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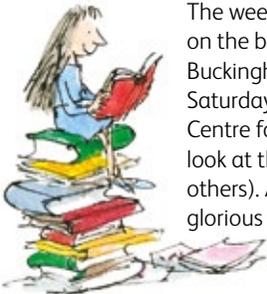
KAWASAKI



KTM

FROM THE LAPTOP

In the Lincolnshire Wolds



The weekend after the June St Crispin's a few of us girlies were off for a weekend on the bikes, heading up to Rutland, the smallest county in the UK, by way of Buckinghamshire and Northamptonshire on the Friday and the sun shone all the way! Saturday saw my run heading up to the Lincolnshire Wolds, taking in the National Centre for Craft and Design in Sleaford for morning coffee and a cool down and a look at the works of Quentin Blake (brilliant illustrator of Roald Dahl books among others). After so much rain and poor weather we were very happy to enjoy such a glorious weekend. Charon led us back on the Sunday, naturally including a few nadgery roads along the way! I'm sure we would all like to recommend Hitchen's Barn in Oakham, just at the back of our hotel where we had an amazing meal - it's not often everybody will enjoy a meal so much, still raving about it days later.

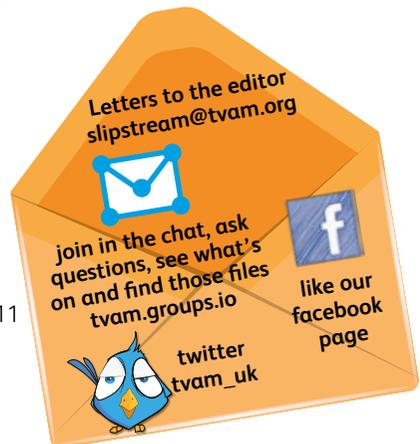
And now we are past the longest day, but hopefully will be enjoying more sunshine on our many rides, tours and events that are taking place over the rest of the summer. Keep a close eye on the calendar in Slipstream and in the groups.io calendar and in messages on groups.io as last minute runs pop up that don't make the calendar. For those that can make it there are some evening runs and for those that can't get away from work in time or can only do weekends, make sure you don't miss out. Associates, make the most of the decent weather and get loads of riding in, I'll see many of you next month on our 3Rs trip to Ross-on-Wye.

In the meantime, Andy Slater shares more of his advanced riding tips on page 28 and Nick Tasker takes us on a first time to Europe trip.

Slipstream Editor

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New Members in June

David Bishop
Roy Chandler
Dinesh Dmello
Samuel Fisher
Nicholas Haire
Conor Hamilton
Adam Honeybun

Christopher Johnson
Simon Loder
Giles Lovegrove
Adam McGuirk
Paul Mellon
Leigh Tibbles
Dan Williams



Test Passes

Associate
F1RST Pass **Geoffrey Baker**
Brian Benson
F1RST Pass **James Hynes**
F1RST Pass **Dan Iles**
Roy Keegan
Paul Rowse
F1RST Pass **Lesley Skinner**
F1RST Pass **Andrew Sloane**
F1RST Pass **Allen Stacey**

Observer
Guy Lipscomb
Alexey Sachkov
John MacGregor
Andrew Slater
Andrew Hunter
Graham Knight
Alan Dunne
Keith Yallop
Kevin Dunwell

New TObs

Justin King, Simon Morgan, Andy Smith

Masters

Distinction **Geoff Pretty**

Run Leaders

Steve Dobson, Emily Goren, Martin Kucharcik



Test passes, and new Orange Badge holders celebrate at the June St Crispin's meet

FROM THE SADDLE

I hope you're all enjoying the summer weather and making the most of the runs and trips available.

As I write this, we're preparing for the Observer Weekend, which is an important event in the Observer and Training calendar. We will be taking some key themes from the Observer training day we held earlier in the year and developing these into practical sessions that can be applied on the road. The Observer Weekend provides an opportunity for communications and updates with the Observers, is partly a 'thank you' for all the work the Observers put in and allows the Observers and Training Team to further develop and share best practice.



There are two initiatives that will be discussed at the Observer weekend that have a much wider relevance to the club:

1. We are planning on organising some weekend sessions for Associates. These will be slightly more 'intensive' than normal and could comprise observed runs in the morning and afternoon of both days of a couple of weekends. This should give the selected candidates up to 8 observed runs over a couple of weekends.
2. We are planning on running a trial of the IAM RoadSmart scheme 'membership by portfolio' which was previously known as 'group sign off'. This scheme gives a local group, such as TVAM, the ability to qualify Associates as Full Members without the requirement for an externally conducted assessment. The intention is to attract and retain those members who are currently put off by having to face an external examiner (however friendly they might appear on the day).

We will be discussing both of the above at the Observer Weekend so that we have criteria in place to evaluate the trials and we can judge what resources we might need to ensure they are effective. I hope to be able to update you on these initiatives soon.

With lots more riding going on in the summer weather I want to remind everyone that if you are unfortunate enough to suffer an incident whilst riding then please let the Training Team know by dropping an email to incident@tvam.org. We would like to gather more information about incidents so that we can evaluate our training programmes and all information will be treated confidentially.

Look forward to catching up with you all on a social run or trip somewhere soon.

Best wishes

Chris Brownlee
Chief Observer

Slipstream is your monthly magazine and its content depends on your input. If you have something to say, items to discuss, kit you want to recommend, bikes you want to wax lyrical about or content you wish to suggest - don't hesitate to get in touch, we need your input - it doesn't all happen by magic! You'll reach us at slipstream@tvam.org

Editor



Groups.io Hints and Tips #1

Logging in and setting a password

The introduction of Groups.io has enabled TVAM-wide communications on the same platform. Groups.io is a combined email system and Forum and in this first of a series of Hints and Tips we look at logging in and creating a password for your account.

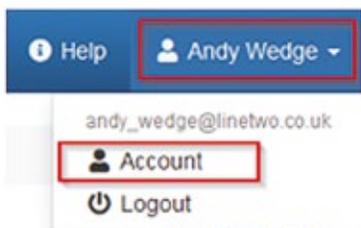
You can log in to the system at <https://groups.io/login>. The email address to use initially is the one you registered with TVAM (you will have received a Welcome Message from Groups.io shortly after joining).

To start with, you will not have a password defined so use the *Email me a link to log in* button after you have entered your email address:

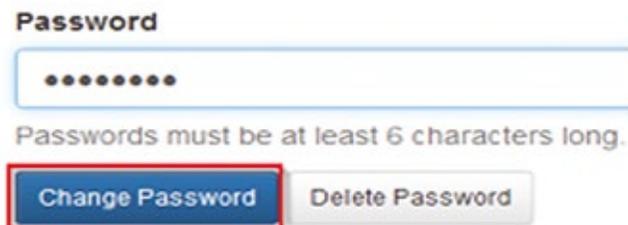


Check your email and use the link in the message from Groups.io to login. The link is valid for 24 hours and is personalised for your account so make sure you don't share it with anyone else.

You can set a password on the Login page of your account settings and to view that click on your name displayed in the top right corner of the Groups.io window and then select *Account*:



In the Password section of the screen, type your new password and then click the blue *Change Password* button to save it:



If you ever forget your password or decide not to set one, just use the *Email me a link to log in* button from the login page to receive another link. You can use this option as often as you like.

Look out for more Hints and Tips in Slipstream and on Groups.io soon.

