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[www.tvam.org](http://www.tvam.org)

August 2019



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# FROM THE LAPTOP

Enjoying the sunny weather



Hot, hot, hot - as I start to write this editorial we are promised the hottest day this year in our July heatwave - so I'm planning to stay indoors for now.

A few things to note when you are out riding this summer involving etiquette and safety. Besides spotting the other idiots on two wheels sporting t-shirts and shorts, often taking the back roads as you do, you are sure to come across farm vehicles, wildlife, not to mention horses, their riders and horse boxes. Please have a regard for all of these - cut your speed dramatically and give horses and riders a wide berth. Again, when passing horse transporters, do not do so at speed or closely as this may spook the horse and likewise the driver of the vehicle. Be responsible please.

Rain, rain, rain - as I continue to prepare this edition we are going through all the usual weather changes that we come to expect - from melting roads to flooded ones. What can I say? I hope the T-Run and Look, Lean & Roll were not wash-outs.

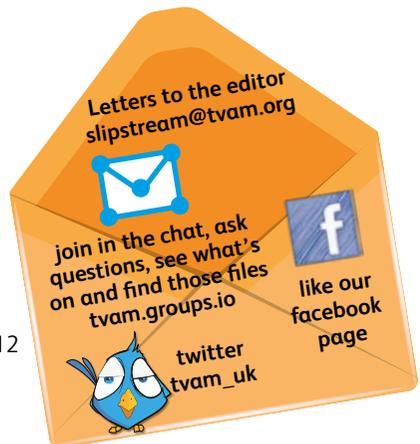
Well, we're hoping for a sunny weekend at St Crispin's with the Slow Riding and Sausages taking place following the morning gathering. If you haven't been down for a while, please come along, join in - or just watch and eat sausages - and don't forget to go to the webshop to get a ticket for food, although some tickets will be available on the day if we haven't sold out. If you take part you get a £3 voucher to be used against for drinks. It was great fun last year with some stiff competition for the best time but lots of you had a go, which is what it's all about.

And don't forget, in September we have the Annual TVAM Team Challenge - Chalk & Cheese. Definitely a date to chalk up in the calendar and one where you will certainly have to use your 'loaf'! Teams will be contesting for the trophy and prizes and having a fun day doing so. If you don't have a team, just enter and we will assign you to one. See the entry in the events diary in this issue and on groups.io calendar for registration details. Free to enter.

**Slipstream Editor**

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## New Members in July

David Blundell  
Paul Collins  
Timothy Dadd  
Wayne Devine  
Timothy Faltermeyer

Chris Fitzcosta  
Pete Kustra  
John Law  
John Murdoch  
Callum Pickford

Mark Scott  
Xanthe Scott  
Craig Solomon  
Mark Ward



## Test Passes

**Associate**  
Aaron Braich  
**Gillian Flanders**  
**F1RST Pass** **Dene Fletcher**  
**F1RST Pass** **Stephen Flint**  
Paul Gilmore  
Andy Ogston  
Andy Story  
**F1RST Pass** **James Thorne**  
**F1RST Pass** **Graeme Walker**

**Observer**  
Andrew Wedge  
**Philip Bassil**  
**Kevin Sturge**  
**Peter Dalgliesh**  
Mimi Carter Jonas  
Keith Yallop  
Keith Miller  
**Steve Selby**  
**Kevin Buchta**

## Observer Validations

Graham Dunbar

## National Observer Validations

John Cozens

## Run Leaders *(See page 20)*

Phil Jones  
Jon Slattery  
Guy Lipscomb

Simon Morgan  
James Boxall  
Paul Johnson



*Plenty of test passes, and a new National Observer celebrate at the July St Crispin's meet*

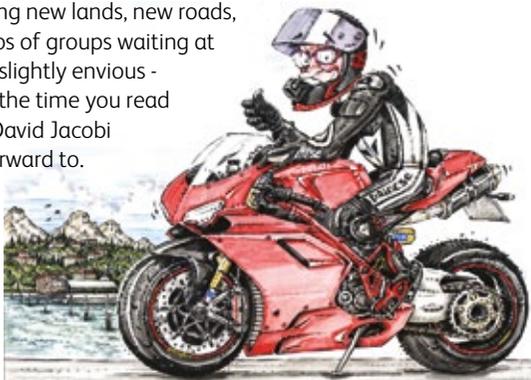
## FROM THE CHAIR



One of the most rewarding moments of being an Observer is when, at the end of a ride, your Associate pulls off their helmet, there's a broad grin on their face, probably followed by, "Wow, I had no idea you could do that!" or something similar. It's known as the 'light bulb moment'. I had such a moment with a new Associate a couple of weeks ago and I know he's still smiling as we've just done a second run together this morning. An already seasoned rider, joining TVAM has opened a window to a world he just didn't know existed and I'm enjoying showing him around. If you'd like to become a Club Observer see the Training Team at St Crispin's and see how much fun you could bring to other members wanting to achieve Advanced Test standard.

Across the Club members are always learning new skills, especially with the summer we're having. Even crusty old Observers can discover a new way of explaining something that suddenly opens up an aspect of biking for an Associate, or a member discovers a few more degrees of lean at Castle Combe or Thruxton on a track skills day that they've never experienced before. It's what makes our sport challenging but also possibly the best fun you can have in leather. Bring it on.

At the same time many members are off exploring new lands, new roads, mountain passes, cols and cafés. Facebook photos of groups waiting at the ferry or channel tunnel terminals make us all slightly envious - I know - that's exactly why you posted it! But by the time you read this we'll have posted our own photos from the David Jacobi Müllenborn trip which I'm impatiently looking forward to. The bike's got new brake pads, fluid, and rubber, and I've even booked the service for when I get back as an oil change will be due within a few hundred miles. I'm packing the top box as I write this....



