred travel agent that can make the bookings for us. This means that the Club, or the organiser, would no longer be liable under the Package Travel Directive.

The Club has, therefore, appointed a preferred travel partner, Not Just Travel (Dan and Caroline). Not Just Travel is a large, franchised travel agency, and is part of the even

larger Hays Travel Group. Dan and Caroline are franchisee holders for our area and are now TVAM's 'Partners in Travel'.

This means that Dan and Caroline will be able to book hotels, ferries, trains etc. on behalf of trip organisers. If Not Just Travel don't hold a relationship with, say, a particular hotel or B&B that an organiser would like to use, then they may be able to form one, or suggest an alternative. And, of course, there is still the option for the trip organiser to book no more than one element of the package themselves.

As well as being able to make bookings, Not Just Travel (Dan and Caroline) will be able to collect money directly from participants and settle directly with the parties they have booked.

Cancellation terms will still be set by the relevant operators, such as the ferry company, train company or hotel. These will be made clear by Not Just Travel (Dan and Caroline).

Not Just Travel will make a commission on any bookings they make. However, this should not increase the overall cost for trips since their commission comes from the relevant operators. A percentage of the commission they earn will be returned to the Club as part of the Partner in Travel agreement.

Not Just Travel (Dan and Caroline) will also be able to offer TVAM members discounted deals on personal travel and holidays.

There will be a dedicated booking page set up for TVAM to make the process as straightforward as possible. Dan and Caroline will be available on the phone, by email, or in person to discuss any elements of the trip.

For the time being, the Committee would like to have visibility of all overseas Club trips that are planned, to ensure that the arrangements are working properly and that we are not incurring any potential liabilities for the trip organiser, participants or the Club. So when planning, please get in touch with the Committee with an email to [committee@tvam.groups.io](mailto:committee@tvam.groups.io).

We hope that this arrangement will mean that it is easier to organise and book trips, particularly overseas trips, and that organisers can do so in the knowledge that any liabilities under the Package Travel Directive have been taken care of.

**Chris Brownlee**  
**Chief Observer**



We are open  
for take-away  
at 6 High Street  
Sonning, RG4 6UP.  
Enjoy our  
delicious cakes,  
tea & coffee.

t. 0118 927 2762  
e. [hello@villagehamper.com](mailto:hello@villagehamper.com)  
[www.villagehamper.com](http://www.villagehamper.com)

**10% off for TVAM**





# SATURDAY MAY 29th AT BULLDOG TRIUMPH



## TRIDENT TOUR

**SATURDAY 29TH MAY.**

### ***BOOK YOUR RIDE.***

Book online for your chance to ride the most talked about bike in the UK. Our dedicated fleet of Tridents, accompanied by our expert riders, will be on-hand for pre-booked test rides at Bulldog Triumph in Winnersh. Visit [www.tridenttour.co.uk](http://www.tridenttour.co.uk) to book.



BULLDOG TRIUMPH

Bulldog Triumph, Reading Road, Wokingham, RG41 5AB  
Tel 01189 360720 [www.bulldogtriumph.com](http://www.bulldogtriumph.com)





## Group Riding – IAM RoadSmart Guidance

IAM RoadSmart has published a 'manual of guidance' for group riding. This replaces and older guidance document that was badly in need of an update. The new manual makes things much clearer, and I'd urge you to familiarise yourself with the guidelines, especially if you are planning on leading a run.

The new guideline break runs into four main categories. Essentially these are:

1. A group of friends going out together.
2. A Club run for Full Members.
3. A Club run open to all member, including Associates and prospective Associates.
4. A Club training ride.

The key points of this new guidance are as follows:

- A group of friends going out to ride together does not constitute a club run. IAM RoadSmart public liability insurance, which protects members from public liability claims does not therefore operate.
- A Club social ride out means that guidelines should be followed. IAM RoadSmart public liability insurance is applicable. A suitable Full Member (i.e. not an Associate) should lead the run and give an appropriate briefing and the back marker for the run should be a suitable Full Member (i.e. not an Associate).
- On a Club run that includes Associates, then the Associates should be 'under observation' which means that they should be monitored by suitable Full Members or Observers on the run. It does not mean that they need to have an Observer conducting an Observed Ride with them (although this is an option).
- Prospective Associates, such as those thinking about joining the Club, should be assessed before joining the run. Note that there is not a requirement for this to be riding assessment, nor does it say who should conduct the assessment. If a suitable Full Member is vouching for the riding of a prospective Associate, then that can be sufficient.
- On runs involving training, with Observers carrying out observation on Associates, with feedback (whether written or verbal), then the run should be back marked by an Observer as a minimum. Such runs should have an Associate to Observer ratio of no more than 3:1, and preferably 2:1, and Associates should be 'under guidance' of an Observer on the run.



