

# Slipstream

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January 2020





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# FROM THE LAPTOP

in Southern California



Happy New Year! Well I hope you all had great Christmas celebrations with families and/or friends. Mine was certainly busy in California. Having arrived just before Thanksgiving it was a very wet welcome and rain persisted with a number of storms. I have been busy working with a few games of pickleball, some cycle rides and a couple of walks down at the coast thrown in when the weather permitted. We finally had a totally sunny day just after Christmas and my relatives and I went kayaking down in Newport Beach Back Bay - we even had a dolphin for company for a while!

The last week before going to press has been pretty much sun all the way with relatives popping through from one continent to another. Whilst I only have pedal power here (albeit an E-Bike) I hope you have all managed to get some riding in when the weather has been good. Mark Spittles and Barrie Smith's rides at the end of the year both had exceptional turn outs. We now need to fill the calendar with rides for the 2020 season, so if you have one to offer please send me the details - socialrides@tvam.org and if you have contributions, replies, comments for the magazine then please get writing and send them in to me - slipstream@tvam.org

Our AGM is coming up, so please support the Committee (I will be there in spirit but actually on Maui, Hawaii at the time!) and attend if you can. Don't forget there is a Motojumble preceding it during the morning (see below) - get rid of unwanted kit, and support the Air Ambulance.

Keep the rubber side down.

Slipstream Editor

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# MOTOJUMBLE

## TVAM Members' gear sale this 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**



# TVAM Roll of Honour

## New Members in November and December 2019

Jonathan Ager-Harris  
Robert Annan  
Adrian Ash  
Jack Atkinson  
Gregg Binding  
David Bunting  
Michael Clark

Trevor Cudd  
Gary Curtis  
Nick Davidson  
Stuart Foster  
David Hamilton  
Nick Harborne  
Mark McCartney

Alan Douglas McCord  
Grant Parkhouse  
Mark Pisani  
Andrew Price  
Ewelina Rekos  
Colin Ryan  
Rashpal Samra

Edwin Sutton  
Gary Thompson  
Charmaine Till  
Neil Woodcock

## Test Passes

	<b>Associate</b>	<b>Observer</b>	<b>Associate</b>	<b>Observer</b>
	Mark Allen	Peter Browne	Stephen Gray	Simon Whatley
	David Bishop	Andrew Slater	Wendy Heath	Andy Weller
<b>F1RST Pass</b>	Carl Boraman	Keith Miller	Karen Joy	Jonathan Hewitt
	Jonathan Case	James Bates	Simon Loder	James Bates
<b>F1RST Pass</b>	Elliot Clark	Graham Bugby	<b>F1RST Pass</b>	Ruth MacDowall
	Hannah Clark	Coral Lambert		John Murdoch
	Martin Collins	Nicholas Vale	<b>F1RST Pass</b>	Heidi Paisley
	Gareth Davies	Vanessa Turner		Cheryl Purser
<b>F1RST Pass</b>	Jeremy Davies	Brian Hare		Juliet Reed
	Rhona Ferry	Diane Woodcock		Joe Spilsbury
	Robert Grande	Alan Thomas		Jonathan 'Wiles
				Malcolm Smith

## National Observer Revalidations

Alie Ball

## Local Observer Validations

Nina Bosley-Gray, Jonathan Carpenter, Tony Lankenau, Sukhraj Mattoo, Ally McCulloch

## Test Passes Achieved

Congratulation to these Observers who have milestone passes not officially recognised by the IAM

Dave Parsons 20  
Charon Willis 30

## Run Leaders

Simon Forder

## Congratulations



*November St Crispin's test passes, National and Local Observer validations*



*December St Crispin's saw a large number of test passes plus Local Observer validations*

# TVAM AGM AND WHY IT'S SO IMPORTANT

In a moment the formal bit but before we get to that just a few words explaining why attending the next AGM is so important. Not only will we do the usual business of presenting the Annual Report and Accounts and electing Officers and members of the Committee, but it is also your chance to have a say in the running of your Club. And if that wasn't enough, we're running another of our popular MotoJumble events – where else can you pick up a bargain and vote on the same day?

Previously announced in the November Slipstream:

**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.

**Adrian Ellison**

Secretary

secretary@tvam.org

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# FROM THE CHAIR



Happy New Year everyone

As I sit here writing this just before Christmas it's tempting to look forward to the New Year and riding season with some excitement. The short, grey, wet days will be banished along with the Winter gloves and thermals. Already I'm hearing of trips being planned for the summer, some to favourite haunts on the continent, usually involving mountain passes, others to those wonderful roads in countries within the UK (which still includes Scotland!). Some brave souls are even considering much more adventurous journeys to Asia riding hired Royal Enfields. Sounds more like Top Gear or The Grand Tour than TVAM but I look forward to seeing all the photos.

For many though the challenge of passing the Advanced Test will be focusing the mind for 2020. Getting those Observed rides in with good marks on the run report form. The Cross Check then the Test itself. On the way the popular Look, Lean and Roll and Advanced Bike Control courses will build skills and confidence, as will an occasional Track Skills Day. As always our Observers are here to help, as will many other members willing to share their expertise. The Club remains a centre of excellence in the training we offer and it's the many volunteers who make all this possible.

Whatever your personal riding goals are for the coming year I hope you're successful in achieving them and most importantly have loads of fun in getting there. Along the way you're sure to meet new people and make lots of new friends.

New Year is also a time to reflect on the past year. The Club's annual report is now available from the [groups.io/allmembers](https://groups.io/allmembers) files. There are many highlights covered in the various reports and I would encourage you to take a dip into the file to read about what's going on in your Local Team and the Club in general. I can't encourage you enough to get involved with your Local Team to get the most out of your membership.

