

# Slipstream

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March 2020





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## FROM THE LAPTOP

Just lovely to be back!

Back in blighty after a great three months in California. I left in the rain and arrived home to rain - so back to reality. Having had quite an intense work programme whilst away I am coming back to a pretty quiet schedule so hoping the weather starts to improve after watching your recent storms from a few thousand miles away. In the next few days I'd better check the bike still runs after being on a solar panel for the last few months (I can imagine that hasn't done much good with the recent weather!) so will put on the optimate and hopefully recharge the battery.

On the motorbike front, open days are the flavour of the season. Go and see those new models you saw at the bike shows, book a test ride, check out some new gear. The Triumph T-Fest weekend is March 21st-22nd and you have choices to support Bulldog locally on 21st or go a bit farther out to Oxford where Premier Bikes are displaying both Triumph and KTM models that weekend, or go to both for a nice run out - don't forget your credit card! Information on both is on pages 6 and 18-19.

How much do you accept or question what you read in the magazines about new models, or are you a sceptic, believing in your own judgement by reviews from those you know or have test ridden those models yourself to judge first hand? Read Nick Tasker's latest article uncovering reasons to doubt what you read on the page of those monthly mags.

Some good news from the January St Crispin's meet when the MotoJumble was held - Amanda reported that £182.25 was sent to the Air Ambulance from money raised at the tables. Many thanks.

I would say I'll see you all at the March St Crispin's but I'm heading off to Nepal if the Coronavirus allows us to depart - so hopefully see you all in April!

Keep the rubber side down.

**Slipstream Editor**

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# TVAM Roll of Honour

## New Members in January 2020

Dennis Barratt  
Paul Burton  
Daniel de Matos  
Ross Green  
Russell Green  
Roger Hale  
Philip McConkey  
Chet Morjaria

## Test Passes

### Associate

Kelly Andrews  
Stephen Borrer  
Alastair Eadie  
Aaron McBarnett  
Ian Rosewell

**F1RST Pass**

**F1RST Pass**

### Observer

Therese Edkins  
John Raimbach  
Robert Bradley  
Christopher Davey  
Paul Naish

## Local Observer Validations

Andy Smith



Test passes, a new Run Leader and a new Local Observer awarded their badges at the February St Crispin's meet

# FROM THE CHAIR



It's always dangerous, when writing for the March Slipstream edition, to look forward to the start of the new riding season. The daffodils may be out but last year we had the 'Beast From The East' in March and we all sat in St Crispin's that month watching the snow come down. Still one brave rider made it in on a mini bike!

So I won't go on about the weather warming up and for many riders that will mean wheeling out their trusty steed after a winter in the garage or under a tarp. Of course there's no need to mention the POWDDERSS checks that they will all be carrying out before blasting off on that first run down the lanes, as being Advanced Riders they will be conscious their own skills will have gone off a little - just like the pressure in those tyres. So take it easy, warm up yourself, and stay safe, there's a whole season of riding to come.

What I will write about though is a dusty corner of the TVAM online filing system which can be found on [groups.io/allmembers/files/database](https://groups.io/allmembers/files/database). This is where the cafe database can be found with a list of cafes and lunch stops which are biker friendly. There's even a map so you can use them to plan a route, or just pop over with a mate to check them out.

There's a few missing, such as Saddleback Farm Shop Cafe just south of Wantage on the B4494 which has become popular with members over the past few years. A great farm shop serving bacon sarnies and a selection of lunches with great views over the Wantage Downs but often missed by bikers blasting down that wonderful road. Also new ones have opened, for example the Rosebourne Garden Centre Cafe at Aldermaston, which has a great selection of drinks and cakes with easy parking.

Probably my favourite though is The Pantry at Yattendon. Frequently passed by those using the lovely B4009 road out from Newbury towards Reading via Hermitage. Yattendon is that slow bit as you ride through the narrow village but why not stop and have a break? Parking is a bit tight outside the village shop but the homemade cakes are to die for and you can sit outside in a little garden enjoying the sun whilst they prepare your drinks. The database needs your input. If you know of a great little place that welcomes bikers, that isn't in the database yet, let others know about it by emailing Keith Miller at [cafedatabase@tvam.org](mailto:cafedatabase@tvam.org) giving details and he will enter it into the database for you.

So on the promise the weather is going to be great this season - get out and try some new stopping places with a few mates.

Keep the shiny side up.

**Andy Slater**  
Chairman



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LAUNCH



## **Bulldog Triumph TFest Saturday 21st March**

We would like to invite you all at TVAM along to our annual T-FEST event on Saturday 21st of March.

At our biggest season launch event yet, we will be showcasing the new range of bikes and clothing and we will also be publicly launching the eagerly anticipated, all new, Triumph Tiger 900 range! This fantastic new bike builds on the huge success of the Tiger 800 (many of you will know how great that bike is already) with many new features including the all new engine, new TFT display, new suspension set up, brake upgrades and much more this bike is sure to have huge appeal and we will be taking test ride bookings for the following weeks after the event.

Along with the launch of the Tiger 900 we will be having our friends from the Barbarian grill along to supply some delicious food throughout the day with their impressive smoker and the crew from Sit & Sip tasting room will be joining us with some great local tipples to taste and take home too. We hope you can join us for this great event and we look forward to welcoming many of you again over the season ahead – as always thank you for your support and happy riding!



