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May 2020





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FROM THE LAPTOP

It makes you want to cry!
Great weather - empty roads

What a lovely April it was, except for the last few days of much needed rain. I have spent many an hour out in my garden enjoying the great weather trying not to think how wonderful it would be to be out on those fairly empty roads enjoying that freedom on the bike. I have also managed to get out cycling, trying to pick times when the Jubilee River isn't overrun with walkers, cyclists and occasional groups of 'yoofs' trying to prove that they are invincible to any virus!

I have still managed not to shop in person which I am thankful for, as although I hear there is an orderly queue outside at my local ASDA trailing round the car park, it doesn't seem to be quite so organised and distance aware as it should be once inside. Anyway my fridge and freezer are still stocked and I have toilet rolls - what was that all about?

I'm just so sorry that we are unable to function as we should be as a club, especially after so many of you have prepared runs, T-runs and trips which have had to be cancelled. I only hope that some of these can be reorganised for later in the year. Also so sorry for all you Associates keen to get out on the road with your Observer as well as with other fellow bikers. At least we are all in the same boat!

Anyway, I hope you are enjoying times with your families and if, like me, you live alone, aren't going too crazy in isolation. My work had all but dried up this last month so Skype, Zoom, Teams, WhatsApp, Instagram and Facebook have all been working hard for me. I've binged on box sets and eagerly awaited every Monday's new episode of 'Killing Eve'.

Back to motorcycling. In the absence of our club meet in May you may like to chat with the Training Team - see page 4. We have the second part of John and Patrick's adventure in India, a farewell piece to our President Sir Stirling Moss and more from Kevin Williams on the Science of Being Seen. So plenty to read besides your IAM handbooks, The Highway Code and Roadcraft which I am sure have been well-thumbed in anticipation of finally getting back on the road. You could always go to the website and take the quiz posed by the Training Team to test your knowledge or purchase the 'Insight' duo available in the web shop that explain roadcraft and what you need to know as an advanced rider.

Keep washing your hands and stay safe!

Slipstream Editor

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Letters to the editor
slipstream@tvam.org

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ST CRISPIN'S ONLINE MEET

As we will not be able to meet again as normal at St Crispin's on Sunday 17th, members of the Training Team will be online via Zoom between 9am and 10am for a quick catch up on anything you'd like to ask. If you are thinking of becoming an Observer, Barrie will be available from 9.15am to talk you through what is involved and we can get you started on the non-riding parts of the process. That means you'll be ahead of the game when this lockdown lifts.

Details of the Zoom meeting are below and when you join, don't forget to enter your full name so everyone knows who is who.

Topic: Training Team Online

Time: May 17, 2020 09:00 London

Join Zoom Meeting

<https://zoom.us/j/95004661678?pwd=VmZXWXBwVGE2WWhVVDZRSUh3MkVZFz09>

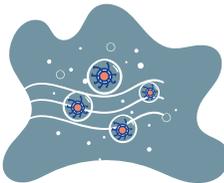
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COVID-19 CORONA VIRUS



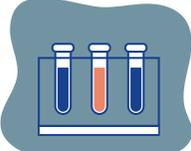
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FROM THE GARAGE!

In the March edition of Slipstream I wrote “It’s always dangerous,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.”



And so it has proved to be again this year. Another ‘Beast from the East’ has descended upon us. This time we can’t see it but its effects have been much more deadly with a huge impact particularly on Club Members who work in the NHS, Care Homes, supermarkets, or any of the front-line jobs that keep our society running. On behalf of all TVAM Members can I say ‘Thank You’ to all of you.

Thanks also to every Member who has resisted the strong urge we’ve all had at some point to go for a quick blast. A chance happening with another road user through no fault of your own could tie up the emergency services for hours when they really do have better things to be doing just now.

It was of course with great sadness that we heard that Club President Sir Stirling Moss had passed away over Easter. He was more closely involved with the Club in its early years but remained a figurehead for the Club throughout the time of his association and he will be a difficult act to follow. There’s a lovely tribute written by the editor on page 20. Needless to say the Committee has discussed who could be a successor and I hope to be able to report progress over the coming months.

So just what do you do when the sun’s out yet you can’t ride your bike?

Well, having read Nick Tasker’s article last month and being a BMW rider who, having bought new, has now gone through 26k miles I thought I’d better have a go at some unusual & infrequent maintenance. The bike’s been around Europe two or three times, does 5 or 6 IAM Skills Days at Thruxton each season and is ridden all-year round, so it’s definitely not been a ‘Sunday afternoon’ bike.

So off came the rear suspension linkages to see if they were worn or just needed a bit of TLC. After all Nick was concerned that long-term reliability isn’t always a priority for the original manufacturer so I was expecting to find a few bits that would be seized or gasping for a drink of grease.

Thankfully all the bolts came undone, though they have high torque values so well-fitting quality tools are a must. There were no signs of corrosion as all the parts are alloy, plated or stainless steel, which is hopefully a good sign. The seals of the four separate bearings that make up the linkage mechanism were all covered externally with a combination of dried chain lubricant, presumably flung off the chain (yes XR’s still have those) and road dirt. Sitting above the exhaust they must get a little warm. However they all cleaned up with a bit of white spirit and were in good condition. It was then possible to disassemble and inspect the bearings themselves.

