

SLIPSTREAM

THE MONTHLY MAGAZINE FOR TVM MEMBERS

SEPTEMBER 2022

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*God's own country – Yorkshire
also the home of our
northern AdvancedPlus
see page 20*

As I finish writing this I am also packing up my bike to set off to France tomorrow on the morning ferry from Newhaven to Dieppe. Heading to the Charente region in south west France, the six of us will hopefully have some tales to tell!

This month's issue has some pretty pics of where you have been riding. The Isle of Wight is becoming a fast favourite for an outing. Allie Gane reports as Keith Miller takes another group off at the crack of sparrows to catch the ferry and enjoy a day on the island on this now annual foray.

Some of you have taken up the offer of an Advanced Plus in Yorkshire with Nigel Taylor and have lived to tell the tale with no regrets, a lot of smiles and a lot of miles under their wheels.

The second trip this year to Castle Combe for a track skills day run by our own team is approaching fast, a couple of days after the September St. Crispin's meet. We have a write-up from the earlier July visit. Look out for the dates in 2023!

And finally, Look Lean Roll is resuming this month after Covid and venue problems. The centre pages this month show the new venue at RAF Benson and how to get there.

Enjoy your riding. Rubber side down!
See you later...

Sally G.

Slipstream Editor



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TVAM ROLL OF HONOUR

BETTER BIKING

NEW MEMBERS IN AUGUST

Guy Beaumont
Ed Beckmann
Edward Butterfield
Spence Cornibert
Peter Dolan
Jannes Erasmus

Chika Eze
Austen Hall
Pierre Knott
Rohit Marwaha
Shaun Nile
Vasile Plamadeala

Timothy Porton
John Scottorn
Carl Servis
Andy Smith

LATEST TEST PASSES

Candidate

Michael Belas
Andy Blue
Lee Ford
Nigel Mason
Graham McCulley
Ilhan Oner
Nicholas Ralph
Juan-Carlos Reid
Paul Tarttelin
Stuart Foster
Ian Hatt

Observer

Paul Naish
Siggy Petursson
Carole Hooper
Ian Gaitley
Robert Bradley
Simon Whatley
Robert Bradley
Paul Wells
Graham Knight
Peter Dalglish
Paul Kilby

With a FIRST Pass
With a FIRST Pass

With a FIRST Pass

With a FIRST Pass
With a FIRST Pass

With a FIRST Pass
With a FIRST Pass

NATIONAL OBSERVER VALIDATION

Nina Bosley-Gray

NEW RUN LEADERS

Brian Walmsley
Stuart Scriven
Dee Scott



Numerous test passes plus new Local Observers and Run Leaders badges awarded at the August monthly meet

FROM THE SADDLE

Well, we announced the return of the Look Lean Roll course at our new venue at RAF Benson, and within hours both September and October dates were oversubscribed. Our apologies to all those that wanted to get on this fantastic course and didn't make it. We've only been able to arrange the two dates this year for the course, but the good news is that we expect to run a full complement next year from the Spring. Keep an eye out for announcements and dates – as you can tell, it is very popular.

There is a myriad of courses available to TVAM members, and these courses have been developed largely in-house to meet the needs of our members. We're very proud of the range and quality of courses that we offer, which are the envy of many other clubs and groups. There hasn't, to date, been any formal coordination between the courses and this has led to some differences in the way they address similar issues. We have, therefore, asked the Training Team to take a 'review role' so that we can ensure that all of our courses are:

- Accurate in content
- Use similar techniques when addressing similar issues
- Have appropriate disclaimers in place
- Provide adaptable learning environments for the candidates
- Are safe and appropriate for the candidates and the course leaders

Due to the extensive range of courses it's not going to be a quick project and we anticipate ongoing involvement of the Training Team in all courses, which should be beneficial for all.

We identified a couple of areas over the summer where we can enhance our guidelines for data protection. This highlighted the need for a more general review of where we hold data, why we're holding it and what we're using it for, as well as who has access to it. We'll be embarking on this review as a new committee project and we'll keep you appraised as to the changes that we're making to ensure that we keep everyone's data secure.

We're getting close to the TVAM year end at the end of October, so you'll see the usual flurry of activity as we compile reports, and we start to look at the activities, issues and budgets over the past year, as well as put plans and budgets together for next year. If you have any ideas for activities that you'd like to see next year, then please do let us know.

I hope you're managing to make the most of good weather and lighter evenings, and enjoying your riding; I know I am.

Chris Brownlee
TVAM Chief Observer



IAM MOTORCYCLE ROADSMART SKILLS DAYS 2022



September

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

For more information visit

<https://www.iamroadsmart.com/events/skills-days>

To book a place call 0300 303 1134.



WHAT'S HAPPENING... SOME EVENTS TO NOTE

16-18 September 2022

Goodwood Revival.

- Round 6. A magical step back in time, Goodwood, West Sussex PO18 OPX. www.goodwood.com/flagship-events/goodwood-revival

17-18 September 2022

FIM Endurance World Championship - Bol D'or (24H). The ultimate test of rider and bike durability., Paul Ricard - Le Castellet, France. www.fim-live.com

23-25 September 2022

British Superbike Championship - Round 9
Oulton Park, Cheshire, CW6 9BW.
www.britishsuperbike.com
BS48 4NQ.