# TVAM SUBS INCREASE

At the AGM on 19 January 2020 your Committee reluctantly tabled the need to increase the TVAM membership fees. Try as we might there was no alternative given the sizeable drop in income in recent times due to losing the surplus generated by the Thruxton Track Skills Days and the confirmation that we are unable to claim Gift Aid on the membership fees paid by Associate members.

The increase in membership fees was proposed at the AGM and passed by a significant majority. So, for the first time in 7 years, membership fees will increase. Solo renewal fees paid by Direct Debit will increase from £27 to £30 and for those that pay outside of the Direct Debit scheme the fee will increase from £30 to £35. The £5 reduction for joint membership still applies. The new fee structure will become operative from 1 May 2020.

Those members who already have a Direct Debit in place don't need to do anything. The existing £27 mandate will be cancelled and re-raised as £30 – members will receive an email from our collection agent, GoCardless, to confirm EACH element of this transaction (so one to cancel the current mandate, and one for the new mandate). There is no cause for concern or alarm and you will still receive your invitation to renew 3-4 weeks in advance of your renewal date.

We still have over 300 members that, for whatever reason, have not transferred to Direct Debit. We would like to ask these members to consider the Direct Debit option for the following reasons:

- It is secure
- You are covered by the Direct Debit Scheme guarantee
- We use arguably the best collection agent in the UK
- In 2 years of using Direct Debit we have not experienced any issues
- It saves you money
- It saves TVAM time, money and resources - hence the lower cost.

If you would like to change to Direct Debit, and we hope that everyone will, then please visit the TVAM web shop ([www.tvam.org/shop](http://www.tvam.org/shop)), select the Membership Renewal item and click on the appropriate Direct Debit icon (e.g. 'Solo Renewal Direct Debit'). If you then complete the form, you'll be signed up for Direct Debit. Note that the Direct Debit will not be charged until your renewal date – so you can do this now!

If you have any questions or concerns please get back to me or visit the Membership Desk at St. Crispin's.

## Dave Simmons

Membership Secretary  
Membership@tvam.org  
Tel: 0118 402 4800



*Only £3 increase with direct debit - help yourselves and assist the club - we are all volunteers here and we'd much rather be out on our bikes than doing paperwork!* **Editor**



# Is Motorcycle Journalism Broken?

A family relative recently advised me that they would be cancelling their subscription to a mainstream motorcycle magazine, commenting that they found my own reviews more useful and interesting than those written by apparently more experienced and certainly more professional motorcycle journalists. He complained that the reviews were all overly positive, with no real-world detail or relevance to himself as a motorcyclist.

Naturally, I was extremely flattered but advised him that he should temper his criticism somewhat given that, in many ways, I had a much easier job than writers who needed to earn a living doing this stuff. Let's not forget that I write for both my blog and for Slipstream as a hobby, as a critically-minded enthusiast of all things two-wheeled. Then again, I too have issues with motorcycle journalism as it is delivered elsewhere - it's one of the reasons I started writing about bikes in the first place. After all, if you want something done right, you've got to do it yourself.

So let's examine some of the claims and see if they're just baseless rumours, or if there's some fire behind the smoke.

## **Magazines are paid-off by manufacturers!**

I've heard from sources in the industry that this has happened in the past. It may persist in some quarters today, though editors I've heard from hotly deny it. My suspicion is that any coercion was and remains far more indirect, as motorcycle magazines are generally dependent on three things to survive:

- a) Magazine sales
- b) Press bikes
- c) Advertising revenue

Online sources rarely have access to direct sales or subscriptions, with most content being delivered for free, but also have significantly reduced distribution costs. Printing and shipping magazines around the country isn't cheap! Web media also have access to a far wider - often global - audience, although language barriers still restrict readership. There have certainly been instances when advertisers have threatened to pull advertisement spending unless the product is reviewed favourably, and editors have had to make some very difficult commercial decisions.

I'm certainly going to continue being suspicious of glowing reviews of products that are advertised on the same page(s) of a publication that is making money advertising said products. Then again, sometimes stuff is just awesome, and an accompanying advertisement is merely a coincidence. I

would like to think that my own record speaks for itself, and I can certainly promise that I would sooner refrain from reviewing a product at all than write an artificially biased piece. Any advertisers wishing to promote their clients or products in Slipstream are welcome to get in touch but should be advised that favourable coverage must be earned, rather than bought.

Press Bikes are another issue. Magazines, both online and print, rely on free loans of the motorcycles and products that they write about - buying an example of every new item would be prohibitively expensive and uneconomically viable, given their current business model. There are some exceptions – me included - who stick to writing about bikes and products they've purchased or borrowed from dealers, limiting our scope but freeing ourselves from our dependence on the continuing goodwill of their providers. I'm aware of at least one publication that can no longer get access to Yamaha products, for example, after they wrote one too many scathing words about the company's motorcycles.

Working in the Marketing/PR industry myself, I have to say that such childish responses seem counter-productive. Far from cowing the journalists in question, it's simply guaranteed that their negative appraisal of the company's products can never be reassessed in light of new developments. The journalist in question is still writing gleefully about how Yamaha sulkily took their toys and went home, and aren't being given the chance to ride newer bikes they might enjoy and therefore write about more positively. You can't hide anything on the internet, so a negative review simply helps put the positive ones into context and improves their perceived legitimacy.