The shafts showed a little sign of wear but none were pitted, scored or worn through the case hardening. The needle-bearings were unworn but in need of some fresh lubricant. After this the re-assemble was quite straightforward (once you’d remembered which way round the three-way alloy casting went) then it was just a matter of torquing up those bolts - after all one of those coming out at speed would be interesting...

And whilst I was down there I found I was missing a circlip off the near-side footpeg pin. That would have been another interesting part to lose on the motorway...

I would therefore encourage you to take this time of lock-down to take a longer look at your bike. Which bits haven’t you really looked at since you bought it? Mine was a morning well spent.

Andy Slater
Chairman

NOT SO MASTERFUL?

My first thought was a realisation that I now knew what breaking bones sound like. A curious, detached, unemotional, and possibly completely misplaced activity for my brain to engage in the moment my BMW S1000XR flipped sideways through 90 degrees and dumped me on a country lane. In contrast to the rest of my morning so far, my mind immediately adopted a more logical state and – as we shall see later – whilst that was a step forward, it came about 3 hours too late.

I was out for a long ride by myself in late October, a final practice ride before my Masters Test scheduled for a couple of days later. It was a bright and warm Sunday morning, the roads were dry, and the traffic was light. Ideal conditions. I had just turned off an open road where riding at the national limit was entirely appropriate into the scene of the accident, which was an unfamiliar single-track lane with the odd pothole, a bit of greenery down the centre of the track, and gravel here and there.

In fact, just the sort of slow-speed road that I'd seen many times before, and to which I paid immediate respect: speed no more than 15 mph, first gear, slipping the clutch, gently on the back brake. And then my world turned sideways in a humiliating way.

Back to my brain. I immediately realised I was in a mess, as was the bike. It turns out there's an awful lot of plastic on an S1000XR. I realised I could move all my limbs, and I could stand up, but it hurt like hell. The bike was lying on its right side, so I flipped out the side stand and set about lifting it. That was a mistake because it involved bending down which hurt even more than standing up, so the bike stayed where it was. I'll get some help!

Being a country lane, there was no traffic, houses, farms, pedestrians - or phone signal - in sight. Not a good start. I realised that I was probably working high on adrenaline but only minutes away from shock setting in, so if I was to do anything to help myself, I'd probably need to work fast. Was I fit enough to walk to the road junction about half-a-mile back and get help there?

Fortunately, a couple of passing cyclists arrived and helped me lift the bike (I love our friends in lycra), but then announced that they were on a training schedule so had to be on their way and couldn't help with emergency services (selfish cyclists – I resent them).

Eventually I did manage to get some help and there then followed a 6-week period of reflection at home waiting for my ribs to heal. I spent a good deal of it trying to play through my mind exactly what had happened and why. Initially I couldn't account for it. Yes, it was a tricky road, but no more so than ones I'd been down with my Mentor (thank you Andy), Observer (thank you Ness), or on my EAR (thank you Bob). I was riding responsibly, at a speed that was appropriate for the conditions, with the express aim of maintaining Masters standard, so the accident made no sense. The only possible explanation was that I had lost front wheel traction somehow. Perhaps I'd put the front wheel on some moss or gravel, maybe the roads were dry but under the surface there was some wet mud.

Maybe I wasn't being self-critical enough and hadn't adapted my riding style to the conditions. Maybe being only a couple of days from my Masters test I'd convinced myself I was a better rider than I really am. Then some weeks later I heard my wife say something interesting when recounting the story to a friend. She mentioned that we'd had a minor disagreement before I left the house that morning and she felt awful about it when I'd phoned her after the accident. That's when I started to do a bit of root cause analysis.

We had indeed parted after an exchange of opinions. I'd come down for breakfast in my bike gear. She'd asked me why. I told her that I was going out for a ride. She wondered why so early because there

was plenty of time before we had to set off to meet her family in Chiswick for lunch. We'd talked about this. I needed a long practice ride and would meet her in Chiswick.

But that's nearly 4 hours away. I know, but I need a long ride, and that's what I'd been planning on my SatNav in front of the TV last night. You didn't explain well enough. Yes, I did, you weren't listening well enough. There's nothing else planned this morning anyway. See you later in Chiswick, I promise to be in good time. Bye!

I remember playing the conversation over in my head as I set off, and having the odd flashback throughout the ride. Had I been ambiguous, was she really being unreasonable, am I being selfish? And why is the SatNav telling me I'm going to be 30 minutes late when I'd meticulously planned a route that was 30 minutes less than the time available, when it's a Sunday morning with no traffic jams? I know the clocks changed last night, but we religiously changed them all, so I definitely haven't set off an hour late. I can't afford to subject myself to an I Told You So sort of conversation, let alone just being rude to everyone else by being late. This doesn't make sense.

There are plenty of options to cut off loops on the winding route I'd planned. Poor anticipation of an overtake opportunity there – better positioning next time. Let's work out some options in my head to arrive on time. I'm only doing 30 and it's a 40 limit, back up to speed. On reflection – was I really that curt over breakfast this morning? Minor rear wheel step-out accelerating out of a bend over a few leaves. Can I replan the route to keep most of the twisties and bin the boring bits? Missed the turning. Sharpen up – it's your test in 2 days. Why is my planning a whole hour out? I mustn't be late. I mustn't speed because I'm trying to ride to Masters standard. This is a more challenging ride than I was expecting, but all the better for it because juggling all these plates is intellectually stimulating.