Andy & Chris

TVAM groups.io Moderators

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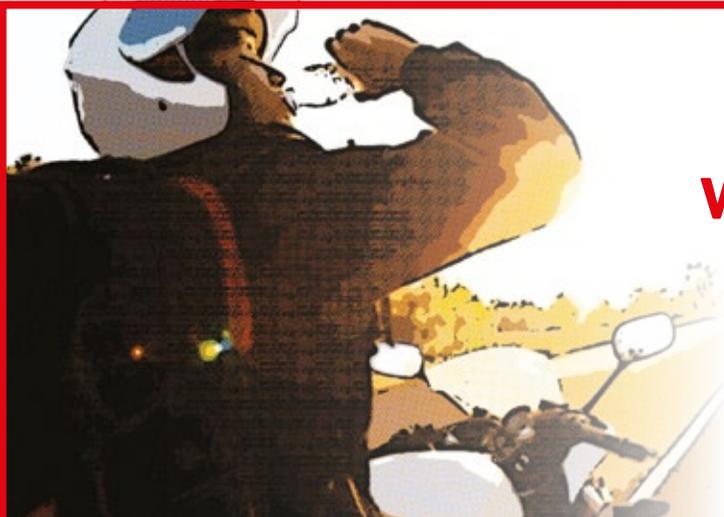
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HOT WEATHER RIDING TIPS

- Make sure all your helmet vents are open. The forehead is a major site of sweat glands (along with hands and feet). Take your lid and gloves off immediately when you stop.
- Airflow next to the skin is critical, so lots of vents and a loose fit works best. This is why textile kit will keep you cooler than leathers (take the lining out, obviously). Leathers can create a boil in bag effect unless vented.
- If you're wearing loose textile kit, wear a specialist sports t-shirt underneath to wick away sweat and maximise cooling.
- If you really suffer, wear a cool vest like BMW's Hyperkewl, or Revit's Cooling Liquid Vest.
- If you've got a Camelbak system, drink little and often. If you're wearing leathers it won't stop your temperature rising because your sweat is not able to evaporate, but it will delay the onset of dehydration.
- On trackdays, drink a lot between sessions; on road, at every petrol stop or break.
- Don't drink strong coffee. It's a diuretic, which means it causes you to lose body fluid. Weak coffee and tea probably has a net benefit, but water is much, much better.



WELSH FROLICS

Well, despite the discouraging forecast, 8 hardy souls set out from the H Café in the drizzle to brave the Welsh hills. Upland roads were avoided as these would have taken us into the cloud, so we stuck to the valleys and enjoyed practising smooth riding skills all the way to our hotel. The next morning was dry in defiance of the forecast, and regrets about abandoning the Dawn Raid were expressed by some. A lovely ride along the Elan Valley and even a dry(ish) run on the famous Newtown to Crossgates road. A picnic in the garden of the still-closed Radnorshire Arms, then a race to get home before the next bank of rain came in all added to a great few days on the bikes.

Ken Jeddere Fisher

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Sunday 18th August Sausages, Slow Riding & Social Afternoon



TVAM is pleased to present a social event with a difference!

Following the August St Crispin's meeting, a barbeque featuring sausages from all over the world (vegetarian and vegan choices will definitely be available) plus a chance to practise a spot of slow riding on your very own bike on a course beautifully set up by our very own slow-riding maestros, where you will be able to show off your fantastic riding skills - or not!

A grand social afternoon with your TVAM friends awaits, last year was great fun!

Book your ticket for the Sausage Fest in the TVAM webshop now for £8 (£3 voucher given to all who enter the slow riding to use at the drinks table). In the meantime, should you have any queries, please don't hesitate to contact Phil Donovan at events@tvam.org



THE SAUSAGE FEST

FROM THE CHARCOAL BBQ

- South African Boerewors
- German Grilled Beer Bratwurst
- West Country Pork & Apple
- Welsh Lamb & Mint
- Chicken & Apricot
- Red Sky Tomato, Basil & Mozzarella (V)

SIDES

- Hot Dog Rolls with Farmhouse Butter
- Cast Iron Pot-Fried Onions & Sweet Peppers
- Sliced Beef Tomato & Crispy Mixed Baby Green

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EUROPE FOR BEGINNERS

Top Tips for First-Time Travellers



Since returning from a European motorcycling adventure last year, I've been trying to figure out how to turn my experiences into an interesting article for the magazine. A straight-up ride report ("...and then we carved through yet another dozen hairpins...") doesn't make for terribly engaging reading in my opinion. And as readers of my scribbles will know, I prefer to try to educate while I entertain, and there's always something new for all of us to learn.

So let's consider this a review of sorts; a short(ish) summary of an unconventional motorcycling adventure, where I challenge conventional wisdom and somehow convince my first-time touring partner into coming along for a non-stop, full-speed dash through the European countryside.

To give you an overview, this was a 3,500-mile, two-week all-inclusive sampler of European motorcycle touring, an opportunity for me to show my partner what she had been missing all these years during which her riding had been constrained to our rainy little island. This included French motorways, Belgian forests, the valleys of the Mosel, forests of Bavaria, derestricted German Autobahns, Austrian food, Swiss Alpine passes, Italian roadworks, French lakes, Spanish mountain gorges and a lot of McDonalds restaurants.

Cramming my favourite bits of Europe and the entire Pyrenees mountain range into a 14-day vacation that included my own brother's wedding was a little ambitious. 300-400 miles a day quickly proved impossible, with an average of 250 more realistic, despite my creative interpretations of continental traffic regulations. Rural road maintenance crews love to dig up (and then abandon) the only route out of town with maddening regularity, but empty sidewalks will work at a pinch. We also learned that Honda Fireblades consume around a litre of oil per thousand miles, and had ample opportunity to discover that 10W40 is pretty much the same in any language.

Pay at the Pump is one of the greatest inventions of the current century, and our continental cousins have embraced it wholeheartedly. So have McDonalds, with their restaurants now featuring multi-lingual touch-screens alongside table service. This means that meal stops can be short and your interaction with the locals can be reduced to an absolute minimum.

The more sociable among you may be horrified at the idea of travelling thousands of miles to computer-order the same bland-tasting American hamburgers for lunch, day after day, but the

truth is that rural Europe really leaves you no choice. The Spanish and the French seem to compete for who amongst them can shut down the longest during the afternoon and, if you are somehow fortunate enough to discover some dingy roadside cafe willing to feed a pair of strangely-dressed foreigners with a limited grasp of the language, they do so only with extreme reluctance.

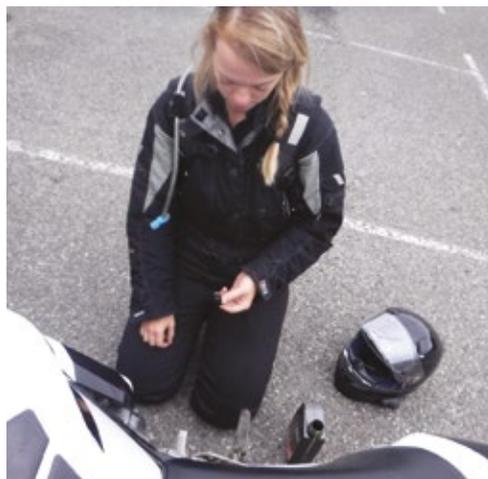
My purpose for travelling is to ride motorcycles on entertaining roads through spectacular scenery and the routes I chose clearly did not coincide with the European Good Food Guide. Google proved no help either, as outside of major cities what little information is available on the platform is inaccurate and incomplete, making the task of reliably locating any functioning establishment beyond multinational chain restaurants impossible.

And you know what? McDonalds isn't so bad. The architects appear to have been competing with one another for the most interesting interpretation of the American fast-food staple, with regional variations in menus providing a modicum of culinary variation. The food is fine, the toilets are clean, the WiFi is good, and the air conditioning is extremely welcome. But most importantly, they're open. And they have parking. And you can find them, easily, without having to detour to some traffic-clogged capital and traipse around baking city streets in a vain attempt to find somewhere that offers the bare-minimum of celiac-friendly menu options.