**... because motorcyclists need a voice  
... with full time political lobbyists, one an ex MP  
... is your voice in Westminster and Brussels**

**MAG ANNUAL MEMBERSHIP OF £27 INCLUDES 84 PAGE A4 COLOUR MAGAZINE**  
**Join online at [www.mag-uk.org](http://www.mag-uk.org)**

Appropriate briefings should be given for all Club runs by the run leader and back marker and Observers should give the standard 'disclaimer' to Associates as part of their separate briefing for any element of training on a run.

Most of the rest of the guidance is standard practice for TVAM Club runs and, indeed, much of the guidance in the manual was based on TVAM, and some other groups, standard procedures.

The guidelines in the manual are being incorporated into the Run Leader/Back Marker course. This course is recommended for anyone wanting to develop and consolidate their run leading and back marking skills. If you have already completed this course, then please update your knowledge by reviewing the manual.

If you are leading, back marking or even participating in Club runs then please review the manual. It is available in the files section of Groups.io at [allmembers|files|greenteam](#). The document is called Group Organised Rides Manual RG V2 – and you might like to check out some of the other documents there too.

If you have any questions about the guidance, then please drop me an email at [chiefobserver@tvam.org](mailto:chiefobserver@tvam.org)

I am very hopeful that we will soon be able to put these guidelines into practice on some social runs as we come out of lockdown.

**Chris Brownlee**  
Chief Observer



**Oil your chain, not your back wheel!**

**[www.chainmate.co.uk](http://www.chainmate.co.uk)**  
**[gary@chainmate.co.uk](mailto:gary@chainmate.co.uk)**

*As featured in RIDE and MCN*



# THE SECRET OBSERVER

## ANONYMOUS TALES FROM OBSERVED RIDES

thesecretobserver@tvam.org.

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

The Advanced Rider Course logbook introduces IPSGA by saying; 'It runs like a spine through the entire advanced riding course. It promotes careful Observation, sensible Anticipation and accurate Planning (OAP).' This of course is an anagram easily remembered by some of our older members.

This month a tale from an Observer of an incident that happened many years ago relating to OAP.

The Observer was taking an Associate from Reading into Henley. Arriving in Henley town centre they stop at the main traffic lights. The lights change and away they go, everything is looking sweet.

A very short time afterwards the Observer pulls the Associate over for a mid-ride chat. The Observer starts with, "Whilst we were stopped at the traffic lights just back there I noticed you looking around – well done. Did you notice anything of note whilst we were stopped?"

The pair had just missed a heavy rain downpour. He was hoping to get the Associate to consider they were likely to encounter some very wet roads ahead.

The Associate replied, "Not really, but I did see that very nice pink and black dress in the shop opposite. As soon as the ride's over I'm going back to buy one if they have it in the right size." (Some Members may remember the Phase 8 shop at that junction).

Now this is a clear example of Observation, Anticipation, and Planning, but perhaps not related to the ride underway. Don't let your concentration wander when riding, especially in town where there are many distractions but also hazards.

The Observer also didn't share whether the Associate was male or female....

**If you have a tale about an incident on an observed ride you'd like to share in confidence (Observers or Associates) drop a line to our Secret Observer.**



# Safety First...always

Over 25 years providing health, safety, quality and environmental expertise to businesses, ensuring losses are prevented or minimised and that statutory compliance to the latest legislation is met.

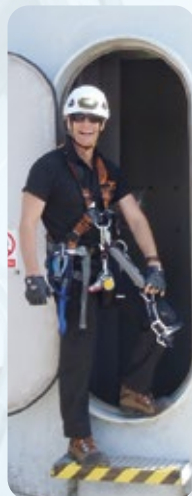
Safeguard Consulting offers cost-effective support for any size of business - general advice, risk assessments, ISO accreditations, safety in procurement schemes, pre-qualification tendering, construction phase plans, compliance inspections, audits and training.