*Unbeholden to advertisers, I can deliver an unvarnished report, e.g.: not a fan of this Road King.*

Unfortunately, I suspect that there are a few journalists (and certainly plenty of influencers) who are at least partially cowed by these implied (or even explicit) threats and choose to tone down any criticism, attempting to balance their editorial integrity with their desire for press fleet access. You can learn to read between the lines on such pieces, but it certainly cheapens their value and limits their usefulness to the informed consumer.

My reviews depend exclusively on loan bikes from dealers across the country, and I've occasionally travelled significant distances for a few hours on a rare bike I wanted to write about. I also tend not to bother riding or reviewing bikes I don't expect to enjoy, meaning that my more scathing pieces are written out of disappointment rather than schadenfreude. That being said, I'm sure there are one or two manufacturers who have blacklisted me in advance, just in case I do ever get in touch to request press fleet access.

### **Journalists are out of touch with owners!**

As mentioned earlier, few - if any - motorcycle journalists have paid with their own money for the bikes they are reviewing. If they had, we'd have to worry about a different kind of bias creeping in. In the same way that few parents will admit that their own children are anything less than perfect angels, it can take a long time for someone to admit that their new bike has any faults whatsoever. And in truth, the reality is that modern motorcycles are all pretty good.

I may only ride each bike I review for a couple of hours, and there's certainly a skill to quickly evaluating all aspects of a motorcycle that I've had to develop. Journalists with access to press fleets may have a bike for a few days or even a couple of weeks, and some publications occasionally run a long-term bike for months and thousands of miles. The longer someone spends with a bike, the wider the variety of

circumstances and environments in which they use it, the more likely they are to expose any flaws in the design. In my case, even a positive review is intended to encourage a test ride rather than a blind purchase, and I always try to be clear on when I am speaking from direct experience and when I am merely speculating based on limited data.

But even a long-term loan isn't the same as handing over your own credit card. That is why the test-ride is so important. Even a professional journalist who tries to speak objectively is unlikely to ever be considering a bike they review for a personal purchase. Motorcycle Journalism doesn't pay particularly well, and with a constant conveyor belt of new bikes to ride, rarely have they the means or the need to buy a brand-new motorcycle for themselves. Some journalists are better than others, of course, but I challenge any of them to say, hand on heart, that they are as careful and critical of their analysis when their verdict will have no impact on them personally or financially. Every motorcycle I review for Slipstream is a bike I seriously considered buying, and long-time readers will note that my archives are littered with proof that I am occasionally sufficiently impressed to open my wallet.



*Judging by the sales numbers, far more of us are riding older bikes than brand new ones.*

I am convinced that this disconnect between purchasers and principle public mouthpieces is one of the reasons we've seen the average transaction price of motorcycles creep up over the last couple of decades. It's no surprise that every BMW motorcycle delivered to reviewers is the fully-equipped top-of-the-range version. As a result, it's equally unsurprising that the lucky journalists who get to ride these technological wonders are almost universally impressed by the experience. Personally, I'm far more impressed when a manufacturer can deliver a great experience on the cheap - it takes far more skill than simply throwing money at the problem.

I once saw MCN unfavourably compare a £10,000 V-Strom 1000 to a brace of £15,000 alternatives. Not once was the cost differential mentioned as a factor, nor some sort of weighting system used during the final scoring. That's a bit like telling me a million-pound mansion is more comfortable than a £100 tent; quelle surprise! Yes, PCP has hidden this cost differential for many people, but that's no excuse for ignoring the price entirely.

### **Is it something else?**

So no, I don't think motorcycle journalists are all in the pocket of Big Bike, though I suspect that their more extreme opinions are tempered by the need to maintain professional, if not entirely cordial, relations with advertisers and manufacturers. And yes, I think that journalists could stand to consider value for money more frequently than simply outright performance, or at least caveat their glowing praise with a discussion of the attached price tag. Reviews of some of the more cooking-grade varieties of such machines would also be of value, to provide some perspective on whether it's the basic bike that provides a great experience, or just the toys layered on top.

But I also think that motorcycle journalism has suffered from a shrinking market the same way the rest of the industry has, and their chosen survival tactics have produced problems of their own. Back when the industry was booming and there was money to spare we had far more magazines than we do now, each one focusing on their own aspect of motorcycling. In a crowded market, the only way to succeed was to specialise, so we got dozens of different publications all catering to a different type of



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motorcyclist. These days, only a fraction of these titles remain, the rest either having closed or been forced to merge. There simply aren't enough people buying magazines to sustain niche titles any more.

Motorcycles are still very diverse, so these generalist magazines have many different journalists on the books, each one with their own preferences and biases, each predisposed to look favourably upon certain brands or types of motorcycle. They also tend to be more familiar with the bikes they personally enjoy, and it therefore makes sense that a magazine editor would send their sports bike junkie to review the new Kawasaki ZX10R, rather than the weatherworn touring enthusiast. This means that each review is written by the journalist most likely to enjoy each bike, and least likely to question the core tenets of its philosophy.

A Kawasaki H2SX would likely be labelled as overweight and slow to turn by someone who preferred dedicated track bikes, and a relaxed touring enthusiast would flay it for its appalling fuel economy and missing top box. And while it might be amusing to read such reviews, it wouldn't really provide any useful information to anyone. Of course, anyone who hasn't figured out what sort of bikes they like won't glean any useful data from a slew of universally positive reviews either. Match the right journalist to the bike and you'll learn that every bike has good brakes, handles well, gets acceptable fuel economy and is sufficiently comfortable for longer rides. Everything is relative, unfortunately, and what's comfy or economical from one person's perspective might be considered shockingly poor from another.

