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FROM THE LAPTOP

News of the Everest Base Camp expedition

Most of you are now thinking back fondly on summer trips made with mates or members here at TVAM. We hope you all had a great time and enjoyed your travels. Part of my trip I previously mentioned was on a Flash Tours (<https://www.flash tours.co.uk>) which quite a few members have now attended down in Melle, France. Having travelled there by myself this time, one of my fellow bikers on the trip was Dani Fiddaman, a close friend of Steph Jeavons who spoke at the club seminar while we were away about her forthcoming 'Girls on Top' trip to Everest Base Camp on Royal Enfields. It so happened Dani was travelling with her friend Steph on this adventure and I grabbed the opportunity to persuade her to do a write-up to tell us all about the experience when she got back. She has done us proud and you can read all about it in this issue. Dani was I understand also a former member of TVAM and took her test with us, and a very nice rider to boot, which I noticed as she passed me once again on her Tuono in France.

This is the last issue of the year and January brings our AGM as well as our popular MotoJumble beforehand, see the AGM NOTICE on page 5. For the MotoJumble, once again you can buy a table to sell all your extra motorcycle gear or unwanted biking paraphernalia, or get Amanda to sell items for you. All profits to the Air Ambulance. Look out for information on both the AGM and the MotoJumble on groups.io. Before that we have the Reading Toy Run next month and we still need marshals, so offer your services now for a worthwhile and fun event.

Keep the rubber side down.

Slipstream Editor

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MOTOJUMBLE

TVAM Members' gear sale on Sunday Jan 19th at St. Crispin's followed by the AGM

Do you have any bike clothing, luggage or accessories that you don't use any more? Maybe you have it at the back of the cupboard, planning to put it on Ebay one day...On Sunday January 19th at St Crispin's we are holding a table sale. This is a great opportunity to sell those items, clear some space, make some cash and raise some money for the Thames Valley Air Ambulance. You can have a table for as many of your own items as you want. Alternatively, you can bring items for a shared table which Amanda Coneley will manage. All you need to do is clearly label any item with your name and the price. Suggested donations of £3 a table, or £1 per item sold from the shared table will go to the Air Ambulance.

E-mail or call with any questions - amanda.coneley@hotmail.com or call on 07973 779957

New Members in October

Rakesh Alex
Graham Boret
Kevin Budge
Richard Cannon
Darren Cave
Ed Cozens
Paul Digweed
Simon Fullalove
Robert Hammond
Ben Heley

Rafal Kolbusz
Jordan McBarnett
Neil McDonald
Stuart Millar
David Rosca
Adrian Saxton
JB Staunton
Timea Szekely
Mark Taylor



TEAM Roll of Honour

Test Passes

F1RST Pass
F1RST Pass

Associate
Mike Connolly
Nick Morris
Andy Rosser
Martin Taylor
Roger Lindsay
Robert 'Rob' Paczkowski
Allan Ward

Observer
Stephen Harris
Paul Taylor
Peter Dalgliesh
Peter Browne
Lance Gibson
Nicholas Caiger-Smith
Phil Jones

National Observer Validations

John MacGregor

Run Leaders

Nick Edgley



Test passes and new Run Leaders awarded at the September St Crispin's meet

FROM THE SADDLE



In my last “from the saddle” piece in September I mentioned that we were planning to trial a weekend of training for Associates. The weekend went ahead as planned on 12th and 13th October and each Associate that attended had four observed runs over the weekend, each with a different Observer. We combined the individual feedback from these runs with some group discussions and theory reviews to help build the overall learning experience. It was quite an intensive experience for both the Associates and Observers involved and there was no time to practice the issues highlighted on a run before moving on to the next session and then the next run.

The feedback from the weekend was overwhelmingly positive and the Associates felt that they’d been able to make a step-change forward with their riding. Of course, it will take more riding to consolidate the learning. The objective of kick-starting, or re-starting, some Associate training was fully met.

We will, therefore be scheduling some further sessions for next year. If you are an Associate that could do with a bit of a re-start, or you know of one, then please drop an email to the Training Team (trainingteam@tvam.org) and we’ll start the scheduling process. I’d like to say thank you to the Observers for their participation and support and a special “thank you” to Barrie Smith of the Training Team for the theory sessions, group discussions and logistics management on the day.

We’re also starting the trial process for “Group Sign Off” (which is also known as Membership By Portfolio). This is a process whereby Associates can gain Full Membership of IAM RoadSmart through a monitored series of observed runs without the usual formal advanced riding test at the end. If you’re being put off by the advanced test, or you know someone that might join TVAM were it not for the test, then please let me know as we’d like to discuss this with you as part of the trial. We’re hopeful that by setting proper evaluation criteria for the trial we can understand the benefits and resource implications of this approach for Associates as well as for the club. If the trial is successful then we will seek to roll this out on a general basis available to all, although due to the nature of the trial this may take some time to fully evaluate.

I’m writing this at the end of October, the end of the TVAM year. We’re pulling the various reports together and we’ll soon be putting all this in the Annual Report for 2018 – 2019 which will give an overview of the activities of the club over the past year. This will be followed by the AGM at the St. Crispin’s meeting on 19th January; please put this date in your diary now as we’d like as many of you as possible to attend this important event.

Keep an eye on the weather in the meantime and hope to see you on a nice winter run.

Chris Brownlee
Chief Observer

NOTICE IS HEREBY GIVEN by order of the Committee that the Annual General Meeting (AGM) of Thames Vale Advanced Motorcyclists (TVAM; Company Number: 3556042; Charity Number: 1069767) will be held at 12.30pm on Sunday 19 January 2020 at St Crispin’s School, Wokingham to enable the Officers to present their Annual Report and Accounts for the year ending 31 October 2019, to conduct an election of Officers and Committee Members as per the Articles of the Company, and to vote on ordinary and special resolutions. All Members, Associates and Friends are invited to attend.