We are currently providing dedicated service support to manufacturing, the building sector, the renewable energy sector, food production, fabrication, fenestration, estates management, building services, motor retail, education, laboratories and warehousing.



**Safeguard Consulting Ltd.**

Contact Alan Songhurst  
[alan.songhurst@hotmail.co.uk](mailto:alan.songhurst@hotmail.co.uk)  
+44 (0)7748 307 650



A Chartered Member  
of the Institution of  
Occupational Safety  
and Health (IOSH)

81 Russell Street, Reading, RG1 7XG

**0118 950 0300**

Mark Wilson

[m.wilson1@btconnect.com](mailto:m.wilson1@btconnect.com)

*ride in ride out ride in ride out*

***rideinbiketyres.co.uk***

***www.rideinbiketyres.co.uk***





# Confessions of a First Time Restorer

## PART FIVE - TWO STEPS FORWARD, ONE STEP BACK

If anyone ever tells you that restoring a classic motorbike is a rewarding experience, they are telling the truth. But what they are omitting is that it is also one of the most frustrating experiences known to humanity. Every time you make some progress, something else happens that makes you have to back track. This is even more true when you are learning as you go along because you lack certain basic skills and knowledge. I have taken to likening myself to a novice baking a cake!

However, what my cake recipe does not and simply cannot do is tell you how to perform the basic tasks. Or include a culinary dictionary. It would be 400 pages long if it did. It might say, 'break 2 eggs into a bowl' or 'fold the ingredients together'. It does not tell you how to break those eggs, or how to 'fold'. And how you break those eggs and stir the ingredients can make all the difference. The same goes for the 'tablespoon' amount, the quality and cocoa content of chocolate, etc, etc. The recipe must assume a basic level of knowledge, ability and quality of ingredient.

I have all the ingredients (the bike and its parts) and the recipe (Rupert Ratio and BSA Service Sheets). I really want a mouth-watering, moist, tasty cake at the end! But as well as learning how to do the complicated bits I'm having to learn how to break the eggs, sometimes by trial and error, sometimes by asking for help. I am lucky to have found the BSA C15 Facebook group, and in particular Dave and Lisa (Mr. and Mrs. Ratio) who are so utterly generous with their time and knowledge.

Completing individual tasks can also be further complicated by the issue of not knowing whether you have actually done it correctly. An experienced chef will know things are going well at all stages. Their experience and knowledge will tell them that. If it's wrong, they can correct it then and there. The average novice (me) will not know that they have destroyed the mix and will carry on regardless, only to realise it is wrong when their cake looks and tastes like something you lost under a sofa cushion six months ago. There's a lot of learning going on here. There are going to be teething problems at the end that need ironing out. I have no doubt that the second bike will be an easier process due to the amount I have learned from my work and mistakes on this first bike.

Anyway, the month started with a bit of a road trip. The chrome was finally ready, so I combined collecting this with a trip to Dynotech in Bramley to let Andy have a



look at the front tyre I had waved the white flag at. Basically, my compressor wasn't powerful enough! Andy removed the valve (useful tip, that) and blasted the air in a couple of times until the bead sat correctly. Sorted – cheers Andy. And a tip from a professional. Forget all the tyre soap and expensive tyre lubes – Fairy Liquid. Not supermarket own label, it has to be Fairy due to the lack of other nasty ingredients. Feeling all pleased with myself I then got home and realised I had left a couple of bits of chrome at AK Moto and had to go and collect those 2 weeks later.

This month was to be full of things that started getting the bike back together again. Now I had the chrome I could get on with my next goal of getting a rolling chassis. I assembled the shocks and posted Steve his tool back. I started to assemble the wheels and then realised I had ordered/had been sent the wrong size hub caps – fiddlesticks! The wrong hubs were returned and the correct ones ordered. In the meantime I assembled the forks which fought me every step of the way on a very physical and frustrating day, but I got there in the end. The correct hubs arrived and the wheels were assembled. Once I got the knack of getting in the brake shoes they went together very nicely.