I wear my biases openly, usually opening my articles with statements explaining what I was looking for in each case. I try to detail the parameters I consider good for each aspect and make sure to explain why I do or don't like something about a particular motorcycle. I'm predisposed to favour less expensive, less powerful bikes, and value practicality, reliability and longevity over outright performance. I'm suspicious of technology for technology's sake, and my particular physiology means I don't find sports bikes comfortable, so I'll probably never bother reviewing one - you already know it's not going to be a positive write-up.

One big difference, however, is that I am aware of my biases, and can use that information to improve my objectivity. Even if I don't like a bike, or rather, decide that it's not fit for my particular purpose, I'll always do my best to speculate about the purposes for which it might be suited. My hope is that this will help my readers draw their own conclusions and inform their own decisions. I can give friends and family members more personal advice because I know what their particular biases and preferences are, and can more accurately gauge which bikes I think they would enjoy or would fulfil their needs.

I'm afraid I don't know you. You'll have to make up your own mind.

## Nick Tasker



Opinions or thoughts on the matter? email [slipstream@tvam.org](mailto:slipstream@tvam.org) and take it up with Nick if you are happy to publish. **Editor.**



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# SCIENCE OF BEING SEEN

## LOOKED BUT COULD NOT SEE

In the moments leading up to a SMIDSY, we can usually see the car. We can often see the driver. Ergo, we assume the driver should be able to see us 'if he looks properly'. It's the obvious, common-sense, conclusion.

It may be obvious. It may be common-sense... but it's often wrong.

In fact, in over one-third of collisions involving a car and a two-wheeler, the bike was out of sight at some point of the run-up.

Now, before I go any further with my explanations, I want to make clear that explaining how and why drivers make mistakes is NOT 'shifting the blame' for the SMIDSY collision onto the motorcyclist.

The driver still has a responsibility to avoid making mistakes, and maybe you think the answer is that drivers should 'look harder for bikes' but it's not as simple as it sounds. Have a think about what we all do when pulling out of a side turning - we're looking left and right, back and forth, possibly watching ahead if we are at a crossroads, probably keeping an eye on cyclists and pedestrians too. Although we do this almost without effort once we're through the learning stage, even motorcyclists pull out in front of other bikes.

As the ones far more likely to get hurt, what matters to us is seeing it coming and getting out of trouble if there's the remotest chance. As I said in my first column for MAG years ago, 'it takes Two to Tangle'; if the driver sets up the circumstances in which a collision CAN occur, we still have to RIDE INTO IT for it to happen. Mid-emergency, blame is irrelevant. We can leave the lawyers to sort that out later.

So let's start by understanding just how a motorcycle can vanish from sight.

A typical motorcycle is one-third of the width of a car and can easily be hidden, particularly on busy city streets. Maybe other vehicles block the drivers view, particularly if we are filtering or moving alongside parked vehicles. We can vanish behind a tree, a telephone box, even people standing on a street corner.

Sometimes the bike is obscured by the car itself. The framework supporting the windscreen - the A pillars - are significantly thicker on modern vehicles. Those in my partner's car are about the size of my palm. Stand in front of your motorcycle, hold your hand up in front of your face and see just how close you

can get and not see your own motorcycle. The distance should alarm you. So if the driver looks in our direction and the view is blocked by the A pillar, the driver won't know we're there.

So now angles are important. Imagine approaching a car already waiting to turn at a junction. If the car's at right angles to us, then the driver can look out the side window. Or if the car is facing us, waiting to turn into the side road, the driver's looking out the windscreen.

But what if the side road is at an angle, or the driver has angled the vehicle? At the right (wrong?) angle, the A pillar can partially block the view down the road. And from our palm experiment, we know how close we can get and still be invisible. The B pillar supporting the doors can play the same trick when glancing back over the shoulder.

What if both vehicles are moving? Then another, more complex, problem known to sailors as the 'constant bearing' problem can arise.

Here's what happens. If two vessels are sailing on a collision course, then there's no movement across the background - the bearing between them stays constant. The same can happen if a bike and a car are both moving towards a junction. Since the angle stays the same, there's no movement across the background to help the driver detect the motorcycle in the first place. But if their relative positions put the bike in the blind spot created by the A pillar, then it will remain invisible almost to the moment of collision.

This seems to explain many roundabout collisions and near-misses. Most of us approach a roundabout hoping to keep moving, so we look, don't see anything, and drive straight onto the roundabout. That's when we discover that there's been another vehicle in the blind area the entire time.

I started off by saying we don't have to ride into these collisions. A big plus of riding a motorcycle is that we usually have a better view than a driver. It's rare we have zero view of the car that's about to pose a threat.

We need to work out the driver's likely line-of-sight. If we can see the front of a car (but not the driver) then our bike isn't where the driver can see it. If we can see that the A pillar is sitting directly in the driver's line-of-sight, then we can anticipate he can't see us.

And then we do something proactive to avoid the 'looked but failed to see' error making mincemeat of us. We can slow down, change position, sound the horn and be ready to take evasive action.