The Booking.com app means that you can pick your daily end-point during your afternoon coffee break, although first-time travellers should be aware of a few peculiarities. The French interpretation of the word Hotel is fairly broad and it is only after booking that it is possible to discover the latest allowable check-in time. This might be far earlier than you would expect and supremely unhelpful if you're running late and still an hour away from the room you just paid for.

Breakfast Included is also subjective. In some places it's a multi-menu banquet from 7am onwards, while in others you delay your departure only to discover you'd have been better off saving your money and opting for a petrol-station coffee & croissant instead. Our last hosts informed us upon check-in that breakfast wasn't served until 9am - a full half-hour after our latest realistic departure time, should we still wish to catch our ferry. We left the room keys at an abandoned reception desk when we left. They're just lucky I'd paid in advance before arriving as there was no-one awake to check us out either.

I do recommend picking somewhere that has an on-site restaurant, however. The couple of times we chose more characterful bed & breakfast options we got badly burnt when no alternative meal





options were available in any nearby towns. The hotel's own restaurant might not be the last word in quality or value but it's better than cereal bars and bathroom tap water. I've decided to pack a can of baked beans and a tin-opener next time, just in case.

As for routes and riding, Europe certainly offers plenty of surprises. The observant number-plate spotter will note that while the British do not seem to venture much further east than France, the Dutch seem to have fled their own country en mass, with bikes and cars alike strewn across the entirety of German-speaking Europe. Petrol stations rarely sell anything other than E10, the 10% ethanol-fortified fuel that the continent switched to some years back. Those of you running newer bikes might notice a slight drop in fuel economy, while those running older machinery might notice it eating holes in your petrol tank and associated piping.

The Italians have an interesting way of discouraging speeding with, what I could only deduce were, speed-sensitive traffic lights. No junctions, no pedestrian crossings and they'd turn green again as soon as you'd stopped but if you approached them more slowly, they wouldn't change in the first place - an interesting tactic, for sure. Speed cameras themselves are slowly spreading across the French countryside like an infectious disease, usually concealed and on otherwise perfectly safe roads. Fortunately the locals seem as unimpressed as I was, with the overwhelming majority having been comprehensively disabled through the generous application of spray paint.

Mountain passes, both in the Alps and Pyrenees, can vary tremendously in terms of traffic, road surface, severity of corners and width of carriageway. If a pass crosses a border, then you can often tell when you've moved into a new sovereign land not merely by noting the abandoned check-points, but from the sudden change in tarmac quality. Italy - I'm looking at you.

You might also find that a pass that was all flowing, well-telegraphed bends on smooth, wide, empty tarmac on one side of the mountain becomes a treacherous, single-width goat path with, in many cases, actual goats waiting for you on the other side of a blind hairpin. Cows, too, are frequently to be found enjoying the tarmac and evidently doing their best to cover every square inch in dung as they move up the mountain.

Tunnels are frequent and sometimes many miles long, offering a welcome respite from hot or wet weather. But beware - the smaller ones sometimes feature unexpected livestock seeking shelter from the rain, whilst the larger tunnels often sport surprise toll booths on the other side. The remote operators of these booths apparently subscribe to the very American idea that getting a foreigner to understand you is merely a matter of shouting more loudly at them, in this case through a tiny little speaker. It's ok though; after a while they seem to give up and let you through anyway.

Choice of bike is important for a trip like this. A 100-mile tank range is insufficient, as taking the scenic route can easily mean fuel stops are necessarily further apart. Sportsbikes - even those with raised bars - simply aren't comfortable for consecutive 10-hour riding days, and the rest of Europe seems to agree. We saw just two fairing-clad travellers in two whole weeks on the road. BMW has



half the market sewn up with R1200GS's littering the slopes and K1600's and S1000XR's dotted around liberally to break up the monotony. Harley-Davidson is clearly doing very well in Europe, with an easy third of our fellow bikers having chosen the bar-and-shield brand for their twisty, mountain adventures. Honestly, it was impressive to watch - limited ground clearance simply means your lines through the hairpins have to be spot-on.

But adventure bikes of all shapes and sizes are clearly the weapon of choice for travellers of all stripes. I finally discovered where all of Suzuki's European V-Strom 650's have been hiding - they're all in the Alps, making the absolute most of their modest horsepower to embarrass their better-heeled brothers and sisters. More than once I wished I could hand out TVAM business cards as I overtook well-financed yet dangerously-unskilled riders on my way up a mountain. With cornering lines like that, they may well find their ride back down the mountain takes considerably less time than they might have previously expected.

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No matter what you ride, make sure that you have a firm set of low-speed riding skills under your belt before you venture into these mountains. Some hairpins are closer to uphill u-turns than any of the bends you'll encounter on our comparably flat little island. Also, ensure you have enough power and confidence to execute overtakes on relatively short pieces of road, or you may find a wonderful stretch utterly ruined by the maddeningly slow Fiat or Citroen blocking the view ahead.

Being comfortable on loose surfaces would be advantageous too. More than once we found the Spanish mountain roads strewn with gravel and at one point the racetrack-smooth tarmac simply stopped mid-way through a fast right-hander, becoming a genuine hard-core gravel track. My V-Strom took it all in its stride, but Jasmine on board her Fireblade was unamused.

Others may disagree, but I also recommend that you stick to a full waterproof textile suit for a trip like this. Leathers and waterproofs may be your preference for an unavoidable shower, but up in the mountains it's easy to be caught by surprise. In the space of ten miles we went from sitting outside a café drinking hot chocolate in the sunshine to peering through dark clouds at flooded roads on the side of a mountain. If your default gear is already waterproof you can just ride on but anyone who needs to stop to get changed will already be soaked by the time they find somewhere safe to pull over. Heated grips can be most welcome, even in September.

Down in the foothills of Spain however, you'll wish they were electrically cooled as well. Even in mid-September, and even in the hilly north of the country, we were consistently suffering high 20's, with a genuine 33°C predicted for the day after we set sail from Bilbao. A friend from Portugal had previously advised me that, should I wish to venture any further south, I should restrict my plans to early spring at the latest, and I think I can see why.

If you've never travelled in Europe, you've really got to get out there. TVAM runs a number of trips each year, with several specifically designed for first-timers to get their first taste of riding on the right. And it's really very easy, and relatively inexpensive - the Eurotunnel is around £80 return for bikes and even less if you're going for five days or fewer. Weekend trips are doable and your range only increases if you can get a Friday or a Monday off work too.

Travel light, take a toolkit, keep your smartphone charged up and enjoy Europe before they decide they don't want us difficult Brits visiting anymore.

Nick Tasker



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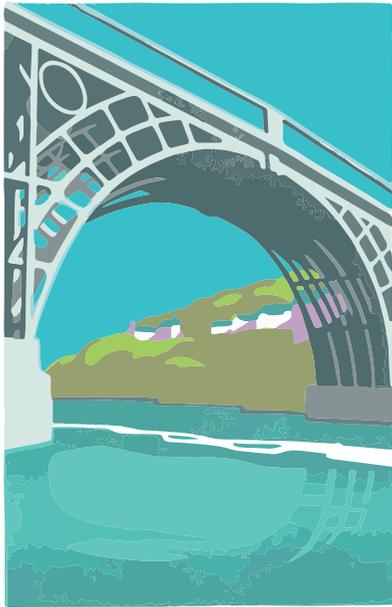
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IRONBRIDGE
SHROPSHIRE

Ironbridge

Route by Bryan Symons Distance: @400 miles

Here we have a 2 day figure of 8 route to the birth place of the Industrial Revolution and World Heritage Site – Ironbridge, the town that gets its name from the world’s first iron bridge erected over the River Sever in 1779 and now fully restored resplendent in its original paintwork. This pioneering structure marked a turning point in English design and engineering; after it was built, cast iron came to be widely used in construction of bridges, aqueducts and buildings. Enjoy Britain’s industrial history, then stay an extra day as there is a lot to see in the area. All of the cafés are highly recommended, quirky in a nice way and run by dedicated biker-friendly staff who will give you a warm welcome.

