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September 2019



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FROM THE LAPTOP

Out and about in Wiltshire



While you are reading this I will be enjoying a trip to the Picos Mountains in Northern Spain after having survived a Flash Tour in the Poitou-Charentes, France and having ridden down to meet my fellow TVAM chums in Potes, Cantabria. I'm hoping the roads there are empty, the scenery glorious, the company on form and that the gin is flowing. They do a mean goblet at the Hotel Infantado!

So, it is just over a week to the Annual TVAM Team Challenge - Chalk & Cheese. I hope it's chalked up in your calendar? There's still time to get a team together. Who will carry away the trophy and prizes this year? If you don't have a team, just enter and we will assign you to one. See the entry on page 21 in the events diary in this issue and on groups.io calendar for registration details. Free to enter. You'll have a great day out. If it's a last minute decision to take part, just turn up at the start point by 9.30am and we'll sort you into a team, but advanced notice would be good to make sure we have enough team packs prepared. We are hoping all local teams will get involved! Get registered now if you haven't already done so!

August saw plenty of trips and events, with the 3Rs long weekend to Ross-on-Wye and the David Jacobi Müllenborn trip to Germany. Last St Crispin's meet hosted an afternoon of slow riding and sausages, enjoyed by a good crowd - news of all in these pages.

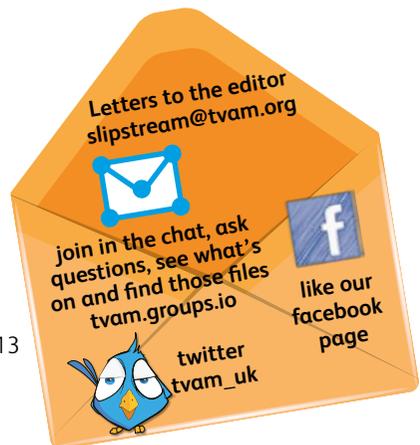
With many of you away on trips or about to head off there are sure to be a few stories to tell, advice to impart, lessons to be learned, and tall tales to be retold. Let's hear them. Where would you recommend members to go? How was your route planning? Were you wearing the right gear? What did you forget to pack? Email slipstream@tvam.org

Slipstream Editor

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The Right Gear |
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New Members in August

Andrew Duncan
Julian Evins
Daniel Juraszek
Sohrab Omar

Richard Sedgwick
Vian van der Berg
Robert Williams



Test Passes

Associate

Bob Allen
Joe Bull

F1RST Pass

Justin Cars

F1RST Pass

Julie Colville

Andrew Jenkins

F1RST Pass

Peter Dalglish

F1RST Pass

Serj Plamadeala

Observer

Peter Browne
Alan Dunne
David Robinson
Stephen Harris
Peter Dalglish
Peter Dalglish
Dave Parsons

iam
RoadSmart

10

OBSERVER

Steve Selby

Run Leaders

John Hudgell
Paul Ruden
David Woodhead

Martin Littlewood
Ian Mirfin
Kevin Sturge



A plethora of test passes, run leaders and a new Observer at the August St Crispin's meet

TVAM Roll of Honour

HAVE YOU ENTERED THE TVAM TEAM CHALLENGE?

SATURDAY SEPTEMBER 21ST - REGISTER NOW

FROM THE SADDLE

Hi everyone

One of the key activities of the club is the training we carry out to enable our Associates to put into practice a range of advanced riding skills and become 'thinking riders'; truly Advanced Riders in every sense of that phrase. And to carry out that task we need Observers. TVAM has developed a comprehensive and structured programme to enable Advanced Riders to become the best Observers within IAM RoadSmart. With support from a mentor and the Training Team, the training programme builds observing and coaching skills to enable those with the commitment and drive to become TVAM Observers.

We keep our Observers up to date with specific sessions on riding skills, knowledge and coaching skills, through activities such as the Aardvark riding programme with Rapid Training, the Observer Day and the Observer Weekend.

If you've passed your Advanced Test and you're interested in becoming an Observer then please come along to one of the talks with a member of the Training team at 8.45am in the library at St Crispin's, or drop an email to observerinterest@tvam.org.

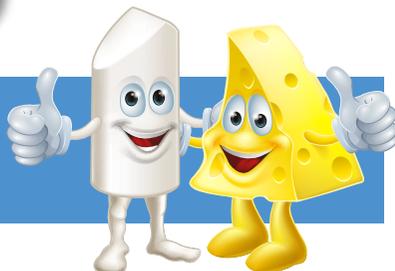
We are always looking for ways to make our training more effective and you will recall that I mentioned some potential weekend sessions for Associates in a previous 'from the saddle' article. These sessions will be slightly more 'intensive' than normal and are likely to comprise observed runs in the morning and afternoon of both days of a weekend. I'm pleased to be able to tell you that the first trial of these weekend sessions is planned for the 12th and 13th October. We are working on a suitable venue and we will be discussing with the Observers how we will resource the sessions. I hope to have some more information on this very soon.