So here's another edition of Slipstream. As members we're probably pretty used to a copy plopping through the letterbox a few days before each St Crispin's. However it's only when you speak to some new members do you realise just how good this monthly journal is. Some IAM Groups only get a newsletter every other month, or even quarterly, but each month Salli and her team pull together this little gem, packed with details about what's going on in the Club, reports of members trips, bike show reports, and riding tips. I'd like on behalf of all of us members to say a big 'Thank You' to Salli and everyone else who contributes articles. Please keep them coming.....

Enjoy the summer, keep safe

**Andy Slater**  
**Chairman**

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](mailto:slipstream@tvam.org)

**Salli G - Editor**



# Groups.io Hints and Tips #2

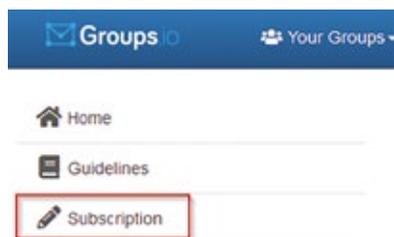
## Setting email delivery options

For each group that you join, Groups.io allows you to control which emails you receive. There are basically two methods of control:

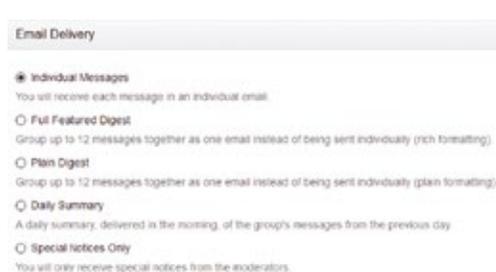
- **Subscription settings**
- **Muting hashtags and topics**

Muting hashtags and topics will be covered in the next article, so in this one, we'll focus on changing your subscription settings.

To change your subscription settings from within a group, use the Subscription menu option:



Select your preferred email delivery setting from the options available:



**Note:** A Digest will show you the text of messages posted to your group whereas a Daily Summary will only show you the title/subject. Special Notices are club-wide announcements made on the *allmembers* group. If you select Special Notice on a subgroup (such as CLAMs and RAMs) then you effectively turn off mail delivery for that group meaning that you can only read messages by logging in to Groups.io.

After you have made your change, remember to use the blue 'Save' button at the bottom of the page:



You can also easily change your subscription settings for a group by sending a blank email to special addresses. The format of the address is the *groupname* followed by your subscription type:

*groupname*+digest@tvam.groups.io

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*groupname*+summary@tvam.groups.io

*groupname*+single@tvam.groups.io

*groupname*+special@tvam.groups.io

To receive plain text digests

To receive full featured HTML digests

To receive a daily summary

To receive individual messages

To only receive special notices

You will receive an email from Groups.io asking you to confirm the change. Just respond to that and your subscription settings will be updated.

As each subgroup has its own subscription options, you could therefore request single/individual emails on the *allmembers* group and different digests or a daily summary on all the local team subgroups you have joined.

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

**Andy & Chris**

TVAM groups.io Admin

# WHEN YOUR MIND WANDERS, RIDE AFTER IT



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## Cottage Industry meets 21st Century Tech

Friday dawned warm and sunny on 28th June with a forecast high of 25C, so I was glad I had booked the day off work for a ride up to Castle Donington to visit the Norton factory. What a lovely set up and beautiful place to work. Our TVAM group of 23 in total, gathered outside the main showroom entrance, posing for a photo - not exactly 'poster boys' for the Ride up Scheme!

The site was purchased from BMI Airlines in 2013, so as to be close to the nearby Donington race circuit. You can see Stuart Graner's race leathers hanging in the bedroom window of his Gothic 1790 built country house. The 26 acre site, set in rolling countryside, complete with the River Trent flowing through the grounds, has space for future growth. A new Assembly Plant is already under construction to underpin the build of the new Norton Atlas range, as well as existing models.

The classic 1970's Commando-inspired '961' air-/oil-cooled parallel twin looks the business and is the core model the recent company success and growth plans have been built upon. My personal favourite is the Commando 961 Street, with flattracker-inspired styling, built as a limited edition of just 50 bikes, created in collaboration with Henry Cole. These sold out overnight and Norton have since been inundated with orders, so watch this space.

The future success of Norton hinges around a string of new model ranges which are less traditional than the 961 Commando. The stunning-looking ultramodern V4 RR superbike heads the new lineup. A model range launched at the end of 2016, marked by the introduction of Norton's own Simon Skinner-designed 1200cc V4 engine to replace the 1000cc Aprilia engine used by the race team. It's a 72 degree 'V' 4



cylinder engine producing 200 bhp and 130Nm of torque. In 2018 the Norton Superlight was launched, a 650cc parallel twin producing 105 bhp, it is derived directly from the V4 engine, just cut in half. Sadly their performance at this year's Isle of Man TT races was a big disappointment for all their fans.

In a tour of the new assembly hall and fabrication shop, we were regaled with insights into the skill & craftsmanship involved in frame and tank component production. That Henry Cole 961 Street tank takes 3 full days to fabricate from 5 different aluminium panels and polish to the finished article. I was very careful not to drop the example we were shown.

The brand new 12,000 sq ft assembly hall will come on stream by September and, as well as transitioning all existing final assembly, it will provide enough space for dedicated lines for each range, including the new 650cc Atlas retro-inspired twins due to start volume production this year. The 80 bhp twins are competitively priced at £10k for the Nomad roadster and £12k for the off-road Ranger. Let's hope they can deliver a reliable bike and drive up volumes from the current levels of circa 500 bikes per year. It's hard to figure how they can make money at these low volumes with the level of skilled hand labour involved, plus the extensive usage of milled from solid aluminium billet components across the range.

Finally after a hard day's grafting, sitting on bikes and asking all sorts of daft questions, we retired to the Priest House Hotel, set in the beautiful, 100 acre grounds overlooking the river. This is also owned by Stuart Garner and undoubtedly make more profit than his bike business.

After a sunny, relaxing afternoon enjoying tea and cake we all headed off home by various routes. For just £15 a head I can thoroughly recommend the trip as a great day out. Very interesting to see 'Cottage Industry' craftsmanship merging with 21st century carbon layup technology along with CNC machined componentry.