Road safety: unintended consequences

Whilst I believe in the concept of 'vision zero' as an aim - no fatalities at all on our road - I am not convinced with the way we're going about it, nor that it's ultimately realistic. At the heart of most collisions is a road user who has made a poor decision, but it would seem road and vehicle design making a collision less likely and the consequences less serious has led the way to a reduction in casualties over the years rather than any improvement in the road users themselves.

Many speed limits have been introduced where there are houses, and most would agree with a restriction in residential areas. 30mph appears to be a good compromise between allowing reasonable progress whilst allowing time to anticipate and slow to avoid or at worst reduce an impact speed. However, the move now towards blanket 20mph limits is undermining this thinking, the unintended consequence being increased physical engagement with mobile devices by many road users.

In rural areas where most roads came under 'national speed limit rules' twenty years ago, most motorists would drive according to the road conditions and would adjust their speed according to the level of hazard presented - a judgment assisted by the absence of speed limit signs. Official Government statistics 20 years ago suggested about 10% of motorists exceeded the speed limit on rural roads, but I would suggest this is now much higher. Many of these roads now have posted speed limits, the unintended consequence being many drivers see this as a reminder of the speed they should go and they no longer slow down for hazards - even those highlighted with road markings and signs. We appear to have educated drivers to no longer see the number as a limit, but a 'safe speed to travel at regardless' in all environments. The speed limiters coming into vehicles very soon are likely to increase this problem further as many motorists will disengage with hazards even more and go as fast as the vehicle will allow regardless of conditions.

Many vehicles now come with automatic lights, but many of these don't work in rain and fewer still in fog; the unintended consequence is more vehicles than ever before in poor conditions with no lights on.

Moves towards getting people on bicycles and walking should be applauded for general health, but with it comes greater risk of injury leading to the concept of 'separating traffic'. Some cycle lanes are well thought out; so many are not. In many cases they have led to a reduction of space and options to take evasive action for many other road users, and where so many of these are ill-conceived forcing a cyclist to give way at every side turning the cyclist will inevitably be on the road instead - now more dangerous than before due to lack of space, and leading to a growing friction between cyclists and other road user groups. Another unintended consequence.

There are some positives - Police referral Driver Aware courses for collisions and violations are getting road users to consider their actions leading to some modified behaviour, and there are organisations working hard to address their own member's knowledge and behaviours as well as other road users such as the British Horse Society.

I do have some sympathy with local authorities who end up reducing speed limits as a quick win; if they have a budget of £2k and a road that has collisions over-represented, how can they possibly educate 30 million plus drivers who might use that road? This is where national direction needs to take place.

It would seem to move towards 'vision zero', greater engagement with the road user is the vital step forward required. This needs national strategy and investment - with the long-term payback of less collisions.

Without engaging the road users at the heart of these issues it seems the only way 'vision zero' has any chance of working would be to ensure everyone moving around the road network has some level of protection around them - eliminating not just motorcycles but bicycles, horses, and pedestrians too. The unintended consequence of that will be increased health issues caused by less mobility and increased pollution as well as jammed roads. And that's not a vision for me.

Ben Graham

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Girls On Top Motorcycle Adventure

(nobody said it would be a holiday!)

by Dani Fiddaman and Steph Jeavons

Hold My Beer!

Two years ago, as Steph was getting close to the end of her journey around the world, she mentioned the idea of a new adventure. “Do you fancy riding to Everest Base Camp?” she said. “I have an idea to lead a group of women and I need my wingman with me”. Steph and I had met 5 years earlier on a trip across America and had shared a room for nearly 3 weeks. We’ve stayed in touch and been Roomies on several occasions since. Well, I didn’t need asking twice!! As a girl from Norfolk, mountains have always held a fascination for me, and they don’t come any bigger than this one. Plus, Steph and I had ridden in Nepal together already, when I visited her there whilst on her trip, and had promised that we would go back to Kathmandu together one day to eat momos.

The idea had come to Steph after talking to Alex Pirie (founder of the Nomadic Knights motorcycle tour company). Alex and his wife, Vidhya, had helped Steph with getting her bike into India in 2014 and they hit it off, planning to work together at some point in the future. Alex already ran tours in India and the Himalayas and was planning trips to Base Camp, but never before with an all-female group. It seemed like the logical thing to do, after a beer or two! “Girls on Top” was born and the date was set for September 2019, once Steph was home and the Friendship Highway had reopened after the disastrous earthquakes in 2015.

We Got This!

The plan was to take 24 women, including me and Steph, from Kathmandu into Tibet and up to Everest Base Camp, using Royal Enfield Himalayans (of course!!), all on recognised roads. We knew the altitude would be a challenge, with Base Camp being at 5200m, but we had two weeks and planned to acclimatise by taking our time to get there, riding over mountain passes at 5000m, and by spending several days on the Tibetan plains above 4000m before descending to Lhasa for a rest day ahead of our night at Base Camp. We were also to be prescribed altitude sickness pills, which make your fingers tingle

and give you weird dreams! We'd have a doctor with us, as well as a support truck with mechanics, bike spares, medical supplies and our luggage; and with Alex in the lead and Andy as a sweeper, both on bikes too, we had everything we needed. The bikes were well equipped with soft panniers and tank bags but we'd only need to carry what we required during the day – water, snacks, spare gloves, extra layers as along with altitude comes a temperature drop.

Baptism of Fire (and Water)

Day 1 started with a long wait for our Chinese visas (Tibet being a province of China) and....rain. Lots of rain! The monsoon season should have been over but nobody told the rain clouds. Eventually we set off out of Kathmandu, heading for Bidur then Syabrubesi and our hotel for the night, 130km in total. It was soon obvious that the road conditions, some tarmac with patchy sections of gravel and soil, had not been improved by the weather! The soil had turned to mud, there were deep potholes full of water and rivers crossing the road. Up on the pegs, off road style! The Himalayans coped well with the conditions, bouncing along in the potholes, ploughing through the mud like little tractors. The low seat height however meant a lack of ground clearance, which would occasionally get us stuck in a rut, rear tyre spinning on a rock thrown in by a truck driver for traction. But they just kept going, even after being dropped under water!

