

Slipstream

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February 2020





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FROM THE LAPTOP

on the island of Maui



The AGM is over for another year, no-one has informed me that I'm not still the Editor, so here we are with the February issue. I gather it's been a bit chilly over there! Apologies, I'm just back from Maui, one of the Hawaiian islands with a pretty constant 25C, so even California seems cool on my return!

It seems many of you have braved the weather on better days in the UK and have been out for a ride judging by some of the social run reports I have seen. Can I remind ALL Run Leaders to fill in the form which they will find on the TVAM website in the top menu. The feedback helps us gauge the numbers on runs, the numbers of runs undertaken by Run Leaders and Back Markers and any problems, incidents or accidents that occur. Your cooperation is greatly appreciated in completing these which only take a couple of minutes at most and are needed for any day run, weekend trip or time away on the bikes by local teams, Slipstream or groups.io calendar runs. With the mention of incidents, small or large please can you report them with as much information as possible to the Training Team. We learn though our own and other's mistakes, so any information we can glean from these and pass on is very valuable.

The calendar is filling up and besides regular local team runs that are open to all and advertised in the calendar, plenty of trips home and abroad plus other day runs are finding their way into the months ahead. Have a good look through as some ask you to get a move on with booking or at least making your interest known as places fill up fast. So whether it's Wales, Germany, Scotland, Normandy or a trip to Spain you need to look ahead a little and plan some holiday time on your bike with fellow members.

For any of you planning to lead a ride or trip that needs advertising in the calendar, please make sure you do it in good time and advise me of the entry as soon as you can, preferably before the copy deadline towards the end of each month! socialruns@tvam.org

Wishing you all a great month and keep the rubber side down.

Slipstream Editor

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TVAM Roll of Honour

New Members in January 2020

Sarad Acharya
Nicholas Alcock
Christopher Hall
Michael Morrison
Mark Parkinson
Alexander Urazov

Test Passes

	Associate	Observer
	Adrian Cobb	Clive Marsden
	Gerald Fredericks	Steve Selby
F1RST Pass	Robert Jump	Graham Dunbar
	Xanthe Scott	Graham Knight
	James Timmons	David Mack
F1RST Pass	Rob Whittaker	Michael Goodall
	Dan Williams	Robert Harrison

Local Observer Validations

Will Brooks

Run Leaders

Ian Gaitley



Test passes and new Run Leader awarded at the January St Crispin's meet

FROM THE SADDLE



Hi

It's only been a month since the Annual General Meeting in January. It was great to see so many of you there to support this and, for the first time, there was food left over!

Although most of the time at the AGM was spent reviewing the last TVAM year, we also spent some time looking at the objectives for the current year. We will be spending time as a committee to develop the activities to deliver these objectives and we will, of course, keep you informed as to progress.

A couple of the training-related activities that have already started are some further intensive Associate Training Weekends and a trial of Membership by Portfolio. Following the success of last year's pilot Associate Training Weekend, the first of these weekends for 2020 will be held on the 4th and 5th April. There's more information on this in a short article from Barrie Smith of the Training Team on page 16. If you're an Associate and you think this approach might help then please contact the Training Team.

We are also running a trial of Membership by Portfolio. This will allow Associates to gain Full Membership of IAM RoadSmart without taking the formal, external riding assessment. We hope that this approach will enable us to attract more members that are put off by the prospect of a test, and also retain those Associates that feel they're not able to successfully attempt the test. If you're such an Associate, or if you know someone that might be more likely to join TVAM if there's no test, then please let the Training Team know (trainingteam@tvam.org)

The very popular Biker Down course has been revised to bring the first-aid element of the course up to date and in line with current practice. This course, which is free, is a potential life-saver and will be of use to anyone that is first on the scene of an incident. The dates for courses in Thames Valley will be published (if they haven't already) on the Biker Down Facebook page <https://www.facebook.com/bikerdownthamesvalley/>. I would strongly recommend attendance at this course.

Although we're pretty much still in the depths of winter, it's great to see so many runs and meetings happening, with people taking advantage, often at short notice, of the better weather days to get out and ride bikes. The calendar is being populated with social rides, weekends away and overseas trips – and lots of them are filling up quickly. There are trips to France, Germany, Spain as well as lots of UK trips – including Wales and Scotland. There are more details of all the runs, weekends and trips in Slipstream and on the groups.io calendar - <https://tvam.groups.io/g/allmembers/calendar>. I hope to see you on a ride soon.

Best wishes

Chris Brownlee
Chief Observer

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

You'll reach us at slipstream@tvam.org

Salli G - Editor



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UPS AND DOWNS IN THE PICOS DE EUROPA



On the recommendation of Neil Kerr and others, and with some trepidation, we entered our 1934 Lion 600 outfit for this year's Colombres Rally in October. How would we manage those mountain roads in the company of much more current machinery?

Early on the Saturday morning we rode from our B&B on Hayling Island to the Portsmouth ferry. All went well until, about half way between Santander and Colombres on Sunday afternoon we unexpectedly ran out of petrol. A (fortunately downhill) freewheel to a garage we had just passed was quickly followed by the discovery that the banjo at the end of the float chamber arm was in 2 pieces. The flatbed that eventually turned up looked as if it needed as much roadside assistance as we did but it got us to our hotel where we were overwhelmed with help from the organisers and other participants. However it soon became apparent that we would have to arrange for a new float chamber to be shipped out before we could motor again. The blessing was that if this had happened 50 miles earlier we would not have got on the boat and if 50 miles later we would have been in the mountains.

Monday was spent on the phone to those nice people in Salisbury and the bowl promised by Tuesday evening. To my great surprise I was offered the loan of a 500cc four cylinder 1970s Benelli by the chairman of Moto Club Indianos for the Tuesday ride. We were staying at his hotel (also on Neil's advice) and he had already been very helpful. The bowl had arrived by the time I returned on the Tuesday but it had the wrong fuel pipe union. Once more, fellow participants, including those who had brought vans full of tools and spares, came to the rescue. It is amazing what can be achieved with Araldite and a hair dryer. The blessing in disguise was that with the new float chamber the full-throttle performance was even more reliable than before, and we were in for plenty of that.

For the rest of the week we enjoyed wonderful rides along the spectacular coast and in the even more spectacular mountains. The Sunbeam behaved perfectly, pulling well in fourth gear on all but the very steepest bits of road at speeds between 20 and 40 MPH. The only heart-in-mouth moments were on tight downhill right-hand bends, where use of the front brake required extreme caution with the sidecar.



Lunch stops were in beautiful locations where tables had been set up, grills lit, and drinks laid on. Our longest day, Thursday, was 150 miles on roads from sea level to 4,500 ft, with a giant paella feast in Colombres in the evening. We copped out of the 300 mile mountain challenge on the Friday and went sightseeing in the historic centre of Sintillana.