**Nigel Winstanley**

81 Russell Street, Reading, RG1 7XG  
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Mark Wilson  
m.wilson1@btconnect.com

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# Full English, -ish

A trip to the Norton factory meant arriving early at Beaconsfield Services for a full English - Norton's surely nothing if not the full English? Park up, wander in, burgers, sushi and chicken galore; but egg, bacon, black pud and the rest, in grease with a crisp fried slice? No chance - unless the well-hidden 'spoons could provide, but by the time I'd spotted it I'd plumped for a McBacon bap. Looked good, but a bit pricey and didn't quite hit the spot.

There must have been 10 of us there by 8.15am and already it was warm. As we scoffed, more turned up, amongst them run leader Phil Donovan. Troughing complete he gave us a briefing and new TVAM run arm-bands, complete with insert for my ICE contact details (my brother, who'd kill me if he got the call), phone PIN code and little else - who knows their blood type and would the medics trust what was scribbled there anyway? Then it was just a question of herding some 20 bikers into a shape suitable for the ride to Castle Donington, a tricky exercise made all the more so by Phil instructing us to form a line along the Costa car park then vanishing. Once we'd worked out it must be the Starbucks car park things sped up and I doubt we waited more than 10 minutes before Phil swooped past and led us on our way.

A fair old way it was too, and on a Friday not exactly traffic free. Phil had sorted a good route with a fine selection of A's and B's, no motorways and a couple of comfort breaks. First of which was the Super Sausage café, where there was no time for their splendid looking full English, though Robin, who met us there on his venerable Falco (he's adopted a Trigger's Broom maintenance regime) had had time to indulge. Then to a converted barn for (mostly, ahem) pre-booked lunches, followed by more herding to get us away in good time for factory arrival by 2.30pm.

As the afternoon progressed the traffic did the opposite and overtake hunting became necessary and frequent, as did queuing at lights and junctions. All of which, plus more time than expected waiting with Phil for markers, started to threaten our ETA. I'm not that well up on TVAM ride etiquette but couldn't help thinking that watching the rider in front ignoring overtakes you'd take is less helpful than being waved past and getting a move on. And queuing two abreast to pull away in pairs would be a good way to keep the group moving along apace. Bikes toppling at fuel stops rather holds things up too... But we didn't get lost and made there it intact just in time for the 3pm tour - bravo the marker system!

Parked up we walked down the drive to the magnificent Regency pile that is the Norton factory, through a tastefully manicured country park under the gaze of a very glossy and languid-looking peacock. Directed by friendly staff to the showroom we were signed in and given permission to drool - close up the bikes look very, very tasty indeed; poised, purposeful and beautifully presented.

Dragged from the showroom by our two guides, first up was a stroll through the grounds to the fabrication unit for an entertaining chat and the opportunity to get our hands on some bits. Blimey they take their time building stuff. First a tank, brushed alloy and achingly pretty but at least three full days to hand bash,





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If I see a horse on the road;  
Then I will...

- 1 Slow down to a maximum of 15mph
- 2 Be patient, I won't sound my horn or rev my engine
- 3 Pass the horse wide and slow (at least a car's width)
- 4 Drive slowly away

Thank you for driving safely  
around horses and horse boxes.



[bhs.org.uk/deadslow](https://bhs.org.uk/deadslow)

[www.bhs.org.uk/our-work/safety/deadslow](https://www.bhs.org.uk/our-work/safety/deadslow)

(continued from page 10)

weld and polish (which was why we only got to handle a previously dropped and cross-sectioned example). A clutch cover, milled from billet with 'Norton' proudly hewn into it - strewth, that's heavy, no wonder the 961 engine is such a lump. A polished alloy single-sided swingarm, a thing of beauty and no little weight either. A front fairing spider (the intricate assembly of narrow alloy tubes connecting fairing to frame), all hand welded and polished too; OK, starting to see why these bikes cost so much. Robotic assembly would work much better for that job, as it would for the pipe bending - apparently there's a guy who just does that, all day.

Next up it's the factory itself. Disappointingly we weren't allowed to view engines being built as 'that happens on the first floor'. Eh? What we could see was less factory more open-plan office, desks and chairs replaced by ramps, stands, tool chests and, yes, bikes. At one end an ancient belt drive Norton, scattered around the floor a mostly touch-accessible selection of newer machinery, including very handsome V4's, one of which was started for us, oh wow! Plus 961 and Atlas variants alongside ex-race bikes in glorious, unwashed, post-TT condition. All fantastic looking, though no photos allowed and a 'development' section I was chased out of!

Each bike is hand built by two mechanics in its own bay to the specification of the buyer whose details are included on the build sheets. Virtually unlimited buyer bespokeing is available and encouraged, the parts department picking the bits, all double-checked by the mechanics as they bolt them together over a couple of days. Apparently Euro 4 compliance means there's not a huge variation for different markets which must simplify things a lot.

Beautiful bikes all, but the 961's have pushrod operated valves, make about 80bhp and cost somewhere around £15,000. The new 650cc Atlas motor is more up to date with overhead cams and, err, that's about it. The Ranger version's a stylish-looking twin, sporting hipster vibes and off-road pretensions (hard to see how a vertical gear linkage half the height of the bike could survive a close encounter with anything solid), a tad more power than the 961 and cheaper too - though still north of £11,000. But fancy triple figure horsepower and a pose quotient to die for? That'll be the 200bhp V4 SS then, a snip at £44,000. Gulp...



*The scope to bespoke is truly astonishing...*

Great trip and pleased I went (well done again to Phil for making it happen), the bikes are gorgeous, but their price clearly pertains more to the craftsmanship than its practical upshot. When the owner of Rolex was asked about the state of the watch market he said he had no idea as Rolex wasn't in the watch market: something similar's going on here. I'd love to own one, but, given my dining room feels a more appropriate place to keep it than my garage, I can't help feeling their peacock best sums up Norton for me. Though I suspect that, were I to win the lottery, the McBacon bap would run it close.