I'd like to remind run leaders to submit social run report forms for all TVAM (and local team) runs. The social run reports provide an important measure of engagement for TVAM, as well as an indication of the activity levels of run leaders and back markers.



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

Chris Brownlee
Chief Observer



ALLENGE CHALK & CHEESE
OW! (SEE PAGE 21)

Groups.io Hints and Tips #3

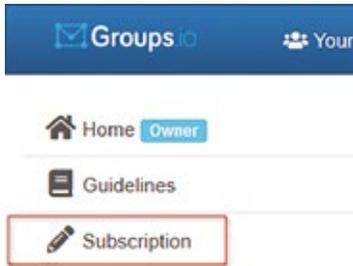
Controlling email: hashtags and topics

In the last article, we looked at using subscription settings to determine how often you receive emails from Groups.io. In this article, we'll look at how you can use hashtags and topics to determine exactly which emails you receive. Groups.io is a little inconsistent in its terminology in places and therefore references to topics and threads can be taken as equal. It's important to remember that these settings apply to email delivery only. All messages are always available to be viewed online on the Groups.io site.

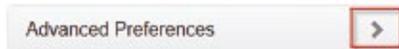
There are two modes of operation with these settings:

- Receive **all messages** except those with hashtags and topics you have muted
- Receive messages for the hashtags and topics you are **following only**

The mode of operation is determined by the Advanced Preferences in your Subscription settings. To view those, select Subscription from the left side menu:



Next, click the arrow to expand the Advanced Preferences section:



Now choose the mode of operation in the Message Selection section:

If you choose the Following Only option, you also have the choice to receive the first message of each new topic/thread created. Separately, you can automatically follow any threads you start or reply to.

Message Selection

All Messages

Every message is emailed to you, according to your Email Delivery Selection, except threads or hashtags you've muted.

Following Only

Only the messages in threads or hashtags you have chosen to follow are emailed to you, according to your Email Delivery Selection.

First Message Also

In addition to the threads and hashtags you have selected to follow, the first message of every new thread is also emailed to you.

Replies

Auto Follow Replies

You automatically follow any threads you start or reply to.

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



All Messages

The default message selection mode is All Messages, therefore the most common user action is to filter out certain messages by muting hashtags and topics.

At this point, it may be worth remembering exactly what a hashtag is. It's just a word or phrase containing no spaces, prefixed with the hash character, #, and not suffixed to another word or phrase (e.g. #StCrispinsSunday). You tag a message with a hashtag by including it somewhere in

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(continued from page 6)

the subject line of a message. To take effect, it must be used on the first message of any new subject/topic and to be useful for others, the hashtag should relate to the content of the message itself.

Hashtags already in use in the group can be applied to a message by selecting from the “Add Tags” dropdown menu that appears below the subject line when you compose a message online. Or, they can simply be typed into the subject line. Typing a hashtag into a subject line will create a new hashtag for the group if it did not exist before. Certain hashtags may be reserved for use by the system administrators and some may be defined as Special Notice hashtags which means they cannot be muted.

If you receive individual emails, look at the footer and you will see options to mute the topic and hashtag(s) if any have been specified:

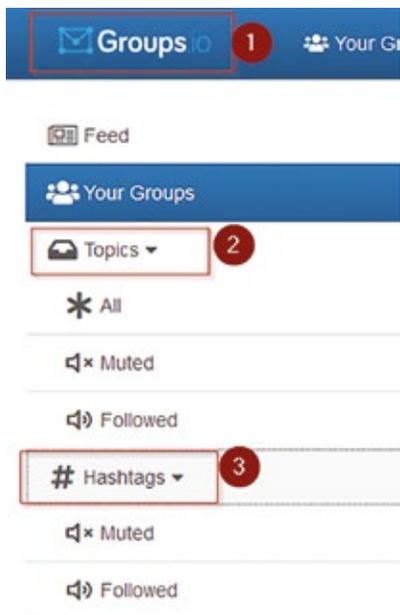
[View/Reply Online \(#1158\)](#) | [Reply To Group](#) | [Reply To Sender](#) | [Mute This Topic](#) | [New Topic](#)
[Mute #triumph](#)
[Your Subscription](#) | [Contact Group Owner](#) | [Unsubscribe \[andy_wedge@inetwo.co.uk\]](#)

If you receive digest emails; the options to mute topics and hashtags are below each message in the digest.

If you use these options you will be taken to the Groups.io website to where you can view and control all the topics and hashtags you have muted. Hashtags can also be muted for different time periods.

