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June 2020





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FROM THE LAPTOP

Well at least the weather has been kind!

I can't believe it's June already! Well I can, the months have sort of dragged a bit since this virus business began. Life has been far from normal and it may be some time before any kind of normality can be re-established.

Meantime we are all making the best of it and have either gone on a fitness drive or become couch potatoes! I've now persuaded my next-door-neighbour to stop slipping biscuits into my shopping basket but she's still managing to grab a box of salted caramel ice creams which I can't resist! More cycling or Wii to counteract the calorie intake. My Wii Outdoor Challenge came out of cobwebs as I tested myself on a number of events, totally exhausted after a miserable effort - a spectacle to behold in my living room! Cycling is my better option having the Jubilee River, Dorney Rowing Lake (recently closed due to mindless jobs partying, littering etc) and the Thames almost in my back yard.

Oh yes, this is a magazine for a motorcycle club - I forget, or I digress! With more recent changes to the lockdown guidelines, some of you have been getting out for solo rides, with one other or now in small groups and finally able to get out for an Observed ride once again! If you still have some time on your hands, choose from a plethora of motorcycling books out there. Many of you have seen and heard Lois Pryce, Sam Manicom, Elspeth Beard and other adventure motorcyclists at our seminars - go pick one of their books, or one from the many offerings out there to get away from it all and dream of better times ahead, even if our own adventures are a little tamer. Poor Lois has had to deal with a fairly major and lengthy bout of the virus and is still under the weather. If any of you have been suffering I hope you are on the mend.

This month's magazine offers further insights into the Science of Being Seen; Nick Tasker's review of his Street Triple R after 40,000 miles; and with the cancellation of the Isle of Man TT which would normally have been running in May/June, a slightly different view of the island with a return to one of my route maps, when I enjoyed the island out of the main racing season.

Hoping news will be different again by the time we get to the July issue and that we might be able to function better as a club once more. Meanwhile, keep washing your hands and stay safe!

Slipstream Editor

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ST CRISPIN'S ONLINE MEET

As, once again, we will not be able to meet as normal at St Crispin's on Sunday 21st, 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: Virtual St Crispin's

Time: June 21, 2020 09:00 London

Join Zoom Meeting

<https://us02web.zoom.us/j/89939200837?pwd=aVUvUVBDQW94UEI0S0NKRHVhZ0hscz09>

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Archived Slipstream articles on TVAM.org

In my office I have an enormous pile of Slipstream magazines – going back to February 2013 (83 issues!) from when Salli took over as Editor. I love leafing through them looking at some of the old articles. All that effort – I wonder how many people see them now?

As Webmaster I am in a position to do something about it and have started to archive the old articles on **www.tvam.org**.

These are arranged into collections:

- **BikeLife** – An eclectic collection of our members' motorcycling adventures: new-bike road tests, technical articles, opinion pieces, humorous travel anecdotes and more. Life as a motorcyclist should never be boring!
- **Latest News** – news releases from the club.
- **Latest Views** – a collection of "From the Chair" and "From the Saddle" pieces from the Chair and Chief Observer.

These can be found under the "Features" menu on www.tvam.org

The set is far from complete and I am working my way backwards through time, converting magazine format into web pages as I go. Go and see!

If you were the original author of any of these pieces and feel that I haven't done it justice or have missed anything, just drop me a line.

Steve Dennis
webmaster@tvam.org

FROM THE SADDLE!

Well, at least this month we can accurately call this piece 'from the saddle' once more. I hope that you've been able to take advantage of the relaxing of the lockdown guidelines to get out on your bike. We are continuing to advise that you build up to lengthy or faster-paced runs, take time to rebuild your skills and continue to bear in mind that we are all acting as ambassadors for motorcycling.



As of 1st June the government guidelines have allowed smaller social runs of up to 6 people, as long as social distancing rules are adhered to, and it's great to see that some of the local teams have been organising runs on this basis. Although it's meant planning the mid-point stops a little more carefully, and sometimes taking their own refreshments, these smaller social runs have proved very popular and enjoyable; I hope you get a chance to join in.

And from 15th June we have been able to conduct Observed Rides once again and I'm very pleased that we can include our Trainee Observers in Observed Rides. For the time being we need to restrict Observed Rides to one Associate. Again, we would advise that you take time to build up your skills.