Day 1 – 180miles

The journey begins at St Crispin’s. Join the M4 and head towards Swindon and the A419.

After leaving Fairford in Gloucestershire the first stop is the laid-back and rustic Abbey Organic Farm Shop which sells only vegetarian food (closed on Mondays) and which is supplied with produce from the farm. Even the micro bakery uses their own wheat.

Now head north to the Cotswolds, and Winchcombe. Look out for the Bugatti Owners’ Club and Prescott Hill, location of the iconic ‘Prescott Hill Climb’ before proceeding through Gotherington on to the A435.

Having entered the market garden Vale of Evesham, the fast B4080 skirts around Bredon Hill still within the Cotswolds Area of Outstanding Natural Beauty (AONB).

Next RAF Defford near the A4104. It was the location of the top secret WW2 radar research establishment that was to revolutionise the operational capability of Allied aircraft.

The open 2-lane A44 sweeps north around Worcester and, after 3 hours and 120 miles from the start, stop for a light lunch at the award-winning Churchfields Farmhouse Luxury Icecream Cafe. Try one of the wide range of ice creams – one of which includes the very popular Stilton!

The pace quickens over rolling, open countryside along the A443, over the River Sever heading towards Witley Court which was once one of the great country houses of England, reaching its peak in the Victorian period when it was the setting for extravagant parties and royal entertainments.

Riding the A4204 you pass through pretty hamlets heading for Tenbury Wells with open views across to the Malvern Hills.

After Leominster (*pronounced Lemster*) and Pembridge the B4364 continue past the limestone escarpment 19-mile long Wenlock Edge, and around Bridgenorth. Then turn onto the A458 to Much Wenlock before taking the B4169 to Ironbridge.

Park close to the impressive Iron Bridge and walk across it to the Toll House museum, and many other visitor attractions. One good value and friendly place to stay is ‘Ye Olde Robin Hood Inn’ that has a large tarmac car park and is known for its outstanding full-English breakfast.

Garmin and Tomtom files are in the groups.io file section. If you have a favourite ride you would like to share on these pages, please get in touch to add it to this series - slipstream@tvam.org

Day 2 – 220 miles

Stop for petrol before leaving Iron Bridge and then climb the prominent and well known Wrekin Hill AONB that rises 407m above the Shropshire Plain.

After skirting Shrewsbury on the A5, leave the A488, then for the next 40 miles follow unclassified roads through rolling hills, ancient woodland and farmland before rejoining the A488 at Bishops Castle and on to the tranquil town of Clun. This is the nearest thing to biking nirvana for those who enjoy discovering the Shropshire Hills (AONB).

Look out for Offas's Dyke as you enter Wales at Knighton and continue on the B4355 to re-enter England further along at Rhos-y-Meirch. If you like aeroplanes call in at the Shobdon Aeroclub Hotspur Café or continue to the eclectic famous 'Ye Olde Steppes Pembridge Tearoom' for some scrumptious food and drink – 70 miles from Iron Bridge.

Now in Herefordshire our journey leads us through Ledbury, south of the Malvern Hills and onwards to Cheltenham. This very busy town is best avoided and it is here we cross over the previous day's outbound route back through Winchcombe, past the 15th century privately- Sudeley Castle to arrive, eventually, at Bourton-on-the-Water.

Follow the A429 and signs for Northleach which has great charm, a market car park and the Black Cat Community Tearoom – our last stop and 75miles from Pembridge.

The last part of the route rejoins the M4 via Aldsworth, Lechlade and Highworth.

Postscript

For further variations and alternative stopping places consult the TVAM Café & Stopover Map in groups.io

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EVENTS DIARY

SOCIAL RIDES, T-RUNS, TRACK DAYS AND OTHER EVENTS IN 2019

St Crispin's Sunday - Monthly Meet - Observed Ride

Every 3rd Sunday of the month. Meet 9am at St Crispin's School, Wokingham (see p32 of *Slipstream* for map). All those currently involved in observed runs will be allocated an Observer. Slow riding skills practice is available. Social runs available for full members start at 10am if run leaders are available on the day.

If you are willing to lead a run please email greenteam@tvam.org or contact Alan Hudson at alantvam@yahoo.co.uk

JULY 2019

WEDNESDAY
17 & 24

GNATs MIDWEEK EVENING RUN (B)

Meet Esso service station, Little Marlow Road, Marlow, SL7 1HH. Briefing will 5.50pm with 6pm start finishing back in Marlow between 8 and 8.30pm at the Britannia Pub, Little Marlow Road, Marlow, SL7 1HL.

FRI - SUN
19 - 21

GREEN BADGE TOUR IN WALES - HOSTED BY WAGs (T, B)

Details as Associates in Wales (see May) tour but aimed at full members and staying again at Y Talbot in Tregaron. **Contact Wendy Dance – w.dance132@btinternet.com**

SUNDAY
21

ST CRISPIN'S SUNDAY - OBSERVED RIDE

See top of page for meeting details.

SATURDAY
27

CALNE MOTORCYCLE MEET (B)

Classic show on the streets of Calne. A morning ride or a full day out - plenty to look at and plenty of places to eat and drink, finished with some overtakes on the A4 back home. Meet at Little Nellie's Diner, Newbury Rd, Kingsclere, RG20 4TA at 8am for an 8.30am departure. Bring your Classic bike or a Pillion or both. **Run Leader Mark Spittles - 07753 931570.**

SATURDAY
27

T-RUN (T) - Hosted by the CLAMs

Training run aimed at Associates club-wide. Observed and social ride. Full Members and Observers welcome from all teams. Meet at the Bushe Café, Blackbushe Airport on the A30, Camberley, GU17 9LQ at 9am for a briefing to leave at 9.30am. All day with stops. **Run leader Andy Wedge.**

SUNDAY
28

GREEN TEAM MONTHLY RUN (B) - HOSTED BY SAMs

Meet at Jenner's Riverside Café, Ray Mead Road, Maidenhead SL6 8NP at 9.15am for briefing. Finishing East Berkshire/Bucks around 4pm. **For more information slough@tvam.org**

AUGUST 2019

SUNDAY
2

WAGs FIRST SUNDAY RUN (B)

From 10am to 5pm. Join the WAGs on a social ride. The location and time changes from month to month and will be published on groups.io. For more information wantage.social@tvam.org

SEE THE NEW GROUPS.IO CALENDAR FOR A FULL 2019 ITINERARY

<https://tvam.groups.io/g/allmembers/calendar>

Social Runs

St Crispin's

Track Day/Training Run

Events

Green Team

SATURDAY

3

TVAM POKER RUN

See opposite. What is a Poker Run? – it’s a damn fine excuse to enjoy a great day’s riding with your friends - looking at motorcycles at 5 large dealerships, with a BBQ at the end. At each location you will be asked to take a playing card which is written down on your entry card – having collected 5 cards you will have a Poker hand and the top 3 win prizes. So gather a band of friends or acquaintances and enjoy a fantastic day out – we give the dealers to head for - you choose the route! So easy, and if you are new to TVAM don’t worry - we can put you with others so you can ride and enjoy the day. BBQ will be a variety of meats and salads with all the usual toppings – veggies catered for – let us know if you have special dietary requirements. Just £10 in the Webshop. Look forward to seeing you.