Following Only

If you choose Following Only in the message selection, you will only receive emails for the topics and hashtags that you have chosen to follow and you can specify those on the Groups.io site by clicking the Groups.io icon and then using the Topics and/or Hashtags options:



The email footer always tells you what subscription options you have chosen for your group(s) and the links will change depending on your choices. If you opt to receive the first message for each new topic you will see a link to follow that:

Every message in topics or hashtags you are following is emailed to you.
The first message of every new topic is also emailed to you.

[View/Reply Online \(#1110\)](#) | [Reply To Group](#) | [Reply To Sender](#) | [Follow This Topic](#) | [New Topic](#)
[Mute #newhashtag](#)
[Your Subscription](#) | [Contact Group Owner](#) | [Unsubscribe \[andy_wedge@inetwo.co.uk\]](#)

If there have been other messages from members between the time of the first and the time you choose to follow a topic, Groups.io will send them to you so you don't miss anything.

Summary

Through a combination of Subscription settings (covered in the previous article) and the Message Selection settings in Advanced Preferences, Groups.io provides you with an extremely flexible approach to control what emails you receive from each group and when. The email footer is your friend as it contains lots of useful detail and links so take advantage of it.

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

Andy & Chris

TVAM groups.io Admin

Advanced note for your Diary

An Evening with Neil Hodgson and Niall Mackenzie

Neil Hodgson, British Superbike, World Superbike champion and now commentator on MotoGP for BT Sport, and Niall Mackenzie, British Superbike Champion, Grand Prix racer and now working for EuroSport commentating on World Superbike coverage are coming to visit TVAM in November. These two racers and expert commentators will be sharing tales of the professional racing circuit and the back-stories behind the current championships in an evening of chat and questions. Just what is Lorenzo up to? Will he be at Honda next year? Will Rossi really retire?

Date: Wednesday 13th November 2019

Location: Hilton St Anne's Manor, London Road, Wokingham.

Time: 7.30pm - 10pm

Tickets in Advance: £5.00 to cover venue costs.

Available in the TVAM Webshop

Neil and Niall have also recently established a new company offering bike insurance to IAM members and Observers.

A competitor to Surety? That would be interesting.....



David Jacobi Müllenborn Trip

So having dashed off a few lines about riding before, I wondered how hard it could be to write something to capture the happenings on the recent TVAM trip to Mullenborn - named after our past late Chairman David Jacobi who started it all back in 2009.

The thing about Germany is it's a long way away. This means to get there in a single day you either have to leave home very early or stay down in Kent near the Eurotunnel terminal. Being an older chap, used to a comfortable life and afternoon naps, I chose the latter and booked into what I thought was the Holiday Inn at North Ashford. I'd stayed there many times before and it's got good rooms, secure parking under CCTV cameras and, most importantly, a bar and food. In the car park is a 'pub' owned by the hotel which serves an alternative menu.

Only on checking my booking on the morning of departure did I see I'd actually reserved a room at the totally different Ashford International Hotel. Apart from being a bit more expensive and a lot bigger, it delivered the sleep package I was looking for. It did have the advantage of being next door to a Sainsbury's Superstore, which serves probably the cheapest petrol in Kent, right on Junction 9 of the M20 if you're passing.

So come the Friday morning arriving at the tunnel terminal was a steady stream of TVAMers all kitted out with top boxes, panniers and strap-on luggage, eager and excited about the long weekend ahead. Those of us with weather apps though were more excited about the biblical weather forecast for northern France that awaited us. Embarking went smoothly and all 40 bikes managed to get to France on the train without incident.

The run from the tunnel to the hotel is not a short affair as it necessitates crossing France and Belgium before descending into Germany so, rather than have a peloton of 40 bikes in convoy, we split into three groups of around 12 - 15 bikes each. Now, despite the harmonisation of Europe, speed limits in each country are different. In France the motorways are 130kph unless raining when they reduce to 110kph. Over most of the country the speed limit on rural roads is just 80kph. In Belgium the motorways are 120kph regardless of conditions (like the UK) and rural roads are 90kph. In Germany though sense prevails and the motorway limit is 130kph with rural roads being 100kph. They also have very few speed cameras - unlike Luxembourg - but more of that later!





Sure enough the heavens delivered on their promise and within an hour of leaving the tunnel our waterproofs were being tested as only the manufacturers could have dreamed of. Through France the 110kph limit seemed sensible with the spray and so speeding up to 120kph in Belgium was probably not a wise move. Of course our group of 15 bikers soldiered bravely on and once in Germany the clouds were touching the hills either side of the road. Even a downhill motorway section with a slight bend seemed testing at 80kph (that's 50mph for any Brexiteers).

Two of the three groups chose the the motorway all-the-way route, which though bum-numbing and boring got us to the hotel in time for an early bath and beer well before dinner. One brave group though went for the wiggly half-and-half route and arrived some time after the others, somewhat drowned and thankful no doubt for a hot shower and dinner.