I was enjoying myself, but other girls less so. It was certainly in at the deep end on our first day and by dark we had only done half of the 130km. Two girls had ridden their bikes over the edge of the road in the bad conditions, thankfully stopping in the green vegetation a little way down rather than plunging all the way to the bottom of the valley. With the help of the locals and the support truck, we got them back on the road. We regrouped in Bidur, found a hotel that could take 30 people at short notice, had some dinner and took stock. We knew the next bit would be tougher as the road we wanted was closed by a landslide and we had to take the fabled "bottom" road. We slept on it, but in the morning, several girls were suffering after their falls on the previous day and others were exhausted after struggling with the challenging roads. It was with heavy hearts that 10 decided that they wouldn't continue. Their dreams of Base Camp ended in Bidur.



The remaining 14 set out to do battle with the 60kms of rutted, axle-deep muddy road, and with the trucks and buses who were also forced to use this route. It was incredibly tough. It took us 10 hours and we dropped the bikes many times, but got through it together with gritted, and gritty, teeth. Karen dropped her bike in a river, the waterfall crashing down on her like some kind of waterboarding torture but at least we cooled down whilst helping each other across. In those conditions, lifetime friendships were forged! Once again, we finished in the dark, having been forced to walk around trucks stuck in the mud, blocking even bikes getting through, and then hitched a lift in a local 4WD pick-up truck for the last few kms. Alex hired a JCB and driver to clear the route and our support team worked all night to ferry the bikes down while we slept.



After Adversity Comes Reward

Tibet! Never have I been so relieved to see tarmac. After a short ride we waited 5 hours at the border, while our Tibetan agents needed all of their negotiating skills (and no doubt a few bribes!) to get us through, as our visa details had changed with fewer people and bikes. Finally, we were allowed to cross into China/Tibet. Immediately the road conditions improved, along with the weather, and we happily rode the high passes, twisty hairpins and high Tibetan plains at 4500m with their almost lunar landscape. There were still plenty of challenges: trucks and buses to overtake; yaks and goats to avoid; cars braking suddenly for the speed cameras; and the cold, dry altitude making both us and the bikes a bit wheezy. The 410cc Himalayans were happy pottering at 80-100kph, but would need a quick downchange for any serious overtakes. They were never going to be nimble but they are very stable and handling was secure in the bends.

A night in Xigaze city came and went, along with another of our team, unfortunately injured hitting one of the many small tractors that run alongside the road or, in this case, cut across it in the dusk and dust, with no lights. The remaining 13 made it to Lhasa the next day and finally a rest day at a lower altitude. This provided a chance to do some sightseeing in the beautiful temples, squares and Potala Palace gardens and to do some laundry (we were pretty smelly after the muddy battles in the humid 28C of Nepal). After Lhasa we rode back up to above 4000m to New Tingri, wrapped up well with thermal base layers and winter gloves. Tomorrow we would set out for Base Camp, only 70km away, with the promise of hairpins and a first sighting of Qomolangma, the Tibetan name for Everest.

Everest “Babe” Camp

So named by a predictive text error by my other half, but seeming quite appropriate! Woohoo, we made it!! The first ever all-women team to ride to Base Camp. Actually, it was the easiest day's riding of the trip – beautiful, twisty roads, little traffic and simple navigation. Then for the final few kms we were



Road to base camp



chauffeured in an electric bus - along with a few other tourists - as the Chinese are trying to protect the national park around the big mountain. The rooms at the Rongbuk monastery are basic, with no showers and “hole above a pit” toilets, but the beds have electric blankets and the restaurant serves delicious food and pints of milky coffee. Perfect. We went to bed happy, but anxious that we hadn’t seen Everest yet, there was still too much cloud. Were we to be disappointed?

Thankfully overnight the sky cleared and I woke while it was still dark and walked up the road, the sky overhead full of amazing stars, to wait for the sunrise. A few girls had experienced pounding headaches and sickness overnight from the altitude and I’d been having nosebleeds, but the view that we finally got was worth all the blood, sweat and tears! 15 minutes later, Qomolangma decided that we’d been blessed enough and pulled the veil back over herself. She was gone and, after breakfast, so were the Girls On Top, heading back down to our bikes and onward to Xigaze again.

Kathmandu or Bust!

Our last day riding back to Kathmandu was “only” 180km, but we already knew how challenging the roads could be in Nepal. The weather forecast was for more rain and we had the border crossing to get through too. In our favour were the 2.5 hours we would get back in time differences and that the landslide had been cleared, enabling us to avoid the “bottom” road that had been such a mudfest. Most of the group had flights home booked for the following day so there was no option but to keep going until we got “home”. We’d also heard about another road from Bidur to Kathmandu, rumoured to be 100% tarmac! Of course, it wasn’t - that would have been too easy! - but it was slightly better condition than our outward route and allowed faster progress..... until we hit the mother of all traffic jams, with about 10km to go, just as it got dark. Truck after large, noisy, smelly truck, buses and cars all stuck in both directions, local bikes weaving through them and the road full of potholes and puddles. We squeezed through, split into small groups of 3 or 4 bikes, trying to look out for each other. Chantil dropped her bike, disappearing between the trucks, but was up on her feet, picking her bike up single-handedly, powered by adrenalin!

We regrouped outside Kathmandu, the whole team back together, to tackle the Death Race 2000 that is the ring road. Dark, chokingly dusty, some vehicles with full main beam, some with no lights at all, people crossing in between the traffic, dogs and cows in the road..... you have to be prepared for it all! Observation, observation, observation doesn’t come into it – you need your sixth sense working overtime!

The euphoria of making it back to the hotel together, all safe, as one closely knit team, was incredible.



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We were tired, we were smelly, we had no clean clothes (the support truck was stuck in the traffic, finally arriving at 5am with our luggage) but we had done it! 17 hours after we started, and 180kms of the toughest roads I've ever done. Much gin was drunk.