2019 was the seventh successive year of membership growth with 1,063 members registered at the year-end and we also recorded the Club's 2,600th Test pass in October. We remain by far the largest IAM RoadSmart Group which enables us to run courses and events other Groups are unable to resource. We also ran the RideUP Scheme for young riders where we sponsor possibly the most vulnerable group of riders through to their Test and on to a Track Skills Day. We've now had 31 Associates on the scheme meaning that as a road safety charity TVAM is demonstrating we are delivering on our aims, and hopefully making it fun at the same time.

Finally, it's unusual for the Chairman not to attend an AGM but unfortunately the NHS has decided that it wants to perform open heart surgery on me three days before our meeting this month. I know it's a poor excuse, but assuming it's not cancelled in the meantime, I've offered my apologies for not attending to the Secretary and he and Chris will I'm sure run the meeting perfectly. I hope to be back at St Crispin's in February, though probably not on the bike!

See you in 2020

**Andy Slater**  
Chairman



# End of an Era

*Chances are higher than ever that you will never ride this motorcycle.*

As we reach the end of the decade and another season packed with motorcycle shows has wrapped up it's worth reflecting once more on where the last ten years have brought us, and where we might be going. The age of the superbike is over, and the age of the hyperbike has begun. But so, I would argue, has the age of reason.

With the launch of the new Honda CBR-1000RR-R Fireblade, the last of the sensible road-biased 1000cc sportsbikes is dead, and a new era of £20,000+ exotica is upon us. At a time when fewer and fewer new riders are choosing to embark upon their motorcycle journey, the crossing of this psychologically important barrier is triggering a wave of introspection across huge swathes of the biking community.

Such flagship models are now well and truly out of reach for the vast majority of riders. And even if you are personally financially capable of placing such a vehicle in your garage for the length of a PCP contract, the value proposition becomes ever-harder to justify when the real-world application of these bikes has shrunk at a rate inversely proportional to their rapidly rising cost.

A laser-focus on on-track performance has destroyed any real-world usability litre-class sportsbikes once possessed. Big adventure tourers like BMW's R1250GS, KTM's 1290 Super Adventure and Ducati's Multistrada 1260 Enduro have gotten bigger and heavier to the point that they're now no longer effective as all-road devices, more akin to two-wheeled Porsche Cayennes than Land Rover Defenders. The sports-tourer genre used to be where softer, slower sportsbikes lurked in order to avoid unflattering comparisons with razor's edge performance machinery of the day. Yet Kawasaki's H2 SX uses a supercharged 1000cc engine to warp space and time in a way that speed freaks from the golden age of sportsbikes could only dream of.

Don't get me wrong - I love that these machines exist. But they exist now purely as statements, both of the technical capabilities of their manufacturers and the girth of their owner's wallets. They have fully embraced their role as the Lamborghinis and Ferraris of the motorcycle world: expensive toys designed to mollify the wealthy rider's ego with the knowledge that, if called upon, they could comfortably outrun a category five tropical storm.

## Small Ones are Juicier

Not too long ago, mid-capacity motorcycles were considered to be temporary stepping-stones with zero street cred and significantly reduced build quality and specification. To roll up at a bike meet with “only a 600” was to invite ridicule and mockery. This attitude persisted for decades, with PCP providing a way for the illusion of affordability to persist in the face of soaring price tags. But now that thread has finally snapped, and there’s a kind of freedom in finally accepting that the vast majority of us can safely ignore the top-shelf selections entirely.



*One of the best adventure-tourers on the market, featuring “only” 850cc of displacement.*



*890cc only seems small because KTM has desensitised us with their 1290cc version.*

That Ducati 916 you always promised yourself one day? A new Panigale V2 will outrun it on the straights and leave it for dead in the corners, all while using less fuel and with service intervals that would’ve seemed pure fantasy just a decade ago. You really don’t need a Panigale V4, and now that you can’t afford one, you can happily forget all about it.

What’s more, today’s mid-capacity bikes are a far cry from the bargain-basement parts-bin specials we remember from twenty years ago. The variety, capability and equipment level you can now purchase for half the price of the top-range machinery is truly remarkable, often far in excess of top-flight machines from just a few years ago.



*Want to cruise in comfort? 650cc is plenty, and a £6600 price tag is welcome.*

Owners love their Yamaha FJR1300s, and in ages past the brand's Tracer 900 would've been ignored as a low-powered learner-tolerant alternative. But the FJR is heavy, thirsty, and not noticeably more powerful than it's significantly cheaper stablemate. You're not giving up build quality or electronic toys, nor are you noticeably sacrificing luggage capacity or pillion comfort. You get high-spec brakes and suspension, just like you'd expect on a flagship high-performance machine, and all for less than £10,000. The fact that Yamaha sells every one they can build supports my thesis that the era of egotism and excess is indeed over for most riders. Perhaps now we can finally agree that 115bhp is more than enough for a road bike and that choosing a "smaller" machine is no longer a sign of mental, physical, or sexual deficiency.

I've ridden and loved the Tracer 700 and the updated version looks fantastic. What's more, the Euro5 updates don't seem to have dented the power output nor added to the weight - it's fully-fueled and ready to propel you across the continent at a lithe 196kg, and all for just £7,400. But nothing better highlights the "less is more" era we currently find ourselves in than the new Yamaha Ténéré 700. Sharing the same drivetrain as the Tracer and MT07, the Ténéré asks buyers to dig a little deeper at £8,700, but in return delivers far more capable off-road performance than any of the big-capacity flagships. KTM's 790 Adventure pulls off the same trick, proving once and for all that anyone who tells you they need the bigger 1290's power output to scramble down green lanes is lying to themselves, as well as to their bank manager.