To say that too many riders fail to take these simple precautions and consequently get caught out isn't 'blaming the rider' but it's hard not to think that our response in an emergency needs to be better than ending up in a heap repeating the tired old complaint 'the driver didn't look properly'.

We've been saying that for one hundred years and it's not solved the problem yet.

## **Kevin Williams / Survival Skills Rider Training [www.survivalskills.co.uk](http://www.survivalskills.co.uk)**

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the Science Of Being Seen - the book of the presentation £9.99 plus P&P and available now from:  
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The 'Science Of Being Seen' is a presentation created in 2011 for Kent Fire and Rescue's 'Biker Down' course by Kevin Williams. Biker Down is now offered by over half the nation's FRs as well as the UK military, and many deliver a version of SOBS. Kevin personally presents SOBS once a month for KFRS in Rochester. He toured New Zealand in February 2018 delivering SOBS on the nationwide Shiny Side Up Tour 2018 on behalf of the New Zealand Department of Transport. Find out more here: <https://scienceofbeingseen/wordpress.com>

# 7Ws #40 - RAFFLE & SHIRTS

To celebrate the 40th 7Ws on the 27th – 29th March 2020 our guest speaker, Sean Westlake, a retired motorcycle Police Officer for Powys, Wales and Rapid Trainer has painted this unique, fun and vibrant canvas capturing core elements of riding in Wales.

The size is 76cm x 61cm and it is signed for the winner. Sean has donated his painting to 7Ws to be raffled with the proceeds going to the Thames Valley Air Ambulance. The tickets are a steal at £2 per single ticket or £5 for a strip of 5. It's for a great cause so please dig deep! You never know when you or someone you know might need the Air Ambulance.



You can buy your tickets on Saturday 28th March on the 7Ws trip. The winning ticket will be drawn by Sean on the night of Saturday 28th March at the hotel in Llandrindod Wells on our 40th trip.

Sean is selling prints in two sizes of the painting A4 and A3. They will be professionally printed at the Welsh National Library and will be £35 incl p&p for the A4 print and £45 inc p&p for the A3 print.

If you haven't ordered a celebratory 40th Anniversary T-Shirt yet, now is your last chance before the 7Ws weekend. The prices you pay in the webshop do not include p&p so these will be available for collection only on the morning of 7Ws or at St C's in March if you have ordered one. Alternatively contact me to arrange a collection.

Polo shirts and T-Shirts are available to order - please do so as quickly as possible if you haven't done so already if you want it for the weekend.



£15-£18

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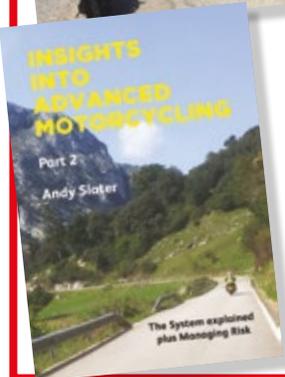
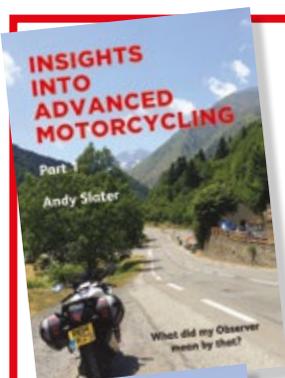
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# THE WAGS WENT KARTING



## 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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St Crispin's for just £8.

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Profits from sales go to TVAM Club funds.

# COURSES FOR TVAM MEMBERS 2020

## ABC - Advanced Bike Control - 25th April/4th July

Experience some advanced machine control on the runway at RAF Odiham, taking home enhanced riding skills, and the biggest grin you can squeeze into a helmet. Cost £25. You will need to ensure that your bike is in good condition - particularly tyres, suspension and brakes. If you have any questions email Chris Caswell on [advancedbikecontrol@tvam.org](mailto:advancedbikecontrol@tvam.org) or book via the webshop

## BC - BikeCraft - 21st March

The great thing about TVAM is we get out and ride our bikes. To add to that great practical experience join 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 [bikecraft@tvam.org](mailto:bikecraft@tvam.org)**

## BMC - Bike Maintenance - Look out for future courses in 2020

This excellent course is hosted by Phil Ryan and his team. Cost £10, to cover materials. You will get a half day (10am to 2pm) of hands-on experience of basic maintenance and repair procedures. For any questions, or to book a place, email [bikemaintenance@tvam.org](mailto:bikemaintenance@tvam.org). **Pre-booking essential via the web shop.**

## CBB - Class of Better Biking - Look out for future courses in 2020

If you are an Associate in your first half-a-dozen rides and you still don't feel completely fluent in the language of TVAM, this theory and discussion hour is for you. Learn about the subtleties of the system of motorcycle control, how to make a workable riding plan and what the run report form is really telling you. Email [bikecraft@tvam.org](mailto:bikecraft@tvam.org) with 'Class of Better Biking' in the subject line to book a place.

## 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)**

## LLR - Look, Lean, Roll

Farnborough - 5th April/10th May/14th June/12th July/9th August/13th September/11th October  
Greenham - 25th April/23rd May/27th June/25th July/22nd August/26th September/24th October

Run by a renowned team of TVAM members and Observers, the aim of this half-day event is to enhance cornering and bike-handling skills, within a controlled, off-road environment. Cost £30. Just do it!