Massive thanks to Steph, Alex, Vidhya, Samdup and Tsela from Explore Tibet and all of the Nomadic Knights team for making it possible. To all of the Girls on Top who dared to sign up for the adventure and to the mighty Enfield Himalayan. Nobody could have predicted that I'd learn to love a bike with 24hp!!



Huge thanks to Dani and Steph for the article and pictures from their amazing trip. Tempted? Intrigued? Well they are doing it all again in 2020!

DATES: 13-26 Sept 2020

DISTANCE: 2340kms

MOTORCYCLE: Royal Enfield Himalayan or Royal Enfield Bullet Trials Works Replica 500

RIDING DAYS: 11 Days

DURATION: 13 Nights

RIDING CONDITIONS: 90% tarmac, 10% gravel – broken roads

CHALLENGE: 80%

PRICE: \$5,980.00 USD

Want to know more - <https://www.nomadicknights.com/girls-on-top-part-two-september-2020/>

Editor

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As usual, our roving reporter Nick Tasker will be reviewing the new offerings of manufacturers in our January issue of Slipstream. Get yourselves off to the show to see what's new and what's going on your list for Christmas!

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Who wants to Wander the Wobb ...and how about



First Time Run Leader – Mark Melbourne

The email arrived announcing the 39th 7Ws, and it was a welcome distraction. Now for the form. The usual stuff, but then questions about run leader and back marking. The simplest solution was just to leave the boxes unticked, but maybe I could go on the course and try back marking, or really push the boat out and do the run leaders course. Why not? I ticked the box.

Weeks pass and September draws even closer, and emails arrive confirm my attendance. Job done, 7Ws booked and paid. A few days pass and I receive an email from Ness. Dear Mark, are you able to take a run from Oxford to the Hotel? I was in the home office staring at the email, pondering on the implications, assessing the request that had just been made. I will think, and decline.

Again a few days passed and the mobile rang. I didn't know the number, but answered. "Hi Mark, it's Ness from TVAM." Five minutes later I was a run leader. I'm still unclear how that happened! I won't go through the detail of planning, app checking, route checking and google street view virtual trip clicking, but I was concerned.

Finally, the big day had arrived, the 39th 7Ws. The pre-ride briefing was given, and I sat wondering what I'd signed up for. I was issued with double white armbands. I was looking official and it went to my head a bit. There were 30 minutes to go, and we were the last group to leave. Just to add to the tension, we were apparently waiting for a pinlock visor to arrive. With 10 minutes to go, I scrambled around making sure route app was working - all dressed and ready to go.

Only Windies of Wild West Wales? Adding the Wet!



Outside in the car park, as the 'orange' run leader it was my turn to speak. Are you all happy? Good to go. I couldn't say much more, as my briefing notes were on the kitchen table 22 miles away. Fortunately, Ness stepped in and filled in the numerous blanks. All that was left was for me to put on my helmet and get on my bike - which was parked in the 'pink' run bay. I put this down to early nerves when parking.

I felt like a flight leader preparing for take-off, seeing the bikes forming up behind me ready for the off. Lights on, all pointing in my direction all waiting for me to set off. I did so, praying that the navigation app would perform, and it did. Not the usual Garmin or TomTom but a little known app called Kurviger. She started talking to me. "Take the 3rd junction." A quick glance in the mirror confirmed that I was being followed. Great it's all working. Now for my very first marker, look, aim and point. A quick glance in the mirror confirmed they had stopped safely.

After a solid 4 minutes and 30 seconds it all looked like it was going to plan; taking the bends, riding smoothly, all good. Then, why am I on the A420? I should have taken the left fork. No one will notice if I just pop down, go around and come back up. It worked a treat, and I was back on track. (*Proofers note: To her great amusement the backmarker spotted the run leader on the opposite side of the dual carriageway, heading back in the direction from which we had just come.*)

From here on, the journey was almost flawless, with only minor hiccups. My biggest worry seemed to be losing everyone for a few miles. Where have they all gone? I wasn't going that quickly, surely. But coffee breaks and lunch soon solved that issue.



The roads got better and better, and I shouted “#@\$! Yeah” after a particularly exhilarating and progressive ride through the glorious Welsh countryside. Arriving at the hotel some hours later, much to my relief it seems that I had only lost two: one over-enthusiastic rider who overtook me, and one that didn’t turn in to the hotel. To these two poor lost souls, I am sorry.

It was a nerve-racking adventure, and my first attempt at being a run leader. It completely knackered me, as the levels of concentration involved were more than anticipated. It wasn’t just riding, it was the planning for the safety and directions for the group, the riding and in the wet. I really don’t like riding in the wet.

I had dinner and some drinks, and hit the sack. Would I do it again? Absolutely! It was one of the most rewarding things I have ever done, and the feedback I received was overwhelming. However, with all these things I couldn’t have done it without a fantastic backmarker (big shout out for Kathy Drogemuller) and all the team between us. Without them it could have all gone wrong, so even if I was in the front, it was a team effort. Thanks to everyone on making my first run a success. Of course, a final thank you to Ness who talked me into it and supplied all the help and support I needed.

Second time attendee Rhona Ferry

It was September 2018 that I attended my first 7Ws, and my first trip with TVAM. I had been full of anxiety, as I didn’t know what to expect and at that time didn’t really know many people. Those fears were soon squashed that weekend and, feeling that I had to spread the word on how great 7Ws is, I wrote about my experience for Slipstream.

Fast forward 12 months and I was counting the days until I headed off on another 7Ws. I was really looking forward to a weekend of riding, training, fun and catching up with friends made over the past year through other activities within TVAM.

On this trip, however, a new training opportunity called ‘Starburst’ was introduced which meant that there were now two types of training opportunities available to associates. The first was the usual group ride out with the advantage of being allocated different observed rides throughout the day, and the other (Starburst) was a full day’s 1:2 training session with an Observer.

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danny@justmotorcycles.net www.justmotorcycles.net



As this was the first time this training opportunity had been offered, my husband and I decided to sign up, thinking it would be the boost needed to iron out our bad habits. It certainly did that.