The current guidelines mean that we can't unfortunately meet at St Crispin's or for other social events and meetings. The virtual meetings have been widely used in the club by local teams and the committee and it's great to see people staying in touch and up to date this way. We will be holding a virtual St. Crispin's meeting on 21st June at 9:00am (see Zoom link opposite) so please 'drop in' to the virtual meeting. The Training Team will be there to answer any questions you might have and also to discuss the Observer Training Programme for anyone that is interested in becoming an Observer.

We have taken the difficult decision to cancel the Observer Weekend this year. This was planned for July, in Wales, and the guidelines mean that this won't now be possible. We have considered other venues and dates, but our concern for the safety of our members, and the uncertainty over future guidelines, meant that this wasn't possible. We are holding a short online session for Observers on Saturday 11th July to cover some of the items from that cancelled weekend.

Things are looking up. Although there are still some difficulties around the larger meetings and events, we can resume smaller social rides - and Observed Rides - and these are key activities of the club. We have adopted online virtual meetings far more effectively than most and this has allowed us to stay in touch and up to date. If we are sensible in our approach then we may be able to extend our activities further, as guidelines allow. We will keep you up to date with the latest changes, and how they apply to TVAM, via groups.io and in the meantime enjoy your riding and stay safe.

Chris Brownlee
Chief Observer

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SCIENCE OF BEING SEEN

Looked but FAILED TO SEE!

The most common collision between a motorcycle and another vehicle happens at a junction, when the other vehicle (usually a car) turns across the motorcyclist's path. It accounts for the majority of crashes in an urban area but is also a relatively common crash on a rural road too.

I've already mentioned that a significant proportion of these crashes happen when the driver COULD NOT see the bike in the run-up to the crash - the motorcycle might have been hidden by other vehicles, pedestrians or roadside furniture, or concealed by the driver's own vehicle.

But in around one-third of all collisions, the bike was in a place the driver could have seen it, but for some reason FAILED TO SEE the machine. This is a 'detection errors' - ie, the driver looked in the right place, but for some reason failed to identify the presence of a motorcycle in the moments before making his manoeuvre.

Road safety has always treated this as 'not looking properly'. This 'fault' of the driver is nearly always presented as a simple 'common-sense' truth, as in "if it's visible, and if you look hard enough, you'll see it."

Sadly that's simply not true, as any stage illusionist or camouflaged soldier knows.

Illusionists and camouflage both exploit human visual perception limitations, so if we're to understand why drivers might fail to spot a motorcycle that should be in clear sight, we need to understand a little about how the human eye works with the brain to present a representation of the outside world into our conscious mind.

The starting point is to understand that the human eyes and brain are not the equivalent of a camera and film (or digital sensor). If you plonk a bike in front of a camera, the bike is what the camera sees. But if you put a human in front of the same scene there are a number of reasons that something in plain view can go missing.

So if we're to understand just how invisible we can be whilst on two wheels, we need to look for a genuine understanding of visual perception, not just resort to the tired old blame-game approach by saying "the driver didn't look properly". I'll start by looking at two human visual perception issues, before finishing off this investigation in the next article.

Narrow foveal zone and peripheral blindness

Hold your arm straight out, clench your fist and give a 'thumbs-up'. Look at your thumb nail. Now shift the focus of your attention to the top knuckle instead. Your eyes just moved. Although your thumb nail is only a couple of centimetres below your thumbnail, your eyes had to shift FOCUS because the cone of clear, focused colour vision - the foveal zone - is just a couple of degrees of visual angle deep.

Turn your thumb on its side and repeat. Your eyes moved again.

We have to move our eyes because only a tiny patch of the retina - known as the fovea - that actually transmits a sharp camera-like image to the brain and, to see a particular object in detail, we need to line up the fovea to the 'fixation point'. The zone where we have this 'foveal' clear vision is also just a couple of degrees of visual angle wide.

Although the retinas of both eyes combine to give us visual coverage which extends slightly more than 180 degrees left-to-right, outside of the fovea, that light falls on a part of the retina with a very different construction. This 'peripheral vision' becomes increasingly blurry and lacking detail, and colour vision fades increasingly to black-and-white the further we move away from the fovea.