**Nick Vale**

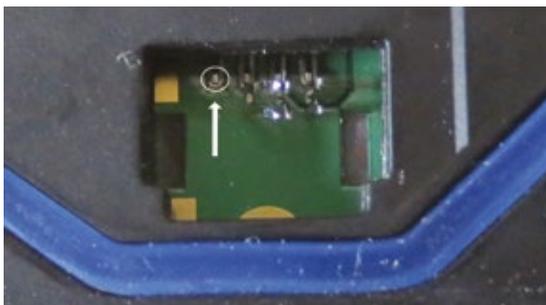
# Garmin/BMW SatNav 6: Black Screen Disaster & Repair

A few weeks back, while planning my 7Ws routes and uploading to my SatNav 6, the screen went black and just wouldn't switch on. Battery was good, external power good, it just wouldn't turn on. Like laptops when they go wrong, you simply remove all power supplies and the battery, wait 30 seconds then restore power. The SatNav 6 has 2 screws on the rear battery compartment so I simply removed the cover, disconnected the battery, waited, then put it back; fixed.

I was about to ride the final leg of my tour of reservoirs when the damn thing went blank again. The micro crosshead screwdriver that I had packed for such an occasion came out, and I disconnected the battery then tried to plug it back in again. However, the connectors are somewhat flimsy (and that's an understatement) and the pins got bent over. On straightening them, one broke off. Connecting the SatNav 6 to the bike was futile as they don't work without the battery installed. Fortunately, Paul Taylor lent me his SatNav 6 and we made it back to the hotel via my planned route without a hitch.

## The Fix

The photos below show just how small the pins are. I snapped off the remaining 3 and the pin on the left has the solder leg still attached, whereas the other 2 snapped in the same place as the one in Wales. Compared to the millimetre marks on the ruler, the actual area of metal holding the pins to the solder tag is probably less than an eighth of 1 square millimetre. No wonder they bent over and then snapped! There wasn't even any support along the base of the rest of the tag either. It makes me wonder if this design was to ensure they get sent back for repair.

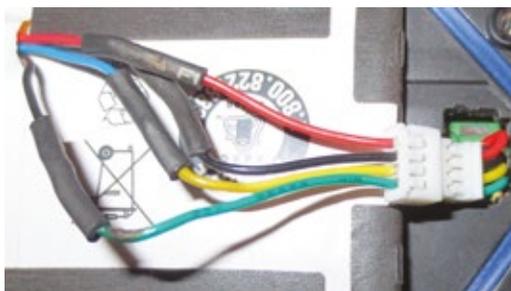


The fix involved going on to Ebay and finding 4 pin Micro JST connectors. £1.82 got me 2 pairs, and I set about soldering the new connectors on.

You can just make out the remains of the tag of the pin that snapped in Wales. It's the rectangular bit inside the white circle.

The other 3 pins are still in place before I pulled them out. The new connector's wires were soldered onto the circuit board and battery. Now, when I have to disconnect the battery due to gremlins, I can disconnect at the connector block and not have to worry about pins the size of bees' antennae.

The actual soldering was tricky, as I had to get the tip of the iron in the hole where the original connector block resided, while holding the wire in place with needle-nose tweezers. How robust it'll be is yet to be determined, but reinforcing the solder connections with epoxy might be needed. Only time will tell. At least the £600 poorly designed device is now working again.



## Gaz

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- Analyse routes
- Add moments
- Create your own travel blog
- Create an event
- Share your experiences

## MYROUTE-APP & SATNAV PRESENTATION

A TVAM presentation on the use of MyRoute-app and SatNavs will be given on  
**Thursday 19th September** and **Thursday 14th November**  
 at the Binfield Social Club, RG42 5HS.  
 Please arrive at 7.30pm for an 8pm start.

The talk will be given by Keith Yallop and Stef Bellon and will take about 2 hours, with a drinks break half way through and is for beginners through to members already using the app and will cover;

- MyRouteApp history
- why it is becoming the club's preferred mapping software
- how it enhances the use of SatNav devices
- introducing the new MyRoute-app TVAM group and how to sign up to it
- where to download the app and get the club discount
- demonstration on how it works using slides
- how to use the support videos to train yourself to operate it
- the use of SatNavs and dealing with operator errors
- finally we will have a question and answer session

There will be a back up service once you have signed up to the app and have taught yourself how to build a basic route, we will then offer further one-to-one training if required.

If you would like to attend one of these presentations please book by emailing us at [myrouteapp@tvam.org](mailto:myrouteapp@tvam.org). **Each evening will be limited to 25 members** - so first come, first served.

**Keith Yallop and Stef Bellon**  
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# TVAM Events - Sausages, Slow Riding & Social Afternoon

Here at TVAM Events we like to provide fun events for all TVAM Members to participate in, so, following the success of last year's event, we are repeating it again this year.

So we hope that the Sizzling Sausage Slow Riding Social Afternoon on Sunday 19th August following the monthly St Crispin's meeting will be something that you will come along to and enjoy! Have you got your food ticket?

Please see the plan below of the super easy course! Anyone can try!

It would be great if we have loads of people socialising and having a go on the course during the afternoon. If you haven't got your ticket for the Sausage Fest - head to the webshop on [tvam.org](http://tvam.org) before it's too late!

We look forward to seeing you after the main St Crispin's meet!