We were allocated Barrie Smith as our trainer for the day and it began with a very thorough briefing about what we could expect for the day ahead. My husband and I each had different areas to work on. Barrie worked seamlessly the entire day so I didn't feel like I was holding them back, and vice versa.



It really did feel like one to one training and he built my confidence so much. Barrie also recognised when I was tired from pushing myself and made sure I had sufficient breaks to recharge. I got so much out of the day and felt improvements on areas that I had struggled with before, as did my husband.

The route had a variety of fast-flowing, twisty roads and some more technical sections and just the right amount of traffic for overtaking practice. It took in parts of the Rhyadar ring, heading up to Snowdonia and stopping at a disused power-station with scenic views overlooking a lake at Llyn Trawsfynydd.



The return ride included Newtown to Crossgates where we could really put what we had learned during the day into practice. I couldn't believe how I rode that route in comparison to the last time I was there - smoother, faster and safer.

The day included plenty of stops to discuss opportunities for learning and improvement, as well as lunch and cake stops. We both gained a lot out of it and would highly recommend the intensive training day if given the opportunity. What a great idea for associates! We really are spoilt for learning choices with this club.

A huge thank you to Barrie for his time and valuable training. We could definitely feel the difference riding home the following day. We would also like to thank Ness, Andy and all for making this 7Ws trip another one to remember. They even managed to control the doom and gloom weather for most parts of the days.

Roll on the next one.

27th-29th March 2020





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EVENTS DIARY

SOCIAL RIDES, T-RUNS, TRACK DAYS AND OTHER EVENTS IN 2019/20

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

NOVEMBER 2019

WEDNESDAY

13

AN EVENING WITH NEIL HODGSON AND NIALL MACKENZIE

See page 9 for full details of this evening with the two legends at Hilton St Anne's Manor, London Road, Wokingham for TVAM members and friends. 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. **Tickets in Webshop £5**

THURSDAY

14

MYROUTE-APP AND SATNAV PRESENTATION

Want to learn how to use MyRoute-App to create routes for your SatNav? Evening presentation at Binfield Social Club.

SATURDAY

16

RIDE TO CHOPPERS (B)

A morning ride to Choppers with a return to Basingstoke by lunchtime. Meet at the former Little Nellie's Diner, Newbury Rd, Kingsclere, RG20 4TA at 8am for an 8.30am departure. **Run Leader Mark Spittles - 07753 931570.**

SUNDAY

17

ST CRISPIN'S SUNDAY - OBSERVED RIDE

See top of page for meeting details.

SUNDAY

17

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

23

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 Jim Bates.**

DECEMBER 2019

SUNDAY

1

WAGs FIRST SUNDAY RUN (B)

Come along and meet the members of the WAGS team and join us on a social ride which we hold first Sunday of each month. The location and time changes from month to month and these details will be published 2 weeks before the event via allmembers@tvam.groups.io and on the TVAM Facebook page. For further information please contact the organiser on wantage.social@tvam.org

SUNDAY

15

ST CRISPIN'S SUNDAY - OBSERVED RIDE

See top of page for meeting details.

SUNDAY
29

LAST BREAKFAST RIDE OF THE YEAR TO THE SEASIDE (B)

A morning ride of 120 miles round trip with a breakfast stop at Lepe Country Park return to Basingstoke for 2pm latest. Meet at the former Little Nellie's Diner, Newbury Rd, Kingsclere, RG20 4TA at 8am for an 8.30am departure. **Run Leader Mark Spittles - 07753 931570.**

JANUARY 2020

SUNDAY
19

ST CRISPIN'S SUNDAY - OBSERVED RIDE - MOTOJUMBLE

See top of page 24 for meeting details.

Followed by - **TVAM AGM** at 12.30pm. Food available for those attending. We welcome all members to attend this meeting where we present the club's progress, achievements and financial standing after another year of business.

FEBRUARY 2020

SUNDAY
16

ST CRISPIN'S SUNDAY - OBSERVED RIDE

See top of page 24 for meeting details.

SATURDAY
29

TVAM OBSERVER TRAINING DAY

TVAM Observer Training day led by Chris Brownlee at the Holiday Inn, Reading South, RG2 0SL. Details to be published via the Observer Group.

MARCH 2020

FRI - SUN
27-29

7Ws #40 TRIP TO LLANDRINDOD WELLS

7Ws is aimed primarily at helping Associates improve their riding skills, build confidence, get closer to passing their test whilst having fun on great Welsh roads. 3 days of riding, with informal observation available on spectacular roads with plenty of excellent lunch, tea and cake stops. We are running the additional 2:1 opportunity again where Associates get the chance to spend a half or full day with an Observer and one other Associate for intensive training.

We stay at the Commodore Hotel in Llandrindod Wells where we are well cared for, in a lovely setting and get to enjoy the famous 7Ws social each evening, a 3-course meal on Friday and Saturday evening, with breakfast Saturday and Sunday morning. The 40th also brings us evening entertainment which will include the famous 7Ws Wooden Spoon Awards.

Places are limited so please book early to reserve your space. For Full Members who are willing to lead or back mark runs priority will be given and we can provide suitable routes for anyone without one. Equally, we are happy to help with route planning. It is great value for an entire weekend – between £75.00 and £145.00 per person (depending on your room preference – sharing, single, twin, double, triple).