Why this limitation? There's a simple answer - transmitting ALL the visual data that falls on the retina to the brain at the same high fidelity as the fovea would require an optic nerve bigger than the eye - there simply isn't the capacity to carry, let alone process, the data.

Interestingly, designers of high definition Virtual Reality goggles have hit much the same problem. To get a high pixel density - and thus high realism imagery - across the entire goggle would require more computing power than any domestic computer or phone can deliver. So they are trying to exploit this phenomenon by increasing pixel density ONLY where the user is looking. The screen therefore provides increased resolution where necessary and where the eye can USE it, rather than attempting to display it across the entire screen and frying the processor.

But here's the remarkable thing. We don't notice that because the brain creates an illusion. It's so good that few of us ever notice, but it's there. The phenomenon has been known to visual science for centuries - it's attributed to Leonardo da Vinci.

Given the tiny coverage of the fovea, the vast majority of the incoming visual data falls into peripheral vision. Just 20 degrees off the line-of-sight, our clarity of vision (or 'visual acuity') is about one tenth of that of the fovea.

Nevertheless, we do have some ability to detect light / dark contrast in peripheral vision, but we're much more likely to detect sudden bright stimuli and movement.

But once we do, we automatically turn our head to bring the attractant into our line-of-sight so we can examine it with the fovea's high-resolution vision - this is called a fixation.

Depth of field

Just like a camera, the human eye has a depth-of-field. If we focus on something close to us, everything in the background is out of focus. And vice-versa - if we're focused on a background object, those closer up tend to blur. Combine depth-of-field with the narrow cone of foveal vision and not only does this have consequences in terms of detecting / not detecting other vehicles in peripheral vision, it also leads me to question the concept of 'eye contact' that's so frequently proposed in the motorcycle safety literature. It seems a doubtful concept at best. Anecdotally, I have heard (and I'm sure you have too) motorcyclists say many times:

"I had eye contact with the driver and he/she still pulled out."

I'd suggest this is the explanation; that although the driver appears to be looking at us, his actual visual fixation is behind us, and our machine is actually in his peripheral vision. I think that the best we can say

is that if the driver is looking our way, we MIGHT have been seen, but it would be wise to assume the driver hasn't spotted us.

So here's this month's takeaway. Never forget that the eye is not a camera, and no two people see the same scene in the same way. And if there's one vehicle that's likely to go missing when drivers search the road environment, it's a motorcycle.

Don't assume you've been seen... EVER.

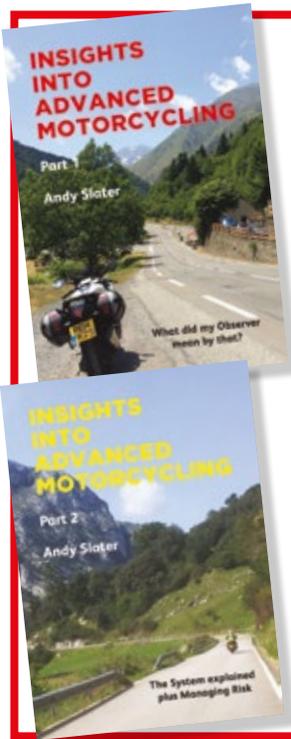
...to be continued

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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**Are you and your bike now ready to ride?
see page 29**



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40,000 miles on a Triumph Street Triple R

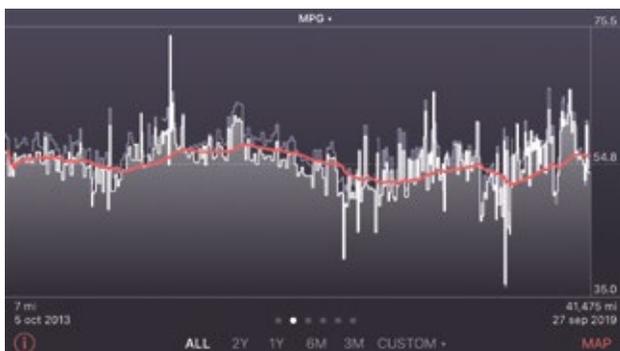


Impractical, too small, no wind protection...a perfect all-round motorcycle?