*Want something sportier?  
700cc is all you need to tour Europe.*



BMW's new F900XR makes the far-more-expensive, thirsty, and heavy S1000XR largely redundant for most riders. Anyone contemplating the purchase of a new Honda CRF1100 Africa Twin for an off-road adventure hasn't seen the price tags, nor spent much time in the dirt and mud, where the brand's own CRF250L reigns supreme. At almost £20,000, a top-spec Africa Twin will now cost you more than four CRF250Ls. You could pay for three friends to join you and still save money.

*Buy this bike on PCP, and it'll cost you almost  
£21,000. Not interested.*

Harley-Davidson's idea of downsizing is entertaining, with their physically-imposing and aesthetically-challenging Pan America displacing a claimed 1250cc, matching all but the very biggest of its European competitors' flagships in the segment. Even the 950cc Bronx is hardly a small machine, while unlikely to register as a serious alternative to Triumph's existing Speed Triple or its ilk. Price, as well as weight and power figures, will be very telling. But as the new Indian FTR1200 has lately proven, American cruiser manufacturers are facing an uphill battle to compete in these market segments.

As a rider interested in exploring some off-road adventures after even a 650cc Suzuki V-Strom proved too large and cumbersome for the Trans-European Trail, I am delighted to see Fantic making some



*How fast do you ride off-road?  
250cc versions are available too.*



*The second evolution of the motorcycle?*

serious moves in UK market. Their interesting new Caballero 500cc single-cylinder road bikes appeared in magazine reviews earlier this year, providing a cheaper (and purchasable) alternative to CCM's many hand-made Spitfire variants. What's more, they offer a selection of 50cc, 125cc and even a 250cc road-legal enduro bikes, undercutting Honda's popular CRF250L on both price and weight. Colour me interested.

Continuing the off-road theme, Husqvarna has diverged from their KTM overlord's 690 Enduro by adding a Long-Range (LR) variant to their 701 Enduro. With 25 litres of fuel, the frugal and well-equipped single-cylinder motorcycle should be good for more than 300 miles of off-road riding. Only the BMW R1250GS Adventure claims a similar tank range, yet costs almost twice as much and

would get itself wedged solid on trails a Husqvarna rider would breeze along. For those seriously planning some long-distance off-road adventures, the showroom choices have improved markedly this year.

Which brings us neatly back to the very start of this piece. For years, bikers have persuaded themselves and each other that they needed more power, more engine, more speed, and manufacturers were only too happy to oblige. We pushed them harder and harder, to the point where whole new kinds of electronic rider aids had to be developed to keep these new monsters in check, and still we demanded more. But now the bubble has burst, and we've finally realised that not only can smaller, cheaper motorcycles be just as fun and capable as their high-end cousins, in many cases they can actually be better in almost every way.

## The Cycle Begins Anew

And not a moment too soon. Because while the motorcycle industry continues to wrestle with chronic addiction to baby-boomer cash, competition is arriving from an unexpected and ironic source. Motorcycles were originally born from bicycle manufacturers bolting early petrol engines into beefed-up frames. And while our evolutionary offshoot has produced the dinosaurs of our time, the meteorite of demographic, social, and political change is poised to kill it off entirely.



*Threat or salvation?  
Motorcycle alternative  
or stepping-stone?*

In the meantime, the original strain has persisted, and in the last ten years has begun to rapidly mutate. Across Europe, more bicycles are now sold with electric motors than without. These electrically-assisted

bicycles take the bite out of hills, provide a safeguard against exhaustion, and are even providing a way for older or less fit individuals to get some much-needed

exercise. As legislation begins to choke the life from the motorcycle industry in its current form, this unlikely competitor has emerged to nibble at the edges.

Prices have plummeted, and a high-quality multi-purpose e-bike with luggage rack, lights and mudguards can now be had for under £3,000. In increasingly-densely-populated urban centres, even a motorcycle no longer makes sense. And while a traditional bicycle might leave you arriving at work hot and sweaty, an e-bike does not. All these factors combined mean that motorcycling is fighting for relevance in a



*Boutique builders may one day be all that  
remains of mainstream motorcycling...*



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world increasingly hostile to its very existence.

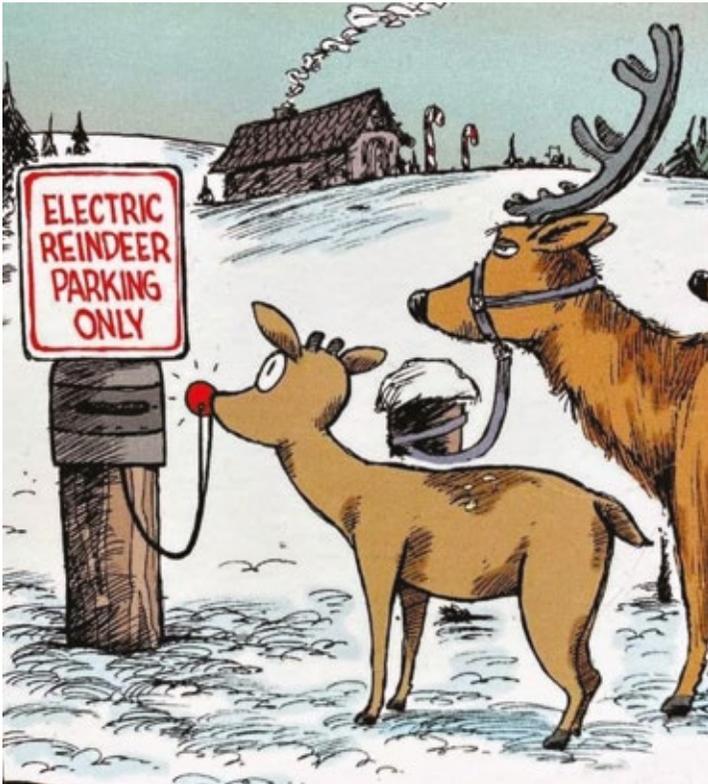
It's entirely possible that motorcycling can co-exist with autonomous cars and swarms of cyclists, both in terms of space on our roads and room in our budgets. But if it does, it will be as a much smaller version of itself, and with much smaller, more affordable motorcycles. There will always be room for high-priced exotica, and people willing and able to purchase and perhaps even ride them. But those few riders alone won't keep the bike cafés open, the leather and textile makers in business, nor provide enough of a voting population to keep the encroaching safety legislators at bay.