23-25 September 2022

World Superbike Championship - Round 8.
Catalunya, Spain. www.worldsbk.com

30 September - 2 October 2022

British Superbike Championship - Round 10.
Donington Park, Derby, DE74 2RP.
www.britishsuperbike.com



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Skills Day July 4 2022



I woke up bright and enthusiastic to a sunny day – Castle Combe Skills day.... yippee! I'd opted to stay overnight in a hotel nearby as I was concerned I would be too tired to get the best of the day otherwise. It proved to be a good decision.

It was a short jaunt to the circuit although I, along with many others, missed the unobtrusive entrance first time past. So much for rider observation skills. The excitement hit me as soon as I arrived... lots of amazing bikes and people milling around. After registering it was off to get the decibels of my bike checked. I couldn't believe my little Honda NC750X would break the noise limit but I slipped it into rain mode as someone said that reduced the noise. I needn't have worried... passed with no problems and the sticker on my bike meant I was good to go.



Up until this moment I'd been fairly relaxed about the day. That started to change after the safety briefing as I understood what was ahead and I began to get a little nervous. I was in the novice group – first time on a track. A chat with our group leader then it was time for our first 15 minutes on the 1.9 mile track. We took the seven bends fairly easily including a couple of chicanes. It was fun although it felt a little slow. I was ready for more! My silent wish was granted when the leader decided to break the group up into other groups so he could concentrate on a particular rider. The new group I joined was faster and still only 6 riders. The flexibility of the organisers throughout the day was much appreciated.

Time for a coffee in the circuit cafe then the second session was upon us. This went really well...we used the markers for braking, turning and accelerating from the apex. Our group leader professed himself really pleased with us all and we went off for another coffee to celebrate. Our third session was before lunch and did not go quite as well. From heroes to zeroes in a 15 minute ride! As a group we went too fast, didn't look up and our accuracy was pitiful. We shamefacedly went back to the cafe for lunch and to prepare for the afternoon sessions.

During the break I was able to enjoy the site and visit the memorial stone for the RAF pilots that trained there between 1941 and 1948. This was where my father had trained and we had previously had a very happy day visiting the village and re-living sites and some of the exploits that young trainee pilots with short life expectancy indulged in. It was poignant to be training at the same place albeit with less of a death wish.

Refreshed, our group salvaged some respect. Smoother, more accurate and actually faster laps. We even managed to spot the traffic lights on the circuit for the first time... the reward for raising our eyes from the track. From then on it just got better. We had three more sessions with quality feedback from the observers. This was when I reaped the rewards of not travelling to the circuit on the day and was able to hang in for all seven sets. The last session was a free ride and a chance to put everything together.

All in all, a fantastic and well organised day. I progressed my cornering skills enormously and the feedback from the observers was, as ever, outstanding. I learned to use my front brakes much more than the back which was a particular weakness of mine. Above all, I developed a 'feeling' for cornering that serves me well on the road. I also learned that track riding is addictive and that I will be back!

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A GRAND DAY OUT!

Keith's Isle of Wight Annual Run 24th July 2022

24 bikes and riders, (should have been 25 but one illness on the day) + 4 pillions. 205 miles from start to finish.

Below are the thoughts of some of those who attended what was a great day's riding.

6.06am – yes, A.M. Too bloody early really.

On the bike and heading from Woking to Chieveley to meet up with the Isle of Wight (IoW) run led by Keith Miller and back-marked by Allie Gane. I arrived at the services for about 6.50am – I was expecting to be there earlier than most, but it turned out that everyone had the idea of getting there early! Good idea, really.

We emptied bladders and filled up (bikes with petrol, bellies with tea) and set off at pace down the A34 to escape the dual-carriageway nastiness. Turning off after three junctions we wended our way south via Kingsclere then skirted Whitchurch and Stockbridge to meet up with others at Romsey. We again filled up with petrol and carried on towards Southampton and Red Funnel ferries.

Advice from those who've been on a ferry before – leave your bike in gear, and turn off any tracking devices that require the key in the ignition. Turn off alarms. I did. Good advice on all counts.



The weather was not sunny (at this point) but it was not raining either, so I felt fairly comfortable riding over the metal gangplank onto the ferry. We parked up and surrounded a Co-Op lorry – I think that the guys working the ferry must have had to put up with noisy bikers before and so like to get them off the ferry first.

The ferry crossing was smooth, and we disembarked after the Co-Op lorry – riding through Cowes we kept to the speed limits and climbed a shallow incline for about a mile, eventually giving us fabulous views off to the right. While enjoying traffic and beautifully maintained roads with lovely curves. After a filtery half a mile we turned left at the bottom of a hill towards St Helens and the east coast, cruising the coastal roads and enjoying the views. The sun was now out, making us feel like we were abroad. We reach Sandown airport for about 12:15 where Keith had lunch pre-booked.

We stayed there for a good 90 mins, enjoying the surroundings, and not having to hurry lunch at all – something that a lot of bike days could do with, I think.