Registration is open in the TVAM webshop - www.tvam.org/shop from 10am on Saturday 16th November and will close 31st January 2020. No payment required til we confirm your place in early February 2020. If you are considering coming along but unsure if the trip is for you please email the team at 7ws@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

DO YOU HAVE A CLUB RUN TO ADD TO THESE PAGES FOR 2020?
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 2020

BC - BikeCraft - Sunday 9th February, Saturday 21st March, 2020

The great thing about TVAM is we get out and ride our bikes. Now you can add to that great practical experience by joining us for a participative theory day. BikeCraft can add to your information to help make you a better biker. What's the best way of overtaking? What does the system really mean and how do I get the best out of it? Get answers to these questions and many others. Cost £15 includes the course materials. For course details and questions email bikecraft@tvam.org. **Book now in the web shop at www.tvam.org**

ABC, BC, BMC, LLR, PRC & RLBM CAN BE BOOKED THROUGH THE WEB SHOP
www.tvam.org/shop



WE DID THE NC500

There's a plethora of articles, blogs, guides and social media waffle about the Scottish North Coast 500 so this article will be short(ish). Just so you're aware of what this is all about, it's essentially 516 miles of road that has a 'Start & Finish' in Inverness and winds its way all around the coast, north of a line from Inverness to Lochcarron. Its famous Bealach na Ba pass rises to 2054 feet (626m) and has some interesting hairpin bends near the top. Some people ride the 500 in 3 days or less but from down here in TVAM land, it's a 590 mile journey to the start and so 3 days from here would be an Iron Butt Challenge to say the least.

We, Wiz and I, chose to do the trip over 11 days and all the accommodation was booked back in January for a 1st October start. Even that far in advance the choice of accommodation was scant such is the popularity of this route. I modified each day's riding to fit with the hotels, B&Bs and self-catering places I found and worked it so day 4 was a short ride for restful purposes.

The ride up was rather wet. The rain came down on us whilst we were on the M40 such that there was standing water everywhere and visibility was like a pea-souper. More heavy rain and 4 lanes of crawling to stopped traffic near Manchester tested my concentration and balance; 2 up with panniers, top-box and tank-bag. As we passed into Scotland we moved north of the weather front, that brought the rain, into clear skies and dropping temperatures with a north wind bringing polar air down. Day 2 started cold with a light frost and not a cloud in the sky. I was pleased that I had the heated inner soles in my boots and Wiz resorted to my battery heated paragliding gloves. Given what we had ridden through the day before, we couldn't believe our luck. Over the next few days the weather forecasts were for gusting winds to 50mph and heavy rain from the remnants of a hurricane. As usual the long-term forecasts (3 days) were hopelessly incorrect and lucky for us the associated low pressure went south. There followed another 4

days of dry roads and no rain. In fact we didn't actually get rained on until we left John O'Groats for the 10 mile trip to hotel number 7.

Before we left I was told that the roads in Scotland were abrasive. I had a new front tyre put on but the rear had a good 4mm left and so thought I'd get away with it. It was a close thing! 90% of the west coast roads are tar sprayed and loose chippings spread on top. 50% of the chippings have worn away and the road is more like pebble dashing and thus was rather harsh on the tyres. I kept the bike in rain mode to keep the power supply to the rear smooth and was very conservative with the throttle. The back tyre now needs changing as I lost 3mm of rubber down to the wear marks in some places. We only had 2 rear end slides on crappy wet gravelly roads and looking at the state of the PR5 rear now, I think it was rubber sliding off the tyre rather than the rubber sliding on the road! The tyre has lots of thin slithers of rubber hanging off the edges of the rubber blocks of the tread; something PR4s didn't do.

Our ride back from Inverness took us through the Cairngorms. The road from Grantown-on-Spey through Braemar, onto Pitlochry was an absolute delight. No traffic, smooth sweeping bends and a dry road. So, the last 2 days were the worst for rain. Our ride from Callendar and through the Galloway Forest Park was in the rain the whole way. The road from Straiton to Bargrennan was brilliant. 21 miles of mostly new tarmac, twisty, up and down and only about 4 cars encountered. The last day, the ride home, we decided to cross the Pennines on the A66 to join the A1 then M1 so save the nightmare around Manchester and Birmingham. It was only 3 miles extra on the 360 miles of the ride up. We finished as we started in the pouring rain, under a weather front for most of the M1.

As for the NC500? Well I'm glad we went in October. Once past Inverness we only passed about 12 cars/campervans per day. The route was as good as empty. The locals hate it during the summer months. Idiots with massive houses on wheels blocking roads that are barely wide enough for 2 bikes. There's mile after mile of single track road with passing places every 100m or so. In the thick of the tourist season it must take 4 times as long to traverse some of the roads as those going clockwise encounter those going anticlockwise. Stop start in convoy; joy! The weird thing is that people then post on Facebook what a great time they had in their camper vans. I don't think they understand what

they are missing from the sweeping roads in such an expanse of scenery. I think the only better way to see these valleys would be from the back seat of a Hawk from RAF Valley on a training sortie; little chance of that though.

Would I do it again or lead a group? Not round the whole 'Official' route that's for sure. The east coast isn't so interesting regarding the roads or scenery and if it's to ride the roads rather than do the tourist bit then the west coast is worthy of another visit. I think maybe a base in the centre and long circular rides to do the best roads. I may just start planning this.

If you're interested in the route and my itinerary it's all on My-Route App. Email gazandwiz@gmail.com

Gaz





ADVANCED RIDING - WINTER RIDING

With colder and more inclement weather on the horizon we decided to revisit this article published at the end of last year which is included in *Insights into Advanced Motorcycling Part 1*. **Editor.**

As the nights draw in and the temperature begins to drop, many riders call it a day and pack up their bike and gear for the winter. However, I often hear statements like 'There's no such thing as bad weather, just inappropriate clothing' and, 'As advanced riders we do it all year round,' both of which are true in parts. But as an advanced rider out and about during the coming months, what additional aspects of riding should you be aware of?

Appropriate clothing

In summer the airflow jacket and summer gloves were a godsend, but already these are at the back of the cupboard and the textiles are back on, which is great until the first really cold morning when an early start is required for a long ride ahead. Cold weather is dangerous. As your body's core cools, your thinking becomes slower and reaction times get longer. The body starts to protect the vital organs so blood circulation to the extremities like your hands and feet reduce, and they lose most of their sensitivity. The result is you lose control of them. Hyperthermia alone can kill, riding a motorcycle while hyperthermic is not big or clever, so always be self-aware and recognise if you're getting cold, and take action.

Wear multiple insulating thin layers, but ensure you retain enough movement for effective control and observation. Avoid clothes that make you sweat, as damp clothing under a waterproof layer can make you even colder. Outdoor stores sell a range of base and intermediate layer garments which work just as well on the bike and are cheaper than some of the fancy motorbike brands.