Manufacturers follow the money, and if we show them that mid-capacity motorcycles can sell, then more will come. This will make the sport more affordable, and if we desist in our hostility towards small-capacity motorcycles and their riders, then perhaps some of those e-cyclists will be tempted to try something faster, without pedals. The next ten years will make or break motorcycling in the UK, and perhaps the whole of the developed world. E-Bikes could save us or destroy us, and the outcome is entirely up to whether we can embrace a small-capacity future or choose to hide in the past.

### **Nick Tasker**

Agree or disagree, we'd love to hear what you think! In the US my E-Bike is a single speed pedal assist that charges fully in 90 minutes and cost me about \$1,000! Have an opinion on this topic or others? Email us at [slipstream@tvam.org](mailto:slipstream@tvam.org) and we can continue the discussion in next month's Slipstream!

### **Editor**



*Christmas 2030?*

# IN 2020, I WILL

New Year Resolutions  
Forget all the others - start here!

- |  |   |
|--|---|
| <input type="checkbox"/> Improve my riding         | <input type="checkbox"/> Get more involved      |
| <input type="checkbox"/> Find my local team (32)   | <input type="checkbox"/> Go to a club seminar   |
| <input type="checkbox"/> and go to my local meet   | <input type="checkbox"/> Volunteer to help      |
| <input type="checkbox"/> Get involved with my team | <input type="checkbox"/> Do more training (27)  |
| <input type="checkbox"/> Do local team stuff       | <input type="checkbox"/> Book Look Lean & Roll  |
| <input type="checkbox"/> Go on a club social ride  | <input type="checkbox"/> Do Slow Riding         |
| <input type="checkbox"/> Plan a route              | <input type="checkbox"/> Book ABC               |
| <input type="checkbox"/> Lead a local social ride  | <input type="checkbox"/> Go to BikeCraft        |
| <input type="checkbox"/> Lead a club social ride   | <input type="checkbox"/> Invite a biking friend |



# SHOWS... WHAT'S ON...



## MCN LONDON MOTORCYCLE SHOW 2020

Friday 14 February – Sunday 16 February 2020

ExCel, London

If you missed the Birmingham show then get into London for this one or have a second chance to view all those new models. Look out for Nick Houlton and the Helite airvests on his Love Life and Ride stand.



For the cyclists amongst you...

## THE LONDON BIKE SHOW 2020

Friday 27 March – Sunday 29 March 2020

ExCel, London

a platform to explore the latest bikes and special offers from the biggest and best cycling brands across all disciplines and budgets

## INCIDENT REPORTS

As will be discussed at the AGM, we are reporting on incidents for the first time this year. There were only 15 incidents officially reported over the last TVAM year (ending on 31 October), although we are aware of others that were not reported. Feedback from those involved was received on 14 occasions.

Several reports have similar factors:

- 5 drops whilst stationary
- 1 report of riding too close
- 2 reports of riding off the road
- 1 incident involving wildlife
- 2 incidents whilst performing slow riding
- 1 reported pedestrian collision
- 1 hit by following vehicle
- 1 collision on overtake



We have carried out some analysis of the incidents:

- Attending the Manoeuvring & Slow Riding and/or Machine Handling courses should be considered. A contributory factor to low speed and stationary 'drops' may be that riders are not aware of the correct techniques or are choosing motorcycles that are too high and / or too heavy.
- The one reported collision was as a result of not following IAM RoadSmart advice regarding junctions and, given the low reported speeds, may have involved a degree of frustration on the part of the rider.
- Fatigue could also be a factor in some incidents as several were reported towards the end of runs, and all riders should be aware of their own capabilities with regards to distance, time in the saddle and levels of concentration.

Although we would prefer fewer incidents, we hope that members will report incidents as they occur, however minor and whenever they occur, so that we can continue to develop appropriate analysis and reporting, and evaluate any training implications.

**Chris Brownlee**  
Chief Observer

# Nick Robinson

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## Five Go Mad in Spain Aragon MotoGP 2019 tour

About a year ago a few biker friends and I were kicking around ideas for a European tour for 2019. My mates had done a few before, such as the MotoGPs at Assen, Catalunya and Misano. I started riding again in 2015 after a long break and had never done a 'proper' continental tour. We had toured the Lake District, Wales, the 2018 Isle of Man TT, the 2019 NW200 as a group, but I'd not tried riding on the 'wrong' side of the road yet, or on proper mountain roads (no offence to Wales!) For the 2019 tour, 5 of us settled on the Aragon MotoGP (myself, Rod, Stephen, Leigh and Paul). I had passed my advance test with TVAM in June 2019 but my friends are not advanced riders.

The first major ride on 17th September was getting to the ferry bound for Santander. We are all local to Portsmouth (1 hour away) but the ferry company made a late change to depart from Plymouth instead. Undeterred, I planned a reasonably scenic route, away from most motorways, for 3 of us riding down together which also gave me the chance to programme my new Garmin SatNav with waypoints. This all worked well until we couldn't find somewhere to park and eat lunch in Dorchester. We eventually found a Morrison's a few miles further on.

The tricky part came when we returned to the bikes and realised we were tight for time in catching the ferry, with nearly 100 miles to go and less than two hours 'til last check-in. I pushed the pace on my ZZR1400 to make sure we didn't suffer that embarrassment.

We met companion number 4 on the ferry. He had picked up a hired Africa Twin for the trip, after we persuaded him that taking his recently-restored 40-year-old Laverda might give rise to breakdowns and small amounts of mechanical chaos/oily puddles each morning.