After lunch we had a briefing advising us that we would be riding the purported Isle of Wight TT course. We would be riding half of Military Road one way, taking in the route and the sights, then turning straight back around and heading for the Needles. "I'll see you there" quipped Keith.

I stayed at the back since to be honest I don't enjoy the faster speeds that my (new) bike can do. As soon as Allie and I set off there was a siren, and we could see flashing lights behind us...uh oh – the local police were clearly on the lookout for a biker gang making a nuisance of themselves! The police car didn't even slow down for us and sped along



Military Road, making light of any traffic. "Ah well, I thought – they are REALLY in a hurry!" At which point I saw a second police car chasing the first. I (more or less) stayed to the national for that road!

On reaching the Needles Keith had booked a coach space in which we fitted all of the bikes. Brilliant idea! The normal car park is like a pitted wreck, and you need a GS to manoeuvre through it (we were told). Tom (Gray) and I found ourselves a cup of tea inside one of the cafes, then made our way to the best viewing point for the Needles – without actually walking there.

Back on the road we headed towards Newport, but then – to my mind – had the best roads of the day travelling back towards the west coast, then through some excellent minor roads, back around Brighstone, Chale Green then starting North again through Godshill. Back to the ferry at Cowes Keith had again showed planning (he had a list of all of us, our bike registrations and booking refs) so in effect all the staff had to do was ask our name and tick us off the list. We made it into the ferry queue with a good 25 mins before being loaded.

On the way back Keith had advised that once we hit the M3 he'd not be placing any more markers and that folk could peel off as required. A brilliant day's riding – for me approximately 250 miles in all. I made it home to Woking for 20:38.

Thank you to Keith and Allie – Keith for organising so well, Allie for back marking the whole way. Awesome!



Wow – what a stand-out ride we had to the Isle of Wight. Impeccable precision organising by Keith, who was more ‘Mein Host’ than run leader, superb back marking by Allie and brilliant camaraderie among the entire group. The bar has been set incredibly high and it's going to take a hell of a good run to beat this one.

Thanks very much for a great day out. As ever the TVAM company was good. It certainly adds something to catch a ferry, even if the IOW does look a lot like the Dorset and Hampshire coast. Maybe more of us should have gone to look at the Needles instead of enjoying an ice cream and chat! Whoever had a puncture, it was well sorted, I didn't know anyone had one.

I wondered if anyone saw my very near miss leaving Southampton on the dual carriageway. A cyclist shot out onto the road without looking through a gap in the fencing. He saw me (unsurprising since he was only about two yards away), slowed down slightly and I missed him....just. He carried on and I was aware of cars and bikes stopping behind me as his suicide mission continued. I could only think that it was drink/drugs or that he was being pursued. Presumably no-one else actually hit him. Anyhow, a great

day out, assisted by the god of weather and ensured by Keith's mapping and marking.

Thanks for a great day and well done on the organization which went like clockwork. That was the best run I have had in while and just goes to show what good planning can do. The company was very pleasant and riding standards adhered too, which just leaves the tarmac which was smooth and a joy to ride on.

An early start, 200+ miles, 2 x ferries, an island, lunch outside with live music and an ice cream in the sunshine. Home before dark – what more can you ask for? Not to mention the usual, great roads in great company – thanks Keith for a cracking day out – felt like a mini-break all in one day.

... and view from the REAR END

Forward planning – seems to be the thing that makes any ride brilliant, or not. Take Keith's 53 points and a prayer at the briefing... no one could say he hadn't thought of everything! Except sharing our phone numbers! Next year...

... and "lessons learnt" from last year's run – pay £1 for parking in the coach park at the Needles so no contortions trying to park on the slopped gravel pit that is the car park! Such fun.. NOT!

On last year's run with Keith, I was a "trainee" back marker, – madness learning to back mark on a new bike, somewhere new and home via several circuits of Southampton IN THE DARK. Now I had 10,000 miles on the wheels, a "certified" BM plus circa 20 back



marker runs. I was SO looking forward to it again, and 25 bikes? Well, I was only seeing one at a time from the rear. And it so helps that everyone was of the same riding standard, and very well behaved! Made my job REALLY easy! Thanks guys!!

The run to the ferry was good fun, so many lovely familiar back roads, but maybe not the humongous tractor that decided to come out at a corner onto a narrow road, straight into the bike ahead of me, well done avoiding that young man. Then there was the road savvy horses with cart, the driver seemed so chuffed with us all slowing down to let him trot by...

The Queen Vic was parked at Southampton, that's one boat! And of course, Keith being the font of all knowledge, new what the big orange boat was ahead of us on the water – some eco thingy. Very unusual.

Once on the Isle, I so enjoy chatting with the locals, or as was the moment, stopped whilst filtering down a hill with a parent as they were stuck in their cars, (halve your wheels, have twice the fun). Just so friendly, makes being on the IoW such a joy!

There is one problem with riding on the Isle of Wight – do I watch the road or look at the stunning scenery – every bend, rise, corner has a different vista, and with the clear blue sky, just glorious! It's tough call. And I had to, on my third visit here, (2nd trip here with WOBMOB couple months ago) stop and take a photo at the top of the Blackgang hill (pages 12/13), and looking across the bay to the Needles... stunning (pages 14/15).