As always Frau Maria, owner of the Landhaus Mullenborn hotel, did us proud on the meal front. Feeding 40+ bikers at one time takes some skill but we sat down to a hearty three course meal with main courses to suit all tastes and food persuasions. My argument that beef is really a vegetarian dish as they only eat grass won few votes but there was still plenty to go round for everyone. Dessert was a selection of cheese cake on sponge (a change from a biscuit base) and other colourful choices. And so it was every





evening including the excellent BBQ cooked on the terrace on Sunday evening.

Saturday dawned bright and beautiful and with wet weather gear stowed a number of runs set off to explore the area. Immediately noticeable were the wonderful road surfaces, all black, smooth, and curvy. The Germans still invest heavily in their road network, as a few found out by the number of road closures we came across as they re-laid thick tarmac over large sections. Why try the infamous Nurburgring when for free you can ride roads like this?

Sunday was a repeat of Saturday only most people trying a different route from the day before. With 6 different choices it was a hard decision which to go on. My group decided to do the North Loop route which promised coffee and cakes as well as river views. Sure enough we arrived at the Luxembourg border in good shape to storm across the bridge and into the river-side cafe where a huge selection of cakes and pastries awaited. The diet was on hold (again). As this cafe also has a fuel station we were able to also replenish our bike's thirst for fuel and then head-off back into Germany for more twisty roads. A stop at the 'Ring' was inevitable so at Adenau we stopped for afternoon refreshments and a bit of spectating. Unfortunately an incident had closed the track so apart from seeing two cars and motorcycle exiting on the back of flatbed trucks there was little action to see.

Monday was a day for going off-piste. A small number of us set off to reconnoitre a possible new route for next year. Taking a slightly different route down some really fast (ahem) twisty roads back





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to the Luxembourg border for morning coffee and cakes (again!). Then it was new stuff and with Garmin twisty routes selected we set off towards Belgium and to the town of Bastogne. Here they commemorate the WWII Battle of the Bulge which took place in the hills around the town. Sure enough there were a couple of 2nd World War jeeps there as their drivers did their own road trip and of course the Sherman tank which is parked proudly on the edge of the square to remind everyone, complete with battle scars.

Unfortunately our trip had taken us across to Luxembourg whose police had kindly placed a few speed cameras along our test route. And yes, some of our number tried them out, they do work and what's more they are very efficient at getting the letters out!

Tuesday was the return trip to Blighty. An early breakfast was followed by the mass photo and then the three groups started to wind their way home. A group of four decided to go independently and take the half and half route to the tunnel but having been thwarted by yet more road closures and diversions reverted to the motorways and actually beat the first motorway group to the tunnel! Not sure how that happened - hopefully not more letters in the post!

Andy Slater



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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 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
Each evening will be limited to 25 members - so first come, first served.

Keith Yallop and Stef Bellon
myrouteapp@tvam.org

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3Rs Returns to Ross-on-Wye

The weekend of the 9-11th August saw 30 riders and 1 pillion head to Ross-on-Wye for a superb weekend, staying at the Penyard House Hotel. The weekend promised good roads in good company with observed rides to those that wanted them. The weather, by contrast, was not quite so accommodating.

As we gathered at Morrison's Café in Reading early on the Friday morning, the rain promptly started. However, by the time we had finished breakfast and received our briefing, the weather had improved slightly and the sun even tried to come out. We headed off in 2 groups to wind our way through some lovely countryside on some great backroads – both groups arriving at the hotel within 10 minutes of each other having covered approximately 150 miles – great timing!

The Penyard House Hotel is a lovely place to stay. Set in some beautiful grounds just outside Ross-on-Wye on the A40. The staff made us feel very welcome; the food was tasty and the rooms were clean and comfy – what more could you ask for?

The main topic of conversation during breakfast on Saturday morning was the atrocious weather forecast. Torrential rain and gusts of up to 60mph in exposed areas. Not ideal biking weather! That said, the decision was soon made for the entire group to go on Kelly's run which was heading north. It appeared that this would avoid the worst of the weather that was tracking in from the west – sorry Gary (next time). The run was excellent, almost 200 miles, mainly B-roads in the morning and then some nice, fast-flowing A-roads in the afternoon.

Saturday's pre-dinner drinks were enjoyed outside in the sunshine – what a variety of weather we had endured that day. During dinner each table were handed a quiz paper with a selection of Highway Code and Roadcraft questions, along with some general motorcycle trivia. James did an excellent job as quiz master.

Hopefully we all learnt something – if nothing else, that it was probably high time we re-read the Highway Code.

On Sunday we enjoyed a leisurely breakfast before splitting into 2 groups and heading for home. The



weather was much more favourable and some of us even got home in the dry, whilst those of us that took the more scenic route were not quite so lucky.