On the Saturday all participating machines returned from a shorter run and were parked around the main square, with food and drink stalls, and the rest of the town was solid with parked motorcycles for the sprint hillclimb event along the Bustio to Colombres road. Because of ferry problems we had to return a day early but the Sunday run was in the direction of Santander so we simply went on after the usual splendid lunch stop.

Coming off the ferry after dark on the Monday night the electrics started to play up so we abandoned the bike in a pub car park and got a taxi to our B&B. Once we had recovered from that undignified ending we concluded that the week had been a wonderful experience, with good company and wonderful scenery and roads, and that the bike had for most of the week performed above our expectations. Apart from one or two vintage bikes that showed up for the final weekend we were on the oldest machine on the rally, the only one with a hand gear-change and the only outfit. This was the 8th Colombres Rally in its present form and earlier events did, we were told, have more pre-war entries.

We are considering doing this event again some time so if you are tempted, do get in touch.

For a short film go to FaceBook and search [MC Indianos sidecar]

Ken Jeddere-Fisher

kenjedfish@gmail.com





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LETTERS TO THE EDITOR AND OUR WRITERS

Re: End of an Era

Hi Nick,

I read with great interest your piece on the “End of an Era” in *Slipstream*. I honestly didn’t think that anyone else was thinking like me!

I recently moved from a not so heavy Versys 1000 to a KTM 790 adventure. The KTM is super light and nimble and above all fun! Sure it’s not comfortable maintaining a high speed on a motorway, but it will cruise nicely at a little over the legal limit and still have the power to blip you well over when you need to get out of trouble. In town traffic it’s so thin and light that I cannot just filter but zig-zag around stationary traffic in jams. On the front drive I can actually manoeuvre the thing easily without fear of dropping or landing it on the wife’s or my car. The electronics and gadgets are just awesome for a smallish bike. I just love the quickshifter. Did I get some funny looks at St Crispin’s or the BAR meeting as if I was mad? Definitely, but I think Mark Spittles summed it up for me by saying, “*In the old days an 800 was a big machine you aspired to.*” Well maybe that is coming back. I love it and there is no way I could look to get a 1200 now. I will try the TET on it in the spring/summer, something I would never do on my Versys.

As for eBikes, I ride a light 100kg 250cc on green lanes, but the xduro eBikes are getting to be as competitive and fun, so much so that I am considering it, and what’s more on an ebike you can ride more public rights of way rather than being restricted to Byways. It opens up a massive amount of biking miles in the countryside.

One thing that still needs transforming is our biking kit. Why is it that to get decent protection it takes an age to put on and then is getting heavier than the machines we ride (or feels that way)? How can I get on an ebike with light minimal kit and nearly do the same speeds as on a moped but with poor protection? No offence but the airbag vest is great protection, but it’s soooo heavy. It’s time the industry invested and thought about transformations here too. Decent protection, but light, nimble and quick to put on, still protecting us from the elements. This would make it even more practical and fun for all to ride whatever their passion.

Looking forward to see what comes in the future and actually trying some of it out!

Mark Bullen

Hi Mark,

Thanks for your email, and I’m glad you’re enjoying your new KTM! It’s true, wind the clock back far enough and even a 500cc was a monster race bike, and a modern 790cc twin makes double the horsepower of the old Norton 850s. And you’ve hit the nail on the head with e-bikes - I’ve lost track of how often I’ve spotted an enticing little path heading off into the wilderness and been unable to legally pursue it on my motorcycle.

As for bike gear, I think part of the reason for all the extra weight is that we still haven’t finish developing the capability. Only the most expensive high-end suits are truly waterproof, and armour and air-bags are still being developed with safety as the priority, rather than comfort. As with any technology, miniaturisation and weight reduction will come once the core capabilities have been perfected, but I’m afraid we’re still not there yet!

Ride safe!

Nick



7Ws #40 - Raffle for Original Painting



The Spring 2020 7ws will soon be upon us on 27th March to 29th March 2020 and it promises to be a great trip as it is the 40th! The trip takes approximately 80 riders for the weekend which is held for all club members to hone in their riding skills on the beautiful roads of Wales.



This March we are delighted to have Sean Westlake joining us for the weekend's riding. Sean is a retired police rider, a Rapid trainer and a Welsh Guide. Sean is also an artist. His knowledge of Wales is extensive, his roadcraft is a pleasure to observe and Sean has agreed to do a short talk at the weekend – he is a very engaging speaker so this is not to be missed!

Sean has very kindly painted a representation of 7Ws in Wales for us. This is a large canvas, signed and dated by Sean and is a real show stopper! It captures the heart of riding in Wales and the essence of 7Ws itself. The raffle for the painting will be available to all members of TVAM and proceeds will go to the Air Ambulance. There will also be the opportunity to purchase digitally mastered prints in both A3 and A4 before and after the raffle. More information will be published on groups.io and next month's Slipstream as to how you can go about getting your tickets for this fabulous one-off prize! There will also be the opportunity to get a 40th Anniversary T-Shirt for the trip!

The 7Ws Team



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SCIENCE OF BEING SEEN

Unless you've been under a rock, you've probably heard of 'Biker Down'. It's an accident scene management and first aid course delivered to motorcyclists by many UK fire services. It's been adopted by the military too.

There's also a third pro-active safety module on Biker Down. Most teams run a presentation called the 'Science Of Being Seen'.

You may not know where it came from.

I'm the author, Kevin Williams of Survival Skills Rider Training. I created the Science Of Being Seen (SOBS) in early 2012 for Kent Fire and Rescue, the originators of Biker Down. Later that year, we won a Prince Michael of Kent International Road Safety Award, plus an insurance industry award in 2013. Most Biker Down teams deliver a modified version of my SOBS presentation. I deliver SOBS monthly for KFRS, as well as clubs and groups around the south of England.

How did I come to put SOBS together? I'll fill you in. Leaving London University with a science degree that wasn't finding a job, I spent sixteen years and half-a-million miles paying the bills by delivering parcels in London. The job funded me through a Masters degree but eventually I changed career (if not mode of transport) in 1995 and trained as a basic instructor.

Although I continued as a DAS instructor until 2006, I also launched my advanced training school, Survival Skills, in 1997. I subsequently added a BTEC in post-test training and an NVQ in distance learning, and I've continued in post-test instruction ever since.

I've written for MAG for almost twenty years and my work's been published in several motorcycle magazines plus the Telegraph. I've worked with a number of organisations on projects to do with rider safety, including Bucks County Council and Somerset Road Safety Partnership, and last year I acted as consultant to the Transport Research Laboratory.

I spent February 2018 in New Zealand as 'keynote speaker' (sounds important, doesn't it?) on the Shiny Side Up Tour, for the NZ Department of Transport. SOBS was delivered at a dozen different venues on North and South Islands. I was lucky enough to be invited back in February 2019 and gave even more talks.