**For further information please email [llr@tvam.org](mailto:llr@tvam.org) or register interest via the webshop**

## AP - Advanced Plus

Our new name for what was an EAR. Passed your Advanced Test a few years ago or looking to improve your skills towards an IAM RoadSmart Masters? Book a session with an Observer who will help you brush up your skills.

**Email [advancedplus@tvam.org](mailto:advancedplus@tvam.org)**

## SR - Slow Riding

Every St Crispin's the Slow Riding Team are on hand to run a session out on the tennis courts, to help you master an essential skill and to build your ability to control your bike at slow speeds. **Book in with the Training Team desk on arrival.**

## BH - Bike Handling

Barrie Smith runs a session on St Crispin's Sundays helping you to handle your bike when you are not on it, to get comfortable manoeuvring it, getting it on and off the centre stand and anything else you may struggle with.

**Book in with the Training Team desk on arrival.**

## Biker Down - [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 course 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.

**[www.facebook.com/BikerDownBucksMiltonKeynes](http://www.facebook.com/BikerDownBucksMiltonKeynes)**

## PRC - Pillion Riding Course - Look out for future courses in 2020

To help both riders and their pillion passengers achieve safer and more enjoyable riding together. It is aimed at full TVAM members and their partners, especially those with little or no experience of riding with, or as, a passenger. The course includes both theory and practical sessions covering: legal aspects; bike adjustments; passenger briefing; getting on and off; effect on bike performance; communication; clothing; do's and don'ts – and more. Cost £12. Register as either rider, pillion, or both by emailing [PillionRiderCourse@tvam.org](mailto:PillionRiderCourse@tvam.org) or please register interest via the web shop.

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

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

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# TVAM Calendar

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

## MARCH 2020

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 [pchildon3@gmail.com](mailto:pchildon3@gmail.com)**

THURSDAY

26

### GNATS WINTER SOCIAL No2

The venue is the Britannia Pub in Marlow, Little Marlow Rd, Marlow SL7 1HL and we will be there from 7pm. A great opportunity to come and talk shop, especially if you're a new member, and to get to know other members of the team before the summer social rides get underway. Bring any friends who may want to join the club. If you plan to eat at the pub, as many will, can you email John Stevenson [johnstreetops@hotmail.com](mailto:johnstreetops@hotmail.com) and let him know as he will then book a table(s). If you include your likely arrival time that would be useful. You don't have to stay all night, a drop in on your way home from work to meet the gang is more useful to all the team than not coming at all. I suggest you wear your badge as it helps people to remember names!

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**

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

**Send details of any runs or events to [eventsdiary@tvam.org](mailto:eventsdiary@tvam.org) or [socialruns@tvam.org](mailto:socialruns@tvam.org)**

MONDAY  
30

### BRITISH SUMMER TIME RUN (B)

Celebrate the start of British Summer Time with an evening run towards the south coast. Meeting Newbury area 5pm for a 5.15pm start. Brisk 75 miles along some great roads. Pause to fill up or empty at 45 miles. Arrive before sunset for a pub meal. Make your own way home in the dusk or follow 'til you need to peel off (via A3(M) Alton, Basingstoke). I need to know numbers for food and you need to know where to meet, so email [alan.mossman@ntlworld.com](mailto:alan.mossman@ntlworld.com) or text **07740 786203** by Monday 23 March please. **Pillions welcome. Run leader Alan Mossman.**

## 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 groups.io**

SUNDAY  
5

### GNATS FIRST SUNDAY RUN (B)

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

SUNDAY  
5

### WAGS MONTHLY SOCIAL RUN (B)

Meet at 10am for 10.30am departure at McDonalds, Milton Heights, Didcot, OX14 4TX. 100-120 miles through the Cotswolds to finish 4ish at Burford. **Run leader Sean Byrne.**

FRIDAY  
10

### AMANDA'S GOOD FRIDAY RUN (B)

Starting at The Base Café at Greenham Business Park on A339, RG19 6HN, 8.30am for 9am departure. Route to include some lovely roads in Berkshire and Wiltshire, with the essential coffee & cake stop mid-morning and lunch at a garden centre. Back in Basingstoke for about 4pm. **Run leader Amanda Coneley**

SATURDAY  
11

### MORNING RUN TO ON YER BIKE (B)

Meet at former Little Nellie's Diner, Newbury Rd, Kingsclere, RG20 4TA at 9am for 09.30am departure. Morning run to On Yer Bike, A41 near Aylesbury. A chance to look at Ducati, Kawasaki, MotoGuzzi and Aprilia bikes all under one roof. Also have a good range of motorcycle gear and accessories. A burger van offers bacon/sausage rolls, burgers, hotdogs, teas and coffees. Approx 100 miles round trip. Finishing in Theale around 1.30pm. **Run leader Ian Colville.**

SUNDAY  
12

### WAGS FULL MEMBER RUN (B)

Social ride for the second Sunday of each month for Full Members from all teams. Meet at 10am Milton Services on A34, OX14 4TX for briefing and ride at 10.30am. Lunch at Jack Hills cafe, Towcester, and finish at Waterfront Cafe in Benson. 120 miles in total. **Run Leader Steve Martin**

SUNDAY  
12

### WOBMOB SECOND SUNDAY RUN (B)

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

SUNDAY  
19

### ST CRISPIN'S SUNDAY - OBSERVED RIDE

See top of page 24 for meeting details.