SATURDAY

3

OPERATION CARPETBAGGER AVIATION MUSEUM (B)

Join the SAM’s for a visit to the Special Operations Executive museum located on the original site of Harrington airfield in Northampton. With a mixture of exhilarating roads and some ‘by-pass’ duals, we would be at the museum for 1.5 hours (take a packed lunch as they only have a tea room). The entrance fee is £5. Round trip approx. 170 miles, 6hrs. Meet 9.30am with full tanks at The Approach Plate Café, Wycombe Air Park, SL7 3DP. Wheels up at 10am. **For more information contact Steve Selby 07785 522 913, steve.selby@hotmail.com**

SUNDAY

4

BARRIE’S BIMBLE (B)

Barrie will be heading to Mudeford Quay on an all-day 180-mile ride. Meet at the Bushe Café, Blackbushe Airport on the A30, Camberley, GU17 9LQ at 8.30am for a briefing to leave at 9am sharp. No briefing, no ride. Aiming to return to Blackbushe Airport for between 4.30pm - 5pm. **Run leader Barrie Smith - barrie@barriepsmith.com**

WEDNESDAY

7 & 14

GNATs MIDWEEK EVENING RUN (B)

Meet Esso service station, Little Marlow Road, Marlow, SL7 1HH. Briefing will 5.50pm with 6pm start finishing back in Marlow between 8 and 8.30pm at the Britannia Pub, Little Marlow Road, Marlow, SL7 1HL.

THURSDAY

8

TVAM SKILLS DAY AT CASTLE COMBE (T)

See groups.io entry. To book your place, visit the TVAM Web Shop. **For more information contact Dave Hepworth on 07799 476395 or tracktraining@tvam.org**

FRI - SUN

9 - 11



3Rs GO TO ROSS-ON-WYE (T, B)

This weekend is on offer for training and social riding. Based at the Penyard Hotel in Ross-on-Wye, this weekend is a must for Associates, Full Members and Observers. As with all good things we are a small training group so places are limited. With some great riding to be had right on the Welsh border country we head out on a Friday morning, returning on the Sunday afternoon. The cost, based on sharing a room with 2 breakfasts and 2 evening meals is £110. **To register your interest please go to the web shop - TVAM Trips. Any questions email 3Rs@tvam.org**

FRI - TUE

9 - 13

THE DAVID JACOBI MÜLLENBORN WEEKEND #5 (B)

After the successful trip to Germany last year we are looking to repeat it this year. Explore the wonderful Eiffel region of Germany with us. **You can contact Guy Lipscomb by email - DJGermanyTrip@tvam.org**

DO YOU HAVE A CLUB RUN TO ADD TO THESE PAGES FOR 2019?

email the details to socialruns@tvam.org

Social Runs St Crispin's Track Day/Training Run Events Green Team



Saturday 3rd August 2019

Meet at St Crispin's for an 8.30am briefing and 9am departure.
Approximately 170 miles round trip.

Return to St Crispin's around 4pm for a BBQ.

**Entry £10 including BBQ
Prizes for the Winners!**

For further info contact events@tvam.org
or one of the team : Nigel 07833 087856
Ian 07771 897200
Phil 07788 586586

- ◆ 5 Dealer checkpoints
- ♣ Your choice of route
- ♥ Collect your poker hand with proof of visit
- ♠ Small teams 2/3 or individuals



SUNDAY
11

WAGs SECOND SUNDAY GREEN BADGE & GT MONTHLY RUN (B)

Second Sunday of the month for all TVAM green badges combined with the Green Team monthly run to be hosted by the WAGs. Meet at Costa Drive Thru, Park Rd, Faringdon, SN7 7GQ at 10am for a 10.30 departure. Usually around 120 miles with lunch stop. **Contact wantage.social@tvam.org with any questions.**

WEDNESDAY
14

MIDWEEK RUN (B)

Visit to the Cotswold Airport. (B). Meet at the H Café, Berinsfield, OX10 7LY 9.30am for a 10am departure. **Contact Ken on 01993 881807 or email midweekruns@tvam.org** or just show up.

SUNDAY
18

ST CRISPIN'S SUNDAY - OBSERVED RIDE

See top of page 21 for meeting details.

SATURDAY
24

CLAMS 4TH SATURDAY RUN (B)

Meet at the Bushe Café, Blackbushe Airport on the A30, Camberley, GU17 9LQ at 9am for a briefing to leave at 9.30am. All day with stops. **Run leader Clive Marsden.**

SEPTEMBER 2019

SUNDAY
1

CAKES AND CORNERS (B)

Details tbc and dependent on the summer cake stop survey. Meet at Little Nellie's Diner, Newbury Rd, Kingsclere, RG20 4TA at 9am for a 9.30am departure.

Run Leader Amanda Coneley - 07973 779957.

SUNDAY
1

WAGs FIRST SUNDAY RUN (B)

From 10am to 5pm. Join the WAGs on a social ride. The location and time changes from month to month and will be published on groups.io. For more information **wantage.social@tvam.org**

SUNDAY
8

WAGs SECOND SUNDAY GREEN BADGE RUN (B)

Second Sunday of the month for all TVAM green badges. Start point to be confirmed. Details on TVAM Facebook page. Usually around 120 miles with lunch stop.

wantage.social@tvam.org

THURSDAY
12

SUMMER SEMINAR - STEPH JEAVONS

Steph achieved a world record by becoming the first person to circumnavigate the globe and ride a motorcycle on all seven continents. It was a four year solo journey on a tiny budget through 53 countries and covering 75,000 miles. Suffering heat exhaustion in Iran, hit by a landslide in India and by a truck in Colombia. She has been to the wettest, driest, hottest and coldest places on earth and ridden the highest motorable road in the world. Steph is currently planning her next expedition which will be to guide the first group of all women bikers to Everest Base Camp in 2019. **Held at Wokingham Masonic Hall, Reading Road, Wokingham, West Berkshire, RG41 1EG. Doors open at 7.30pm for an 8pm start. A licensed bar is available.**

SUNDAY
15

ST CRISPIN'S SUNDAY - OBSERVED RIDE

See top of page 21 for meeting details.

SATURDAY
21

TVAM TEAM CHALLENGE 2019 - CHALK AND CHEESE

Yes, it's time for the annual team challenge - gather some friends, local team mates, and have a great day out discovering some little known facts and strive to win the trophy and prizes for this fun day out. More details to follow. **Register your teams with robina_maher@yahoo.co.uk, any questions contact sallig@nutty-tart.co.uk**

MONDAY

23



TVAM SKILLS DAY AT THRUXTON (T)

We will be hosting a TVAM-only Skills Day at ThruXton Circuit. Your chance to ride this iconic circuit in a small group with a TVAM Track Instructor. Suitable for all levels of experience, this is a unique opportunity to develop your skills in the safe environment of a closed circuit. Look out for registration in the TVAM webshop - price £149.

Places will be limited to ensure plenty of track time. **Contact Pat Coneley for any questions - skillsdays@tvam.org**

FRI - SUN

27 - 29



7Ws #39 TO LLANDRINDOD WELLS (T,B)

Aimed at helping Associates hone their riding skills on some great Welsh roads, the trip comprises marked runs with informal Observation. We stay at the Commodore Hotel in Llandrindod Wells, so there's the opportunity to build your social and riding network too. Price ranges from £81 to £141 depending on room type. If you have any questions email to info@7xws.co.uk. **Registration is open - go to www.tvam.org to register your interest for this trip in the webshop.**

SATURDAY

28

CLAMS 4TH SATURDAY RUN (B)

Meet at the Bushe Café, Blackbushe Airport on the A30, Camberley, GU17 9LQ at 9am for a briefing to leave at 9.30am. All day with stops. **Run leader Doug Brown.**

SAT or SUN

28/29

GREEN TEAM MONTHLY RUN (B) - HOSTED BY WOBMOB

Details tba

OCTOBER 2019

SUNDAY

6

WAGs FIRST SUNDAY RUN (B)

From 10am to 5pm. Join the WAGs on a social ride. The location and time changes from month to month and will be published on groups.io. For more information wantage.social@tvam.org

SUNDAY

6

T-RUN (T,B) - HOSTED BY THE BAR

Led by Ian Colville this training run is open to all Associates, Observers and Full members. Heading to Billingshurst with briefing stops en route and a great venue for lunch. A marked ride on the return finishing at Conkers in Basingstoke around 3.30pm. Meet at Little Nellie's Diner, Newbury Rd, Kingsclere, RG20 4TA at 9am for a 9.30am departure.