One day, when I came out of work, a voicemail saying: 'Got the parts back from the sandblasters. Would it be possible for you to pop in?' Eek. This was from Mike at Triple C Paint. My wallet immediately came out in a cold sweat at the thought of this. I did 'pop in' to see Mike and it was going to hurt my wallet. Some schools of thought say that I shouldn't have sandblasted the tinware, but I decided to on the premise that the aggressiveness of this method would show up any inherent weaknesses in the metal and it did exactly that. The broken stay mentioned last month showed that some of the tinware was not in the best of nick. Mike and I also knew that the rear mudguard had previously been repaired, but not very well. A crack across the centre of the mudguard had been bronzed and a plate riveted in rather than



*Restored shocks in place*



*Restored front forks*



*Complete rear wheel*



*Front mudguard corrosion*



*Corroded rear mudguard*



*Corroded rear mudguard*

it being welded and repaired properly. General age-related corrosion also resulted in several other holes. There was minor stuff on the front mudguard (apart from the stay) and a couple of other parts needed attention. Fortunately, and most importantly for my wallet the oil tank and petrol tank were fine. The rear mudguard was not usable in its present state and would need to be repaired. The front mudguard stay would have to be repaired before it could be used as well. And I figured that I might as well get the other minor bits done also. Looking at a specialist business these repairs were heading on for £450. Ouch – not in the budget! I tried to source another rear mudguard instead, but these seem to be as rare as the proverbial rocking-horse droppings. I could not find an original one anywhere, even in America or India. So I've gone with my usual method and taken them to a local guy down the road – AIM Sheet Metal. Apart from supporting small local businesses, I find it is cheaper than a big company and the quality of the work often better. I prefer to send business the way of people whose work is their calling card. I'm looking forward to collecting these parts and getting them back to Mike.

So I was now able to crack on with getting a rolling chassis. Shocks, forks, wheels were all put on the frame. With wheels being on, I needed the bike to be able to stand up on its own, so the centre and side stands were added as well. My next goal of a rolling chassis had been achieved.

I could now get the engine back in the frame. This was an ideal stage to do this as the engine wasn't too heavy or awkward, and once in the frame it would still allow me access to start work on the drive side and the top of the engine. However, I was reluctant and kept putting it off. This was because my gut was still telling me the gearbox wasn't right. It was all assembled and sealed up, but I just felt that it wasn't right. It felt rough and only 2 of the gears seemed to be engaging properly each and every time I tried. To be honest, I was avoiding



*Rectifier, horn and ignition coil in place*

dealing with this like the plague as I didn't have a clue how to remedy it. I kept pushing it to the side and doing something else.

So, I ended up assembling other bits and bobs on the frame all the while putting off the inevitable. The handlebars went on, headlight shroud, battery box, foot pegs, rear brake pedal and brake mechanism were assembled (bit of a faff there – the placing of things needed tweaking as the nearside pillion footrest rubbed against the rear brake rod). I even ended up electrical testing and fitting the horn, rectifier and ignition coil as well. All to avoid dealing with the gearbox. Parts were ordered and received also. I received the decals and delivered them on to Mike. There is one decal I need to do myself as well. I've got the

dreaded wiring loom. That alone will be an 'adventure'. But that's a little bit down the line. But the gears are still not sorted. I must get them done otherwise I am going to grind to a halt, both figuratively and literally!

Finally, there was a first that made me feel all pleased with myself. One day whilst flicking through the BSA C15 Facebook group someone asked a question about the number and orientation of the fork seals and the fork seal holders themselves. I knew the answer to that. I looked like a teenager using both hands speed typing on a phone for once, rather than a middle-aged bloke squinting at the screen and hitting it repeatedly with one finger. Boy, answering that question made me feel good. And then I hit the books and checked my messages from Mr and Mrs R to check that I had actually given the correct answer. Honestly, I hadn't asked the same question myself 2 weeks earlier. I did sound all knowledgeable though, even if I say so myself. There was a definite strut to my step as I went to tell Sharon about this personal achievement!

So that brings you up to date. The first thing on my list of next things to do is the gearbox – I must get it done. I'll fill you in on that next month.

**Jon Case**



*Rolling chassis*

# TVAM CALENDAR

## SOCIAL RUNS, EVENTS AND ONLINE SEMINARS 2021

### MARCH 29TH - COVID-19 NOTICE REGARDING RUNS AND TRIPS

With the next stage of lockdown easing, larger runs are now on the cards. We also have some trips in the calendar at long last. Most of the seminars (orange) are on Wednesdays from 7.30pm but see individual entries in the earlier pages of Slipstream or groups.io posts/calendar for full details with dates and times.