So what is SOBS all about? Let's start with a bit of background. I cut my despatching teeth in the era when every rider 'knew' blind Volvo drivers who "don't look properly" caused the 'Sorry Mate I Didn't

See You' SMIDSY crash and killed bikers. An old buddy of mine called Dave Brown - now a top political cartoonist - drew a short-lived cartoon series called 'Planet Ovlov' for one of the motorcycle magazines. Why Ovlov? Turn the letters around. My early days as a courier seemed to confirm that. I had a few near-misses and one low-speed bump. "Sorry Mate..." etc etc.

Around the same time, we were first told to use hi-vis clothing and ride with headlights on (a choice most of us no longer have). We were told that these 'conspicuity aids' would make us more visible, and drivers could see us coming. It sounded good in theory. London's mid-70's 'Ride Bright' campaign was probably a world first. Yet the more I rode, the more it seemed to me that staying out of trouble was down to me. I realised that more often than not, collisions between motorcycles and other vehicles at junctions were avoidable.

In 1995 when I started working as a trainer, I was supposed to promote hi-vis and use lights to new riders. Remember, my background is in science. One thing that science teaches us is never to accept something on trust alone. My courier experience started me wondering if conspicuity aids actually worked or if there was something wrong with the 'be bright, be seen' advice.

My first investigations into what are now known as 'Looked But Failed To See' collisions fortunately coincided with university research institutes opening up their libraries to the internet. A quick look at comparative accident statistics for before / after the 'Ride Bright' campaigns suggested nothing much had changed - junction collisions still topped the list and drivers still weren't spotting bikes. And riders still sailed into these collisions. Ever since I started bike training, I've warned riders not to place any great trust in conspicuity aids but to be ready to take evasive action. Way back in my very first MAG column in 2002, I wrote:

"It's easy to point the finger of blame at car drivers but it's worth remembering "it takes Two to Tangle" - one vehicle operator to make the initial mistake, but the second (all too often a rider) to sail blindly into the trap."

Fast forward to 2012, when I started to put SOBS together... still no change in accident locations. Junction collisions STILL top the list. But by now, there were hundreds of studies investigating car/bike collisions! They date from the 60s to 2019. Some are primitive lab exercises using photos or videos asking simplistic questions like "which bike is more visible - the white one or the black one?". Others are more complex off- or on-road behavioural studies. The latest are highly sophisticated studies which may use a high fidelity simulator or even track real-time behaviour in a genuine driving environment. Crucially, the latest avoid priming the subject by telling them what the experiment is actually looking for.

These studies aren't only from the UK, Europe, North America, nor even the Western world. I've seen studies from Israel, Australia and New Zealand, as well as developing countries in Asia.

And here's something very interesting. Wherever you look, motorcyclists have much the same collisions with turning vehicles. The crashes happen regardless of standards of training and driving, and regardless of road rules and deterrents. That implies human factors at work.

Even more interestingly, training seems to play little part in our ability to avoid these collisions. The implication is that training that focuses on skills alone is inadequate, and what's needed is more insight when applying our skills. In other words, to avoid being caught out by someone else's mistake, we need to understand what, where, why and how things go wrong.

That's what SOBS will be looking at in the next few issues of the magazine.

Kevin Williams / Survival Skills Rider Training www.survivalskills.co.uk

(c) K Williams 2020

the Science Of Being Seen - the book of the presentation £9.99 plus P&P and available now from:

<https://lulu.com/spotlight/SurvivalSkills>

ASSOCIATE TRAINING WEEKEND

Last year the Training Team ran a pilot Associate Training Weekend to provide an intensive session of training for those Associates that had not been active for a little while.

The weekend comprised observed rides for each Associate, mixed with group discussion and theory reviews in order to support the individual feedback from the Observers. The mornings commenced with a group discussion, led by the Associates and supported by the Observers and Training Team, before heading out onto the road for up to 2 hours of 1:1 observed rides, returning for a debriefing session and run report. After lunch a group discussion reviewed and consolidated the learning points from the morning, before heading out for another observed ride with a different Observer.

Over the 2 days each Associate received 4 observed rides, each with a different Observer, together with group discussion and feedback sessions.

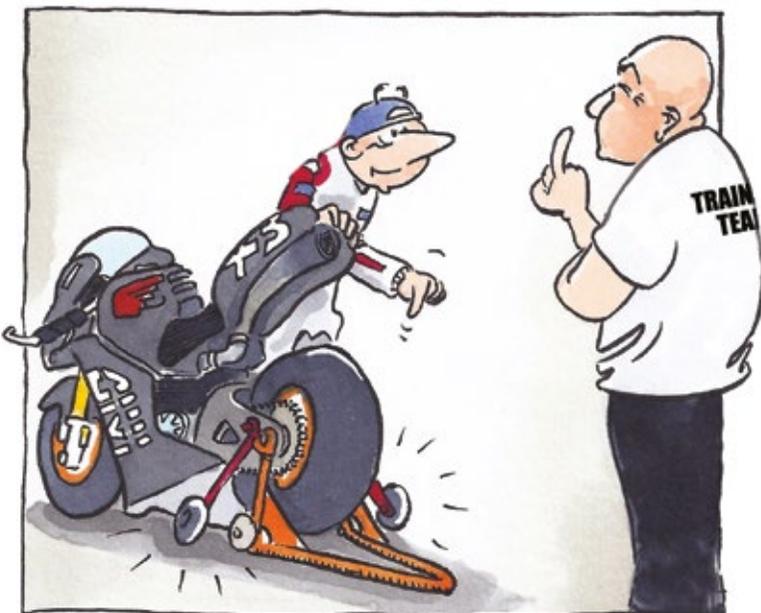
Following positive feedback from both the Associates and Observers the Training Team would like to announce the first of a number of similar weekends proposed for 2020. The first weekend will be Saturday 4th and Sunday 5th April at Wokingham Fire Station. We're looking for up to 6 Associates that can attend both days and the weekend is likely to suit Associates wanting to kick-start their training, perhaps after a spell away.

We'll also need Observers for the Saturday and the Sunday, so if you can help out on either or both days then please let the Training Team know.

We are in the process of identifying other venues and dates for 2020.

If you're an Associate and think that this would suit you (or if you're an Observer with an appropriate Associate) then please contact the Training Team via email at trainingteam@tvam.org or speak to us at the Training Team desk at St. Crispin's.

Barrie Smith
Training Team

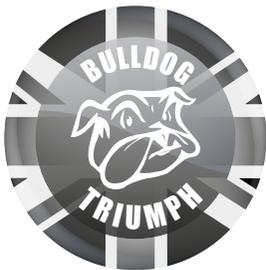


A great way to lose those Associate training wheels, gain confidence, improve your riding and head towards your Green Badge!



DEALER NEWS

Bulldog Triumph TFest Saturday 21st March



On Saturday 21st March we will kick things off in true festival style with refreshments from the Barbarian Grill with some mouthwatering grub and plenty of other things going on. Our latest range will be on display, including the new Tiger 900.