The paragraph above shows my state of thinking. There are clearly signs of mental overload. Minor distractions manifested themselves as basic mistakes. Thoughts are jumbled. I'm trying to deal with

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multiple issues at once, and not prioritising safety. I'm not keeping it simple. I'm ignoring the weak and turbulent signals – those uncharacteristic mistakes that should be screaming at me to stop the bike, get a cup of tea, ring my wife to smooth things over, and re-plan my route while parked, not doing 60. Even my thought that the Masters standard should determine my speed was idiotic and misplaced – that's clearly a safety and legality issue all the time, irrespective of the course I was doing. I was actually relishing being pushed to the limit of my mental capacity and not stepping things down a notch or two to give me the opportunity to prioritise safety.

The details of exactly how I fell off my bike are irrelevant. I had the knowledge and skills to ride the road that I was on. What was wrong was my attitude. It's telling that I have a clear recollection of everything leading up to the accident, the fall itself, and what came next, but I still don't know what handling mistake I made.

Does this indicate that my mind wasn't really on the task at hand? A quick glance at the contents page of Motorcycle Roadcraft is all you need to see how this was a pure Human Factors accident. Here are the paragraph titles that apply in this case: distraction due to multi-tasking, riding stress, operational stressors, time pressure and the purpose of the journey, and overconfidence after training.

Fortunately, there are also some answers in the same chapter to show that I'm not beyond redemption: I resisted the temptation to do any noble cause risk-taking, I didn't find myself with red mist, I continue to train, practice and seek feedback, I'm more appropriately confident, and I've immersed myself in analysis and self-assessment of what went wrong. And I've been brutally honest with myself. Hopefully, my experience might be useful for others.

For advanced riders, POWDDERSS checks are second nature, but do we really ask ourselves as carefully whether I AM SAFE? Particularly in this case attitude and emotion were well below an acceptable standard, which were really the root causes of my accident. Tea is quick and cheap: the damage to my bike and the worry I caused my family were not. If only I'd recognised the distractions for what they were and stopped the bike to think for a few minutes, none of this would have happened.

Mitch Preston

PS. The BMW S1000XR comes from the factory with the clock set to manual, so even if you plug in the BMW Nav VI which knows the real time to a millionth of a second and automatically factors in BST/GMT, it will immediately take its time feed from the bike (not the other way around). Hence your ETA will be exactly one hour later than expected the morning after the end of BST if you forgot about your bike's clock – but you will really still be in good time for lunch. It's amazing that you can't work this out whilst riding, but you can when stationary, in shock, with broken ribs, waiting for help to arrive. Maybe riding does take up more mental capacity than we think.





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SCIENCE OF BEING SEEN

‘RIDE BRIGHT’ or ‘THINK BIKE’ success?

I’ve made a start on what the Science Of Being Seen - both the research and the presentation - is all about, and I mentioned a bit about the background context and just why I felt it necessary to put this work together.

The answer is that although the ‘RIDE BRIGHT’ motorcycle conspicuity campaigns aimed at bikers and their logical counterpart, the ‘THINK BIKE’ campaigns that exhort drivers to look harder for the difficult-to-see two wheeler, have been running from the mid-70s to the current day, and although they have run all over the world, and either adopted voluntarily or enforced through legislation, there’s no significant evidence that either strategy has had any significant impact on collisions between bikes and cars.

Drivers still suffer the ‘Looked But Failed To See’ (LBFTS) error and commit the ‘Right Of Way Violation (ROWV). As you can see, they’ve been happening for so long and studied so intensively, the research has created a pair of acronyms.

And riders still sail into these crashes all too regularly. Riders have also known about this collision for so long they’ve given it their own their own nickname - the ‘Sorry Mate I Didn’t See You’ SMIDSY.

So let’s go back to the beginning of the story.

As long ago as 1975, the Greater London Road Safety Unit identified powered two-wheelers (PTWs) as being over-represented in accidents. Detailed analysis followed and the results indicated that a major contributory factor was that other drivers failed to see the motorcycles in the general street scene.

The Greater London ‘Ride Bright’ campaign followed. It’s likely it was the first road safety campaign specifically designed to encourage riders of powered two-wheelers to improve their conspicuity by wearing bright clothing, preferably of fluorescent material, and by switching on their headlights in daytime. The campaign was extensive, involving radio advertising, a poster campaign, leaflets distributed through a number of routes (including dealers, garages, colleges, businesses and by London’s Metropolitan Police Service) and give-away items such as combs, pens and key-rings.

At around the same time, a US researcher named Harry Hurt (of whom you may have heard) working with Dupont wrote in 1977 that:

“the most likely comment of an automobile driver involved in a traffic collision with a motorcycle is that he, or she, did not SEE the motorcycle...”.

Hurt became synonymous with research into motorcycle crashes a few years later when he put his name to a mammoth study that became known as the ‘Hurt Report’ (1981). It has become a seminal work and you can find it easily online. Based on his research in California, what Harry Hurt found (amongst other things) was that:

“Approximately 3/4 of motorcycle accidents involved collision with another vehicle at an intersection. The driver of the other vehicle violated the motorcycle right-of-way and caused the accident in 2/3 of those accidents and did not see the motorcycle or did not see the motorcycle until too late to avoid the collision. Most involved passenger cars...”

A few years later, on our own side of the Big Pond, Keith Booth looked at 10,000 motorcycle crashes in London. Although I cannot find the original research, he released a report called “Characteristics of Urban Motorcycle Accidents” through the Institute of Motorcycling. Booth’s observation was that in London:

“62% of motorcycle accidents were primarily caused by the other road user. In 2/3 of motorcycle accidents where the driver was at fault, the accident was due to the driver failing to anticipate the action of the motorcyclist.”