Whilst the weather was far from ideal it didn't stop the fun. Keep an eye out in Slipstream for details of next year's 3Rs trips.

Tom Grey



Some comments from those who took part:

Can't improve on a great weekend, just want more please.

I really enjoyed the 3Rs. What made it stand out for me was the company and a chance to meet some new TVAM people. The organisation was flexible and seamless with everyone working together.

It was my first 3Rs but hopefully not my last. I liked the size of the group as you got to speak with everyone.

Fantastic weekend, very good value. The 3Rs is by far my best TVAM trip to-date. Particularly impressed by the organisation, quality and value of the hotel and the smaller and friendly group of fellow TVAM riders. Please put me down for the next one.

Keep it small. The event has a great feel to it.

More people with pink hair! Really great weekend.

All in all a really enjoyable weekend with plenty of rocking, rolling and riding present - and quite a bit of the wet and windy thrown in for good measure. Roll on 2020 with more 3Rs trips to enjoy. Well done to the organising team!





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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

SEPTEMBER 2019

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, any questions contact sallig@nutty-tart.co.uk**

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

email the details to socialruns@tvam.org

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

Social Runs

St Crispin's

Track Day/Training Run

Events

Green Team

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 closed.**

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

SATURDAY

5

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 former Little Nellie's Diner, Newbury Rd, Kingsclere, RG20 4TA at 9am for a 9.30am departure. **Contact basingsstoke@tvam.org**

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

SATURDAY

12

TRIUMPH FACTORY VISIT

An great opportunity to venture behind the scenes at Triumph's world-famous Hinckley headquarters. It will be a full day event with a breakfast meet and ride up to the Midlands. Meeting at 8.30am at Beaconsfield Services, HP9 2SE, (J2-M40), for briefing and depart at 9am. The factory tour is booked for 1.30pm, also on site is the Triumph Museum, Gift Shop and Cafe, the site closes at 4.30pm, leaving 2 hours ride home time before sunset. Cost is £20 per person, these exclusive guided tours are hard to obtain so take quick advantage. Places already sold out via webshop. **Organiser Nigel Winstanley – nigel@nexo.com or call 07585 300355 - contact to add your name to a waiting list should any spots be available.**

DO YOU HAVE A CLUB RUN TO ADD TO THESE PAGES FOR 2019?
email the details to socialruns@tvam.org

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 Fly to Santander inc. cabin – 5 Nights 4* Hotel half board. Wine included with evening meals. Option to see the Moto Classic Rally in Colnabes 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**.

FULLY BOOKED

SUNDAY
13

WAGs SECOND SUNDAY GREEN BADGE RUN (B)

Second Sunday of the month for all TVAM green badges. The run will depart from the Costa on the edge of Faringdon, SN7 7GQ, just off the A420. 10am for briefing and departure at 10.30am. Cotswolds and Malverns run. **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)

Meet at 9am for a 9.30am start at the former Little Nellie's Diner, Kingsclere, RG20 4TA. Riding to Felpham, Bognor Regis and ending at Loomies, Alton Road, West Meon, GU32 1JX. **Run leader Alan Hudson**.

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

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 - 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

LLR - Look, Lean, Roll - Dates available - Farnborough: 13th October. Greenham Common: 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

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Saddlesore 1000

Chasing the Sun, G310 Charity Fun for Hampshire and IOW Air Ambulance

The Saddlesore 1000 mile in 24 hour Challenge is described as an entry level event by the Iron Butt Association, so I thought to myself, "What better for an entry level event than an entry level bike?", and so was the G310 1000 mile Challenge conceived.

Sometimes how much fun you had during an event is best measured by how you feel in the days following; the tiredness and feeling low only being the swing back from the size of the adrenaline-fueled high.

How many bikes, in any manufacturer's range, can run that high in the rev range for 24 hours? We averaged 48mph over the 1080 miles covered if we include stops. We took in 12 fuel stops and about 160 minutes off the bikes for fueling and breaks, giving 1190 minutes riding (that's 19 hours and 50 minutes for those of you without a calculator). The G310 bikes ran perfectly, never missing a single-cylinder beat and never letting us down, utterly reliable.

The start was in Guildford, close to work, at first light. We set off just before 5am and chased the sunrise, until it started to shower as we drove through East Anglia. Getting some early motorway miles along the Miserable 25 (sorry M25) was important. We made great time to Great Yarmouth and knowing the roads certainly helped as we rolled in 25 minutes early, clearly making better time than the predicted progress from myrouteapp.

A sterling start and this helped set the mood - we can do this, we have a realistic shot. There was no going back and no negative thinking. Before we started I was very optimistic and our mindset was always, "The bikes are capable and we have to dig deep to match the bikes." I also anticipated that an easy run at the start of the day was crucial.