Once we left the Needles I just thought we were heading back to the boat for home... oh no... Had Keith left the best til last? So hard to quantify as it's all just fab! But maybe it was the string of roads he put together, one set after another and just as you think "there can't possibly be any more", another set of fab roads!

I remembered some roads from my previous trips, others, different direction, and then there's the scenery, have I mentioned how fab it is? Reminds me of the "Long White Cloud" aka New Zealand and maybe why I feel so at home riding on the Isle of Wight.

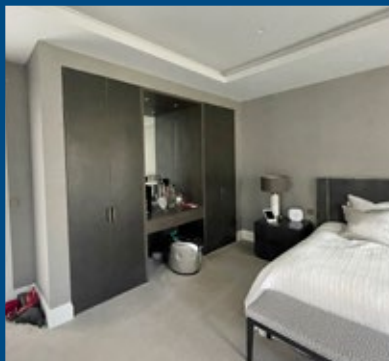
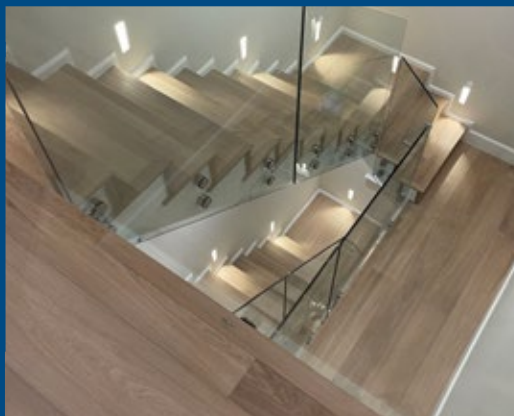
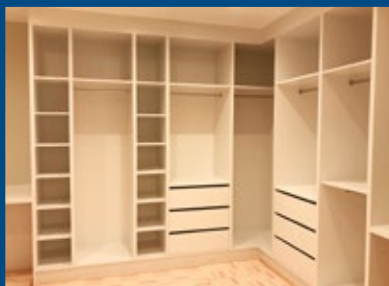
Can't wait till next year... forever your back marker!

Allie Gane & Hugo





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LOOK LEAN ROLL at RAF BENSON

We are looking forward to our incredibly popular, not to be missed, Look Lean Roll course being available to members once more in September and October following a dry run by the team. Check Groups.io for details as they are available. Meanwhile this is the approach you should take to the venue if you are on the course. Keep for future reference. Hopefully it will be chocks away in 2023 with busy courses!

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Meeting place at the guardhouse by the Spitfire entrance – on the lefthand side when approached by the preferred route of Old London Road, Beggarsbush Hill, Clay Lane (i.e. not through the village)



ADVANCED PLUS YORKSHIRE STYLE



The Training Team recently placed an article in Slipstream offering TVAM members the opportunity to have an Advanced Plus Ride with Nigel Taylor, a long-standing member and National Observer, in his backyard – Yorkshire, now his home once more.

As soon as I read this, I fired off a quick email to register my interest, and it wasn't long before we were working out a date. Nigel was more than happy to accommodate one or two riders so Nina and I were booked in for late July. We decided that going all that way for just one day would be such a shame. Nigel kindly made one or two suggestions for hotels and we managed to secure a room at The Fleece Inn (through Bookings.com). He offered to plan 2 days riding – the 1st day in the Yorkshire Moors and the 2nd day in the Yorkshire Dales, he even shared a route for getting up there.

Slowly but surely the days were ticked off our calendar and before we knew it the weekend had arrived, and it was time to leave. We had a good ride up, avoiding motorways, and enjoying some nice stops along the way. Arriving at The Fleece Inn was easy, it's the only pub in the village! Our room was on the ground floor in an adjacent building with tarmac parking outside for our bikes – perfect. The owners were very friendly and accommodating, offering breakfast when it suits. The food was excellent and the pub got busy but not bustling.

Nigel kindly met us at our accommodation the following morning, we then had a chat about expectations, riding concerns, areas for development etc. Nigel gave us a few do's and don'ts and outlined what he expected from us, speed limits, IAM standards, ride for yourself etc. Then we headed out towards the moors.

Some of the things I can remember from our 2 days were as follows:

Day 1 – North Yorkshire Moors

- The Helmsley TT – B1257 – 19 miles of pure motorbike heaven
- The Heartbeat village at Goathland
- Whitby, including a look across at Dracula's Castle
- Scarborough, including a loop of the public road/racetrack oliversmount.com

Day 2 – Yorkshire Dales

- Buttertups Pass
- A ride through Swale Dale – made famous on Our Yorkshire Farm
- Grassington village – now used for All Creatures Great and Small

There were many, many more, but I shall leave Nigel to show you. He clearly put some considerable time and effort into making the weekend tailor-made for us. The riding was excellent fun, the routes were a great mix of twisty and open roads, back lanes and beautiful sweepers. The stops were well spaced and the cafés offered very tasty food and the views were spectacular! His knowledge of the area is astonishing, and this just added to the experience. We wouldn't have changed a thing, except maybe the rain on Sunday morning – but as he said, if it's not raining, it's not training.