Has it really been six years? My RoadTrip report reckons so. It was the 5th of October 2013 when I signed the paperwork and rode away on my brand new Triumph Street Triple R. More than 40,000 miles later the very same motorcycle still sits in my garage, and though the odometer ticks up far more slowly these days, it still puts a smile on my face every time I ride it.

Part of that is down to how light the bike is. Triumph's engineers shaved several kilos off the Street Triple's wheels, frame and exhaust system for the 2013 model update, shifting the centre of gravity forwards and creating a bike with the same power to weight ratio as the original Honda Fireblade. 105bhp goes a long way when you only have 180kg to push around, and the lack of weight also helps fuel, tyres and other consumables to last longer when compared with heavier and more powerful motorcycles.

What's more, this is a bike that seems to be growing in popularity, even as its 765cc successor receives styling tweaks and a price cut for 2020. It's weird how many people have approached me in recent months to ask me my opinion on the older 675cc Street Triple. Perhaps the fact that the new, 17kg heavier version adds so very little to the experience and costs more than twice what a good-condition used example does has something to do with it. With that in mind, let's dive into what



Continuous hard riding pushes MPG down into the mid-40's, but the average is impressive.

almost seven years and 40,000 miles can tell prospective buyers about this wonderful little motorcycle.

Firstly, the engine is a delight to use. It's torquey off-idle and, with practice, you can pull away with barely a hint of the throttle. And yet, it's smooth all the way to redline with a screaming, snarling exhaust note that puts an inline-four to shame. You can ride around in the middle of the rev range enjoying instant throttle response or waft along in a higher gear returning seriously impressive fuel economy numbers. And with the world moving to bigger, low-revving twins, the joy of a genuinely usable engine that can still rev to 12,500 RPM is something to be savoured.

The brakes are great; in the years since taking ownership, I've had chances to sample some serious Brembo equipment that beat them on both bite and feel, but only by direct back-to-back comparison. Low weight means less mass to stop, and your forearms will give out long before you extract full power from the twin 4-piston Nissins. Triumph equipped the Street Triple R with high-friction sintered-metal brake pads as standard, and it's the only bike I've ever owned where I haven't felt the need to deviate from the OEM specification.



Brembos would be a little sharper, but there's honestly no need, even on a racetrack.

The fully-adjustable suspension wasn't quite as great out of the box. As I've mentioned many times in previous articles, it doesn't matter how high-quality or how clever the components are - a stock suspension setup will always be a compromise. The average rider doesn't really exist, which means that the spring rates and valving will always be set either for someone lighter or heavier than you are. I seriously considered trading the bike in after just a few months because the bucking over bumps and skittering around corners had my confidence in tatters.

When I met Darren from MCT at the London Motorcycle Show and described my symptoms, he was quick to confirm that I wasn't the first person to bring one of those Street Triples to his attention. He reckoned that there was a design flaw in the forks and that remedial work was necessary. It was an expensive trip, involving modification of the fork internals, but the results were transformative. Suddenly, I was riding what every journalist had promised me I had bought - one of the best-handling motorcycles in the world.

A further tweak was the reduction of the rear tyre pressure after my TVAM Observer commented that the contact patch on my rear wheel looked far too small. Reducing the pressures from the 42PSI indicated in the owner's manual to the 36PSI

	Daytona 675 & 675 R	Street Triple	Street Triple R
Tyres			
Tyre Pressures (Cold):			
Front	2.35 bar (34 lb/in ²)	2.35 bar (34 lb/in ²)	2.35 bar (34 lb/in ²)
Rear	2.48 bar (36 lb/in ²)	2.90 bar (42 lb/in ²)	2.90 bar (42 lb/in ²)
Front Size	120/70 ZR 17	120/70 ZR 17	120/70 ZR 17
Rear Size	180/55 ZR 17	180/55 ZR 17	180/55 ZR 17

Same frame, same wheels, same engine, same suspension...different tyre pressures?

recommended for the almost-identical Daytona 675 resulted in a much less skittish rear-end. There was no drop-off in fuel economy, nor an increase in tyre wear, and my only explanation for Triumph stating different pressures for functionally identical motorcycles is to blame their lawyers. With no separate rider/ rider-with-pillion pressures listed as with most Japanese motorcycles, I concluded that the Triumph legal team didn't trust their owners to make the necessary adjustments, and erred on the side of caution when writing the owner's manual.