I had placed a sticker on my right-hand mirror to remind me which lane to be in when I got to Spain. I

emerged from Plymouth Sainsbury's petrol station towards oncoming traffic. Not my finest hour.

After a merry evening over a few drinks on the ferry plus a bit of Croque Monsieur and Paella action, we had two cabins to try and get a good night's sleep before the first full day's riding in Spain.

Paul, the 5th and final member of the team, was waiting for us at Santander Port, having ridden 200+ miles from his UK home to Paris for a meeting, then a further 650 miles from Paris to Santander. Paul could have bailed out when work got in the way, but he was crazy enough to stick with the tour. What a lad! (And serves you right for retiring and then going back to work.)

I led the group to the first hotel about 90 miles from the Santander ferry port. About 3 miles from the hotel, SatNav directed me off the motorway onto a much smaller road and about a mile later, diverted me back onto the motorway. WTF? Rod (who doesn't have a SatNav) said "What was the point of coming off the motorway? It was a waste of time!" I was tired and stressed and replied, "I was following the SatNav, and I don't f\*\*\*ing live around here!"

The following few days involved a pattern of breakfast; checkout; load up the bikes and ride for a few hours; stop somewhere for lunch; then ride again until getting to the next hotel. Parking was often a challenge but once found we decanted the bikes; checked-in, showed (bliss); changed and headed out to dinner.

What wasn't a blur of routine was just how fantastic the roads were. The tarmac surfaces felt like riding on a racetrack; there were very few cars; and the scenery was exquisite. Some of the rides were so good that we would stop for photos and rabbit on about certain bends or stretches of road. One mountain section was so damn good that when we got to the top we agreed to ride back down so we could do it all again.

Riding that big ZZR was quite a challenge for me on mountain descents where the mass and momentum was very different to riding my Aprilia Tuono Factory. Fully laden with a big chuffer like me on it, the ZZR weighed in at close to 900lb (or nearly 400 kilos). I had a purple patch where I followed the 2 BMWs in our group up a mountain pass and stayed with them for 15 minutes or so. It was exhilarating, but then it hit me when we found a short straight that I was exhausted from the concentration, the speedy smoothness over what might have been 100's corners and the physical effort of leaning the bike left and right, over and over. But what an unforgettable 15 minutes that was!

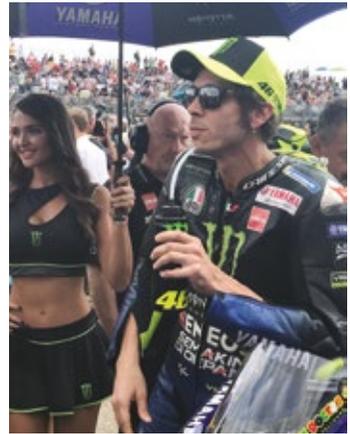


For race day, we rode for 2 hours in pitch black and rainy conditions, arriving at the Motorland Aragon circuit at 8:00am. We met with our host, Rubén Xaus (a retired racer nicknamed 'Spider-Man'). He took us into the Avintia garage to meet the riders, Tito Rabat and Karel Abraham, take a look at the bikes and see what happens in the garage with bike set-ups, tyres, brakes etc. The personal highlight was two of us were given MotoGP Grid Walk passes. Being five grown-ups, we decided on who got the passes by playing, 'Rock, paper, scissors'

I'm not easily starstruck but standing next to my hero Valentino Rossi as he got ready to race was just the best thing. Seeing all those familiar riders such as Marquez, Dovizioso, Crutchlow, Rins, Vinales etc. was just brilliant. The brolly girls were beautiful but I did ask a couple to move a bit so I could get the entire bike and rider in shot (what a geek!). I walked so far down the grid I even spotted Jorge Lorenzo. Sorry, that was cruel!



*Itto Rabat meets his heroes!*



*The Doctor looking cool*

At this point I want to say a massive thank you to my mate Paul who organised the race day VIP experience. I won't forget it and neither will my mates. He also planned all the routes and booked the hotels. He and Stephen were the day-to-day route gurus when the SatNavs wouldn't play ball all the time.

The ride back to Bilbao for the ferry home to Portsmouth was the only part where we missed a great set of roads. From Pamplona to Bilbao, the guys knew a lovely mountain road, only we never found it and ended up on some big A roads instead. After a cracking dinner in Bilbao, we knew that the tour was effectively over.

The next 24 hours was spent on the ferry to Portsmouth and a parting of ways, where we were already preoccupied with leaving in 5 directions. It was raining for the whole hour home, and the roads were clogged with cars and lorries, the road surfaces were poor, and I realised how spoiled we had been with our week on peerless Spanish roads. Hasta luego España!

What did I learn from my first continental tour?

1. I had packed well and took as little as I could get away with. I only needed my clear visor though as I never used the tinted one.
2. I hate my Garmin SatNav. Even with pre-loaded waypoints set up a week beforehand and the routing style programmed to avoid motorways it drags me onto less good roads. It seems that a MyRouteApp SatNav course is needed to better understand the kit. Switching to Google Maps on our phones was better when looking for a hotel in a town or city.



*So close*

It seems that a MyRouteApp SatNav course is needed to better understand the kit. Switching to Google Maps on our phones was better when looking for a hotel in a town or city.

3. My Bluetooth earpiece was erratic. It spoke beautifully until we stopped for petrol or a pee, then it wouldn't reconnect, even if I rebooted both bits of kit. It was like an unruly kid that defied reason.
4. My ZZR can ride like a dream in corners, but it takes a lot of effort at speed, and I enjoyed the



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scenery more at lower speeds. But crushing continents in a straight line is a breeze on it; what a smooth, powerful and comfortable bike it is. I covered 1,444 miles on the trip and could have ridden many more.