### APRIL 2021

SUN 18 **ST CRISPIN'S SUNDAY - ONLINE ZOOM MEET 9am**  
See the allmembers/groups.io for full details and link.

WED 28 **THE SCIENCE OF BEING SEEN - Kevin Williams**

### MAY 2021

SUN 16 **ST CRISPIN'S SUNDAY - ONLINE ZOOM MEET 9am**  
See the allmembers/groups.io for full details and link.

WED 19 **THE 'JUST DO IT' APPROACH TO TRAVEL - Graham Field**

SAT 27 **AVEBURY ADVENTURE (B/B+) -** Dust off the cobwebs with this gentle reintroduction to group riding. Meeting at 9am for a briefing and departing at 9.30pm from MacDonalds, Bath Road, Reading, RG31 7SA for the stone circle at Avebury where we will take lunch at the NT café or the pub for any hour or so. 60-70 miles each way with about 4.5 hours in the saddle. Run leader Paul Gilmore.

### JUNE 2021

WED 9 **MOTO CORSA -** Moto Guzzi, MV Augusta, Royal Enfield, Aprilia, Energica

SAT 12 **AV8 CAFE (B/B+) -** Meet at Henley Esso, Reading Rd, RG9 1DP at 9am for a briefing, leaving at 9.30am. Visiting Wantage, Lechlade and Marlborough and points in-between 150/160 miles, returning to Calcot MaccyD's RG31 7SA by 4pm ish. Room for 12 to 15 bodies. Run leader Paul Gilmore.

SUN 20 **ST CRISPIN'S SUNDAY - ONLINE ZOOM MEET 9am**  
See the allmembers/groups.io for full details and link.

### JULY 2021

WED 7 **THE EVERYTHING BIKE QUIZ - Andy Ball**

 Social Runs  Events  Seminars  Track Day/Training Run

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



FRI 9

**TRIUMPH FACTORY VISIT** - Full Factory Tour. Maximum 10 people. Leaving from St Crispin's car park at 9am (briefing at 8.45am). Arrive at Hinckley by 12.30pm for lunch at the visitor centre cafe. The factory tour starts at 1.30pm and lasts up to 2 hours. Depart for home (Wokingham) at around 4pm. On-site motorcycle museum included. Cost is £20 - book your place via the webshop at [tvam.org](http://tvam.org). For any questions contact Nigel Winstanley [winstnig@gmail.com](mailto:winstnig@gmail.com)

FRI 9 -  
SUN 11

**CAMPING TRIP & WALES TOUR** - Two nights camping in a small campsite exclusively for the use of TVAM in Little London, Hereford HR4 7NA, arrive Friday, tour of mid Wales on Saturday and return on Sunday. Maximum 10 attendees, £75 per person. Included: Two nights camping at Maggie's Field Campsite, firepit, BBQ Friday and Saturday night, breakfast, tea, coffee etc. Everyone helps with cooking and cleaning up! To grab a place or for any questions contact [damien.murray@yahoo.com](mailto:damien.murray@yahoo.com)

#### 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.



# Nick Robinson

01256 880003

# Motorcycles

- panel repair and paintwork • insurance work
- cast wheel repairs/refurb • wheel building
- engine rebuilds • rebores and crankshaft rebuilds
- repairs and servicing - all makes
- clothing, accessories & spares

[www.nickrobinsons.co.uk](http://www.nickrobinsons.co.uk)







FRI 16 –  
MON 19

**OFF ROAD TRAIL RIDING** - Steph Jeavons and MotoJunkies lead this off road trip on hire bikes. Exploring Welsh moors and mountains. 4 days/3 nights inc hotel (Edderton Hall Country House) dinner, breakfast, hire bikes, training and guides for 2 days. £650 single occupancy/£580 shared. Bikes are Honda CRF300s and Royal Enfield Himalayans. Max 9 places. For further information see post on groups.io allmembers or contact events@tvam.org