## THE SAUSAGE FEST

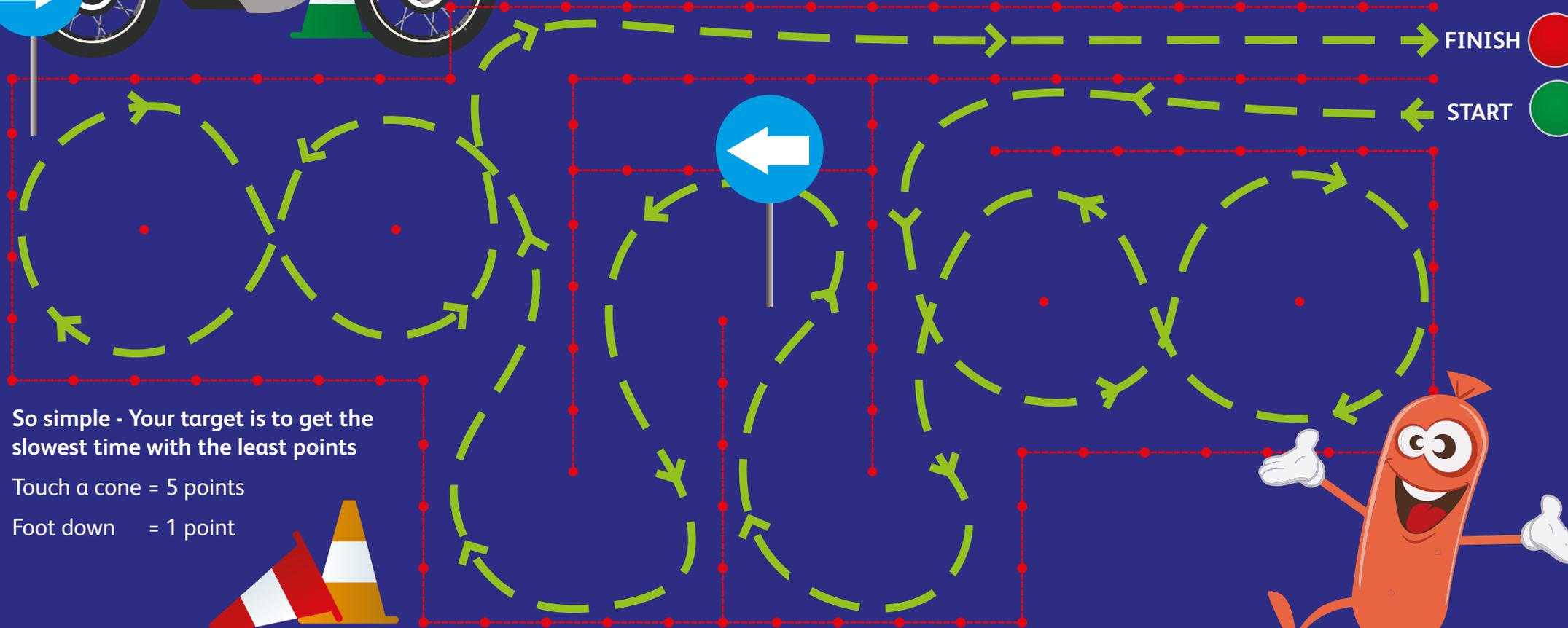
### ON THE MENU

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

£8

### SIDES

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



So simple - Your target is to get the slowest time with the least points

Touch a cone = 5 points

Foot down = 1 point

If you take part in the slow riding you get a £3 voucher to be used at the drinks bar where all are able to purchase cans and bottles of liquid refreshment.



## AND WE ARE PLEASED TO REPORT...

THANK YOU for 15 YEARS OF  
7Ws ORGANISATION



After 15 years of organising our wonderfully Welsh 7Ws weekends, Louise and Ian Dickinson have stepped down to let others take up the reins. A nice bit of appropriately engraved Welsh Crystal was presented at the July St Crispin's by Mike 'Gnobber' Walden, an integral member of the 7Ws team.



Congratulations to a set of new and old Run Leaders who have shown their ability to organise and lead a club run and therefore received their orange badges.

# 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](mailto:greenteam@tvam.org) or contact Alan Hudson at

[alantvam@yahoo.co.uk](mailto:alantvam@yahoo.co.uk)

## AUGUST 2019

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](mailto:midweekruns@tvam.org)** or just show up.

WEDNESDAY

14, 21, 28

### 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.

SUNDAY

18

### ST CRISPIN'S SUNDAY - OBSERVED RIDE

See top of page for meeting details.

**PLUS SAUSAGES AND SLOW RIDING FROM 1PM - Tickets in Webshop**

Try your hand at our slow riding course and fill up with some sausages.

See centre pages of this issue - a fun afternoon - make sure you stay!

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)

Join Amanda on a ride south into West Sussex via Liss Forest. There will be a mix of roads and we will stop at a nice café for morning tea and cake. Lunch will be at a garden centre near the South Downs. We will be back in Basingstoke by 4pm. Total about 120 miles. All are welcome, including Associates and pillions. 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](mailto:wantage.social@tvam.org)

SUNDAY

8

### T-RUN (T,B) - HOSTED BY WOBMOB

This is a training run aimed at Associates across the club. Informal observed rides in the morning with a social run in the afternoon. Associates, Green Badge holders and Observers welcome from all teams. Meet at the Bushe Cafe, Blackbushe Airport, Camberley, GU17 9LQ for a 9am briefing with departure at 9.30am. All day run with stops and lunch. **Contact Will Brooks for further info - [will@willbrooks.co.uk](mailto:will@willbrooks.co.uk)**

Social Runs

St Crispin's

Track Day/Training Run

Events

Green Team

SUNDAY  
8

### WAGs SECOND SUNDAY GREEN BADGE RUN (B)

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

[wantage.social@tvam.org](mailto: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 motor accessible 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.

SUNDAY  
15

### ST CRISPIN'S PUB LUNCH RIDE (B)

Open to Associates, Full Members and Observers. Meet at 1pm in side car park. Ride to nearby pub or café for quick lunch followed by an afternoon ride of 1.5hrs to a well-known café for further refreshment before heading home. **Contact Phil Donovan – phildon3@gmail.com or call 07788 586586.**

SATURDAY  
21

### TVAM TEAM CHALLENGE 2019 - CHALK AND CHEESE

Yes, it's time for the annual team challenge - gather some friends, local team mates, your Observer, your fellow Associates or Full Members and have a great day out discovering some little known facts and strive to win the trophy and prizes for this fun day out. The day will start at Saddleback Farm Shop, California Farm, Brightwalton, RG20 7HR, meeting at 9.30am. A briefing for the day will follow at 9.45am and then a bit of planning amongst yourselves and off you go to scour the highways and byways, returning at 4pm after a successful quest. Definitely a date to chalk up in the calendar and one where you will certainly have to use your 'loaf'! If you don't have a team please register with us as an individual and we will make up teams. **FREE TO ENTER - WE PROMISE A REWARDING DAY! Register yourself or your team with [robina\\_maher@yahoo.co.uk](mailto:robina_maher@yahoo.co.uk), any questions contact [sallig@nutty-tart.co.uk](mailto: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](mailto: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](mailto:info@7xws.co.uk). **Registration is open - go to [www.tvam.org](http://www.tvam.org) to register your interest for this trip in the webshop.**