Our latest (and largest) clothing range will also be in store. So, if you are planning a ride, want to find out more about Bulldog Triumph or just fancy a great day out, come on down and see us - we are open 9am - 5pm.



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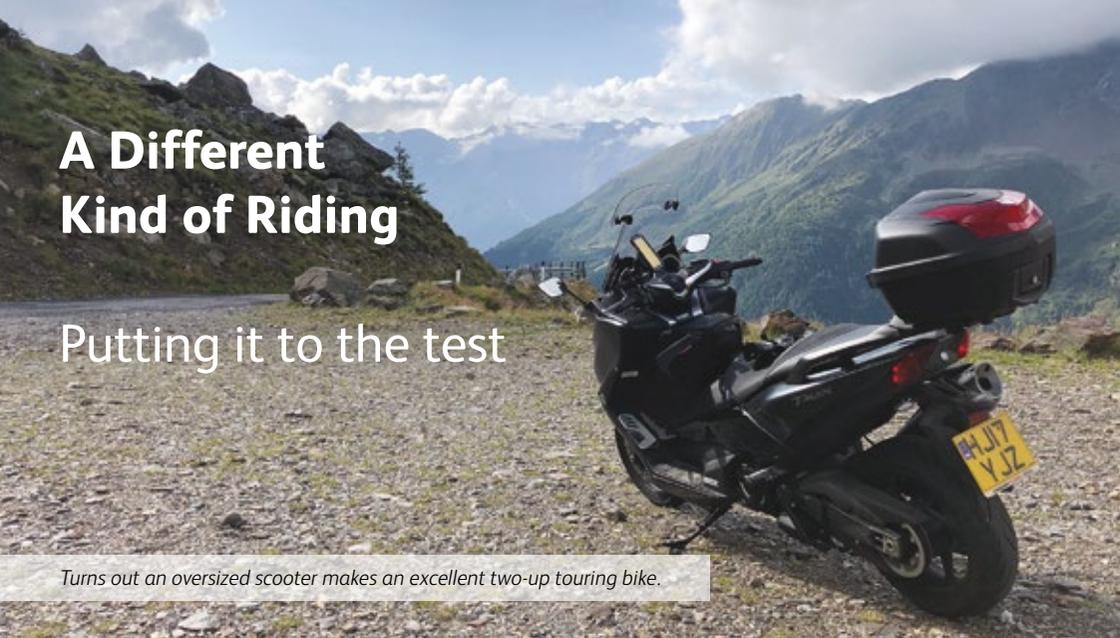
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A Different Kind of Riding

Putting it to the test



Turns out an oversized scooter makes an excellent two-up touring bike.

While I ride some motorcycles purely out of a sense of curiosity, newcomers to this site may not realise that, in many cases, I'm simply documenting the process by which I search for my next bike. I usually have very specific requirements, and I'm always very, very picky.

In this case, I had a very specific objective. To achieve it, I first tried out a Honda Forza 300, then a Harley-Davidson Sport Glide, before finding what I was looking for in a Yamaha T-Max 530. That meant that it was time to put my money where my mouth was and bring home a very lightly-used 2-year-old matte-black 'DX' variant of my very own. Buying used always carries risks, and I assumed I was relatively safe given that Yamaha regularly tops reliability surveys. And with just 2,300 miles on the odometer there weren't a lot of opportunities for the previous owner to have abused the bike before I took ownership.

Sadly, the honeymoon period lasted just 24 hours before an electrical fault prevented the bike from starting after I rolled it out of the garage the very next morning. As you might imagine, I was fairly aggravated, but a private sale of a just-out-of-warranty vehicle left me with no recourse. Without a wiring diagram it quickly became apparent that I was stuck, and none being publicly available for such a new bike I gave in and paid my local Yamaha dealer to take it away.

Six hours of labour later the technicians finally traced the broken wire buried under the fairing and I was back in business, albeit with my wallet somewhat lighter. Still, their exhaustive search meant that any other potential gremlins have clearly been driven off, as my new T-Max has been faultless in the 4,000 miles since - many of which were under fairly extreme conditions.

My intention was to use the T-Max for a two-up low-speed 3,000-mile tour of the Italian and Austrian Alps, which my girlfriend and I set off for as August drew to a close. Luggage proved to be more of a challenge than expected, with the official Yamaha top box inexplicably on indefinite back-order, and the aftermarket racks too ugly for me to seriously contemplate. I was able to track down the smaller of the two options from a German dealer and made do by moving some day-to-day items to a 'Tunnel Bag', a sort of scooter tank bag that wedges between your legs. I took the under-seat storage, she claimed the top box, and we packed light.

Engine performance was sufficient for the intended task, with the DX-exclusive throttle modes proving more useful than expected. 'T' is very relaxed, exacerbating the already rubber-band-like throttle

response of the constantly-variable transmission. Perfect for rolling on and off the power while trundling around, but also responsible for making slow-speed manoeuvres even more difficult than usual. In contrast, 'S' mode is considerably sharper than the only engine mode on the standard T-Max I reviewed, and it was quite a shock the first time I tried it out.

The engine reacts instantly, and the CVT's design ensures that peak power and torque are delivered to the rear wheel at all times. With a relatively light curb weight of 215kg - the same as my V-Strom 650 - the T-Max shoots forwards immediately, the rate of acceleration defying its 45bhp peak power figure. Coupled with the surprisingly supple and controlled suspension, I was able to keep up with far more powerful motorcycles when blasting around solo. Two-up the power deficit becomes more apparent, with engine response far more sluggish and a noticeably reduced top speed.

Yamaha claim 100mph is possible, but with the electronically-adjustable windshield at maximum and a top-box and pillion adding extra weight and drag this is clearly a fantasy. I set the electronic cruise control to a GPS-verified 130km/h as we blasted down the French autoroutes, but with the bike loaded this way the computer was unable to maintain those speeds during some of the steeper sections to the east of the country. Still, this extreme stress-test does mean that the kevlar-rubber belt transmission is clearly up to the task.

Suspension proved itself to be just as impressive two-up and loaded with luggage as it had when riding solo. That being said I was disappointed to discover that even maxing out the preload on the rear shock could not maintain the chassis attitude, sagging a few degrees under our combined 130kg. On darker days and in tunnels I was regularly flashed by oncoming drivers convinced I had left my high-beams on, and the maximum 45-degree lean angles were noticeably reduced. The centrestand touches down first on the T-Max, and with very little give it would be very easy to lift the bike off the ground on sharper bends. I think a stronger spring or new shock may be in the T-Max's future.

Brakes are another area that proved adequate for the task at hand, even if they aren't up to enthusiastic use when fully-loaded. With the centre



Buying used means that the previous owner pays the 30% depreciation...



...but a private sale leaves you with zero recourse if something goes wrong.



Oil changed, suspension adjusted, luggage packed and ready to go!