In other words, much the same crashes were happening in big cities on both sides of the Atlantic and in much the same proportions.

The obvious question was: “Why?” Hurt drew much the same conclusion as the earlier GLC study in London:

“The origin of this problem seems to be related to the element of conspicuity (or conspicuousness) of the motorcycle; in other words, how easy it is to see the motorcycle. When the motorcycle and the automobile are on collision paths, or when the vehicles are in opposing traffic, the conspicuity due to motion is very low, if it exists at all.”

I’ll be coming back to this concept of ‘motion conspicuity’.

Hurt continued, “Consequently, recognition of the motorcycle by the automobile driver will depend entirely upon the conspicuity due to contrast.

“If the approaching motorcycle and rider blend well with the background scene, and if the automobile driver has not developed improved visual search habits which include low-threat targets (such as motorcycles and bicycles, as contrasted with the high-threat targets presented by trucks and buses) the motorcycle will not be recognized as a vehicle and a traffic hazard exists.”

Note that phrase about depending ‘entirely on the conspicuity’ - it’s going to be important too.

These accidents are often categorised as ‘Looked But Failed To See’ errors (LBFTS), because the driver claims that they looked in the appropriate direction for conflicting traffic, but did not see the approaching motorcycle.

If drivers were colliding with motorcycles that they hadn’t seen because the motorcycle had poor conspicuity, what was the answer? Not surprisingly, the road safety bodies came up with two ‘common sense’ answers:

- motorcyclists should make themselves more conspicuous by wearing light-coloured, reflective and fluorescent hi-vis clothing and white helmets, and to ride with dipped headlights on, and if they did, this would help drivers see them

- drivers should look harder for motorcycles - drivers were told to 'Think Bike' and to look twice or take longer to look for them, and if they did this they would see bikes.

And that's pretty much where we are now.

So... did any of this work?

Clarke et al (2007) investigated a sample of crashes involving motorcycles in the UK:

"A sample of 1790 accident cases was considered, including 1003 in detail, from UK midland police forces, involving motorcyclists of all ages, and covering the years 1997-2002 inclusive. Significant differences were discovered in the sample with respect to types of accidents involving motorcyclists (and their blameworthiness). There seems to be a particular problem surrounding other road users' perception of motorcycles, particularly at junctions. Such accidents often seem to involve older drivers with relatively high levels of driving experience who nonetheless seem to have problems detecting approaching motorcycles."

Even more recently, Helman et al (2012) wrote in a paper for the Transport Research Laboratory (TRL) that:

"It is widely accepted that one key factor in motorcyclist crashes around the world is the difficulty other road users have in detecting an approaching motorcyclist or correctly appraising their speed and position. This is of particular concern at road intersections, when drivers need to detect gaps in oncoming traffic to make turns either across or into traffic flows. If a motorcyclist is not detected by a car driver in this situation (so-called 'looked but failed to see') then this can lead to a manoeuvre that violates the motorcyclist's path, and a potential crash."

If we look outside the UK but still within Europe, the pan-European study 'Motorcycle Accidents In-Depth Study' (or MAIDS for short), first released in 2004 then updated in 2009, found that just over half of all crashes involving a powered two-wheeler (ie a motorcycle or moped) took place at an intersection. 60% of these collisions were with a car, 72% of the accidents took place in urban areas, and in 50% the car driver was to blame. And the important conclusion was that in over 70% of the collisions resulting from an error on the part of the other driver, the collision involved a failure to see the a motorcycle.

And the latest study from Transport for London on motorcycle crashes in the capital repeated the findings that the car - motorcycle collision at a junction remains the biggest single issue facing riders.

So, the conclusion is inescapable. The interventions first recommended in the 1970s and early 80s don't seem to have had any effect on the prevalence of the LBFTS error. And so the SMIDSY remains the most common crash involving a bike and another vehicle.

If our generation of riders is to do any better, we need to look for a better explanation. And we need to do it ourselves, not rely on what we're told. And that's why I've spent so much effort working on SOBS over the last nine years.

Kevin Williams / Survival Skills Rider Training 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: <https://lulu.com/spotlight/SurvivalSkills>

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>



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PART 2

Diwali Group.

John and Patrick's Indian adventure continues from our April issue:

The next morning our departure was delayed due to lots of local families wanting to speak English and have their photos taken with us and the bikes. Eventually we left and rode on to Jodhpur, known as the Blue City, where we had a tour of Mehrangarh Fort, one of the largest forts in India, which from a distance looks as though it is carved out of the mountain.

Then back on our Bullets, which by now felt like old friends, and a leisurely ride to Chandelao, where we found our next hotel, which was like a converted palace. This evening we had time to walk around the village, which was obviously very poor but where the locals were so friendly and welcoming.

The following morning we couldn't wait to mount our bikes again for the next stage of the adventure. It didn't disappoint, with another great mix of road types, from newly-constructed tarmac to complete off-roading going through many very poor villages where the local children would run out to wave and shout. By early afternoon we had arrived at our next hotel in Ranakpur and after an excellent lunch and a rest we had a very different mode of transport – an open



The Bullets in front of Mehrangarh Fort

top, 4x4, 8-eater Maruti (Suzuki) Gypsies – which took us on a safari into the foothills looking for leopards.