From Great Yarmouth the roads became congested with bleary-eyed drivers but yet again this was no issue for the mighty G310s. Our steel horses allowed us to carve through the traffic, the lightweight bikes filtering better than an Italian barista who had consumed too many espressos that morning.

During this leg, which took us towards the A1 for the northern route, James and I had an opportunity to road test some of the bike features. For example, we discovered that during a 3rd Gear roll on test the GS smashed the R but the R was back on top when we changed the test to a 4th Gear roll on test. The GS has better fuel range than the R, but the R has more top end with slightly better brakes.

By the end of the trip I think I can comfortably say the GS was better for the long trip, given the extra leg room and height. The screen on the GS also helps. Each time I looked back on the motorways I could see James' gangly figure tucked in like Frankie Detori, or was he spooning it?





The A1 and M62 past Ferrybridge and then A55 to Bangor went by in a blur of motorway miles with bluetooth headsets and Amazon music to the rescue. We shared on Instagram the jubilation (or was it relief) of reaching the next corners but the best was yet to come. We knew we could make it. Bangor was half way and now we were heading home.

The stories of the Red Dragon, so synonymous with Wales, lie in both myth and fact. I can say that the roads in Wales are like the Dragon both mythical and factual, a true treat. The only trouble with these slinky black ribbons that wind through the proclaimed God's Country and the numerous villages, is that they slow the overall progress. That said, we enjoyed carving our way through the breathtaking Welsh scenery and we even took time out to stop for photos.

Let's not forget that the Saddlesore is not a race but a challenge to be enjoyed at every opportunity. Taking motorways and major A roads is easier but not as enjoyable. Remember the highs and lows? This was a high.

At Haverfordwest we took a much-needed break, went live on Instagram and grabbed food. We were ahead of the worst case scenario but behind the earliest time of arrival, we were in good shape. Spirits were high but we also knew that we would be leaving behind the best of the riding.

Heading to Exeter was going to be a slog. A combination of motorway and major A roads with these amazing little yellow-coloured devices to help verify our average speed at every opportunity, how helpful? Night fell over Wales and we drew into what would be the most dangerous section. Because the G310s were doing 150-170 miles on a tank we stopped frequently and looking back on this it was a strategy that kept us fresh.

In general we felt driving standards to be very good across the UK, I only had one moment where a van decided to shift from the left lane on the roundabout to take the right exit, so cutting straight in front of me. My eyes were high and so it was all under control but, despite what is implied by roadcraft, I am only human and I did share universally acknowledged hand signals for indicating which direction the driver should have taken. Both duly acknowledged with apologetic hands from the driver that implied "sorry mate I didn't see you". No harm, no foul, let's crack on with the ride.

At Exeter we took stock. I grab out the inner jacket for my trusty StreetGuard Suit, which has never let me down. If there was one criticism of the bikes it has to be the headlights. If buying the G310GS, I would add the BMW Auxiliary Lights. I had to use what amounted to a tealight candle to cut a path along the A35 in the complete darkness. It is rather eerie with no roadside lighting. Fortunately, the risk of wildlife taking a kamikaze run kept the adrenaline flowing. I had to draw on every ounce of experience to keep systematic.

Ah the true challenge begins, no longer about the 33hp performance but now about the head handling fatigue and picking the right riding lines at night. On the A35 coming to Dorchester we caught up to a car that was making good and safe progress. I took the decision to follow. The car's main beam bringing an early dawn to the night sky, I could see again. James, my constant shadow, summarised

this route beautifully. A challenge mentally and a test of the bike as I had to fight for quick corrections, which the bike gave me every time I asked, although I would probably have shod the G310GS with different rubber, as the feel is not great at the edge of the tyre.

A splash and dash at Ringwood gave an opportunity to observe interesting local life venturing out in the wee hours. Judging the condition and stagger of this specimen I dare say that staying at home would have been a better shout. These are some of the risks with night riding, yet fewer patrols and more yellow devices on poles in the sky are suggested to be the correct strategy.

From Ringwood it was fairly simple riding to Brighton. The roads were lit up like the daytime and a kaleidoscope of cats-eyes gave me a runway strip to aim for. Still eyes wide open. A brief detour around the outside of Brighton following diversion signs put a small dent in our time, but we knew we had this in the bag, we knew the bikes were solid. It would only be our own misjudgment that would let the side down. We're going to make it!

I enjoy working for BMW; it is a brilliant Brand to work with. Likewise I don't think many people would say, at around two in the morning, that they would be looking forward to heading to work, however, we were two such people. James had reached the point of, 'let's get this over with' and wanted to rush the Brighton fuel stop. I did slow things down deliberately to ensure we left with the right mindset. We had a long 50mph Average Speed Camera stint to do and we needed to keep focused. These were the banker miles. Brighton was 1000 and everything else was dotting i's and crossing the t's.