Shaving off several kilos makes a big difference in such a lightweight machine.

The next upgrade, and one I thought long and hard about, was the exhaust system. Believe it or not, the sound or volume was not the primary factor here, rather that the stock system is huge, ugly, and heavy, taking up a surprising amount of space underneath the bike. The catalytic converter is a separate piece from the silencer, so my exhaust emissions remain unchanged, and I'm still within the noise limits for most UK trackdays.

And that's more or less it! I wanted to keep the bike lean and simple, and resisted excessive modification. I tried a filler-mounted tank bag for a while, experimented with Lomo drybags and eventually settled on a stack of Kriega luggage for my touring needs. A TwistyRide phone mount coupled to a 3A 5V charger handles GPS duties, and a 12V socket wired into the tail unit provides power for a compressor when encountering punctures. And finally, I swapped out the throttle grip for one from



Without fitting scaffolding to the back of the bike, tailpacks are the only luggage option.



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a contemporary Speed Triple, reducing the amount of wrist rotation necessary to fully open the throttle. It makes the bike a little snatchy for those not used to it, but means I can enjoy the whole engine, not just the first two thirds.

Somewhat disappointingly the paint on the tank quickly became scuffed where textile trousers rubbed on it and the seat has actually cut all the way through to the primer. The official accessory crash-bungs failed miserably at their one job when I finally tipped the bike over at a standstill last year. The indicator hit the ground first, bending the small mounting frame behind the fairing and finally crushing and popping open one



The crash bungs had one job, which they failed to accomplish the only time they were needed.

of the cells in the radiator. Luckily the plastic pieces weren't too expensive to replace, and while a new radiator was more than £400, a local specialist was able to repair and clean the old one for a mere £15. There wasn't a mark on the crash bungs. Useless.

Other than that, the only issue to report is a hot-starting issue that's plagued the bike for more than 30,000 miles. Often, when stopping the engine just long enough to fill up with petrol it coughs, splutters and stalls when trying to start again afterwards. It needs a little bit of coaxing and then settles down after a few seconds, but I've never been able to figure it out. I recently met another owner who'd experienced an identical issue and traced it to the idle control stepper motor, so maybe I'll see if I can pick up a used one and swap it out.

And that's it! With the help of ACF50 my bike commuted through two British winters before the V-Strom took over that job, and the standard-fit stainless bolts are all still shiny. Triumph charged me a fortune for servicing to maintain the two-year warranty, then refused to help when the hot starting



Straight bars are a real asset on a tight track like Mallory Park.

issue materialised, so I gave them the finger and have been doing everything myself ever since. Oil changes are easy, but valve checks are a nightmare and due every 12,000 miles, so you'd best hope yours don't need adjusting! You'd also better have a Windows laptop and a DealerTool handy, as that's the only way for home mechanics to balance the throttle bodies and reset the service warning indicator.

What of the new 765cc Street Triples that Triumph launched a

couple of years ago - am I tempted to upgrade? In a word, no. The resale value of a 40,000 mile Street Triple would barely cover the deposit on the new bikes, and the extra power and needless riding modes don't interest me. And if you read the small print, you'll notice that Triumph has started quoting dry weights for their bikes these days, leading some short-sighted journalists to claim that the new bike is slightly lighter than the old one. More recently a magazine actually weighed one and found that the bigger engine and reinforced frame add around 17kg to the total mass, cancelling out the benefit of the more powerful engine.

And in truth, those changes wouldn't really add to the experience for me. Traction control is always nice, but the fact is that there's nothing a Street Triple can dish out that modern sport-touring rubber can't handle, even at a racetrack. If Triumph had made good on their threats to create a version with a half-fairing and hard-luggage, things might have been different. But as it stands, it wouldn't be much of an upgrade.

In the last six years I've commuted, visited friends and family, travelled the length and breadth of the UK, explored its limits on the racetrack and scraped my pegs around alpine hairpins. It's handled the Hard Nott Pass and the Nürburgring, moved house with me three times, and eaten 5 sets of tyres. It's drunk more than 3,400 litres of petrol, chewed up two sets of chains and sprockets, ground down four sets of front brake pads and even worn out a set of front disks.