If you're looking to brush up on your riding skills and have a few days holiday spare then I strongly recommend a trip to Yorkshire. Get in touch with the Training Team and request a ride with Nigel – you won't be disappointed. Our total distance travelled, door to door, was 927 miles – not too bad for a 4-day weekend.

A return to Yorkshire is now firmly on our holiday destination list.

Tom Gray



THE UPS AND DOWNS OF BEING VERTICALLY CHALLENGED!

Well anyone under 5'6" will probably recognise this – you sit on a prospective new bike and it feels great but you can only get the ball of one foot on the ground or not at all. Made worse when your height is in your upper body with legs that are proportionately shorter, making riding a motorcycle just a little challenging. I prefer bikes with a fairing which also tends to make them higher. Taller riders have probably no clue what I am talking about.

Not that riding the motorcycle is the problem. In fact, riding the motorcycle, any motorcycle, is great fun and usually easy when on the move. No – it's more when you are stopping or doing under 2mph coming to a halt or moving the bike around that it becomes a problem. When coming to a standstill one is looking for a flat piece of tarmac with no indentations, no slope of any description, no gravel, as that is not great either and don't complicate things with uphill traffic lights, slight slopes and cars cutting in front of you – especially in London, or Tours or mad Italians in Florence.

Yes – been there done that, and it causes issues, but that's not where you drop the bike – no it tends to be just moving it around outside your bike shop, in a gravel car park, parking up in a grass field or just manoeuvring backwards and the ball of your foot slips away whilst pushing back. Then there are those clever little indentations in the tarmac that hide themselves and become all too apparent when you place your already stretched foot into them.

Dropping bikes has always been a bit of a habit. I have owned a couple of Honda VFR 750's and a series of VFR 800fi's. They were almost perfect, a little high but I rarely had an issue even when fully laden plus pillion. Now of course, there were exceptions to my perfect stopping or even starting – like when I jumped back onto my VFR outside the Leaning Tower of Pisa. The name should have given me a clue, but fired up into gear with a big throttle, off we go and bang, yep you guessed it, front disc lock was not going anywhere and because I was on a mission and lent over, the bike went straight down! Of course certain members of the group, namely

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Andy Wedge and Richard Tickner were on the floor crying with laughter. I was fuming and because this was so hilarious no-one came to help me get the bike up. That was 20 years ago but I still get reminded of this on a frequent basis even now.

From the VFR800's I moved onto BMW K1200S's and K1300S's each with a lowered seat and just about got away with it most of the time, but they were heavy so when stopping, the bike needs to be fairly vertical and if it starts to go you won't stop it.



Moving on I chose 2 x BMW S1000XR's, which are basically an upright sports bike and probably the easiest motorcycle I have ever ridden, with great power delivery and precise handling. However even with factory lowered suspension and lowered seats, they were still a challenge every time I came to a stop. And do not press the electronic suspension button for the pillion load under any circumstances, as it automatically raises the bike by 25mm which is an extremely bad idea when already at full stretch!

In fact, the only bike I have never dropped, and that's sure to change now I mention it, is my current little Yamaha XJ6 Diversion which I bought so I could easily commute into London for work without the worry of trains and tube with Covid 19. This is low with an 800mm seat height, and I am able to stamp a foot on the ground when some idiot decides to pull out in front in a white van or 4x4. With 75bhp it is only just about enough (and a lot less than the 160bhp of the XR), so on the open road it tends to live in the 10-12,000rpm range to get the best from it.

Motorcycle design is generally going in the wrong direction for me, they are getting bigger, higher, heavier – sadly not what I require at all. Ideally something lighter, less tall, more manageable and generally fun would fit the bill. So that's most of



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As featured in RIDE and MCN



KTM's out, then all the Honda range have gone higher, so have most Suzuki, Yamaha and Kawasaki's. All due to the ever-increasing demand for the adventure/upright market for old buggers that get aches/pains and can no longer fit on a proper Sports bike.

Even the new version of my beloved old VFR800 now has a greater seat height and at 260kg carries a further 30kg. "Why?" I asked the Honda salesman? "Ah well, it's due to the technology," he replied. Well apply that technology in a practical way to achieve a lighter machine! I do understand cleaner emissions equals weight gain, but 30kg?

Now of course there have been many suggestions by my friends (micky take) as to how I should overcome this shortness of leg problem: The sensible one being to ride a Custom bike – Harley's – Cruisers, Retro's – sorry but just not my thing; others tell me to go back to a 125cc, keep practicing at slow speed /or attach 2 x 6" pieces of timber to my boots; then of course there are the automatic outriggers that come down when stopping; plus – the real classic – to carry two kerb stones around with me and chuck them either side of the bike when stopping to put my feet on! Yes – I have heard them all and they are very amusing but they don't solve the problem.

So – what am I to ride now Covid has ended, and I want a few more horses? Well, I have never owned a Ducati because they used to break down all the time, so maybe a modern, hopefully reliable, SuperSport 950 with suspension lowering kit may be an idea? Then there is the new Aprilia 660 with side fairings but needs a decent screen so that's a possibility, but what about spares? If not, I may have to keep my eye out for a pristine Yr 2000 VFR800fi, though it does not have ABS which is one extra I have become used to.