There are only two "modes", but unlike many bikes they're both different and useful.

of gravity so low in the vehicle, there's not a great deal of weight transfer, limiting total braking before the ABS cuts in. Braking felt perfectly safe and stable in most realistic circumstances, but the feedback from the chassis, suspension and brakes advises against hooligan behaviour. If you're a quick rider, and like to ride as fast two-up as you do solo, then this might be the bike for you.

Fuel economy seems enormously variable. Spirited, mixed solo riding returns around 55-60mpg, and relaxed two-up touring sits in the 60-70mpg range. The full-speed autoroute trip drained the 15-litre tank in just over 100 miles, meaning that we were filling up once an hour and just scraping 40mpg. Later experiments at slightly reduced cruising speeds saw economy climb into the low 50's, proving that no engine is truly efficient when running at its absolute design limits.

Comfort and stability were fantastic. The electric screen allowed me to dial out wind noise under the vast majority of conditions and the seats were comfortable for hours and hours of riding for both rider and pillion. I would prefer the handlebars be set further back, but then I do have notoriously short arms, and at 5'8" I was easily able to stretch out my legs on the spacious footboards. The wide seat meant that I had to settle for tiptoes on either side at a stop, but putting a single foot down flat is perfectly possible with the other on the boards. The weight is held low in the chassis, so balancing when stationary is much easier than it would be for a similarly-weighted adventure bike.

Handling wise you're limited by the slightly odd-feeling front-end. The low centre of gravity means limited weight transfer, so the T-Max handles a little bit like a telelever-equipped BMW; you just have to learn to trust it. That being said, turn-in is sharp and light, with the smaller 15" wheels providing less gyroscopic resistance than the 17-19" rims most motorcyclists are used to. Ground clearance only seems to be an issue if overloaded or riding excessively enthusiastically, and in 'S' mode the engine is responsive enough to allow you to maintain positive throttle through bends. Conversely, 'T' mode adds enough lag to discourage faster lines through corners, and I don't recommend attempting hairpins or other low-speed manoeuvres with the throttle set this way.



More relaxed touring returned acceptable, if not hugely impressive numbers.



No chain to oil, and so far almost 7,000 miles with no adjustments needed.



Not an inch of wasted space; I'm not looking forward to the valve clearance check...



All the comfort, none of the compromise.

It's worth noting that the T-Max's automatic clutch disengages at around 12mph on a closed throttle, resulting in a sudden loss of engine braking - very disconcerting if you're following slower traffic through a downhill hairpin. I recommend trailing the rear brake all the way through such bends with the throttle partly open to maintain control. While it's definitely easier to execute accurate manoeuvres with a clutch, you can certainly learn to work around the foibles.

The advantages are that you never have to change gear, never wear out your left hand in traffic, and are never going to find yourself in the wrong gear on an uphill hairpin. Instead, you can focus on your Roadcraft, maintaining the right lines while enjoying the stunning scenery. Whether rolling through sleepy Italian towns or dicing through Alpine passes with sportsbikes and adventure bikes, the T-Max never missed a beat, and the only times I wished for more power were when overtaking faster-moving traffic.

Back home I've filtered down the motorway and into central London with ease, collected groceries using the cavernous underseat storage, and genuinely enjoyed a few twisty back-road blasts. An adventure bike is still a better all-round motorcycle, and for many riders a big scooter might be a step too far if they enjoy enthusiastic riding on solo trips. Even on days when my girlfriend and I broke from the rest of the group and did our own thing, we never once found ourselves wishing we'd brought something bigger, faster or more expensive. What's more, I've since taken the T-Max out on some local loops and can confirm that I had no less fun than when riding the same roads on my proper bikes.

What won't come as a surprise to BMW or Harley-Davidson riders is the sheer joy at not having to lubricate a drive chain at the end of a day's ride, nor having to scrub oily residue off the rear wheel and surrounding fairings at every wash. The belt drive certainly has its disadvantages; if it ever needs replacing, the part alone is more than £300. But Yamaha does not quote a replacement mileage, merely an inspection interval, and I've spoken to Harley-Davidson owners who are still on their original belt at 75,000 miles. Pulleys weigh more than sprockets, and the whole arrangement saps power over a traditional chain. If you get unlucky and pick up a piece of gravel it'll punch a hole right through it, but all things considered, it's a compromise I'm happy to make.

The release button on the glovebox door became very sticky after a couple thousand miles and needed lubricating with silicone oil, and the 2-amp fuse on the 12v socket popped when I tried to top up one of my tyres using my compressor. The toolkit is extremely lightweight, containing only a screwdriver and a couple of Allen keys. Notably missing is the hex-key driver necessary to access the battery compartment, which would spell disaster if you managed to flatten the battery while away from home. You can't bump-start a vehicle with an automatic clutch.

I'd argue that servicing is both expensive and unnecessarily frequent, with an oil change every 3,000 miles, more substantial checks every 6,000 and even more work at the 12,000-mile mark, which also includes replacement of the internal CVT-belt. Labour charges add up quickly



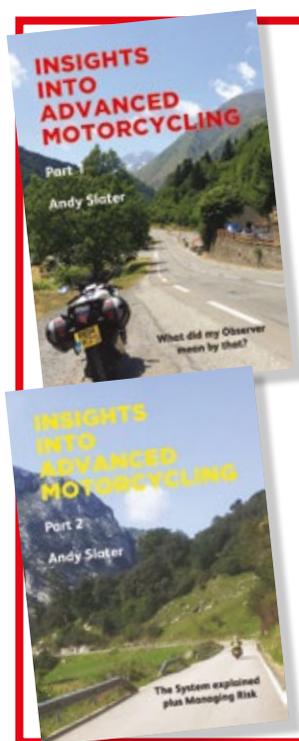
with so much bodywork to remove, and Yamaha's prices for parts and consumables are fearsome. On the other hand, oil changes are easy, with Yamaha providing full instructions in the owner's manual, and resetting the service reminder can be done simply through the dashboard.

I was able to figure everything out in the end, and in truth it's simply a very compact motorcycle squeezed under some unconventional bodywork. Given how few of these are sold in the UK, it's quite likely that the only difference between you and your local Yamaha mechanics are that they don't have to pay to access the service manual. I may cave in when the valve check is due, as there's not a lot of space to work with, but I have until the 24,000-mile service to make up my mind about that.

The tyres probably have another 2,000-3,000 miles in them, but uneven wear has affected turn-in slightly. A new set of Michelin Pilot Road 4's are waiting in the garage, the newer version in the series not yet available in the T-Max's smaller 15" wheel sizes. I'm also tempted to try a more aggressive pad compound, or braided hoses, for the front brakes and would like a more adjustable rear shock. But I have to remember that I didn't buy this bike for high-speed hijinks, and that any upgrades need to be entirely focused on the mission for which it was purchased.