I'm planning more trackdays, more trips abroad once the present situation opens up the tracks and borders for foreign travel, and still go looking for every opportunity to take my Street Triple R out for a spin on our bumpy local roads now we can get out there again. It's not as comfortable or practical as my other bikes, it's not great at motorways or in bad weather, and it's the worst motorcycle I've ever owned for carrying luggage. But with motorcycles getting heavier, with electronics filtering our every input and with the days of new petrol-powered bikes numbered, I'll treasure my Street Triple R for as long as I possibly can.

I'll update you all when I hit 100,000 miles, or when it explodes - whichever comes first!

Do you have a treasured motorcycle you've owned for a long time or ridden a long distance? Share your hard-earned experience with other TVAM members by sending your thoughts to slipstream@tvam.org

Nick Tasker



Scotland, Belgium, France, Switzerland, Austria, Germany, Luxembourg...every dot a fuel stop.



1

The Isle of Man TT is the ultimate event for motorsport fans across the globe. Every May and June, as many of you know, the Isle of Man turns into motorcycle nirvana as the world's greatest road racers gather to test themselves against the incredible 'Mountain Course'. This is a 37.73 mile beast of a course carved out of the island's public roads. For over 100 years the event has drawn fans and riders to experience the unique atmosphere of the Isle of Man TT Festival.

But the 2020 TT was cancelled due to the Covid-19 virus. The last time this happened was back in 2001 over fears of foot and mouth disease. But I was there, even though there was no racing, everything else went ahead, and as I was accompanying my paramedic friend whose presence was essential, there seemed no reason not to go. And there were plenty of other bikers there too, enjoying the usual side shows and events that accompany the TT.

I was there again last May just before the 2019 TT took place, taking the Steam Packet over with my bike for a wedding party and a long weekend break. Before the event I had a wonderful time riding around the island on relatively empty roads. I was intending to do an inner circuit the day after the celebrations but I deemed my alcohol level a little too elevated to venture out. The island is a fascinating place, with plenty to see and do, and I think, especially good out of season. It was also interesting seeing the pre-race preparations as barriers started to line parts of the route, padding was being set around poles and bridges and stonework was being painted to make ready for the races.

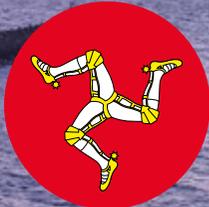
So this is my alternative island route, of where to go and what to do when you don't have to follow the TT race route and pretend you are McGuinness or Dunlop. I will point out some perhaps, more



1



4



TT or Not TT

That is the Question

unconventional stops (sourced by my friend Mark, who lives in Onchan), to pause for a picture, take a breather or grab a bite or a cup of coffee. I sent him out (no excuse needed) over the last couple of weeks on his bike to photograph my route at probably its quietest ever moments in motoring history! All images by former TVAM member Mark Barnett via muppix.net.



5



7



8



TT or Not TT That is the Question

Visiting some lesser known haunts on my coastal route around the Isle of Man

Route by Salli G Distance: 95 miles

1. Douglas - Camera Obscura. Victorian tourist attraction giving you a reason to visit Douglas Head for the best views of the bay, also see beach races on the prom.
2. Onchan Raceway - banger racing on Mondays, popular with the locals year round.
3. Laxey - King Orry's Grave - the largest of many megalithic tombs on the Isle of Man, easily missed between the beach and Lady Isabella, the world's biggest operational waterwheel.
4. Dhoon Glen - waterfall and wild goats. Nice walk down to a secluded beach.
5. Maughold - lighthouse. Just below Ramsey, amazingly pretty. Pronounced 'Mackle' BTW.
6. Ramsey. Race start for the TT - check out the pit lanes.
7. Bride - Point of Ayre. Nothing else here, but you can't miss it out.
8. Ayres Nature Reserve - endless grassy dunes and miles of deserted beach. Everyone rides past on their way from Jurby to the Point of Ayre, which means this place is super quiet.
9. Jurby - Isle of Man Motor Museum at Jurby. Private collection of over a thousand rare and interesting cars, bikes, and related items.
10. The Pasages shipwreck. Involves walking a mile along a deserted beach and only visible at low tide.
11. Ballaugh old church - unusually pretty old chapel at The Cronk, on the back road from Ballaugh Bridge to Jurby, worthy of a photo stop.
12. Peel - plenty of attractions here but you can't miss out on the Davison's ice cream experience! Grab a cone and watch the coastal activity, walk around the castle and explore the museum.
13. Patrick - Knockaloe WW1 internment camp. 23,000 internees and guards moved into Patrick village in November 1914. Knockaloe tells their story.
14. Glen Maye - beach, waterfalls. One of the prettiest glens on the island, tons of wild garlic, hundreds of wooden steps down to a delightful beach.
15. Niarbyl - fishing Cottages, cafe. There's a place you can stand on the beach near ball-achingly pretty thatched fishing cottages with one foot on South America and the other foot on Scandinavia.