5. The roads in Spain are fabulous. I cannot believe how good they were in terms of surface quality, lack of holes, beautiful bends. Leigh humorously speculated that the roads had been designed by bikers.
6. Putting a sticker on my right-hand mirror was a great reminder of which side to be on. Apart from one incident by a Spanish gorge when I rode into the left lane, scaring three cars and myself to death.
7. I'm a stickler for 'all the gear, all the time', which for me included an air bag vest. But it did get damned hot if we dropped below 50kph. Waiting in a hot lobby area to check-in after a day's ride meant turning into a red-faced sweaty mess.
8. I can see why so many bikers take on a European or Worldwide tour. It was addictive and fantastic. Intense, but relaxing...nothing gets on your mind apart from enjoyment when you are riding.
9. When I get tired towards the end of the tour, I'm liable to snap at one or two of my friends over tipping conventions. You know who you are.



*The four bikers of the Apocalypse*

### **What were we riding?**

- I (Brian) was on a Kawasaki ZZR1400 Performance Sport
- Paul and Stephen on BMX S1000XR Adventure bikes
- Rod on a Ducati Diavel
- Leigh on a hired Honda Africa Twin

The routes we covered included:

### **Day 1 & 2 in the UK:**

- A ride to Plymouth from Hampshire
- 200 miles and 4 hours riding
- 24-hour ferry crossing from Plymouth to Santander

### **Day 2 in Spain:**

- Santander ferry to our first hotel in Cangas de Onís, Asturias (all motorway - dreary but necessary) plus 20 minutes to find the hotel even though SatNav said we had arrived.

- 90 miles and 120 minutes riding.

#### **Day 3 in Spain. Cangas de Onis to Riano:**

- Riding through the Picos Mountains and National Park. An epic day following a rambling route from Cangas de Onis to Riano, via Santa Maria de Valdeon, Puentenansa, Cervera de Pisuegra and Triollo.
- 201 miles and 7 hours of riding

#### **Day 4 in Spain:**

- Riano to Vitorio Gasteiz, via Cervera de Pisuegra, Reinosa, Huespeda and Quintana Martin Galindez
- 198 miles and 5 hours of riding

#### **Day 5 in Spain:**

- Vitoria Gasteiz to Zaragoza, via Corres, El Rasillo de Cameros and Agreda
- 224 miles and 6 hours of riding

#### **Day 6 in Spain:**

- Zaragoza to Motorland Aragon MotoGP circuit. And after the race, Aragon circuit to Graus
- 172 miles and 4 hours of riding

#### **Day 7 in Spain:**

- Graus to Bilbao, via El Pont du Suert, Jaca, Pamplona and San Sebastian
- 315 miles and 8 hours of riding

#### **Day 8:**

- Bilbao Ferry to Portsmouth
- 24-hour ferry and a 1-hour ride home (50 miles) in pouring rain.

#### **Brian Benson**

81 Russell Street, Reading, RG1 7XG  
**0118 950 0300**

Mark Wilson  
m.wilson1@btconnect.com

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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](mailto:greenteam@tvam.org) or contact Alan Hudson at [alantvam@yahoo.co.uk](mailto:alantvam@yahoo.co.uk)

## 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.

SATURDAY  
25

### BREAKFAST RIDE 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.**

## FEBRUARY 2020

SATURDAY  
1

### SAMS FIRST SATURDAY RUN (B)

Social ride for the first Saturday of each month. **Details will be published via groups.io. and TVAM facebook page.**

SUNDAY  
2

### GNATS FIRST SUNDAY RUN (B)

Social ride for the first Sunday of each month. Details will be published via groups.io.

SUNDAY  
2

### WAGS MONTHLY SOCIAL RUN (B)

Social ride for the first Sunday of each month. Details will be published via groups.io.

SUNDAY  
9

### WAGS GREEN BADGE RUN (B)

Social ride for the second Sunday of each month for Full Members. **Details will be published via groups.io**

SUNDAY  
9

### WOBMOB SECOND SUNDAY RUN (B)

Social ride for the second Sunday of each month. **Details will be published via groups.io**

SUNDAY  
16

### ST CRISPIN'S SUNDAY - OBSERVED RIDE

See top of page 24 for meeting details.

SATURDAY  
29

### BREAKFAST IN WILTSHIRE (B)

Morning Ride across Hampshire and Wiltshire. 75 mile round trip with breakfast stop at Choppers, return to Basingstoke for midday. Meet at the former Little Nellie's Diner, Newbury Rd, Kingsclere, RG20 4TA at 8.30am for an 9am departure. **Run Leader Mark Spittles 07753 931570.**

## MARCH 2020

SUNDAY  
1

### GNATS FIRST SUNDAY RUN (B)

Social ride for the first Sunday of each month. **Details will be published via groups.io**

SUNDAY  
1

### WAGS MONTHLY SOCIAL RUN (B)

Social ride for the first Sunday of each month. **Details will be published via groups.io**

SATURDAY  
7

### SAMS FIRST SATURDAY RUN (B)

Social ride for the first Saturday of each month. **Details will be published via groups.io. and TVAM facebook page.**

SUNDAY  
8

### WAGS GREEN BADGE RUN (B)

Social ride for the second Sunday of each month for Full Members. **Details will be published via groups.io**

SUNDAY  
8

### WOBBMOB SECOND SUNDAY RUN (B)

Social ride for the second Sunday of each month. **Details will be published via groups.io**

SUNDAY  
15

### ST CRISPIN'S SUNDAY - OBSERVED RIDE

See top of page for meeting details.

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. **Registration is open in the TVAM webshop - [www.tvam.org/shop](http://www.tvam.org/shop) from 10am on Saturday 16th November and has closed as we are now fully booked.** Any questions please contact [7ws@tvam.org](mailto:7ws@tvam.org).