The next day took us on real mountain roads full of hairpin bends and again the Bullets excelled themselves. We reached Udaipur and our lakeside hotel where we stayed for 2 nights and took in lots of sightseeing, some with guides and some on our own.

Leaving Udaipur we again rode lots of mountain roads then a stretch of off-roading to reach a lakeside restaurant for lunch and relaxation before pushing on to Bijaipur and a converted Maharaja's palace, which was to be our next hotel.



Elephants at The Amber Fort



Normal Riding India Style

colourful, having been decorated with millions of coloured lights and other decorations ready for Diwali and the start of the national holiday. Another converted fort was our next hotel and in the evening the Maharaja demonstrated his skills by cooking our meal.

We arrived in Jaipur on the day they celebrate Diwali and were all invited to join Narendra and his family at their home for this famous festival. We were even given traditional Indian clothes so that we truly felt like part of the celebrations. The party was held on the roof terrace of their house, which had a good view across Jaipur where the sky was lit up by fireworks continuously from dusk right through to dawn the next day.

The morning after involved yet another form of transport: elephants at the Amber Fort. Then later that

Pachewar Fort was our next destination, and the mix of roads was possibly even better than any we had done so far; up and down mountains on hairpins, great open roads with linked bends, a long off-roading section then crossing the top of a dam via the service road which included negotiating a railway line without a level crossing.

All the towns and villages were very

day we may possibly have broken a world record with 8 of us, plus the driver, travelling in a 4-seater Tuk Tuk across Jaipur. Even the locals seemed surprised to see that!

The next day we said our farewells to the group as they headed off to Agra to see the Taj Mahal whilst we travelled south by car to Ramthanbore National Park. There we took a safari in the Tiger Reserve, where one was actually seen and photographed.

Who could visit India without going on the Indian railways? Well we certainly couldn't so we caught a train to Agra for our final days of sightseeing which included the must-see Wonder of the World, the Taj Mahal.



A Tiger in The Ramthanbore Reserve

After a couple of days in Agra and countless more photos, we finally said our sad farewells to India and arrived back at Heathrow. Two men of mature years were back in England, very tired, with lighter bank balances but with fantastic memories and photos to enjoy for the rest of our lives.

Someone asked me what the three best bits were. Very difficult to answer as there were no bad bits but certainly some of the highlights were:

1. The Indian people, so warm, friendly and welcoming
2. The Royal Enfield Bullets, they look like museum pieces but took everything in their stride
3. Celebrating Diwali with an Indian family at their home in Jaipur

Would we do it again? Yes. Would we recommend it to anyone else? Yes, if you like bikes, just do it.

Would we recommend the tour company? Yes, 100%. They were www.indianrides.com

If you are thinking of doing a similar tour and want more advice, just let us know and we would be pleased to help.

Here are a few tips.

The System applied to riding in India.

- | | |
|------------------|---|
| I - Information | Too much on offer, best to ignore |
| P - Position | Anywhere you can find a space, but not restricted by the road |
| S - Speed | No chance, slow or extra slow |
| G - Gear | Any you can find in the box, they are all much the same |
| A - Acceleration | About 0-60 in two days |

Acronyms

- | | |
|-----|-------------------------------------|
| MAD | They all are and are all around you |
| TUG | Take, every man for himself |

POWDDERSS If the horn works and the engine starts that's all you need to check
OUR It's all too hectic, just react
IAMSAFE If you are awake that is all that is needed

Biking gear

Men - always the driver, t-shirt, shorts, flip-flops and sunglasses are essential, plus a mobile phone in left hand and probably being used. A helmet is legally required by the driver but optionally worn and often carried on the arm. No helmet requirement for passengers, normally at least 2 passengers on every bike.

Women - Sari and optional flip flops. They ride side saddle carrying a week's shopping and up to five children. All bikes are manufactured with a side step and sari guard, as side saddle is legal.

The Right of Way

In India only one thing has the right of way and that is the cow. Everyone has to defer to the cow without exception, even the President.

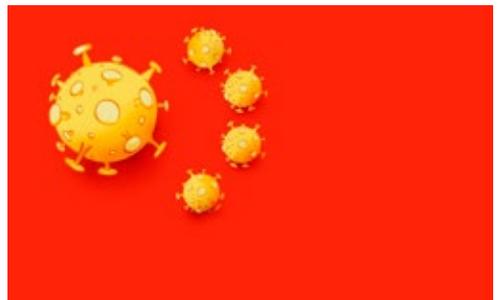
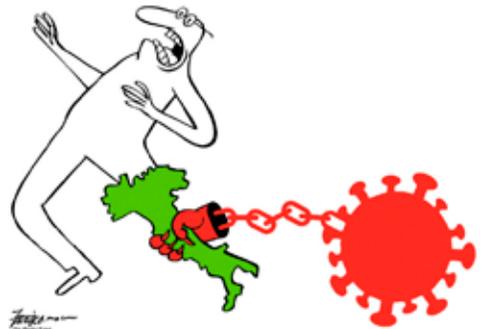
John Stevenson & Patrick White



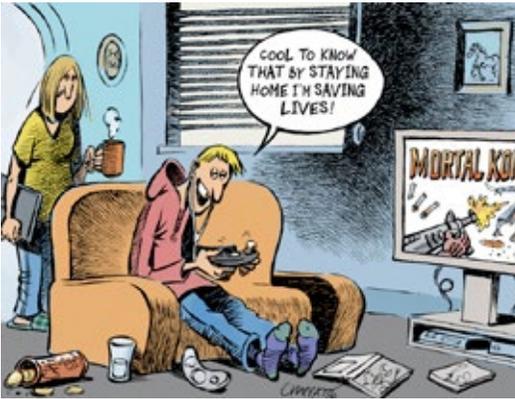
2 Gentlemen of Leisure at The Taj



A LITTLE CORONA HUMOUR FROM AROUND THE WORLD!