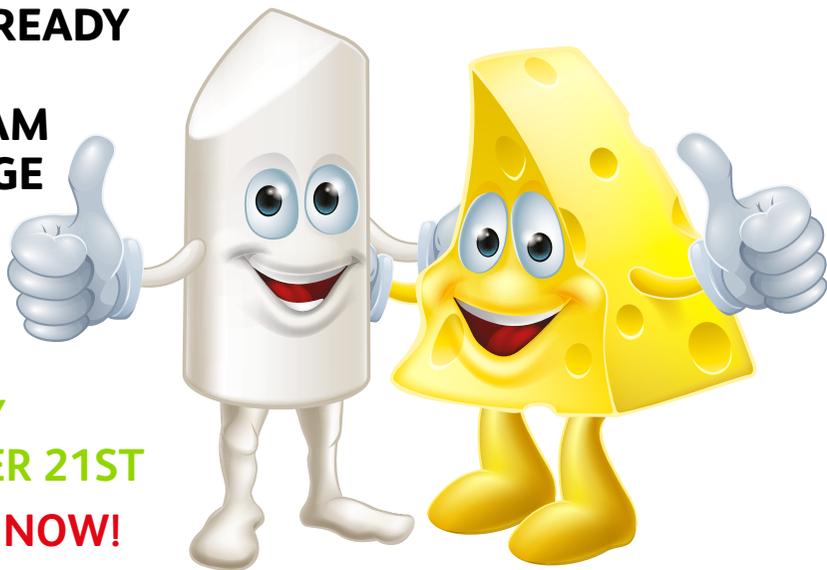


# ARE YOU READY FOR THE TVAM TEAM CHALLENGE 2019?

## CHALK & CHEESE

SATURDAY  
SEPTEMBER 21ST

REGISTER NOW!



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.**

SUNDAY  
29

### GREEN TEAM MONTHLY RUN (B+) - HOSTED BY WOBMOB

Lambourn Ring. Meet at the Bushe Café, Blackbushe Airport, GU17 9LQ at 8.15am for an 8.45am departure. Please come with a full tank of petrol and in time for the briefing at 8.30am. We'll be back in the Reading area around 1pm. **Run Leader Dave Parsons 07525 654203.**

## 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](http://groups.io). For more information [wantage.social@tvam.org](mailto: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

We are off to ride some of the best roads in Europe. Stunning scenery and mountainous twisty roads. 7 nights/8 days. Return Ferry 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 pillion sharing £560 each. At present full - call for more information - **Phil Donovan 07788 586586.**



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](mailto: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.**

SATURDAY  
26

**CLAMS 4TH SATURDAY RUN (B)**

Location to be confirmed. All day with stops. **Run leaders Graham and Lesley Bugby.**

SUNDAY  
27

**GREEN TEAM MONTHLY RUN (B)**

Details tba

**NOVEMBER 2019**

SUNDAY  
3

**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](mailto:wantage.social@tvam.org)

SUNDAY  
17

**ST CRISPIN'S SUNDAY - OBSERVED RIDE**

See top of p21 for meeting details.

**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](mailto: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

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

# WE ALL HAVE A STORY TO TELL

We all have a motorbike story/journey to tell. Mine started in 1992 as an 11-year old going to secondary school for the first time and passing the motorbike shop with its mass of green Kawasaki's outside. When I first saw a Ninja, I knew I would one day own one.

Fast forward a few years to July 2017. I sat my motorbike theory test and passed first time. I sat the test even before having ever been on a bike. My theory was, if I couldn't pass the written test then there wouldn't be any point doing the practical. It wasn't until a year later that I took my CBT in July 2018. Oh my, I fell in love. I knew this was something that I really wanted to do. The feeling of being on a bike was akin to my other passion - skydiving - freedom! Due to work, it took me until September 2018 to pass my full licence.

As a nurse, I knew passing wasn't the end of my motorbike journey, rather it was just the beginning. I was aware I needed to be as safe as I possibly could, having seen what happens when things go wrong. In November 2018 I joined TVAM. I remember my first ride, I was shocking! The second observed ride was just as bad. I came to a stop at a junction, put my foot down, went to go but had to stop again. I'd noticed bikes coming around the blind corner. It was almost like the tarmac had been removed, there was nothing there. The road had disappeared and I toppled over onto my ass, laughing at my stupidity. I'm not sure my Observer, David, saw the funny side. At the time we discussed it and we went through what happened and what went wrong. It's only now, after going through the process, that I fully appreciate why David hadn't see the funny side. Firstly, I'd missed the sign to say 'give way 100 yards'. Secondly, I didn't read the road and hadn't noticed it was off camber – until I was on my ass. Finally, I rushed into something without an appropriate plan. On my second observed ride, I was still learning the system - IPSGA.



I was still making silly mistakes up until my 7<sup>th</sup> observed ride - 6 weeks since starting at TVAM. But then, something clicked. It all made sense. Hoorah! I was riding at an advanced level on each observed ride and I understood. I was becoming a thinking rider. I was becoming a safer rider. I was also becoming a fatter rider thanks to all the coffee and cake over debriefs!

At this point, I thought of something crazy. I will ride around the Highlands on my own, but that's a story for another day.

Then came my first, big group ride on 7Ws. For most people, 7Ws is a weekend full of fun, sun (at times) and learning. For me it was full of tears, tantrums and losing myself a little along the way. The Friday of 7Ws riding to Wales, was great. My only kind of cock-up was filtering on a solid white line for the Chief Observer to witness. Duh! In my defence, the road was clear and the car behind me was making me nervous, so I avoided danger. That's my story and I'm going to stick with it. The Friday for me was the best part of the weekend. Having never ridden within a big group or over such distances, it was a challenge which I embraced with both wheels. I hold onto that experience with very high esteem and it helped shape me into a good rider.