SATURDAY  
28

### STOKES BAY BREAKFAST RUN (B)

130 mile round trip with breakfast stop at Stokes Bay. A brisk livener to welcome spring. Meet at Basingstoke Leisure Park McDonald's, Worting Rd, Basingstoke RG22 6PG at 8.30am for an 9am departure. **Run Leader Mark Spittles 07753 931570.**

## APRIL 2020

SUNDAY  
5

### GNATS FIRST SUNDAY RUN (B)

Social ride for the first Sunday of each month. **Details will be published via groups.io**

SUNDAY  
5

### WAGS MONTHLY SOCIAL RUN (B)

Social ride for the first Sunday of each month. **Details will be published via groups.io**

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

SUNDAY 12	<b>WAGS GREEN BADGE RUN (B)</b> Social ride for the second Sunday of each month for Full Members. <b>Details will be published via groups.io</b>
SUNDAY 12	<b>WOBMOB SECOND SUNDAY RUN (B)</b> Social ride for the second Sunday of each month. <b>Details will be published via groups.io</b>
SUNDAY 19	<b>ST CRISPIN'S SUNDAY - OBSERVED RIDE</b> See top of page 24 for meeting details.

## MAY 2020

SUNDAY 3	<b>GNATS FIRST SUNDAY RUN (B)</b> Social ride for the first Sunday of each month. <b>Details will be published via groups.io</b>
SUNDAY 3	<b>WAGS MONTHLY SOCIAL RUN (B)</b> Social ride for the first Sunday of each month. <b>Details will be published via groups.io</b>
SUNDAY 10	<b>WAGS GREEN BADGE RUN (B)</b> Social ride for the second Sunday of each month for Full Members. <b>Details will be published via groups.io</b>
SUNDAY 10	<b>WOBMOB SECOND SUNDAY RUN (B)</b> Social ride for the second Sunday of each month. <b>Details will be published via groups.io</b>
SUNDAY 17	<b>ST CRISPIN'S SUNDAY - OBSERVED RIDE</b> See top of page 24 for meeting details.
	<b>BREAKFAST AT THE SEASIDE (B)</b> 120 mile round trip with 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. <b>Run Leader Mark Spittles 07753 931570.</b>
SUNDAY 31	<b>COTSWOLD AIRPORT RUN (A)</b> A skilled and progressive 'A' run from Reading to the AV8 Café at Cotswold Airport, returning back to Calcot. Enjoy a great lunch on the terrace whilst watching all manner of aircraft take off and land. The return leg just gets better with lots of flowing open roads and spectacular views through the North Wessex Downs AONB. Meet at McDonald's car park in the Forbury Retail Park, Reading RG1 3DH at 9am for 9.30am departure. <b>Run Leader Matt Goren 07712 268326.</b>

**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](mailto:socialruns@tvam.org)**

FRI - TUE  
7-11



## DAVID JACOBI MÜLLENBORN TRIP (B)

The 2020 trip to Germany is open in the web shop ([tvam.org/webshop](http://tvam.org/webshop)) for members to express interest. The trip is designed to give novice travellers to Europe an opportunity to experience riding on the continent in the company of more experienced riders who can help guide you. We also need experienced Run Leaders and Back Markers with TVAM Run Leader Course qualification to help with the 4-5 rides a day over the 3 days and the 3 groups on the outward and return rides. Space for a maximum of 40 motorcycles but we can accommodate some pillioners. Chunnel + 4 nights half board sharing £340 based on sharing. Petrol, breakdown cover, food on the road and laps of the Nürburgring will be extra. Staying at Landhaus Müllenborn, Eiffel Forest, Nürburgring. Deposit £70 per motorbike payable if selected. Registration of interest close date 31st January 2020. **If you have any questions about the trip please email Guy Lipscomb at [djgermanytrip@tvam.org](mailto:djgermanytrip@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

**LOOK OUT FOR INFORMATION ON 2020 COURSES FOR ABC - Advanced Bie Control, BMC - Bike Maintenance, LLR - Look, Lean, Roll, PRC - Pillion Ride Course as dates are confirmed.**

### 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. Have you ever wondered: 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 CD and workbook. For course details and questions email Di Woodcock at [bikecraft@tvam.org](mailto:bikecraft@tvam.org)

### RLBM - Run Leader and Back Marker Course - Saturday 7th March, 2020

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. Book via the web shop. For further information please email [runleaderbackmarker@tvam.org](mailto:runleaderbackmarker@tvam.org)

### BIKER DOWN - View [www.facebook.com/BikerDownBucksMiltonKeynes](http://www.facebook.com/BikerDownBucksMiltonKeynes) for latest courses

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

ABC, BC, BMC, LLR, PRC & RLBM CAN BE BOOKED THROUGH THE WEB SHOP  
[www.tvam.org](http://www.tvam.org)



## FACTORY VISITOR EXPERIENCE



Triumph has been around since 1902. In its heyday the company was one of the world's most successful motorcycle brands, but following sustained periods of low investment and the arrival of Japanese competition in the 70s, the business collapsed in 1983. John Bloor, a property developer who had attended the auction to buy the land on which the old factory sat, decided instead to buy the name and rebuild the company. The new Triumph 'Hinckley' range was launched in 1992 and the Phoenix was reborn. They now make around 65,000 machines a year, and expect to produce their millionth motorcycle this year.

My visit started early with full wet-weather gear to get to Beaconsfield services in the pouring rain for an 8:30 briefing by Nigel Winstanley, who had organised the visit and was also trying his hand at being a run leader for the first time. His own KTM was off the road, so he had borrowed a replacement bike. With torrential rain forecast, a last-minute change of route was also in order. Given all these challenges it was perhaps surprising that the only thing to go wrong on the day was that Nigel couldn't figure out how to get the tank bag off his loan bike to fill it up. Fortunately one of our group suggested he look for the key inside the tank bag.