(continued on page 20)



Garmin and Tomtom files are in the groups.io library under all members/files. If you have a favourite ride you would like to share on these pages, please get in touch to add it to this series - slipstream@tvam.org

- Route
- TT Course
- IOM Steam Railway
- Douglas Bay Horse Tramway
- Manx Electric Railway
- Snaefell Mountain Railway
- Ancient Sites
- Celtic & Viking Crosses
- Glens
- Dark Skies Discovery Site
- Nature Reserve or Birding Site





16. Port Erin - The Cosy Nook. Cute cafe on the beach with mini lighthouse and the world's most persistent seagulls. They actually work in teams now, with one dancing on the wall to distract you while his mates swoop from behind and steal chips right off your plate.
17. The Sound - most southerly cafe with spectacular views over the Calf of Man and is the one place on the island where you are guaranteed to see sea lions every day of the year. You can usually hear and smell them too.
18. Castletown, the ancient capital of the Isle of Man - Castle Rushen and the Old House of Keys are well-known attractions, but you'd likely miss the Nautical Museum, tiny affair and home to a clinker-built yacht from 1789. Castletown also hosts the annual Tin Bath World Championships!
19. Derbyhaven - Cafe 2-6. The cafe is right beside runway 26 (hence the name) and you wouldn't find it unless you were looking. Fantastic lunch. Derbyhaven features a number of interesting ruins that just scream 'long Celtic winters' - all within 2 minutes walk from the cafe.
20. Port Soderic - former Victorian holiday destination. This was the other end of the railway that ran along what is now Marine Drive, a traffic-free coastal route with spectacular cliff views all the way back to Douglas, where you'll find black and white photos of the railway's former glory in the Manx Museum (free entry).



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So there we have it. Add to these all the major attractions of the island and you need no excuse not to book a visit. If, like many members you head over for the races at the busiest of times, you may like to venture over again as I do, when visitors are fewer on the ground and you have the chance to appreciate the island without the crowds and enjoy the empty roads and picturesque places.

Salli G



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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

JUNE - COVID-19 NOTICE REGARDING RUNS AND TRIPS

ALL TRIPS AND CLUB MEETS CANCELLED THROUGH JUNE. SOME TEAMS ARE VENTURING OUT IN GROUPS OF UP TO 6 ON SOCIAL RIDES AS LOCKDOWN RULES ARE ADJUSTED, AS WELL AS OBSERVED RIDES RECOMMENCING - YAY! SEE PAGE 27 FOR HOW THESE EARLY SOCIAL RIDES HAVE BEEN MANAGED. PLEASE CHECK THE GROUPS.IO CALENDAR FOR CHANGES 1ST JULY GOING FORWARD. PLEASE CONTACT ORGANISERS 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

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 - limited numbers, please call Mark if you wish to join him.**

JULY 2020

SATURDAY

4

SAMS FIRST SATURDAY RUN (B)

Social ride for the first Saturday of each month. **Details will be published via 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)

Meet at the H Café in Berinsfield, OX10 7LY for a coffee (or not) at 10.30am then depart for a ride. **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**

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

SUNDAY

19

ST CRISPIN'S SUNDAY - OBSERVED RIDE

See top of page 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 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 Hakhazarian (07971007448) mel@melsmotors.co.uk know if you can join us.**

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

COVID-SAFE SOCIAL RIDES WITH SAM

Four Group rides on same day, arranged in under a week

COMING OUT OF LOCKDOWN

Like other local groups, SAM has spent the last couple of months in isolation. The monthly meetings with bacon and tea in Jenners Café were replaced with keyboards and WebEx sessions at home. The biggest disappointment for most of us was losing the monthly social ride. So when the easing of restrictions was announced, the conversation started.