On the Saturday, I went on the pink run. I really had no idea what to expect. I went pink because it's such a pretty colour. In hindsight, I should have paid attention to the ride not the colour. I'm not going to go into much detail, but I was rocking backwards and forwards, crying and ready to hand in my keys! Thanks to Ness and Barry, that didn't happen. With their observation, knowledge, support and guidance I survived the Saturday. It gave me the reality check that I needed.

On the Sunday, the final group ride, I took the long ride home. Again, in hindsight, I should have taken the quick route. Although this ride was tantrum and tear free, the fatigue had set in. I had to, at each stop, check my own human factors, looking for holes, repair those holes and continue riding again.

Although, my experience on the 7Ws wasn't like most peoples, I am very much looking forward to September, where I plan on being a back marker.

Anyway, I came back from the 7Ws a different rider. I was a lot more competent, but I'd also lost some of my confidence. Although I have a very limited biking history, the one thing I've learned is you need to be competent, but you also need confidence – not too much, but just enough, and I'd lost some of mine. I felt sorry for my Observer; he really didn't know what he was getting himself into when he was paired with me. I'm not going to lie; I was - still am - a challenge. It took a pep talk and a social ride for me to regain what I'd lost. From that point, each ride was about fine tuning. My cross check went swimmingly and I was recommended for my advanced test. Hoorah!

After only 9 months of riding under my belt I went to Scotland and rode the NC500 on my own. I had to come back a few days earlier than planned because I had, whilst on the NC500 route, booked my test. I never do anything the easy way.

I remember the morning of my advanced test; I was bricking it. Yes, I vomited! I'm not ashamed to admit that nerves got the better of me for all of 10 minutes. But I took it like a girl, I 'super-womaned' up, I could achieve anything, and I did. I passed my advanced test with a F1RST and full clean sheet of ones.

I went from a learner, to advanced rider in 9 months! Within 6 months of joining TVAM I had undergone 16 observed rides, countless social rides both with large groups, small groups and, when not on an official ride, my 'riding buddy' David. With maybe 60 hours of contact time, countless text messages ranging from analysing rides, discussing situations and random questions with my Observer, I was an advanced rider. As I said, I could achieve anything and I did, but I had the support of the group and my Observer. If it was not for David and Alan, Steve, Ness, Keith and many more Observers and fellow Associates (mostly Julie – who was told everything - if it went wrong, we discussed; if it went right, we discussed) I wouldn't have been able to achieve my goal. I look forward to where my place fits within the group, my story isn't like everyone else's and I want to pass on my journey and experience to the future, thinking riders.



Unfortunately, 4 days after passing my advanced test I came off my bike, broke my foot and am unable to ride for the moment due to being in cast – but that's a story for another day!

Oh, and if anyone is wondering – The Tea Cosy, Hurstbourne Tarrant was probably the best stop off/debrief location/ cake-eating place David and I visited whilst on our journey to making me a thinking rider.

**Paula Nash**

# 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](mailto:advancedbikecontrol@tvam.org)

## RLBM - Run Leader and Back Marker Course - Look out for any more courses in 2019

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](mailto:runleaderbackmarker@tvam.org)

## LLR - Look, Lean, Roll - Dates available - Farnborough: **8th September** and 13th October. Greenham Common: **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](mailto:llr@tvam.org)

## BIKER DOWN - View [www.facebook.com/BikerDownBucksMiltonKeynes](http://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](mailto: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](http://www.tvam.org) (you will need to register)



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# ADVANCED RIDING 12 - IN PURSUIT OF PROGRESS



***'The faster I go the more progress I'll make.'***

Observers and Instructors are always banging on about 'Making Progress' but what does that mean? Isn't it just another way of saying go faster?

Not really.

Making progress is much more complicated than just going faster. Accelerating hard away from the lights just to brake hard for the next set then sit there whilst all the other traffic catches up is not making progress. Indeed you're probably sacrificing smoothness and possibly legality depending on your peak speed. And it doesn't look good to those around you.

Progress is about good observation which enables you to plan well ahead and using that plan to navigate your way through traffic and other hazards smoothly using the opportunities that arise to make progress whilst retaining full control. In addition you will have considered the SLAP acronym - Will my manoeuvres be Safe, Legal, will I get some Advantage, and what will the Perception of other road users be? - *'That was smart'* or *'What a plonker!'*.

Some good measures of making progress in urban areas are;

- Can you plan your entry into traffic circulating roundabouts smoothly without stopping where possible?
- Are you looking for, and taking, filtering opportunities as they arise?
- Are you observing the traffic flow and planning your speed of approach to red traffic lights so they might change to green as you arrive?

A little fun exercise is to see how few times you actually put your foot down during a journey across town. Challenge a mate to see who puts their foot down the least number of times. Suddenly making progress becomes entering some situations at a slower speed, anticipating when gaps might appear so you don't have to stop. Sometimes it's better to 'Slow to Flow' rather than just rush up to the next blockage just to stop.

On rural roads the challenge is somewhat different. At speed limit changes your rate of acceleration should be brisk and purposeful but not race-like. The same on slowing down into limits. A smooth application of the brakes to reduce speed then a change down to an appropriate gear is preferable to relying on the retardation of the engine alone by closing the throttle some-way off, possibly having to apply throttle to maintain speed before you even get there. Similarly leaving your braking so late that you cross between the limit boards above the applicable speed limit, still showing a brake light, is a give-away that you haven't got full control of your speed at that point.

### ***Doesn't going faster prove I'm a better rider?***

On the open road getting up to the national speed limit when safe to do is something expected of Advanced Riders. Bumbling around 10mph below the limit could mean a lack of confidence in the machine or your own abilities. Provided the surface is good and the visibility enables you to stop within the distance you can see to be clear, on your side of the road, why wouldn't you go quicker?