The weather gods were looking down on us as the rest of the journey stayed dry. We had a very pleasant stop for breakfast at Reg's Café in Banbury, a nice biker-friendly place with good food. We all arrived at Hinckley by 1pm in good time for our factory tour. The visitor centre is an impressive new facility, opened in 2017. Next to the café is a well-presented exhibition on two levels illustrating the history and technology of Triumph Motorcycles up to the present day.

Our guide Robert gave us the full 2 hour tour. It can be done in 90 minutes, but we asked far too many questions. The factory was not operating at the time, but it was obvious that they had set up with visitors in mind. There were video presentations in all the key areas, and other static displays, typically showing examples of the manufacturing process that key components go through.

Triumph is now a global business with factories in Thailand and final assembly plants in India and Brazil.





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*New Rocket 3*

Thailand is where they have their diecasting plant and injection moulding factory, as well as final assembly of selected models such as the new Rocket 3 and the Bonneville range. The Hinckley plant produces around 15,000 machines annually, mainly Tiger 1200s, Tiger Sports and Speed Triples. In order to avoid high local import tariffs, the factories in Brazil and India assemble finished bikes from kits of parts shipped from the UK.

Robert explained that they build most bikes to order, with a mixed model line depending on demand. The only time they make a large batch of the same bike is when they build launch stock to introduce a new model.

Much of the Hinckley factory is dedicated to machining engine casings and crankshafts, plus the finish grinding of camshafts and cranks. We got a strong impression of how important consistent quality is in the manufacturing process. They take samples of crankshafts after they have been cleaned and washed. They pass the cleaning fluids through a fine filter and measure the amount of dirt particles trapped. Robert reckoned that a well-maintained Triumph engine is good for 250,000 miles, with many customers who have achieved this.

There was a large screened-off research and development section where they develop new machines, with around 400 people employed in R&D. Regular employees are not normally allowed inside, and they only get glimpses of new machines as they are taken out on test rides. The dedicated road-testing team may look to have the dream job, but they ride out in all weathers, doing several hundred miles a day. It would soon lose its attraction to all but the most ardent rider. It typically takes Triumph three years to develop a new model from scratch.

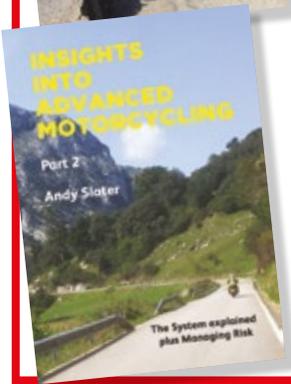
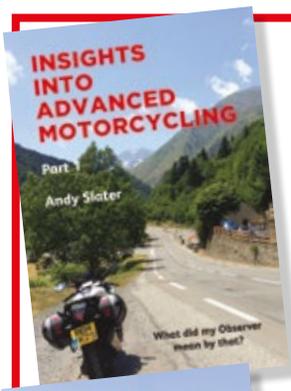
At the end of the tour we were shown an area where bikes were prepared for journalists to test. There were around 20 new Rocket 3s ready for the world's press to try in November. Although supplied with tyres pre-scrubbed in by Mira, the journalists clearly take every chance to explore their limits, and one pre-production bike had already been back in the workshop for repair after one tester slid it down the road.

If you're interested in modern production methods, or are just into Triumph motorcycles, you'll find the factory tour a fascinating experience, a real study of precision manufacturing and global logistics.

My thanks to Andrew Whiteman for his help with the article.

## **Nigel Winstanley**





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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](mailto: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](mailto: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](mailto:greenteam@tvam.org)

## OBSERVER RELATED CONTACTS

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

### Observer Forum (mailing list):

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

## LOCAL TEAM CONTACTS

**TEAM LEADERS (teamleaders@tvam.org):** Quarterly meetings - Tuesdays 24th March, 28th July, 24th November. held 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 (WOBMOB)	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 (WOBMOB)	Andy MacWalter and Ian Gaitley	wokingham.social@tvam.org



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*Slipstream* editor: Salli G - [slipstream@tvam.org](mailto:slipstream@tvam.org)

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**Copy deadline: 3rd week of the month. To ensure your article or information is included please inform the Editor - [slipstream@tvam.org](mailto: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](mailto:advertising@tvam.org)

TVAM enquiries: 0118 402 4800 TVAM Website: [www.tvam.org](http://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), 11th February 2020 (S), 10th March 2020 (M) - 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	eventsdirectory@tvam.org
Girl Torque	Alie Ball	girltorque@tvam.org
Groups.io Support	Andy Wedge, Chris Brownlee	groups.io@tvam.org
Incident Reporting	Training Team	incident@tvam.org
Leaflet Supply	Phil Donovan	leaflets@tvam.org
Look Lean Roll	tb	llr@tvam.org
Membership Development	Peter Dowlen	membershipdevelopment@tvam.org
Merchandise	(to order items away from St Crispin's)	merchandise@tvam.org
Midweek Runs	Ken Jeddere-Fisher	midweekruns@tvam.org
Offroad Riding	Clive Marsden	offroad@tvam.org
Pillion Rider Course	Alan Hudson	prc@tvam.org
Red Zone	Mel Hakhnazarian	redzone@tvam.org
RideOn	Training Team	trainingteam@tvam.org
Run Leader & Back Marker Course	Issy Griffiths	runleaderbackmarker@tvam.org
Social Run Co-ordinators	Salli Griffith /Phil Donovan	socialruns@tvam.org
St Crispin's Sunday Runs	Alan Mossman	sundaysocialruns@tvam.org
Tea & Coffee Bar at St Crispin's	Roger and Marianne Lindsay	coffeebar@tvam.org
Thruxton 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](http://www.tvam.org)

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

## TVAM Groups.io

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

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

0118 402 4800

## Registered Office:

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