SUN 18

**ST CRISPIN'S SUNDAY - The real thing! 9am**  
Members' monthly meet at St Crispin's School, Wokingham.

## AUGUST 2021

SUN 1

**HORIZONS UNLIMITED** - How to travel pack light - what kit you really need - **Grant Johnson**

MON 9 –  
THU 12

**OFF ROAD TRAIL RIDING** - Steph Jeavons and MotoJunkies lead this off road trip using your own bikes. Exploring Welsh moors and mountains. 4 days/3 nights inc hotel (Edderton Hall Country House) dinner, breakfast, training and guides for 2 days. £495 single occupancy/£420 shared. Max 11 places. For further information see post on groups.io allmembers or contact events@tvam.org

SUN 15

**ST CRISPIN'S SUNDAY - The real thing! 9am**  
Members' monthly meet at St Crispin's School, Wokingham.

SUN 15

**SLOW RIDING AND BBQ** - Following the morning St Crispin's meeting - time to show off your slow riding skills - or not!

WED 18

**MAGELLAN TRAVEL** - Top motorcycle destinations you never heard of.

FRI 20 –  
MON 23

**PEMBROKESHIRE CAMPING TRIP** - Cooking facilities included. 4 day/3 nights, £100 includes camping fees, facilities and food. Max 12 places. For further information see post on groups.io allmembers or contact events@tvam.org

## SEPTEMBER 2021

WED 8

**ELSPETH BEARD** - motorcyclist and architect, and the first British woman to motorcycle around the world.

SUN 19

**ST CRISPIN'S SUNDAY - The real thing! 9am**  
Members' monthly meet at St Crispin's School, Wokingham.



Social Runs



Events



Seminars



Track Day/Training Run

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



Class 1, 2, 3, 4 & 7 MOT's & Servicing

**01344 869997**

Unit 41, Longshot Lane,  
Bracknell, RG12 1RL

[www.melsmotors.co.uk](http://www.melsmotors.co.uk)  
[mel@melsmotors.co.uk](mailto:mel@melsmotors.co.uk)



Class 1, 2, 3, 4 & 7 MOT's + Repair Work & Professional Welding

Service and Maintenance of ALL Motorcycles, Cars and Light Commercial

Competitively Priced Motorcycle Tyres

Overhauling & General Repairs

Advanced Diagnostics in Engines, SRS, ABS,  
Transmission, Plus Sub Systems & Motorcycle Diagnostics

FREE Battery & Alternator Testing

Plus Much More!



[www.melsmotors.co.uk](http://www.melsmotors.co.uk)



**Barrie Smith MCIOB**  
**For all your architectural and  
building design requirements.**

BPS offers a complete and tailored building design service. Whether you require plans to obtain planning permission or a complete project co-ordination service, BPS has the expertise to meet your requirements.



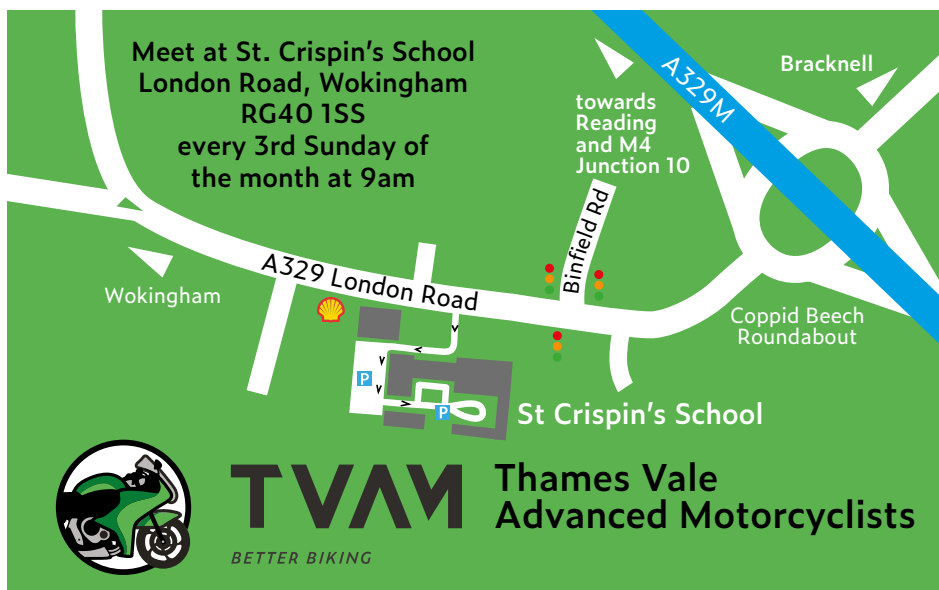
**01344 309050**

[barrie@barriepsmith.com](mailto:barrie@barriepsmith.com)

[www.barriepsmith.com](http://www.barriepsmith.com)

## CLUB MEETS - Online Zoom monthly meeting only at the present time

Monthly meetings were held at 9am on the 3rd Sunday of each month at St. Crispin's School, London Road, Wokingham, RG40 1SS. At the present time we have a Zoom meet on that Sunday - see groups.io or Slipstream for joining details.