*On a modern machine it's easy for your speed to creep up as you progressively accelerate out of corners and the fun builds, particularly if riding with a group of mates, so check your speedometer regularly.*

Given the agility of a motorbike compared with a car it's more than likely that you will catch other road users up quite regularly. Do you then look for and make overtakes when they are available? (See 'Insights' Part 1 for the chapter on Overtaking). Remembering that good observation to anticipate and plan an overtake in advance will enable you to take far more vehicles than waiting for everything to fall into place and only then start to plan your move. During your overtakes you must not plan to exceed the speed limit and conversely when returning to the near-side of the road should not inconvenience other road users by 'cutting-in' or braking sharply for a speed limit change or corner.

When it comes to corners are you taking a position which maximises the view and using a smooth and progressive cornering technique with positive throttle through the bend? Do you adjust your speed in good time to allow for any gear changes before you tip into the corner? Is your speed matched to how the limit point appears to move? Are you in full control of your line at all times and riding within your own and the machine's capabilities?

### ***The third element of the System of Motorcycle control is 'Speed'. (IPSGA). What does this mean?***

Within the 'System' speed is referred to as being the correct safe speed for you to progress through the hazard, which could be a bend, a turn at a junction, or past another road user. Your planning should enable you to change into the appropriate gear once your speed has been adjusted before the hazard - see next month's *Slipstream* article on gears.

*The golden rule at all times is that you must be able to stop on your side of the road in the distance you can see to be clear.*

### ***How can my slow-riding ability help me make progress?***

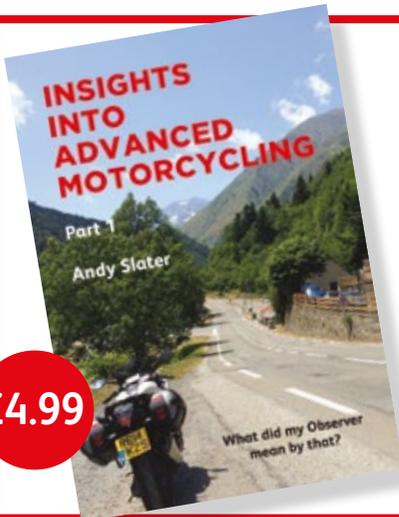
It's expected that a rider of advanced abilities can control their bike with a degree of confidence and finesse in all circumstances. This includes being able to ride safely at slow speeds through hazards. This could be vehicles stopped at traffic lights so you can filter to the front of the queue with confidence. (Wandering offline twanging car wing mirrors, or worse, is not a good way to make friends). Or it could be a slow-moving queue of traffic where you're able to keep the under-carriage up rather than continually stopping to put a foot down so you can stay in control.

The art of slow riding is best practised regularly despite your years of riding experience. It's an art which you will be expected to demonstrate on an advanced test.

- Can you ride safely at walking pace balancing the controls using the rear brake to control speed without excessive engine revs?
- Can you stop placing a pre-determined foot on the ground or is it a lottery decided at the last moment?
- Can you perform a 'U-turn' in the width of the road without putting a foot down?
- Can you pull smoothly away whilst turning the bike through 90 degrees? This is especially useful when pulling away from junctions or manoeuvring around other vehicles in traffic.

All of these slow riding skills will be called upon at some point if you ride regularly in urban traffic so practising them in your own time and an open space helps keep them fresh. And yes, it does mean you can make progress through dense traffic smoothly and with confidence.

*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.

Learn about:

- 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?'

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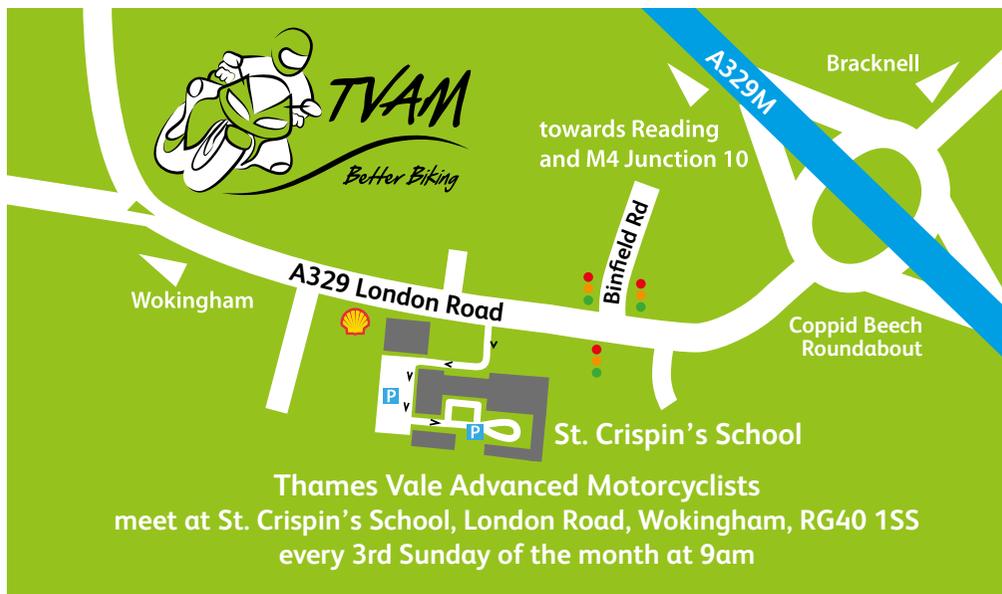
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## CLUB MEET

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 (Feb, Apr, Jun, Aug, Oct, Dec)

### 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 (Sep, Nov etc) and first Monday (Oct, Dec 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
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 - 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](http://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:

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
Slipstream Editor	Salli Griffith	membership@tvam.org
Events & Promotions	Phil Donovan	slipstream@tvam.org
Green Team Leader	Alan Hudson	events@tvam.org
		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) - 10th September (S), 8th October (M) - 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	eventsdirectory@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 Dowlan	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	ridingteam@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](http://www.tvam.org)

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

## TVAM Groups.io

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