We rolled into Guildford before 3:30am. An almost anticlimactic feeling crept over us. A combination of relief, excitement, tiredness and the realisation we had to ride home. Where's my bed? After photos, we both said to each other "stay safe", knowing that most accidents happen close to home. This final part is a word of caution. On my way home I knocked back the speed, even in nationals to around 45mph. Exiting a village towards the wood, I came round a corner to see a deer exit the woods. I was in the correct road position so handled the situation by slowing and pulling across the road. The deer and I play another day.

Lightning can strike twice, about two miles up the road another deer bolted from the woods and again I duly manoeuvred around. Bambi and I head off to tell this tale. Don't drop your guard after the perceived Iron Butt finishing line, the finish is at home in bed.

My thanks to the following groups for promotion and members donations: my IAM group TVAM, Thames Valley ROSPA and Southern BMW Owners Group. A special thanks to my wife and family for their support. My wife's remark was a word of thanks to BMW, the G310 did not wake her up upon my return. If you do wish to contact me about BMW or the trip then please email me simon_forder@hotmail.com. Finally, thank you to everyone who donated to <https://www.justgiving.com/fundraising/vinesbikesfundraising> or in the pots. We think combined we have just about reached our target, post-event donations still very welcome!

Simon Forder



ADVANCED RIDING 13 - THE RIGHT GEAR

Being in the right gear is an important part of riding. But what does that mean?

Clearly, how you look is important. Many bikers spend more time choosing their riding gear than they do in fashion shops. "Does my bum look big in this?" is not the only consideration; is it the right colour, right material, waterproof, cool, warm, armoured, and go with my helmet and riding style?

However that isn't the only gear we're concerned about as Advanced Riders.

In the 'System' what does being in the right gear at the right time mean?

To answer this question, one has to be a bit 'James May' and understand a little about how different engines work.

Motorbike engines are different to car engines and, as most people learn to drive a car before they ride a bike, they naturally think the style of gear selection used in their car is also right on the bike, selecting top gear as soon as possible. However, few car engines have a red-line at 12,000 rpm, being designed to produce maximum push (torque) at low revs to move what is a heavy lump of metal about. Most drivers rarely exceed 3,000 rpm before changing gear for fear they are thrashing it. However, some motorbike engines turnover at 1,200 rpm just at rest.

Motorcycle engines have to be much smaller physically and lighter, so in a modern bike engine the crankshaft is small in diameter meaning the pistons travel a shorter distance up and down (short stroke). This enables the engine to be more responsive and to spin-over much faster. The result is an engine that produces its power in a different characteristic to that of a car.



This bike has a four-cylinder engine in a straight configuration which means it produces little power below 3,500 rpm. Being in top gear at 30 mph is just not right.

There's a wide range of engine configurations in bikes which affects how they respond. A straight four mounted across the frame will red-line at anything up to 14,000 rpm but will have little torque low down and power is maximum at the very top of the rev range. A V-twin though may red-line at only 8,000 rpm but produce much more torque (acceleration) at lower revs. Boxer engines, like the GS, generally produce great torque at low revs, which is why their owners like them but with the aid of clever valve systems and electronics now don't feel like the brakes have been applied whenever you close the throttle, as they once did.

It all means there's no such thing as the "right revs" for all bikes at any given place on the road. It depends on the engine in your bike and the manoeuvre you're about to undertake.

If Kawasaki designed your engine to red-line at 14,000 rpm it wasn't just because he could, it was for a reason. So riding without going above 3,000 rpm is probably not what he expected you to do, nor is it necessarily good for the engine. It might feel okay to you as a car driver, but it means as a rider you don't have the response or flexibility available that the engine was designed for, nor can you exercise the control that a good throttle response will give you.

If you find your rev counter barely gets to 1/3rd of maximum revs you're probably riding in too high a gear. Most motorcycles are happiest with the rev counter between 1/3rd and 2/3rds, or at about half revs. This means if you close the throttle you will get some engine braking, aiding your acceleration sense and reducing the need to brake before each corner. If though you open the throttle further you have lots of torque and power available to accelerate over a wide speed range before having to change gear, leading to a smoother ride between corners.



Getting the engine closer to the middle of its rev range gives the rider more power and flexibility to control the bike

Throttle control should be used in corners to help keep the bike on the desired line. You should be maintaining a positive throttle through corners to overcome the gearing effect leaning the bike over has, as it moves onto smaller diameter sections of the tyres. If too little throttle is applied you might find yourself dropping off-line, turning into the corner more acutely than you wanted, a bit like over-steer in a car. Applying more throttle drives the bike outwards from the apex of the corner, enabling you to maintain your intended line. As you exit the corner and the bend begins to open out you can start to accelerate - moving into the 'A' part of 'IPSGA'.