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

Social Runs

St Crispin's

Track Day/Training Run

Events

Green Team

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 McDonalds 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](mailto:simonmorgan@mac.com) - 07500 931 451.**

SUNDAY  
26

### T-RUN (T) HOSTED BY WAGS

Training run for Associates, Trainee Observers and Observers. Meet 10am at Wantage Market Square, OX12 8AB. Run will be around 120 miles with informal observed rides, stops for coffee, lunch and cake! **Please register with Mimi [mimiceej@hotmail.com](mailto:mimiceej@hotmail.com)**

THU - 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\*. Planned routes each day – riding standard aimed at Full Members - amazing value £100 for 3 nights Bed & Breakfast (own room) plus 1 dinner. Pillions welcome. **£20 deposit secures place (non-refundable) in webshop. Contact Bob Spencer for full details 07835 45 55 06 [robj\\_spencer@yahoo.com.au](mailto: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 groups.io](http://calendar.ongroups.io)**

SUNDAY  
3

### GNATS FIRST SUNDAY RUN (B)

Social ride for the first Sunday of each month. **Details will be published via the [calendar on groups.io](http://calendar.ongroups.io)**

SUNDAY  
3

### WAGS MONTHLY SOCIAL RUN (B)

Social ride for the first Sunday of each month. **Details will be published via the [calendar on groups.io](http://calendar.ongroups.io)**

TUESDAY  
5

### CASTLE COMBE SKILLS DAY (T)

See full details on the TVAM website in the Webshop/Track & Training Days - £120

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 £300 per person. **Contact Andy Ball on 07768 582 522 [andy@andyball.me](mailto:andy@andyball.me) to express interest.**

SATURDAY  
9

### MORNING RIDE TO CHICHESTER (B)

Meet at the café at Blackbushe Airport, Camberley GU17 9LQ at 8.30am for departure at 9am. 100 mile round trip via Alton, Steep and Harting Hill to The Boat House Cafe, Chichester Marina Cafe for coffee and cakes. Returning to the Blackbushe Cafe at around 1pm. **Run leader James Boxall - [jamesboxall01@gmail.com](mailto:jamesboxall01@gmail.com)**

SUNDAY  
10

### WAGS FULL MEMBER RUN (B)

Social ride for the second Sunday of each month for Full Members from all teams. Meet 10am for 10.30am departure at Tot Hill services, Burghclere, Newbury, RG20 9BX. Progressive ride to Goodwood airfield for light lunch, baguettes and sandwiches + chips. 70 miles to fuel stop so 140-150 miles in total.

**Run leader Keith Miller**

SUNDAY  
10

### WOBMOB SECOND SUNDAY RUN (B)

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

THU - MON  
14-18

### WAGS IN FRANCE

WAGS will be heading off to the lovely town of Lamballe in Brittany to explore the fantastic sights and roads of France. Sailing on the evening of Thursday 14th May from Portsmouth to St Malo and spending 3 nights in one hotel before returning on the afternoon sailing on the Monday from Caen to arrive in Portsmouth at around 9pm. This is a fantastic weekend for any TVAM member with a choice of rides on the Saturday and Sunday and if you are an Associate, plenty of Observers to give you some feedback! Have fun whilst improving your skills! Return ferry and hotel - £356.90 (sharing) - £509.90 (single) - for full details see webshop. **For further information or to book contact Mimi Carter Jonas - mimiceej@hotmail.com**

SUNDAY  
17

### ST CRISPIN'S SUNDAY - OBSERVED RIDE

See top of page 24 for meeting details.

SATURDAY  
23

### LAMBOURN RING BREAKFAST RUN (A)

Enjoy breakfast at the Bushe Café then a spirited brisk morning ride around the Lambourn area of about 100 miles stopping for a break midway. Meet at the Bushe Café, Blackbushe Airport, GU17 9LQ at 8am for an 8.45am departure. Please come with a full tank of petrol and in time for the briefing at 8.30am. We'll be back in Reading area around 1pm. **Run Leader Dave Parsons 07525 654203**

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

### T-RUN (T) HOSTED BY GNATS

A day especially for any TVAM Associates to come out for a day involving a couple of informal Observed Runs combined with a social run. More details to come.

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.**

**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)**

SUNDAY  
31

### VIRGIN'S VOYAGE (C)

Specifically for Associates who have not been on a group run or need more practice in group run situations. Marked run procedures explained and shown. Observers and buddies will be available to assist. Run will be around 80 miles with stops for refreshments. Meet at McDonald's, Benson, OX10 6LX at 10am. **Please register with Mimi [mimiceej@hotmail.com](mailto:mimiceej@hotmail.com)**

## JUNE 2020

FRI - SUN  
5-7



### 3Rs GO TO WALES (T, B)

This is a 3-day training and social trip to Wales, staying at the Hotel Commodore in Llandrindod Wells. The trip is open to all TVAM members (Associates, Full Members, TOBs, Observers and of course pillions). There will be organised runs each day, taking in some fabulous roads and scenery along the way. Observed rides will be available, and in line with previous years we intend to cap the number of attendees at 30. Price £110 sharing twin or double and £145 for a single room. **Go to TVAM Webshop - [tvam.org/webshop/trips](http://tvam.org/webshop/trips) and click on the 3Rs register interest icon. Any questions contact Nina and Tom - [3rs@tvam.org](mailto:3rs@tvam.org)**