Ensure you close all the zips and fasteners to prevent ballooning, including pockets. Keep your head, hands and feet well insulated. If you regularly travel distances in winter, consider the use of electrically heated gloves or the jackets. Remember if you feel you are getting cold find somewhere sheltered to stop, warm up and maybe have a hot drink.

Weather

Collisions are often blamed on bad weather, but the real cause is human error. You must ride according to the conditions and deal with these safely. This starts before you start out. Check the forecast, anticipate changes that may occur during your journey, and if necessary check the weather again

during your journey. There are many free weather Apps you can download to do this including RainToday which gives real-time rainfall maps for the whole of the UK.

The weather affects both you and your machine. How far can you see, how fast are your reactions and what level of grip do your tyres have?

Riding in Poor Visibility

Do you commute? Is the low sun always in your eyes when riding east in the morning or west in the evening? If it's a social ride, could you plan a north/south route during these shorter days to avoid this? Other examples of weather that reduces visibility are fog, mist, heavy rain, road spray, falling snow and sleet. When weather reduces your visibility, reduce your speed so you can still stop within the distance you can see to be clear on your side of the road. Regularly check your actual speed on the speedometer, as it can drift upwards without the usual reference points. Ensure your headlight and rear lights are all working and are clean and bright. Keep good rearward observation for vehicles that want to travel using your rear light to navigate with, or worse, are approaching from behind at speed as they may not have seen you.

Focus on the edge of the carriageway, hazard lines, and cat's eyes to help guide where the road goes, especially near junctions or corners. Staring into a featureless mist, you will quickly lose any sense of where you are and your eyes will get tired. Focus on what you can see, but avoid being drawn into just looking at the lights of the vehicle in front. The distance between you could quickly reduce and you could collide with it if it stops suddenly.

Fog, mist, cold weather and rain can all cause your visor to mist up on the inside. This further reduces your visibility. Riding with your visor up is not practical in cold weather as your eyes begin to stream with water and you can get cold very quickly. Use anti-misting spray on both surfaces of the visor. Pin-lock double glazed visors significantly reduce misting, but if it still occurs raise your visor a fraction to increase the airflow over the inner surface. You can also try fitting a nose-guard to your helmet to direct your warm, damp breath downwards. Clearly, riding with a tinted or smoked visor at night or in poor visibility is just stupid!

Road Surfaces

Weather and road surface combine to affect the level of tyre grip your bike will have, and could also affect the handling. We've all experienced a wet road and expect a reduction of some kind in the grip available. This changes depending on the road surface type and in winter a further reduction in grip will occur due to colder tyre temperatures. If salt has been spread to disperse ice, the resulting wet road will have a further reduction in grip due to the emulsion that water and salt form when mixed. If you don't believe, me try using an eye wash without salt in the water. It's the salt in your tears that enable your eyelids to glide painlessly open and shut! The same will happen to your tyres if you don't allow for it.

Always look well ahead to identify changes in road surface, and adapt accordingly. Control of your bike depends on tyre grip for steering, braking, acceleration and banking. Adjust the demands you make on your tyres grip according to the changing conditions. If your bike has different mode settings, read and understand the effects they have on handling. Selecting rain mode may not only flatten the engine's torque delivery but could adjust the ABS and traction control settings to be more sensitive.

Common road surfaces that can cause a hazard for motorcyclists are tar-banding around road repairs, mud, wet leaves, drain covers, diesel spills - especially on roundabouts - smooth shiny areas (especially when wet) where the tar 'puddled' during the recent hot summer, and road-marking paint. Look out for pot-holes or puddles of water which may conceal one. Hitting a pot-hole at any speed can damage a wheel and be seriously dangerous for the rider.

If you fail to spot one of these and can't avoid them, slow down on the approach if possible and pass over them with care, trying not to put steering, braking, or acceleration inputs into the bike while

you cross them. Harsh steering or braking can destabilise the bike, especially if the grip is already compromised.

Weather conditions can cause ice to form on the road. Ice comes in many forms, but generally you can't see black ice, while white haw-frost you can. Look out for both types under trees and in other shaded areas even when the sun has been out for some time and melted it everywhere else. Generally bikes and snow or ice don't mix...

Night Rider

Strangely it's harder to see in the dark than in daylight. Observation therefore requires a different level of skill to be effective. Contrast levels fall and edges become less distinct. Motorcycles generally have poor headlights, so your visibility is reduced in range. It's no longer possible to pick out hedge lines way up ahead or the camber of the road so clearly. Night riding also puts additional strain on your eyes and highlights any defects in focus you may have. Ensure you've had your eyes tested recently. Being able to read a number plate at 20 metres in sunlight may not be good enough to ride a country road safely at night.

Ensure you have a clear visor and it's clean and unscratched. Same for all your lights. Are they clean, working, bright and correctly adjusted? Use main beam on unlit roads but remember to dip it for other road users, including when following another vehicle. You may also find a dipped headlight more effective if riding in mist, fog, snow or sleet, as it reduces the reflected glare.

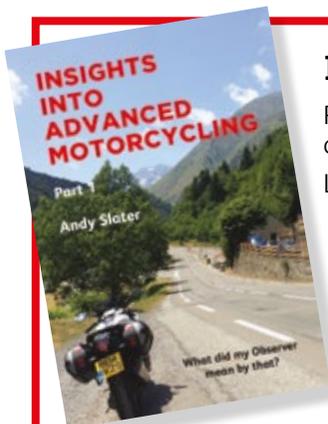
Think about your clothing. Hi-vis generally doesn't work at night as it appears black or grey under artificial light. What you need is reflective clothing. Does your riding gear have good reflective areas? Are these clean and visible? Rucksacks generally mask any reflective areas on jackets, so if you use one be aware and consider fitting a topbox with reflective tape if riding regularly at night.