SELF-ISOLATION DAY 1



KEEP SAFE, KEEP SANE AND SEE YOU ON THE OTHER SIDE!



TVAM President Sir Stirling Moss 1929-2020

“It was one lap too many, he just closed his eyes.”

I'm not so sure how many of you read the small print at the back of Slipstream, but you may have noticed that Sir Stirling Moss was our President. Not that we had much contact with him over the years, but as a much admired figurehead in motor sports it was very sad to hear of his death at the age of 90 after a lengthy illness.

“It was one lap too many, he just closed his eyes,” said his wife Lady Moss.

He was widely regarded as one of the greatest Formula 1 drivers of all time, even though he did not win the World Championship. He retired from public life in January 2018 because of ongoing health problems.

Moss' former team Mercedes said motorsport had “lost not only a true icon and a legend, but a gentleman”, while 1996 F1 champion Damon Hill said Moss “launched all the other careers of British racing drivers who went on to become world champions”.

Three-time F1 world champion Jackie Stewart, who came into the sport shortly after Moss' retirement in 1961, told BBC Radio 5 Live: “He walked like a racing driver should walk, he talked like a racing driver, he looked like a racing driver and he set a standard that I think has been unmatched since he retired.”

Moss won 16 of the 66 F1 races he competed in from 1951 to 1961 and became the first British driver to win a home grand prix in 1955 at Aintree. He famously lost



1955 Mille Miglia winner

out on the F1 title in 1958 to compatriot Mike Hawthorn after vouching for his rival and preventing him being disqualified when he was accused of reversing on track in the late-season Portuguese Grand Prix.

Four times a runner-up in the F1 drivers' championship, he was named BBC Sports Personality of the Year in 1961 and was knighted in 2000.



Competing at Aintree

Together with his fine F1 career, Moss was regarded as a motor racing all-rounder and racked up a total of 212 victories in all categories.

He was an outstanding rally driver and in 1955 set a new course record in winning the famous Mille Miglia, a 1,000-mile race around Italy. He managed 1,000 miles in 10hrs 7mins and 48secs, which made his average speed just 2mph off 100mph. Even by today's standards, it was an astonishing achievement.

Alongside him throughout was Motor Sport's continental correspondent, Denis Jenkinson, who translated written instructions on the route into hand signals.

Moss was effectively forced to retire from top-level motorsport in 1962 after a crash at Goodwood left him in a coma for a month and partially paralysed for six months.

However, he continued to race in historic cars and legends events until the age of 81.



COURSES FOR TVAM MEMBERS 2020 (lockdown dependent)

ABC - Advanced Bike Control - 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 or book via the webshop

BC - BikeCraft - Look out for future courses in 2020

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**

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. **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 with 'Class of Better Biking' in the subject line to book a place.

RLBM - Run Leader and Back Marker Course - Look out for future courses in 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**

LLR - Look, Lean, Roll (there will in all probability be further cancellations)

Farnborough - 14th June/12th July/9th August/13th September/11th October

Greenham - 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 £39. Just do it!

For further information please email 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

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 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

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 or please register interest via the web shop.

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

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 or contact Alan Hudson at alantvam@yahoo.co.uk

COVID-19 NOTICE REGARDING RUNS AND TRIPS

ALL RUNS, TRIPS AND CLUB MEETS CANCELLED THROUGH MAY. PLEASE CHECK THE GROUPS.IO CALENDAR FOR CANCELLATIONS 1ST JUNE GOING FORWARD. PLEASE CONTACT ORGANISER FOR MORE UP-TO-DATE INFORMATION ON ANY FUTURE TRIPS. FOR RUNS THAT HAVE BEEN CANCELLED. RUN LEADERS MAY LIKE TO RE-BOOK FOR DATES LATER IN THE YEAR - PLEASE CONTACT SLIPSTREAM@TVAM.ORG or SOCIALRUNS@TVAM.ORG

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 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 |
| 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 |
| WEDNESDAY 10 | MID-WEEK DAYTIME RUN (Short ride to place of interest) Please can anyone lead a run to a place of interest for this date? Contact Ken Jeddere-Fisher at midweekruns@tvam.org for details or to join the Midweek Runs mailing list. |
| 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 |
| 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 |

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 or socialruns@tvam.org

 Social Runs  St Crispin's  Track Day/Training Run  Events  Green Team

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. A couple of places left. Book in the TVAM Webshop. **Any queries - contact Mimi - 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

T-RUN (T) HOSTED BY CLAMS

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.