TUE - TUE

8 - 15



PICOS DE EUROPA TRIP

TVAM are off to The Picos in Spain to ride some of the best roads in Europe in the Autumn sunshine. Stunning scenery and mountainous twisty roads. 7 nights/8 days. Return Ferry from Portsmouth to Santander inc. cabin – 5 Nights 4* Hotel half board. Wine included with evening meals. Option to see the Moto Classic Rally in Colmbres and famous Classic Hill climb. All included for solo rider sharing £630 - rider and pilion sharing £560 each. Single accommodation also available. Open to all members but these places will not be around for long. 20 places - please register your interest in the first instance in the webshop or call for more information - **Phil Donovan 07788 586586**. Deposit will be required immediately.

SUNDAY

13

WAGs SECOND SUNDAY GREEN BADGE RUN (B)

Second Sunday of the month for all TVAM green badges. Start point to be confirmed. Details on TVAM Facebook page. Usually around 120 miles with lunch stop. wantage.social@tvam.org

SUNDAY

13

OLD SARUM AIRFIELD (B)

A run across North Hampshire and Wiltshire on some fantastic roads, further details to follow. Meet at McDonalds, Basingstoke Leisure Park, Worting Road, RG22 6PG at 9.30am for 10am departure. **Run Leader Steve Dobson.**

SUNDAY

20

ST CRISPIN'S SUNDAY - OBSERVED RIDE

See top of p21 for meeting details.

CHRIS ARNOLD MEMORIAL RIDE (B)

100 miles to finish at Loomies on some of Chris' favourite roads. Briefing 10am with departure at 10.30am from St Crispin's. **Run Leader Mark Spittles 07753 931570.**

By supplying your details for entry on these pages you are agreeing to them being publicly available.

DO YOU HAVE A CLUB RUN TO ADD TO THESE PAGES FOR 2019?

T-RUNS, BREAKFAST RUNS, HALF-DAY RUNS, FULL-DAY RUNS, WEEKEND TRIPS,

TRIPS ABROAD, TRAINING RUNS, TRACK DAYS - email the details to socialruns@tvam.org

TVAM Run Ratings

- A: Skilled/progressive for confident riders on all types of road. Aimed at smaller groups.
- B+: More progressive pace for the confident, focused rider. Overtaking permitted.
- B: Medium paced, relaxed ride. Overtaking permitted.
- C: Leisurely pace - NO overtaking within the group. Suitable for first timers or those looking for a slower pace.
- T: Team Training Run - observed/social ride with an element of coaching run by each of the local teams
- O: Off-road

81 Russell Street, Reading, RG1 7XG

0118 950 0300

Mark Wilson

m.wilson1@btconnect.com

ride in ride out ride in ride out

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

COURSES FOR TVAM MEMBERS 2019

ABC - Advanced Bike Control - 15th September 2019

Experience some advanced machine control on the runway at RAF Odiham, taking home enhanced riding skills, and the biggest grin you can squeeze into a helmet. Cost £25. You will need to ensure that your bike is in good condition - particularly tyres, suspension and brakes. If you have any questions email Chris Caswell on advancedbikecontrol@tvam.org

RLBM - Run Leader and Back Marker Course - Saturday 20th July

For full members – this tailor-made course, consists of theory and practical sessions, giving you the skill, knowledge and training necessary to run lead or back mark a TVAM social run. A mentor will also be allocated to you. For further information please email runleaderbackmarker@tvam.org

LLR - Look, Lean, Roll - Dates available - Farnborough: 11th August, 8th September and 13th October. Greenham Common: 27th July, 24th August, 28th September and 26th October. FULLY BOOKED.

Run by a renowned team of TVAM members and Observers, the aim of this half-day event is to enhance cornering and bike-handling skills, within a controlled, off-road environment. Cost £30. Just do it! To book for this course please email Jackie Reeve at llr@tvam.org

BIKER DOWN - View www.facebook.com/BikerDownBucksMiltonKeynes for latest courses

First aid and accident scene management for bikers. Aimed at motorcyclists of all ages and experience. This free scheme offers the chance to learn practical skills to help avoid being involved in a crash, as well as essential first-aid training and advice on what to do should they find themselves first on the scene of a crash where someone is injured. The courses are being held at Marlow Fire Station. Contact Keith Wheeler at Marlow Fire Station to book - kwheeler@bucksfire.gov.uk or call Keith on 01296 744431 / 07767 412076.

ABC, BC, BMC, LLR, PRC & RLBM CAN BE BOOKED THROUGH THE WEB SHOP
www.tvam.org (you will need to register)

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ADVANCED RIDING 11 - THE ART OF POSITIONING

Riding a motorcycle is nothing like driving a car. To begin with, bikers can do lots of things car drivers can't, such as filtering through to the front of a traffic jam. Try doing that in a car and it could get messy.

As bikers we also tend to put our foot down when stopping, whilst car drivers put their foot down to go faster. And of course we do far more overtakes than car drivers ever do - don't we?

In addition, an average rider makes up around a third of the weight of the vehicle so where you put that weight makes a difference. In a car the driver is strapped into the seat so pretty much stays still and leaning one's head into the corner makes no difference to how the car handles or performs. However, on a bike your body position can make a big difference. Many riders will remember crouching down over the handlebars, chin on tank, to get to the maximum top speed - which could be almost 45mph on a 50cc moped.....downhill.

On larger bikes the same principles still apply. You may not need to get your chin on the tank to reach the highest legal speed limits anymore but in a corner where you place your weight will affect the centre of gravity and how much the bike has to bank-over (lean) to take the corner.



Not sure if this riding position is to an Advanced Standard?

When riding on a wet road, being able to keep the bike more upright by moving your body across the bike would seem to make sense. We're not talking about knee-down 'Rossi-style' riding on the road, but your head alone weighs about 4.5 - 5kg (10lbs). Just moving that so it's now over your hand on the inside of the corner means you've moved the centre of gravity of the combined machine. This also means you've moved the upper part of your body slightly too, all meaning the bike can stay more upright with

the fatter and stickier parts of the tyres in contact with the road surface, which is a good thing when grip is compromised.

We're not talking here about leaning forward or ducking down to get your head alongside the screen, just moving sideways slightly by bending an elbow a little more. Try it by small stages when you're next out riding and see how it feels and how more upright the bike can stay.

Positioning for the View

This is not about being able to see the scenery better but to enable you to have more time to plan. Another difference between a car and a bike, is that a bike is much narrower than a car so we can position within our lane to maximise the view we have down the road.

Time and space are your friends when riding. It's when these two elements run out that the saddle gets clenched tighter and plastic possibly gets broken. Being able to see further gives you information on the space ahead to extend your riding plan, which enables you to go at an appropriate speed. The further you can see, the more time you have to react, so the faster you can go, or if necessary the quicker you can get out of the way.

Bends

Much time will probably be taken up talking with your Observer/instructor about positioning for bends. Moving to the right place in your lane to enable you to get the best view around the corner - before you start any braking or gear shifting - and then maintaining the correct line through the bend.

Generally it's to the left-hand side of the lane for right-hand bends and towards the centre line for left-hand bends, then maintaining a smooth line around the bend holding a constant radius around the curve whilst applying positive throttle.

There should be no apexing the corner as you're not on a race-track and actually it's just as quick to go around the outside of the bend as your speed can be higher and more constant. Apexing right-hand bends just brings your head closer to on-coming traffic. Nutting a wing mirror, or something harder, is not good for any biker's health plan, so keep away from the apex. Apexing left-handers potentially reduces your view and also means you can't be seen by on-coming vehicles until 'suddenly.....'