And on that score, the T-Max is an absolute triumph. Yes, it's down on power compared to what most fully-qualified motorcyclists are used to, and no, the seating position isn't for everyone. At the end of the day, you have to be honest with yourself about which features and specifications you're insisting on out of habit or misplaced pride, and perhaps consider that there are alternatives to conventional wisdom, because it turns out that you don't need a 1.3-litre 150-horsepower motorcycle to go climb mountains with your partner; a 530cc scooter works just fine.

Nick Tasker



Insights Into Advanced Motorcycling Parts 1 and 2

Two booklets that explain roadcraft for bikers and will help any rider progressing towards the IAM RoadSmart Advanced Test.

Learn about:

- The System and Managing Risk
- Filtering legally
- The Limit Point and how to gain the 'view'
- Speed Limits and what governs your speed
- Why improving your slow riding skills enables you to 'make progress'

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EVENTS DIARY

SOCIAL RIDES, T-RUNS, TRACK DAYS AND OTHER EVENTS IN 2020

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

FEBRUARY 2020

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

SUNDAY

1

WAGS MONTHLY SOCIAL RUN (B)

Social ride for the first Sunday of each month. Details will be published via the calendar on <https://tvam.groups.io/g/allmembers/calendar>

SATURDAY

7

SAMS FIRST SATURDAY RUN (B)

Social ride for the first Saturday of each month. Details will be published via the calendar on <https://tvam.groups.io/g/allmembers/calendar>

SUNDAY

8

WAGS GREEN BADGE RUN (B)

Social ride for the second Sunday of each month for Full Members. Details will be published via the calendar on <https://tvam.groups.io/g/allmembers/calendar>

SUNDAY

8

WOBMOB SECOND SUNDAY RUN (B)

Social ride for the second Sunday of each month. Details will be published via the calendar on <https://tvam.groups.io/g/allmembers/calendar>

SUNDAY

15

ST CRISPIN'S SUNDAY - OBSERVED RIDE

See top of page for meeting details.

1pm Developments in Major Trauma Care - Lessons from the Battlefield

How do you keep someone alive with major injuries following a bad Motorcycle Accident – those critical 15mins before the Emergency Services arrive? We are extremely lucky to have ex Afghanistan Veteran Bruce Armstrong telling us how, using Army lessons learnt in the battlefield. These techniques are being rolled out to front line emergency services in the UK. **Only 50 places - Book now in the web shop - £3.** Any further info Phil Donovan 07788 586586 phildon3@gmail.com

Send details of any runs or events to eventsdiary@tvam.org or socialruns@tvam.org

FRI - SUN
27-29

7Ws #40 TRIP TO LLANDRINDOD WELLS

We are now fully booked.

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 a 9am departure. **Run Leader Mark Spittles 07753 931570.**

SATURDAY
28

THE AIRFIELD CIRCUIT (B+)

Approx 80 miles starting and finishing at Blackbushe, with a coffee stop at Lasham. Mixed roads - short stretches on A roads connected by some little used lanes, complete with the possibility of a bit of gravel, and a grassy centre line! Meet at the café at Blackbushe Airport, Camberley GU17 9LQ at 8.30am for a 9am departure. Returning to Blackbushe by 1.30pm. **Run Leader David Woodhead - 07801 598 550**

APRIL 2020

SATURDAY
4

SAMS FIRST SATURDAY RUN (B)

Social ride for the first Saturday of each month. **Details will be published via the calendar on <https://tvam.groups.io/g/allmembers/calendar>**

SUNDAY
5

GNATS FIRST SUNDAY RUN (B)

Social ride for the first Sunday of each month. **Details will be published via the calendar on <https://tvam.groups.io/g/allmembers/calendar>**

SUNDAY
5

WAGS MONTHLY SOCIAL RUN (B)

Social ride for the first Sunday of each month. **Details will be published via the calendar on <https://tvam.groups.io/g/allmembers/calendar>**

SUNDAY
12

WAGS GREEN BADGE RUN (B)

Social ride for the second Sunday of each month for Full Members. **Details will be published via the calendar on <https://tvam.groups.io/g/allmembers/calendar>**

SUNDAY
12

WOBMOB SECOND SUNDAY RUN (B)

Social ride for the second Sunday of each month. **Details will be published via the calendar on <https://tvam.groups.io/g/allmembers/calendar>**

SUNDAY
19

ST CRISPIN'S SUNDAY - OBSERVED RIDE

See top of page 24 for meeting details.

SUNDAY
26

SIMON'S SEVERN SORTIE (B+)

190 miles in an anti-clockwise loop outbound through the Cotswold AONB, circling round Gloucester, traversing the Severn Bridge returning via Caen Lock in Devizes and the North Wessex Downs AONB. Meet at McDoanlds Oxford Rd, Benson, Wallingford OX10 6LX at 8.30am for a 9am departure. Fuel and coffee at departure point. Please ensure you have at least 100 miles range. Finish at Benson Waterfront Cafe, Benson, OX10 6SJ around 4-4.30pm. Two coffee/relief breaks at approx. 60 and 120 miles (Devizes), rolling fuel stop around 100 miles.

Run Leader Simon Morgan, contact simonmorgan@mac.com - 07500 931 451.

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

FRI - SUN
30-3^{MAY}

EXMOOR 4 DAY TRIP (B+)

Come and explore the wonders of Exmoor. Staying in a 14th Century Manor House – Bardon Manor in Washford. Accommodation is full of character but do not expect 5*. Great ride out and back with planned routes each day – riding standard aimed at Full Members – amazing value £100 for 3 nights Bed & Breakfast (own room) plus 1 dinner. Maximum of 12 riders, pillions welcome. **£20 deposit secures place (non-refundable) in web shop. Contact Bob Spencer for full details 07835 45 55 06 robj_spencer@yahoo.com.au**

MAY 2020

SATURDAY

2

SAMS FIRST SATURDAY RUN (B)

Social ride for the first Saturday of each month. **Details will be published via the calendar on <https://tvam.groups.io/g/allmembers/calendar>**

SUNDAY

3

GNATS FIRST SUNDAY RUN (B)

Social ride for the first Sunday of each month. **Details will be published via the calendar on <https://tvam.groups.io/g/allmembers/calendar>**

SUNDAY

3

WAGS MONTHLY SOCIAL RUN (B)

Social ride for the first Sunday of each month. **Details will be published via the calendar on <https://tvam.groups.io/g/allmembers/calendar>**

THU - TUE

7-12

NORMAN CONQUEST

Staying at a prestigious location in Normandy for 5 nights, we will travel out on Thursday 7th May and return on Tuesday 12th May – only 3 days off work needed! Stunning roads, superb cuisine, scintillating scenery, stupendous history, sumptuous cheeses and sparkling cider. What's not to like? Approximate cost £500 per person. **Contact Andy Ball on 07768 582 522 andy@andyball.me to express interest.**

SUNDAY

10

WAGS GREEN BADGE RUN (B)

Social ride for the second Sunday of each month for Full Members. **Details will be published via the calendar on <https://tvam.groups.io/g/allmembers/calendar>**

SUNDAY

10

WOBMOB SECOND SUNDAY RUN (B)

Social ride for the second Sunday of each month. **Details will be published via the calendar on <https://tvam.groups.io/g/allmembers/calendar>**

SUNDAY

17

ST CRISPIN'S SUNDAY - OBSERVED RIDE

See top of page 24 for meeting details.