Overall

As the more challenging conditions of winter approach, think about if your journey is really necessary on the bike if poor weather is forecast. If necessary take the bus, car, train, or even walk. Examiners will cancel tests if the forecast is to be below 5c on the day. There's a reason for this, as there are old riders and bold riders, but no old, bold riders. And examiners are generally the former.

However, winter riding on those lovely bright, clear days can be fun. It presents new challenges for the thinking rider which with care and consideration you can master and reap the rewards. There are TVAM social rides throughout the season, including normally the New Year's Eve one. Prepare well, enjoy the ride, and a hot coffee generally tastes better at the end.

Extract from Insights into Advanced Motorcycling Part 1.



Insights Into Advanced Motorcycling Part 1

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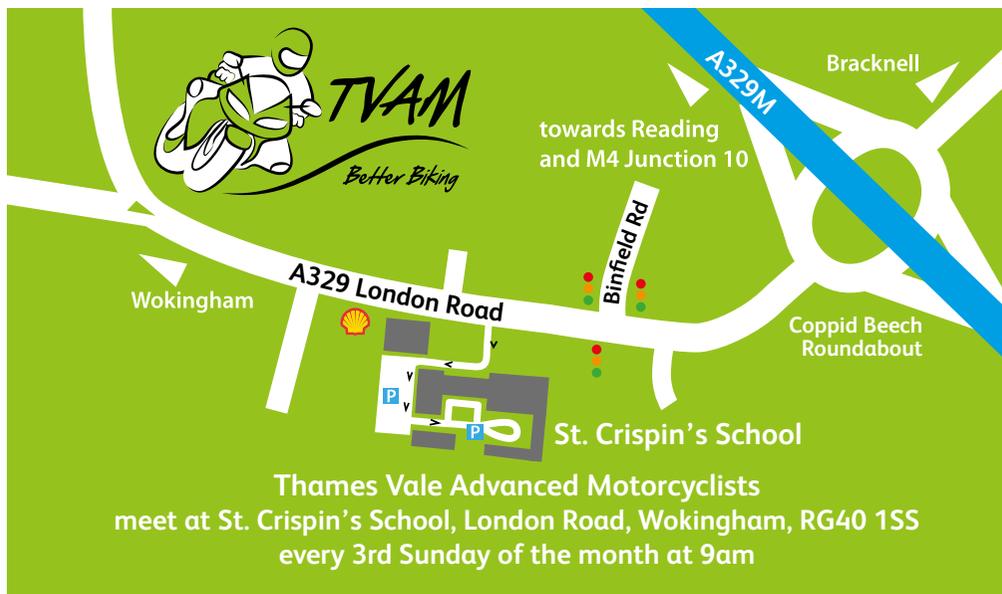
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CLUB MEET

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 - 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 (Nov) and first Monday (Dec) 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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Assessments	Andy Wedge	assessments@tvam.org
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Cross Checks	Steve Watson	crosschecks@tvam.org
Cross Check link		www.tvam.org/cross-check-request
Observer Health Checks	Andy Wedge	observerhealthchecks@tvam.org
Observer Interest	Andy Wedge	observerinterest@tvam.org
Observer Training	Chris Brownlee	observertraining@tvam.org
Run Reports	Chris Brownlee	runreports@tvam.org
Test Passes	Peter Browne	testpasses@tvam.org
Trainee Observer Coordinator	Andy Wedge	tobcoordinator@tvam.org

Observer Forum (mailing list):

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

LOCAL TEAM CONTACTS

TEAM LEADERS (teamleaders@tvam.org): Quarterly meetings - 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)	Gary Jackson	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 (WOBBMOB)	Andy MacWalter, Ian Gaitley	wokingham@tvam.org

SOCIAL CONTACTS (socialleaders@tvam.org):

Basingstoke (BAR)	Mark Spittles	basingstoke.social@tvam.org
Camberley (CLAMs)	Caroline Harvey	camberley.social@tvam.org
Great Northern (GNATs)	Gary Jackson	wycombe.social@tvam.org
Reading (RAMs)	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 (WOBBMOB)	Andy MacWalter and Ian Gaitley	wokingham.social@tvam.org



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Slipstream editor: Salli G - slipstream@tvam.org

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.

Advertisement sales: advertising@tvam.org

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

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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 December (M), 14th January 2020 (S) - all meetings normally on second Tuesday of the month at 7.30pm and alternate monthly between Marlow and Skype meetings.

Special Roles:

Advertising	Salli Griffith	advertising@tvam.org
Advanced Bike Control	Chris Caswell	advancedbikecontrol@tvam.org or abc@tvam.org
Bike Maintenance	Phil Ryan	bikemaintenance@tvam.org
Bike Craft	Di Woodcock	bikecraft@tvam.org
Café and Stopover Database	Chris Brownlee	café@tvam.org
Enhanced Advanced (EAR)	Mike Walden	enhancedadvanced@tvam.org
Events Diary (non-run events)	Phil Donovan	eventsdiary@tvam.org
Girl Torque	Alie Ball	girltorque@tvam.org
Groups.io Support	Andy Wedge, Chris Brownlee	groups.io@tvam.org
Incident Reporting	Training Team	incident@tvam.org
Leaflet Supply	Phil Donovan	leaflets@tvam.org
Look Lean Roll	Jackie Reeve	llr@tvam.org
Membership Development	Peter Dowlen	membershipdevelopment@tvam.org
Merchandise	(to order items away from St Crispin's)	merchandise@tvam.org
Midweek Runs	Ken Jeddere-Fisher	midweekruns@tvam.org
Offroad Riding	Clive Marsden	offroad@tvam.org
Pillion Rider Course	Alan Hudson	prc@tvam.org
Red Zone	Mel Hakhnazarian	redzone@tvam.org
RideOn	Training Team	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	Roger and Marianne Lindsay	coffeebar@tvam.org
Thruxton Skills Days	Pat Coneley	skillsdays@tvam.org
Toy Run	Steve Harris	(volunteers for Dec Toy Run)
Track Skills Days (Training)	Dave Hepworth	toyrun@tvam.org
Webmaster	Steve Dennis	circuitskills@tvam.org
		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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