If you're approaching a left-hand bend and, having moved towards the centre-line, you see an on-coming skip lorry tearing along which is probably about to apex the corner and would therefore be on your side of the road, MOVE. Move away from the centre line to a position that's as far away as possible from 20 tons of careering metal. You positioned to get the view, so now use it to maintain your Safety Bubble (see below).

It's no good thinking, 'I've been told to ride around the outside of left-hand corners 2 feet from the centre line and that's what I'm going to do' when your right leg is at imminent risk of being removed by a truck's mudguard.

So the concept of moving around within the lane to position for the view is now established in your mind, however there's a little rule you should be thinking about each time you plan to do this and it's known as 'SSV'.

1. If I move there will I be Safe?
2. If I move there will the bike be Stable? (Is the road surface clean and sound?)
3. If I move there will it improve my View (or safety bubble?)

If the answer to any of those questions is 'no', why go there?



Safety, Stability and View

When approaching this bend a number of issues impact on your positioning.

Going to the extreme left-hand side of the road whilst braking, which would result in the best view around the right-hand corner ahead, would mean getting too close to the broken edge of the tarmac - compromising your safety.

There's also gravel/mud down the centre of your lane which would reduce your stability/grip as you brake and turn in to the corner.

A more conservative position would be best, staying on the cleaner line created by cars, just to the left-of-centre of your lane where the surface is sound and clean. It probably also means you'll have to go slower.

See and be Seen

Very often being seen by other road users helps them plan and avoids conflicts; from drivers and cyclists right down to horse riders and walkers on country roads. It also applies when coming to a stop behind any vehicle. Can the driver see you in his mirrors? Have you left enough space behind the vehicle ahead to enable you to escape to the side should it start to roll backwards, or even worse decide to reverse?

I know of a case of a rider literally climbing up the back of an Ocado delivery van as it reversed over his bike simply because the driver missed the drive of the house he was delivering to and he couldn't see the bike behind in his mirrors. (Other brands of delivery vans are available should you wish to try this for yourself).



Is this a good place to stop?

Stopping here might seem fine as you can see past the vehicle to check for on-coming traffic and have space to manoeuvre. However, the driver can't see you in his mirrors as you can't see them so he might start to reverse towards you.

Stop so you can see the mirrors on the off-side which may mean holding back still further or slightly further towards the centre line.

Position to give Information

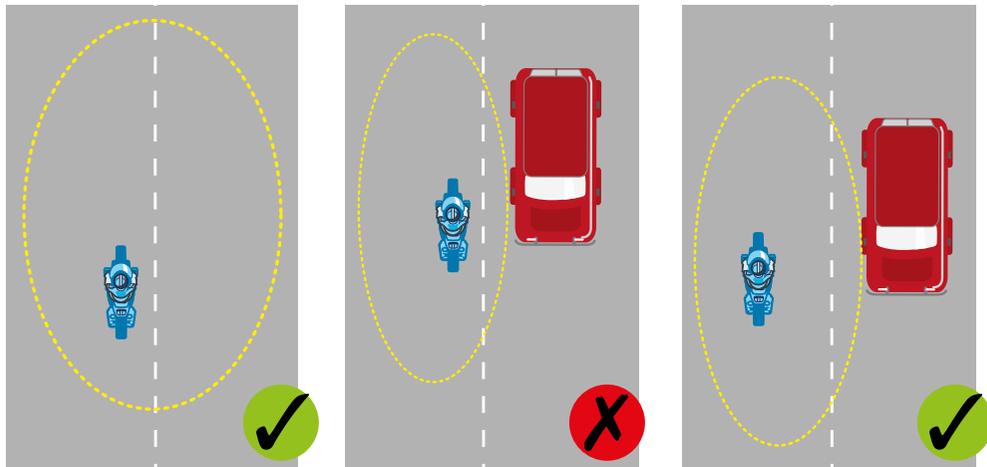
When rolling up to a T-junction, position your bike to help indicate to other road users the direction of turn you intend to make. (This is, of course, in addition to the indicators you will have already flashing). If turning left, position the bike towards the left-hand side of the lane at an angle ready to pull away smoothly when the road is clear. If turning right, take a bit of a swan-neck into the right-hand corner of your lane adjacent to the junction, again positioned at an angle ready to pull away. Don't just ride along the centre line until it runs out leaving you at 90 degrees to the road you're joining. If you do this, it means you're both trying to turn through a right-angle and accelerate all at the same time. A bike is most stable when upright and accelerating in a straight line, so try to optimise your position to get as close to this as you can at junctions when you may want to pull away sharply to smoothly join moving traffic.

Safety Bubbles

On wide-open rural roads it's often the next bend that dominates your choice of position within your lane. Other hazards may be present though, such as side roads and blind entrances to farms, etc. which all require you to move your position. Crossroads are clearly a major hazard and, as well as slowing to give yourself more time, your preferred position is going to be towards the middle of the road to maximise the distance from each side junction, assuming there's no on-coming traffic. The majority of serious accidents happen to motorcyclists travelling on rural roads and involve just one other vehicle, usually a car and usually at a junction. So take care at junctions, position for the view and slow down to give the other driver more time to see you.

In towns the priority changes from positioning for bends to positioning to maintain your safety bubble. Good observation will show you where the hazards are and good planning will enable you to decide which poses the greatest risk and so where to position your bike to maximise the distance from it. This is called maintaining your safety bubble.

In some cases you may have two or more hazards of equal risk so you may have to compromise and take a position between them. Slowing down also increases your safety bubble. Remember, positioning is about increasing time and space, as is your control of speed.



On a busy high street the greatest hazard could be on-coming traffic so you move to your left to give it more space. On a quieter, urban road it could be driveways with high hedges reducing visibility of vehicles that may appear, so you move to a position closer to the centre line to both improve your view and so they can see you sooner.

Bends within urban areas, where the speed limit is 30 or 40mph, tend to mean you can see well ahead without taking extreme positions within your lane to gain the view. You can easily stop within the distance you can see on your side of the road. Moving across your lane because of a bend in town can be confusing for other road users and is unnecessary. Prioritise maintaining your safety bubble in these situations.

Remember in positioning your motorcycle it is for safety, stability and then view. Never sacrifice safety for any other perceived advantage. Always give yourself time to react.

This article is an extract from 'Insights into Advanced Motorcycling Part 2' due out the end of 2019.

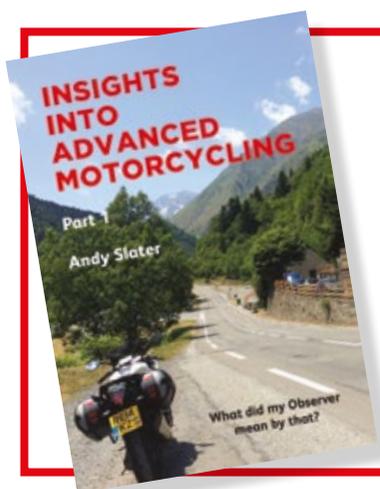
Insights Into Advanced Motorcycling

Refreshing and frank advice on how to ride legally, safely, and progressively.