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**

WEDNESDAY
8

MID-WEEK DAYTIME RUN (Short ride to place of interest)

Ride to Nuffield Place. Meet at the H Café in Berinsfield, OX10 7LY for a 10.30am departure. **Contact Ken Jeddere-Fisher at midweekruns@tvam.org for details or to join the Midweek Runs mailing list.**

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**

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

FRI - SUN

17-19



GREEN BADGE TOUR IN WALES (T)

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.**

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**

AUGUST 2020

SATURDAY

1

SECRET NUCLEAR BUNKER (B+)

Do you remember those 1970's public info films telling us how to 'Protect and Survive' in the event of a nuclear war? Ever wondered how devolved central government and military commanders would have continued to operate? Then why not join me for a rare jaunt through the exhilarating twists and turns of the Bucks, Beds, Herts and Essex countryside to visit the 1950's built Secret Nuclear Bunker in Kelvedon Hatch, would-be home of the Emergency Regional Government during a nuclear attack. 160 miles (inc.15 on motorway) c. 6.5hrs (inc.1.45hrs to tour the bunker and have lunch). Entrance fee £7.50 (cash only). Meet 9am for a 9.30am departure at the J2 M40 Beaconsfield Services, HP9 2SE. **Run Leader Steve Selby 07785 522 913, email steve.selby@hotmail.com**

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**

SUNDAY

2

T-RUN (T) HOSTED BY RAMS

Come and join the RAMS T-Run. All Observers, Trainee Observers, Associates and Full Members welcome. Two informal observed runs in the morning for Associates/TObs, also available to Full Members. After lunch there will be a marked social run back to Calcot ending 4.30pm approx. Meet at Sainsbury's Calcot (near NEXT entrance) RG31 7SA at 9am for a 9.30am departure. Total run 100 miles. **Please let either Ness Turner (07909 888953) ness1.turner@hotmail.co.uk or Mel Hakhnazarian (07971007448) mel@melsmotors.co.uk know if you can join us.**

Social Runs

St Crispin's

Track Day/Training Run

Events

Green Team

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**

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**

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. Please book in web shop - 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**

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>**

WEDNESDAY

12

MID-WEEK DAYTIME RUN (Short ride to place of interest)

Ride to the Oxford Bus Museum. Meet at the H Café in Berinsfield, OX10 7LY for a 10.30am departure. **Contact Ken Jeddere-Fisher at midweekruns@tvam.org for details or to join the Midweek Runs mailing list.**

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

THU - TUE

3-8

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 3rd September from Portsmouth to St Malo and spending 3 nights in one hotel before returning on the overnight sailing on the Monday from Caen to arrive in Portsmouth on the Tuesday morning. 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! **Contact Mimi Carter Jonas - mimiceej@hotmail.com for any information.**

FULLY BOOKED

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

| | |
|----------------|---|
| SATURDAY 5 | 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 6 | T-RUN (T) HOSTED BY WOBMOB 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 6 | 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 6 | WAGS MONTHLY SOCIAL RUN (B) Social ride for the first Sunday of each month. Details will be published via the calendar on groups.io |
| WEDNESDAY 9 | MID-WEEK DAYTIME RUN (Short ride to place of interest) Ride out from H Café in Berinsfield, OX10 7LY - 10.30 departure. Possibly rain check for earlier 2020 run - watch this space Contact Ken Jeddere-Fisher at midweekruns@tvam.org for details or to join the Midweek Runs mailing list. |
| SUNDAY 13 | 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 13 | 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 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 |

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

**SEE THE GROUPS.IO CALENDAR FOR A FULL 2020 ITINERARY
AND UP-TO-DATE NEWS ON EVENT CANCELLATIONS
DUE TO THE CORONAVIRUS LOCKDOWN
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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'

Available at St Crispin's or the TVAM Webshop
for £4.99 each (inc postage).

**Special Offer: Buy both together at
St Crispin's for just £8.**

Profits from sales go to TVAM Club funds.

SO YOU WANT TO BE AN OBSERVER WITH TVAM?

At TVAM we are rightly proud of our Observers and we are always looking for new people to join our observing team. Maintaining a continuous flow of high-calibre new Observers is essential to sustaining the capability of the club to coach Associates. Without the development of new Observers, the ability of our club to coach riders through the Advanced Rider Course will soon diminish and the club may shrink or even fade away into oblivion.

What does an Observer need to be able to do?

To be a successful Observer, you need to be able to do four things:

1. Know your stuff – RoadCraft/Highway Code/Advanced Rider Course etc.

You need to be able to coach associates in the theory as well as the practice, and be able to point them at the reference material so they can learn for themselves too. Read the books; take the TVAM online quiz; sign up to the various apps that are available; whatever way you learn best.

2. Ride consistently at or above the IAM test standard

You have to be able to talk the talk and walk the walk. “Don’t do as I do, do as I say” won’t cut it. You need to be riding in the unconscious competence zone to have enough capacity to safely watch and construct feedback for the Associate on what you see out on the road. Get out there, when we’re allowed, and brush up your riding skills. Book an EAR, or even contact your old Observer to see if they can take you out for a ride, once we can ride again, and get some feedback.

3. Be able to relate what you see on the road back to the System

The System of Motorcycle control is at the heart of everything we coach. Being able to discuss out how this works in practice allows riders to develop their skills on the bike. Start to think about how systematic your riding is and how you would give yourself feedback.

4. Create an environment in which an Associate wants to learn

We aim to develop thinking riders. To do this people need to want to learn and they do this in different ways. By building rapport and being flexible in our approach, we create the space for Associates to develop and learn the way they want to. How do you learn? How do those people around you learn? Can you flex your style?

Sounds exciting, how do I start?

You’re not expected to be able to do all this from day one. That’s what the Training Team is for. We have developed a structured training program to take you through to Local Observer level and beyond. IAM RoadSmart recognises our Observer Training Programme, and the Observers we produce, as amongst the very best. You just have to put the work in!