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

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

### Basingstoke (BAR)

When: First Monday of the month  
Where: Jekyll & Hyde, Hartley Wespall, Turgis Green, RG27 OAX  
Time: 7.30pm

### Camberley (CLAMs)

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

### Great Northern (GNATs)

Meet 1: After each St Crispin's for coffee at The Farm Café, Ashridge Manor Garden Centre, Forest Road, Wokingham, RG40 5QY.  
Meet 2: Rideout first Sunday of the month.

### Reading (RAMs)

When: First Monday or Tuesday of the month March/Tuesday; April/Monday etc.  
How: Join us - rams@tvam.groups.io  
Time: Zoom call at 8pm

### Slough (SAM)

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

### Wantage & Newbury (WAGs)

When: Second Wednesday of the month  
How: Join us - wags@tvam.groups.io  
Time: Zoom call at 7.30pm

### Wokingham & Bracknell (WOBMOB)

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

### Green Team (Full Members)

Meet 1: Last weekend of the month - see Slipstream or groups.io calendar  
Meet 2: Wednesday following St Crispin's at The Crown, The Street, Swallowfield, RG7 1QY  
Time: 7.30pm

## OBSERVER CONTACTS

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

### OBSERVER FORUM (mailing list):

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

## LOCAL TEAM CONTACTS

### TEAM LEADERS (teamleaders@tvam.org): Quarterly meetings - Zoom - Wednesday 28th July, 7.30pm

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

### 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)	Vanessa Boudier, Andy Boudier	reading.social@tvam.org
Slough (SAM)	Ally McCulloch	slough.social@tvam.org
Wantage & Newbury (WAGs)	Keith Miller, Mimi Carter Jonas	wantage.social@tvam.org
Wokingham (WOBOB)	Andy MacWalter and Ian Gaitley	wokingham.social@tvam.org
Green Team	Alan Hudson	greenteam@tvam.org



**TVAM** is affiliated to  
BETTER BIKING



*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 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)

© 2021 Thames Vale Advanced Motorcyclists. The views expressed are not always those of TVAM or IAM RoadSmart. The editorial team reserve the right to edit submissions. *Slipstream* is published by Thames Vale Advanced Motorcyclists. No part of this publication may be reproduced or used in any manner without the express written permission of the publisher. TVAM is a charitable company limited by guarantee and is a group within the IAM.

## CLUB CONTACTS

### Honorary Vice Presidents:

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

### 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	Chris Brownlee	<a href="mailto:chiefobserver@tvam.org">chiefobserver@tvam.org</a>
Secretary	Adrian Ellison	<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>
Events & Promotions	Phil Donovan	<a href="mailto:events@tvam.org">events@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 Meetings: (M – Marlow/Internet), 8th June (I), 13th July (M) – all meetings normally on second Tuesday of the month at 7.30pm. If a member wishes to attend they should contact Adrian Ellison – [secretary@tvam.org](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)	Mike Walden	<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 Diary (non-run events)	Phil Donovan	<a href="mailto:eventsdiary@tvam.org">eventsdiary@tvam.org</a>
Girl Torque	Alie Ball, Salli Griffith	<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	Phil Donovan	<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	Clive Marsden	<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	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/Phil Donovan	<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	Roger and Marianne Lindsay	<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.



# ***SPEED*** **TRIPLE 1200 *RS***

**LAUNCHING APRIL**



A revolution in Speed Triple power, performance, handling and technology. The most powerful, highest torque and fastest accelerating Speed Triple ever, with an all new 1160cc Triple engine.





# **DKJ-Construction Ltd**

Construction to the highest standard



**Contact**  
**Drew Holdaway**  
**07860 382224**  
**[dkj\\_construction@yahoo.com](mailto:dkj_construction@yahoo.com)**