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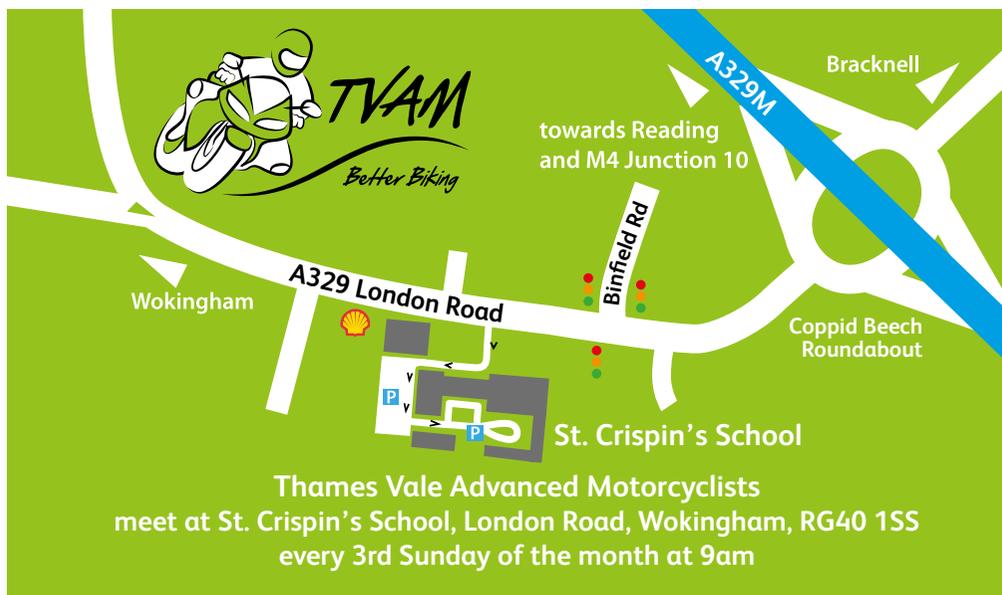
- Filtering legally
- How to Overtake safely
- The Limit Point and how to gain the 'view'
- Speed Limits
- How to assess yourself - 'Are You Fit to Ride?'

On sale in the TVAM webshop - £4.99 inc. postage



CLUB MEET

Monthly meetings are held at 9am on the 3rd Sunday of each month at St. Crispin's School, London Road, Wokingham, RG40 1SS. Observed rides for Associates and first time attendees, social runs for Full Members.



LOCAL TEAM MEETS

Basingstoke (BAR)

When: Monday after St Crispin's
Where: Jekyll & Hyde, Hartley Wespall, Turgis Green, RG27 OAX
Time: 7.30pm

Camberley (CLAMs)

When: 1st Tuesday of the month, every other month
Where: The Bee, School Road, Bagshot, Windlesham, GU20 6PD
Time: 8pm (June, August, October, December)

Great Northern (GNATs)

Meet 1: Saturday before St. Crispin's July 20, September 14 - check with wycombe@tvam.org for location
Meet 2: After each St. Crispin's for coffee at The Farm Café, Ashridge Manor Garden Centre, Forest Road, Wokingham, RG40 5QY.
Meet 3: Rideout first Sunday of the month.

Reading (RAMs)

When: First Tuesday (July, Sept etc) and first Monday (August, October etc) of the month
Where: Fox and Hounds, Theale, RG7 4BE
Time: 8pm

Slough (SAM)

When: First Saturday of the month
Where: Jenners Riverside Café, Ray Mead Road, Maidenhead, SL6 8NP
Time: 9am - Contact slough@tvam.org

Wantage & Newbury (WAGs)

When: Second Wednesday of the month
Where: Ye Olde Red Lion, Green Lane, Chieveley, Berkshire, RG20 8XB
Time: 7.30pm

Wokingham & Bracknell (WOBMOB)

When: 3rd Tuesday of the month
Where: Binfield Social Club, Binfield, West Berkshire, RG42 4HP
Time: 8pm

Green Team (Full Members)

Meet 1: Last weekend of the month - see *Slipstream* or web calendar for social run information.
Meet 2: Wednesday following St Crispin's at The Crown, The Street, Swallowfield, RG7 1QY at 7.30pm - Contact greenteam@tvam.org

OBSERVER RELATED 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	Steve Watson	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	Andy Wedge	tobcoordinator@tvam.org

Observer Forum (mailing list):
Observer Yahoo Group <https://tvam.groups.io/g/observers>

LOCAL TEAM CONTACTS

TEAM LEADERS (teamleaders@tvam.org): Quarterly meetings - 23rd July, 26th November 2019 in Binfield

Basingstoke (BAR)	Mark Spittles	basingstoke@tvam.org
Camberley (CLAMs)	James Bates and Doug Brown	camberley@tvam.org
Great Northern (GNATs)	Ian Dickinson	wycombe@tvam.org
Reading (RAMs)	Steve Wilson, Andy Boudier	reading@tvam.org
Slough (SAM)	Ally McCulloch	slough@tvam.org
Wantage & Newbury (WAGs)	Keith Miller	wantage@tvam.org
Wokingham & Bracknell (WOBMOB)	Andy MacWalter, Ian Gaitley	wokingham@tvam.org

SOCIAL CONTACTS (socialleaders@tvam.org):

Basingstoke (BAR)	Phil Ryan and Mark Spittles	basingstoke.social@tvam.org
Camberley (CLAMs)	Caroline Harvey	camberley.social@tvam.org
Great Northern (GNATs)	Ian Dickinson	oxford.social@tvam.org
Reading (RAMs)	Steve Wilson, 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 (WOBMOB)	Andy MacWalter and Ian Gaitley	wokingham.social@tvam.org



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TVAM website and forum: to join, go to www.tvam.org, click 'Register' and fill in form and submit, membership will get back to you asap with confirmation.

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TVAM CLUB CONTACTS

President:

Sir Stirling Moss OBE FIE

Vice Presidents:

Keith Millican 1993, Derek Green 2000, Nigel Fowler 1996, Richard Tickner 2005, Nigel Taylor 2010, Charon Willis 2016

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

Chairman	Andy Slater	chairman@tvam.org
Chief Observer	Chris Brownlee	chiefobserver@tvam.org
Secretary	Adrian Ellison	secretary@tvam.org
Treasurer	Paul Taylor	treasurer@tvam.org
Membership Secretary	Dave Simmons	0118 402 4800
Membership Secretary	Salli Griffith	membership@tvam.org
Slipstream Editor	Phil Donovan	slipstream@tvam.org
Events & Promotions	Alan Hudson	events@tvam.org
Green Team Leader		fullmembers@tvam.org

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

Next Meetings: (M - Marlow / S - via Skype) - 13th August (M), 11th September (S) - all meetings on Tuesdays at 7.30pm and alternate monthly between Marlow and Skype meetings.

Special Roles:

Advertising	Salli Griffith	advertising@tvam.org
Advanced Bike Control	Chris Caswell	advancedbikecontrol@tvam.org or abc@tvam.org
Bike Maintenance	Phil Ryan	bikemaintenance@tvam.org
Bike Craft	Di Woodcock	bikecraft@tvam.org
Café and Stopover Database	Chris Brownlee	café@tvam.org
Enhanced Advanced (EAR)	Mike Walden	enhancedadvanced@tvam.org
Events Diary (non-run events)	Phil Donovan	eventsdiary@tvam.org
Girl Torque	Alie Ball	girltorque@tvam.org
Groups.io Support	Andy Wedge, Chris Brownlee	groups.io@tvam.org
Incident Reporting	Training Team	incident@tvam.org
Leaflet Supply	Phil Donovan	leaflets@tvam.org
Look Lean Roll	Jackie Reeve	llr@tvam.org
Membership Development	Peter Dowlen	membershipdevelopment@tvam.org
Merchandise	(to order items away from St Crispin's)	merchandise@tvam.org
Midweek Runs	Ken Jeddere-Fisher	midweekruns@tvam.org
Offroad Riding	Clive Marsden	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	Issy Griffiths	runleaderbackmarker@tvam.org
Social Run Co-ordinators	Salli Griffith /Phil Donovan	socialruns@tvam.org
St Crispin's Sunday Runs	Alan Mossman	sundaysocialruns@tvam.org
Tea & Coffee Bar at St Crispin's	Louise Simmons	coffeebar@tvam.org
Thrupton Skills Days	Pat Coneley	skillsdays@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:

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

Correspondence Address & Telephone: 23 Comet Way, Woodley, Reading RG5 4NZ

0118 402 4800

Registered Office:

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