Being short really does limit your options to very few indeed, especially if you want a fairing which I do. There are a number of smaller bikes on the market but they are usually lacking in power. The rise of the adventure style bike has made bikes taller, however it does seem that a few companies are wising up to the problem and



certainly Triumph have a couple of options with their lowered Tiger 900 GT Low and the new Tiger Sport 660! The BMW F900XR with lowered suspension is also a possibility as is the Kawasaki ZZR 1400 although that is very old school and rather heavy.

There are also more customising companies advertising to lower bikes by quite a margin. So I think I will next try the MV Agusta Turismo Veloce – a

beautiful machine which is relatively light, but unfortunately has an 875mm seat height which means lowering by 75mm, or 3 inches in old money. So here is the dilemma – spend £17k on a new bike and then another £2k having it lowered before you can even sit on and ride it. And I may not even like it!

Yes, riding a motorcycle and being shorter, is a challenge but what's life without a challenge. Good hunting and if you know of other good options with about 110bhp please let me know.

Phil Donovan

Try the Motorcycle Ergonomics Simulator - cycle-ergo.com

Try feet up on the pedals or can they reach the floor? Type in your measurements and see if the bike fits. Upright position preferred on the centre of the seat or do you prefer to sit further back? Great guide before doing a lot of test rides to see whether a particular model might suit.

Editor

2019 Yamaha MT-10

Calculated seat height: 828 mm
Forward lean: 19°

2021 BMW R1250RS

Calculated seat height: 776 mm
Forward lean: 23°



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

Wildlife and Bikes

I have seen a real increase in the number of accidents involving our four-legged friends. This is likely due to the increase of pet ownership during COVID. As a dog owner I always find this a sad topic. Where do you stand if you come a cropper because of wildlife? I set out the legal position within this article.

First of all, if you are unlucky enough to hit a horse, cattle, ass, mule, sheep, pig, goat or dog then there is a requirement (S.170 of the Road Traffic Act 1988) to provide your details to any person reasonably requiring them, or to report the accident to the police. This should be done as soon as practicable and no later than 24 hours. Unusually, this doesn't apply if you hit a cat or a deer. If you do not stop, fail to provide your details or report the accident to the police you will likely fall foul of the 1988 Act and be liable to prosecution. There is no need for a 'Notice of Intended Prosecution' from the police, as it is trite law (S.2 of the Road Traffic Offenders Act 1988) that when an accident occurs the driver should be on notice that a prosecution may follow. You would need to have knowledge of an accident occurring. If you did not, then a NIP needs to be served on you (*Bentley v Dickinson* [1983] RTR 356) but let's be honest, you are doing well to ride into a horse and not realise there had been an accident.

As far as the civil law goes, owners of animals need to keep them properly secured. I dealt with a case where a horse owner did not maintain the fences thereby allowing her horses to escape. They meandered onto the road and there was an accident involving multiple vehicles, including a motorcyclist. The civil claim against the horse owner was successful, not least because the Police's Serious Collision Unit identified the failed fencing being the cause of the animals' escape.

The same applies to dogs. A dog walker needs to make sure they keep their dog on a lead; should it bolt out in front of traffic the owner may be liable for any damage or injury caused. It is common for a dog to be insured under a pet insurance policy. If an accident occurs, the terms of the policy may well cover you for your losses. If not, the pet owner can be pursued personally. With a high-end BMW motorcycle costing almost £20,000.00, it can be an expensive lesson for the dog owner should an accident occur, and the machine be written off. If you don't claim off the dog owner you can bet your insurer will look to recoup their loss against them. Any court

proceedings need to be in your name and chances are, the terms of your contract with the insurer includes a clause which means you need to assist them in bringing a claim. So, you could be strongarmed into bringing a claim, in your name. Albeit it is usual for insurers to indemnify you for any adverse costs in the court action.

Motorcyclists hitting sheep is a common problem in Wales. Again, these herd animals should be kept safely away from causing a nuisance or damage. The animals should have an ear tag which is an identifier, and you can trace the owner via DEFRA or the Livestock Information Service. This will be needed in the event of an accident.

The New Forest (if you haven't been, I highly recommend a ride and stop off at many of the lovely pubs) is slightly unusual. Without turning this into a history lesson, the 1217 Charter of the Forest, and subsequent common law (and limited legislation) protected the rights of landowners to keep animals and allow them to roam freely. Be on the lookout! This is genuinely one of the last places you will be able to ride around a bend and come face to face with an 800kg cow. I once did this riding in Morocco; I didn't think it'd happen in the New Forest. It does. If you have an accident here, you are going to have a hard time 1. Suing anyone and 2. Blaming the cow/horse/mule for not having any road sense. Ride to the conditions.