To find out more details on exactly how you can get involved, join our online chat (see Page 4) or, once we’re meeting again, come along to an Observer interest chat at St. Crispin’s. There is no obligation and it could be the next step in your riding career. We’ll be starting Trainee Observer training as soon as the government restrictions are lifted.

Are you ready to step up?

Chris Brownlee
Chief Observer

Nick Robinson

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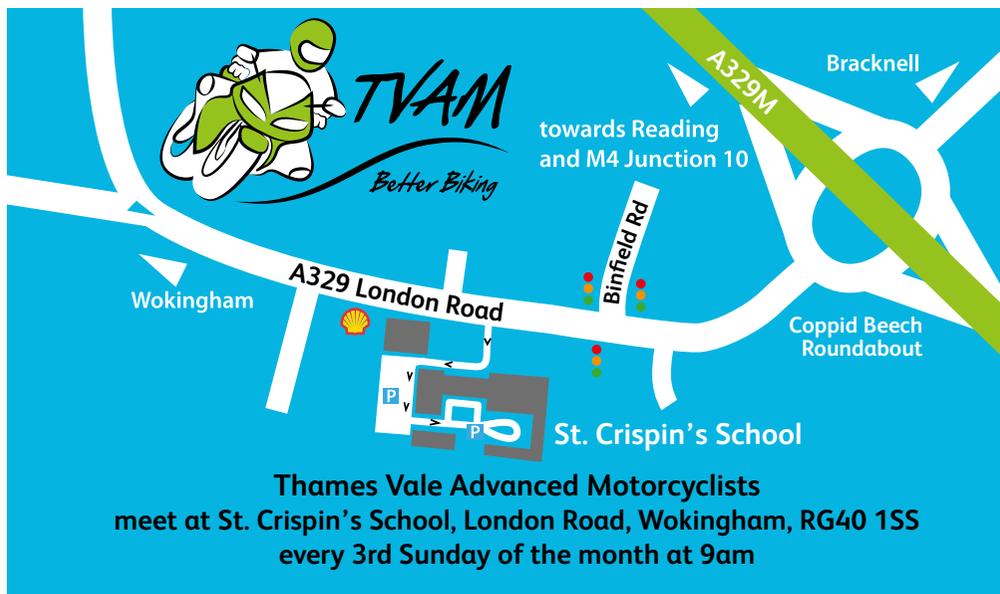
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CLUB MEET - During lockdown there is no monthly meeting

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 - Many have gone online during this period - contact your local team

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 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

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 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) | Vanessa Turner, 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) | Vanessa Turner, 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 and designer: Salli G - 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 to book space - [slipstream@tvam](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

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

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TVAM CLUB CONTACTS

President:

Sir Stirling Moss OBE FIE

Vice Presidents:

Nigel Fowler 1996, Richard Tickner 2005, Nigel Taylor 2010, Charon Willis 2016

Committee (committee@tvam.groups.io): Who are they? Photos on groups.io

| | | |
|----------------------|----------------|------------------------|
| Chairman | Andy Slater | chairman@tvam.org |
| Chief Observer | Chris Brownlee | chiefobserver@tvam.org |
| Secretary | Adrian Ellison | secretary@tvam.org |
| Treasurer | Paul Taylor | treasurer@tvam.org |
| Membership Secretary | Dave Simmons | 0118 402 4800 |
| Slipstream Editor | Salli Griffith | membership@tvam.org |
| Events & Promotions | Phil Donovan | slipstream@tvam.org |
| Green Team Leader | Alan Hudson | events@tvam.org |
| | | fullmembers@tvam.org |

Committee Meetings:

These are held at James House, Mere Park, Dedmere Road, Marlow, SL7 1FJ

Next Meetings: (M - Marlow / S - via Skype), 12th May 2020 (I), 9th June 2020 (I) - all meetings normally on second Tuesday of the month at 7.30pm and generally alternate monthly between Marlow and Internet 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 |
| Advanced Plus (previously EAR) | Mike Walden | advancedplus@tvam.org |
| Events Diary (non-run events) | Phil Donovan | eventdiary@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 Dowlen | membershipdevelopment@tvam.org |
| Merchandise | (to order items away from St Crispin's) | merchandise@tvam.org |
| Midweek Runs | Ken Jeddere-Fisher | midweekruns@tvam.org |
| Offroad Riding | Clive Marsden | offroad@tvam.org |
| Pillion Rider Course | Alan Hudson | prc@tvam.org |
| Red Zone | Mel Hakhnazarian | redzone@tvam.org |
| RideOn | Training Team | trainingteam@tvam.org |
| Run Leader & Back Marker Course | Issy Griffiths | runleaderbackmarker@tvam.org |
| Social Run Co-ordinators | Salli Griffith /Phil Donovan | socialruns@tvam.org |
| St Crispin's Sunday Runs | Alan Mossman | sundaysocialruns@tvam.org |
| Tea & Coffee Bar at St Crispin's | Roger and Marianne Lindsay | coffeebar@tvam.org |
| Thrupton Skills Days | Pat Coneley | skillsdays@tvam.org |
| Toy Run | Steve Harris | (volunteers for Dec Toy Run) toyrun@tvam.org |
| Track Skills Days (Training) | Dave Hepworth | circuitsskills@tvam.org |
| Webmaster | Steve Dennis | webmaster@tvam.org |

Website:

TVAM Website www.tvam.org

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

TVAM Groups.io

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

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

0118 402 4800

Registered Office:

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