SATURDAY

30

BREAKFAST AT THE SEASIDE (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. **Run Leader Mark Spittles 07753 931570.**

SUNDAY

31

COTSWOLD AIRPORT RUN (A)

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. **Run Leader Matt Goren 07712 268326.**

JUNE 2020

SATURDAY 6	SAMS FIRST SATURDAY RUN (B) Social ride for the first Saturday of each month. Details will be published via the calendar on https://tvam.groups.io/g/allmembers/calendar
SUNDAY 7	GNATS FIRST SUNDAY RUN (B) Social ride for the first Sunday of each month. Details will be published via the calendar on https://tvam.groups.io/g/allmembers/calendar
SUNDAY 7	WAGS MONTHLY SOCIAL RUN (B) Social ride for the first Sunday of each month. Details will be published via the calendar on https://tvam.groups.io/g/allmembers/calendar
SUNDAY 14	WAGS GREEN BADGE RUN (B) Social ride for the second Sunday of each month for Full Members. Details will be published via the calendar on https://tvam.groups.io/g/allmembers/calendar
SUNDAY 14	WOBMOB SECOND SUNDAY RUN (B) Social ride for the second Sunday of each month. Details will be published via the calendar on https://tvam.groups.io/g/allmembers/calendar
FRI - SUN 19-21	ASSOCIATES TOUR IN WALES (T) Meet at The Evenlode, A40 Eynsham, Oxfordshire at 10am and arrive back at Evenlode, Eynsham approx 4pm on the Sunday. Join the WAGS Observers for a great weekend of fun training on the wonderful roads of mid Wales. Staying at Y Talbot for 2 nights - fantastic food and wonderful showers! Cost is £160 per person for dinner bed and breakfast - sharing. £195 for single occupancy. Book in the TVAM Webshop. Any queries - contact Mimi - mimiceej@hotmail.com
SUNDAY 21	ST CRISPIN'S SUNDAY - OBSERVED RIDE See top of page 24 for meeting details.
SATURDAY 27	BREAKFAST RIDE TO CHOPPERS CAFE (B) A short run of 75 miles or so to a coffee and a fatboy breakfast stop back by midday. Meet at the former Little Nellie's Diner, Newbury Rd, Kingsclere, RG20 4TA at 8.30am for a 9am departure. Run Leader Mark Spittles 07753 931570.

JULY 2020

SATURDAY 4	SAMS FIRST SATURDAY RUN (B) Social ride for the first Saturday of each month. Details will be published via the calendar on https://tvam.groups.io/g/allmembers/calendar
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
SUNDAY 12	WAGS GREEN BADGE RUN (B) Social ride for the second Sunday of each month for Full Members. Details will be published via the calendar on https://tvam.groups.io/g/allmembers/calendar

Check the latest calendar at <https://tvam.groups.io/g/allmembers/calendar>

SUNDAY

12

WOBMOB SECOND SUNDAY RUN (B)

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

FRI - SUN

17-19

GREEN BADGE TOUR IN WALES (T)

Meet at The Evenlode, A40 Eynsham, Oxfordshire at 10am and arrive back at Evenlode, Eynsham approx 4pm on the Sunday. Join the WAGS Green Team for a great weekend of fun riding on the wonderful roads of mid Wales. Staying at Y Talbot for 2 nights - fantastic food and wonderful showers! Cost is £160 per person for dinner bed and breakfast - sharing. £195 for single occupancy. Availability for extending your stay by 1, 2 or 3 nights **contact Wendy Dance - w.dance132@btinternet.com**. Book now in the TVAM Webshop.

SUNDAY

19

ST CRISPIN'S SUNDAY - OBSERVED RIDE

See top of page 24 for meeting details.

SATURDAY

25

CALNE MOTORCYCLE MEET/CLASSIC SHOW ON THE STREETS OF CALNE (B)

A morning ride or a full day out plenty to look at and plenty of places to eat and drink finished with some overtakes on the A4 back home. Meet at the former Little Nellie's Diner, Newbury Rd, Kingsclere, RG20 4TA at 9am for a 9.30am departure. **Run Leader Mark Spittles 07753 931570**.

SUN - SAT

26-1 AUG

THE BORDERS OF SCOTLAND TRIP

Opportunity to Explore the borders in Scotland including Edinburgh and Trossachs. Staying at the Buccleuch Arms Hotel in Moffat near Dumfries. This Scotland border tour will show you this beautiful area. Day trips will be arranged from Moffat. Twin room sharing £42 per night B&B - (Single occupancy is double) Trip total £252 B&B plus meals and fuel. Motorcycle garage £5 per night. Only 12 places so book early - **See TVAM Webshop or contact Tony Mayes mukatony@hotmail.com**

AUGUST 2020

SATURDAY

1

SAMS FIRST SATURDAY RUN (B)

Social ride for the first Saturday of each month. **Details will be published via the calendar on <https://tvam.groups.io/g/allmembers/calendar>**

SUNDAY

2

GNATS FIRST SUNDAY RUN (B)

Social ride for the first Sunday of each month. **Details will be published via the calendar on <https://tvam.groups.io/g/allmembers/calendar>**

SUNDAY

2

WAGS MONTHLY SOCIAL RUN (B)

Social ride for the first Sunday of each month. **Details will be published via the calendar on <https://tvam.groups.io/g/allmembers/calendar>**

FRI - TUE

7-11

DAVID JACOBI MÜLLENBORN TRIP (B)

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. Chunnel + 4 nights half board £340 based on sharing at the wonderful Hotel Müllenborn. Petrol, breakdown cover, food on the road and laps of the Nürburgring will be extra. Deposit £70 per motorbike payable if selected. **Any questions please email Guy Lipscomb at djgermanytrip@tvam.org. Please book in web shop - tvam.org/webshop**



SUNDAY

9

WAGS GREEN BADGE RUN (B)

Social ride for the second Sunday of each month for Full Members. Details will be published via the calendar on <https://tvam.groups.io/g/allmembers/calendar>

SUNDAY

9

WOBOB SECOND SUNDAY RUN (B)

Social ride for the second Sunday of each month. Details will be published via the calendar on <https://tvam.groups.io/g/allmembers/calendar>

SATURDAY

15

LUNCH IN WILTSHIRE (B)

With some great roads in between. Approximately 130 miles round trip finishing at Sutton Scotney around 3pm. Meet at the former Little Nellie's Diner, Newbury Rd, Kingsclere, RG20 4TA at 8.30am for a 9am departure. **Run Leader Mark Spittles 07753 931570.**

SUNDAY

16

ST CRISPIN'S SUNDAY - OBSERVED RIDE

See top of page 24 for meeting details.