Wild animals are more of a problem. Think of hitting a deer. It happens more often than you think, a muntjac springs out in front of your ride. There is no 'owner' and therefore no one to sue. That is the general principle, but some detective work can go a long way. For example, where I live there is lots of woodland. Once upon a time, out walking my dog, I came across what I can only describe as a magnificent pheasant farm. Hundreds and hundreds of pheasants bred, with water bowsters on timers and 10-foot-high fencing. All hidden away in the depths of a forest. Some of the fencing had fallen down and pheasants were running amok. It turns out they are being bred for game shooting. There is a busy road $\frac{3}{4}$ of a mile away where you see an abnormally high number of pheasant strikes on vehicles. Now I know why. The

owner of the farm is likely to have some liability, especially where there is an element of commercial activity in their breeding. The same would apply if deer were kept in a private estate. As we move towards the September equinox and the nights draw in, be alert to wildlife.

Ride safe.



TVAM CALENDAR

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

If you have a run for the calendar please send details to socialruns@tvam.org. Keep an eye on the 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 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!

SEPTEMBER 2022

SUN 18

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.

TUE 20



CASTLE COMBE TRACK SKILLS DAY (T)

TVAM circuit skills days at Castle Combe are ideal for all levels of experience from cautious riders and circuit novices through to more experienced riders who've done circuit-based days before. For more information and to book go to www.tvam.org and head for the shop – Track and Training Days.

FRI 23 –
SUN 25



WELSH WANDERS

After a fantastic April visit to Wales we are doing it all again! This weekend combines great roads with a friendly and relaxed social atmosphere. Based at the Hotel Commodore in Llandrindod Wells, the format of the long weekend is a full day riding on Friday; a full day ride out on Saturday and then a more direct ride back to England on the Sunday. If you've never been to Wales before then it's time to visit, and if you have then you know how good the roads are. Price for the weekend is £100 per person sharing a twin or double room and £120 for a single, inclusive of Friday and Saturday night three-course dinner with coffee/tea, and a full breakfast on Saturday and Sunday. Everyone is welcome. Contact waleswanders@gmail.com for more information.

SUN 25

RAMs FOURTH SUNDAY RUN (C)

Details to be posted on Groups.io. Contact Dana or Ben with any questions at reading@tvam.org. Sign up on RAMs database.

SUN 25

WOBMOB MONTHLY SOCIAL RUN

Full details on WOBMOB Groups.io calendar two weeks before the run. Sign up on WOBMOB database.

WED 28

MEET MICK CROOME (SPECIAL ESCORT GROUP)

Mick Croome retired from the Metropolitan Police Service (MPS) as a Sergeant in the Special Escort Group (SEG), where he was Head of Training and Staff Development. He qualified as an advanced Police Driving Instructor in 1996 and has continued to teach these skills ever since. During his service Mick worked at Hendon Driving School and was promoted to officer in charge of National Protection Driver Training. 7.30pm to 10pm at the Masonic Hall, 7 Reading Rd, Wokingham, RG41 1EG. Organiser Nick Edgley. For full information and to RSVP go to [Groups.io/allmembers/calendar](https://groups.io/allmembers/calendar)

OCTOBER 2022

SAT 1

SAMs FIRST SATURDAY RUN (B)

Meet at Jenner's Cafe, Ray Mead Road, Maidenhead, SL6 8NP at 9am to join SAMs run. See calendar on [Groups.io](https://groups.io) for any changes.

SUN 2

GNATs FIRST SUNDAY RUN (B)

Join the GNATs for their first Sunday of the month run. See GNATs database for run details and to sign up.

SAT 8

TRAINING RUN - Hosted by BAR (T)

Associates, Full Members, Observers and TOB's welcome from all TVAM groups. Morning will consist of two informal observed rides for Associates primarily but also for TOB's and full members if required. Following a coffee/lunch break there will be a marked social ride back to the start point by mid afternoon. Meet at Iron Bull Roadhouse, Water End Park, Old Basing, Basingstoke, RG24 7BB at 10am for a 10.30am departure.

SAT 8

RAMs SECOND SATURDAY RUN (C)

Details to be posted on [Groups.io](https://groups.io). Contact Dana or Ben with any questions at reading@tvam.org. Sign up on RAMs database.

SUN 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 Member

FRI 21 –
SUN 23

7Ws TRAINING WEEKEND (T)

With a focus on Associate training, the 7Ws weekends help improve riding skills and confidence while having fun on some stunning Welsh roads. We will continue with the starburst' rides on Friday and Saturday, providing 2:1 opportunities for feedback and coaching from our team of dedicated Observers. Take advantage of three days of great riding, with informal observation and plenty of excellent lunch, tea and cake stops. Staying at the 4* Metropole Hotel, based on a 2-night stay and half-board, costs £158 per person (sharing twin/double) or £218 per person (single). For full information and to register interest go to [Groups.io/allmembers/calendar](https://groups.io/allmembers/calendar)