SATURDAY  
6

### SAMS FIRST SATURDAY RUN (B)

Social ride for the first Saturday of each month. **Details will be published via the calendar on [groups.io](http://groups.io)**

SUNDAY  
7

### GNATS FIRST SUNDAY RUN (B)

Social ride for the first Sunday of each month. **Details will be published via the calendar on [groups.io](http://groups.io)**

SUNDAY  
7

### WAGS MONTHLY SOCIAL RUN (B)

Social ride for the first Sunday of each month. **Details will be published via the calendar on [groups.io](http://groups.io)**

SUNDAY  
14

### WAGS FULL MEMBER RUN (B)

Social ride for the second Sunday of each month for Full Members from all teams. **Details will be published via the calendar on [groups.io](http://groups.io)**

SUNDAY  
14

### WOBMOB SECOND SUNDAY RUN (B)

Social ride for the second Sunday of each month. **Details will be published via the calendar on [groups.io](http://groups.io)**

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](mailto:mimiceej@hotmail.com)**

SATURDAY  
20

### BREAKFAST RUN TO BILLY'S ON THE ROAD (B)

Meet at former Little Nellie's Diner, Newbury Rd, Kingsclere, RG20 4TA at 9am for 9.30am departure. Fab ride to Billy's on the Road Diner at Billingshurst. Offering a large selection of breakfast dishes. Taking in some lovely roads along the way. Approx 110 mile round trip. Finishing around 2.30-3pm at Conkers Garden Centre, Basingstoke. **Run leader Ian Colville.**

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 groups.io**

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 FULL MEMBER RUN (B)

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

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 return there at 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 SCOTTISH BORDERS 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 the cost) 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**



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

# 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 [groups.io](https://groups.io)**

SUNDAY

2

## GNATS FIRST SUNDAY RUN (B)

Social ride for the first Sunday of each month. **Details will be published via the calendar on [groups.io](https://groups.io)**

SUNDAY

2

## WAGS MONTHLY SOCIAL RUN (B)

Social ride for the first Sunday of each month. **Details will be published via the calendar on [groups.io](https://groups.io)**

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 all the 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](mailto:djgermanytrip@tvam.org). Please book in web shop - [tvam.org/webshop](https://tvam.org/webshop)**



SUNDAY

9

## WAGS FULL MEMBER RUN (B)

Social ride for the second Sunday of each month for Full Members from all teams. **Details will be published via the calendar on [groups.io](https://groups.io)**

SUNDAY

9

## 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>**

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.

**SEE THE GROUPS.IO CALENDAR FOR A FULL 2020 ITINERARY**

**<https://tvam.groups.io/g/allmembers/calendar>**

Social Runs

St Crispin's

Track Day/Training Run

Events

Green Team

### 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

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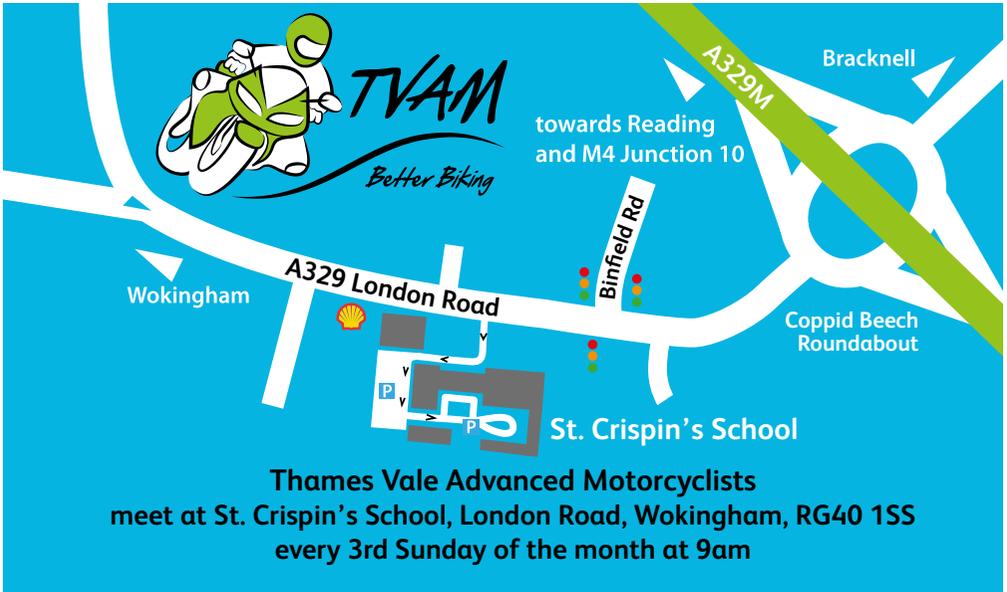
Mark Wilson  
[m.wilson1@btconnect.com](mailto:m.wilson1@btconnect.com)

*ride in ride out ride in ride out*

***rideinbiketyres.co.uk***

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

Editorial 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](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), 14th April 2020 (S), 12th May 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	Keith Miller	cafedatabase@tvam.org
Enhanced Advanced (EAR)	Mike Walden	enhancedadvanced@tvam.org
Events Diary (non-run events)	Phil Donovan	eventsdiary@tvam.org
Girl Torque	Alie Ball, Salli Griffith	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	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:

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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