For the most part being in the right gear means you have the engine response and range within the selected gear to accelerate briskly to complete overtake manoeuvres, or to make your turn at that roundabout without having to change gear again while banked over. It gives you the ability if the situation changes to be able to adjust your speed without having to change gear, which may unsettle the bike.

Having completed your manoeuvre and accelerated you may then choose to return to a higher gear to demonstrate 'machine sympathy', particularly on long straights, dual carriageways, or motorways.

Extract from Insights into Advanced Motorcycling Part 2, due out at the end of 2019

HOW SLOW DID YOU GO?

SAUSAGE FEST & SLOW RIDING

A wet and windy morning at St Crispin's fortunately gave way to a warm and sunny afternoon with many enjoying the slow riding, sausages and Kathy's ice creams. It was also a time for members to bring their dogs out in force!



	RIDER	TIME
1	Paul Jenkins	3.46.04
2	Neil Disbrey	3.23.70
3	Nick Pywell	3.08.65

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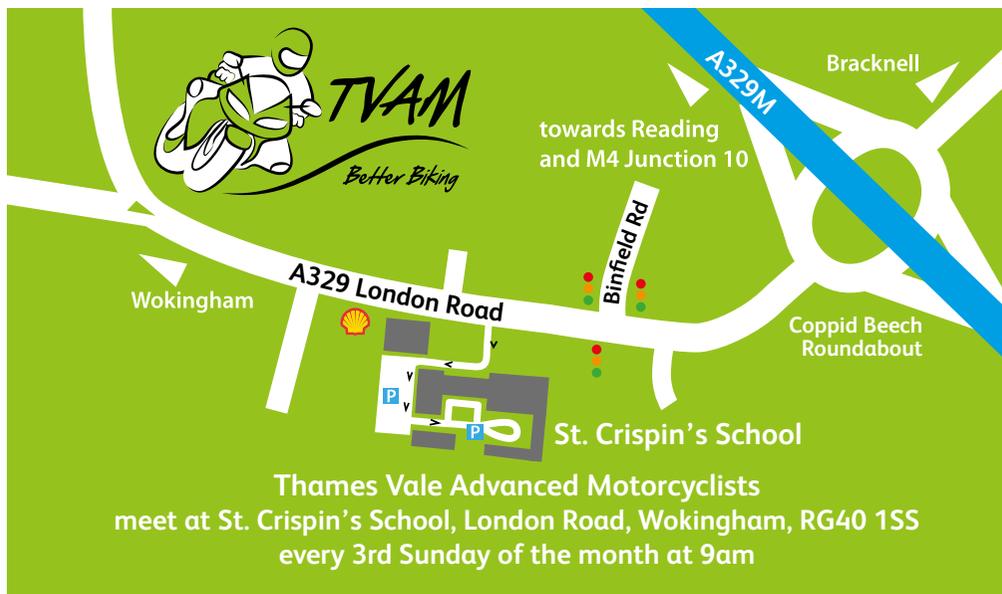
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CLUB MEET

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: First Monday of the month
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

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Cross Check link		www.tvam.org/cross-check-request
Observer Health Checks	Andy Wedge	observerhealthchecks@tvam.org
Observer Interest	Andy Wedge	observerinterest@tvam.org
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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)	Steve Dobson and Dennis Lutley	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

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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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Editorial & advertising team: Kathy Drogemuller, Nick Tasker, Robin Hennem

Copy deadline: 3rd week of the month. To ensure your article or information is included please inform the Editor - slipstream@tvam.org at the earliest opportunity, issues are planned well in advance of print date which is the first Friday of the month.

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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

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Slipstream Editor	Salli Griffith		slipstream@tvam.org
Events & Promotions	Phil Donovan		events@tvam.org
Green Team Leader	Alan Hudson		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) - 8th October (M), 12th November (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
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Girl Torque	Alie Ball		girltorque@tvam.org
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Leaflet Supply	Phil Donovan		leaflets@tvam.org
Look Lean Roll	Jackie Reeve		llr@tvam.org
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Merchandise	(to order items away from St Crispin's)	merchandise@tvam.org	
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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:

TVAM Website www.tvam.org

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

TVAM Groups.io

Groups.io is the system used by TVAM to share details of news, events and much more. You will automatically be added to the system when you join TVAM so you can get involved in the conversations with other members. There are local team and special interest groups available for you to join also. Get involved and find out what's happening.

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

0118 402 4800

Registered Office:

Thames Vale Advanced Motorcyclists is a charitable company limited by guarantee, and is a group within the IAM. c/o Durrants Accountants, 24 Wellington Business Park, Dukes Ride, Crowthorne, Berkshire, RG45 6LS. Registration Number: 03556042. Charity Number 1069767.

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