SUN 30	RAMs FOURTH SUNDAY RUN Details to be posted on Groups.io. Contact Dana or Ben with any questions at reading@tvam.org . Sign up on RAMs database.
SUN 30	WOBOB MONTHLY SOCIAL RUN Full details on WOBOB Groups.io calendar two weeks before the run. Sign up on WOBOB database.
NOVEMBER 2022	
WED 2	MEET COLIN BROWN (NATIONAL CAMPAIGNS DIRECTOR, MAG) What is MAG all about? Come and find out what the Motorcycle Action Group is doing for you whether you are a member or not. Ask your questions. Being held at Brookside Church, Brookside Close, Earley, Reading, RG6 7HG. 7.30-9.30pm. Organiser Ben Graham. RSVP on the RAMs calendar on Groups.io.
SAT 5	SAMs FIRST SATURDAY RUN (B) Meet at Jenner's Cafe, Ray Mead Road, Maidenhead, SL6 8NP at 9am to join SAMs run. See calendar on Groups.io for any changes.
SUN 6	GNATs FIRST SUNDAY RUN (B) Join the GNATs for their first Sunday of the month run. See GNATs database for run details and to sign up.
SAT 12	RAMs SECOND SATURDAY RUN Details to be posted on Groups.io. Contact Dana or Ben with any questions at reading@tvam.org . Sign up on RAMs database.
SUN 20	ST CRISPIN'S SUNDAY - 8.45am Members' monthly meet at St Crispin's School, Wokingham. Observed rides for Associates and Social Runs for Full Member
SUN 27	RAMs FOURTH SUNDAY RUN Details to be posted on Groups.io. Contact Dana or Ben with any questions at reading@tvam.org . Sign up on RAMs database.

Do you have any runs or trips for 2022?
Please email them to socialruns@tvam.org

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.



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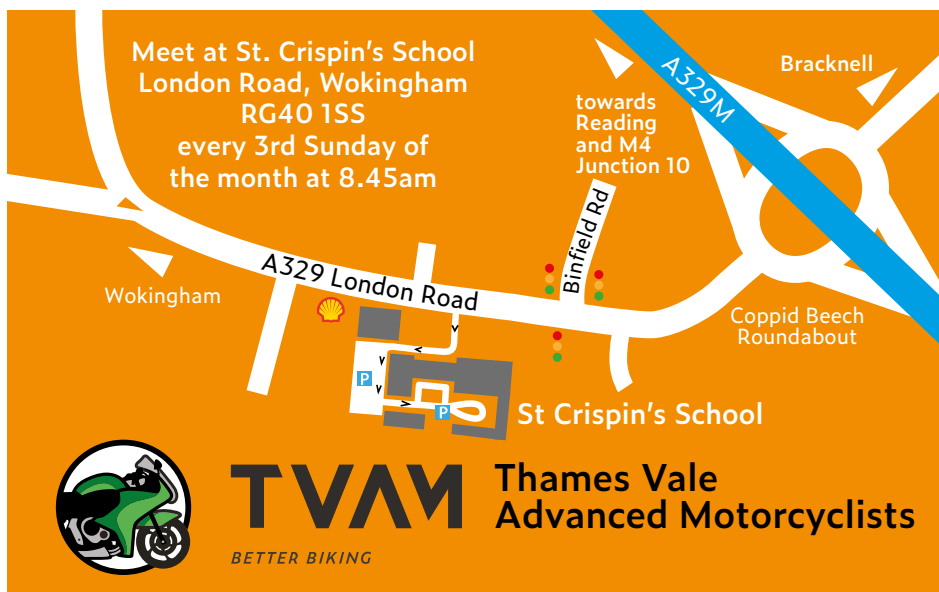
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CLUB MEETS

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



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

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

Basingstoke (BAR)

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

Camberley (CLAMs)

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

Great Northern (GNATs)

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

Reading (RAMs)

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

Slough (SAM)

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

Wantage & Newbury (WAGs)

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

Wokingham & Bracknell (WOBMOB)

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

Green Team (Full Members)

Meet: No meetings at present time.

OBSERVER CONTACTS

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

OBSERVER FORUM (mailing list):

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

LOCAL TEAM CONTACTS

TEAM LEADERS (teamleaders@tvam.org): Quarterly meetings - Zoom - 7.30pm - Wed 26th October

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

SOCIAL CONTACTS (socialleaders@tvam.org):

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



TVAM is affiliated to
BETTER BIKING



Slipstream editor and designer: Salli G - 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 at the earliest opportunity, issues are planned well in advance of print date which is generally the first Friday of the month.

Advertisement sales: advertising@tvam.org.

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

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CLUB CONTACTS

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

Chairman	Barrie Smith	chairman@tvam.org
Chief Observer	Chris Brownlee	chiefobserver@tvam.org
Secretary	Ian Gaitley	secretary@tvam.org
Treasurer	Bjorg Arnadottir	treasurer@tvam.org
Membership Secretary	Dave Simmons 0118 402 4800	membership@tvam.org
Slipstream Editor	Salli Griffith	slipstream@tvam.org

Committee Meetings: These are held at James House, Mere Park, Dedmere Road, Marlow, SL7 1FJ
 Next Meeting: (M – Marlow/Internet), 12th October (M), – all meetings normally on second
 Wednesday of the month at 7.30pm. If a member wishes to attend they should contact Ian Gaitley -
 secretary@tvam.org before the meeting date.

Special Roles:

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

Website:

TVAM Website www.tvam.org

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

TVAM Groups.io

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

<https://Groups.io/groups>

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

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

Registered Office:

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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