SEPTEMBER 2020

SATURDAY

5

SAMS FIRST SATURDAY RUN (B)

Social ride for the first Saturday of each month. Details will be published via the calendar on <https://tvam.groups.io/g/allmembers/calendar>

SUNDAY

6

GNATS FIRST SUNDAY RUN (B)

Social ride for the first Sunday of each month. Details will be published via the calendar on <https://tvam.groups.io/g/allmembers/calendar>

SUNDAY

6

WAGS MONTHLY SOCIAL RUN (B)

Social ride for the first Sunday of each month. Details will be published via the calendar on <https://tvam.groups.io/g/allmembers/calendar>

SUNDAY

13

WAGS GREEN BADGE RUN (B)

Social ride for the second Sunday of each month for Full Members. Details will be published via the calendar on <https://tvam.groups.io/g/allmembers/calendar>

SUNDAY

13

WOBOB SECOND SUNDAY RUN (B)

Social ride for the second Sunday of each month. Details will be published via the calendar on <https://tvam.groups.io/g/allmembers/calendar>

SUNDAY

13

SHUTTLEWORTH CHOPS & PROPS (B)

Meeting at the café at Blackbushe Airport, Camberley GU17 9LQ then head up to Old Warden near Biggleswade where the NCC Bedfordshire Custom Show will be taking place. Plenty of custom, classic and hot-rod machinery to enjoy. Returning to Blackbushe by 5pm. Exact timings will be published nearer the date. **Run Leader David Woodhead - 07801 598 550**

TUE - WED

15-23

THE PICOS & SALAMANCA TRIP

We are heading to the lovely Picos de Europa area in northern Spain but extending to capture the delights of Salamanca. 3 nights in the Picos + 2 nights in Salamanca + 1 in Suances - mostly half board + ferry both ways. Option to ride through France if desired. Only 26 spaces. Accommodation and ferry per person - Rider & pillion (shared room) £895; Solo rider (shared room) £1,020; Solo Rider (Single room) £1,315. Go to the web shop to book your place. **For full details contact Darren Robinson and Raj Joarder - darren.robinson25@btinternet.com**



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

CAN YOU CONTRIBUTE TO YOUR CLUB?

Maybe you have passed your test but are not ready or don't want to be an Observer?

Perhaps you are an Associate that feels they can give a little back?

Or perhaps you have been a Green Team member for a while and have a little time?

Enthusiastic Volunteers please Step Forward - your Club needs You!

There are many activities in the club which are NOT primarily involved in the IAM Test/Training where we could do with a little help! You will be part of a team that does the promotional and member events that everyone loves. All activities are shared so you only need a small amount of time to be involved.

Promotional Event Volunteers - you have benefited from the training you received so spare a little time to promote the club. Primarily at motorcycle dealers but also at other events throughout the year - email events@tvam.org

Behind the Scenes - maybe you have an eye for detail and would rather assist behind the scenes. We welcome members who can help with the organisation of club events, club promotion at external venues and help organising seminars - email events@tvam.org

Run Leaders – as usual we require run leaders for the many social runs we like to offer members – enthusiastic leaders for all types of run. Please send your run details to socialruns@tvam.org to be published in Slipstream and groups.io calendar. Runs to particular destinations welcomed – if you would like some ideas please call me or email socialruns@tvam.org

Phil Donovan

TVAM Social Events & Promotions/07788 586586

COURSES FOR TVAM MEMBERS 2020

LOOK OUT FOR INFORMATION ON 2020 COURSES FOR ABC - Advanced Bike 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

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

All other course dates will be here as soon as they are ready to announce

ABC, BC, BMC, LLR, PRC & RLBM CAN BE BOOKED THROUGH THE WEB SHOP

www.tvam.org



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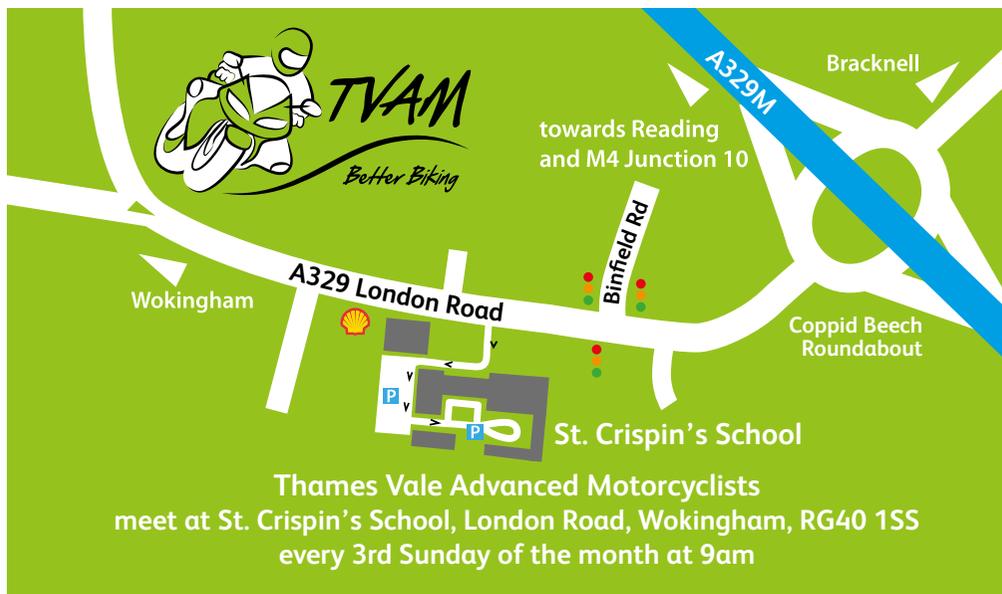
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CLUB MEET

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

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	Simon Whatley	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	Hev Smith	tobcoordinator@tvam.org

Observer Forum (mailing list):
Observer 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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TVAM Affiliate No. C1330

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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The editorial team reserve the right to edit submissions. *Slipstream* is published by Thames Vale Advanced Motorcyclists.

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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), 29th February 2020 (all day), 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	Karen Joy	llr@tvam.org
Membership Development	Peter Dowlan	membershipdevelopment@tvam.org
Merchandise	(to order items away from St Crispin's)	merchandise@tvam.org
Midweek Runs	Ken Jeddere-Fisher	midweekruns@tvam.org
Offroad Riding	Clive Marsden	offroad@tvam.org
Pillion Rider Course	Alan Hudson	prc@tvam.org
Red Zone	Mel Hakhnazarian	redzone@tvam.org
RideOn	Training Team	ridingteam@tvam.org
Run Leader & Back Marker Course	Issy Griffiths	runleaderbackmarker@tvam.org
Social Run Co-ordinators	Salli Griffith /Phil Donovan	socialruns@tvam.org
St Crispin's Sunday Runs	Alan Mossman	sundaysocialruns@tvam.org
Tea & Coffee Bar at St Crispin's	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

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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