Initially the chat was about how to apply the 6-person rule. We came to the conclusion that any runs we put on would be strictly limited to 6 people and it would not be right to 'accidentally' meet up along the way with another group that 'just happened' to be on the same piece of road as us. We would normally expect 18-24 riders at this time of year if we opened it up to other groups and we expected the appetite for a social ride would be high. The biggest challenge was that our monthly social meeting was six days away. So the target was set – get 20 riders from SAM on group rides on Saturday the 6th of June and organise it in under a week!

MAKING IT HAPPEN

Monday: The goal of four social runs with a run leader and five riders/pillions was posted on groups.io and a call for run leaders was made. By the end of the day we had 6 members volunteering to lead runs. We became the team who would make it happen.

Tuesday: A WhatsApp group was created for us to collaborate. Four runs with various durations and different start and end points were agreed and at 7pm we confirmed on groups.io that there would be four Covid-safe runs with more details to follow

Wednesday: Run descriptions were posted on groups.io. Each run would enable social distancing and take into account the limited availability of cafes with cakes and toilets. One area of discussion was how to complete the run form without sharing a potentially infected pen! Having a nominated scribe or asking riders to text the back marker would solve that. The biggest issue became how can we organise people to sign up for specific runs.

We needed a way to allow members to book onto a ride without a person having to manually respond to individual requests or at the very least manage a master list. We got the database function on groups.io to work but it was very clunky and not user friendly. We turned to Google Forms and after



a few attempts, we were able to create a fully automated form that allowed riders to see if a run had spaces, register on a run and enter all their run form information. The best thing was, when a run had 5 riders, it closed the run. We'd also automated the Run Form and eliminated the risk of an infected pen!

We posted the link to the automatic booking form on groups.io at 10pm.

Thursday: A chance to relax a bit and wait to see how the form worked and it performed really well. We only had to intervene twice when one person signed up twice and another managed to sign up for a full run.

Then a bit of bad news. One of the run leaders had bike problems and wouldn't know if they could lead until Friday afternoon. The problem was made worse because their run was nearly full. Having back up run leaders and an automated booking form made it really easy to put a contingency plan in place that would leave the riders none the wiser.

By 10pm, there were only three slots left.

Friday: A guide to the 'Buddy' marking system was posted as most participants will only have used the 'marker' system before.

Saturday: 23 SAM members participated in four Covid-Safe runs. Much fun was had despite it being a little colder and wetter than it had been earlier in the week.

LESSONS LEARNED

It was a busy week – and lots of fun. So what did I learn and appreciate?

- ✓ Diversity in the team - There were a number of challenges we faced that brought a variety of options because the individuals involved saw things differently.
- ✓ Google Forms with the formRANGER addon – if you have a little bit of spreadsheet knowledge, it is a straightforward solution to automating the sign up process for multiple runs happening at the same time.
- ✓ If you are doing multiple runs – have at least one backup run leader who is fully prepared. We intended to add runs if needed but ended up having to put contingencies in place to cover one of the original runs.
- ✓ Keep audience involved and post updates before you go to bed so they receive updates in the morning.

Ally McCulloch



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COVID-19 Lockdown

Are you and your bike
now ready to ride?



We've all been subject to the lockdown and are still practicing social distancing. Through the winter and then March, April, and most of May many bikes have been locked away and some even SORNed. A few lucky ones got some long-term maintenance and many more were washed and polished within a thou of the primer coat but few were actually ridden. But now Boris has said we can go riding again in order to get to a place of 'exercise' (mine's a flat white please). As I write this the sun's out, it's warm, the roads dry and more than likely you and a single mate are planning a ride-out (whilst social distancing at all times of course).

The bike's glinting in the sunlight with all that polishing and I guess as long as the tyres are round and the engine starts everything's going to be okay. All you need to do now is pull on the helmet and gloves, throw a leg over and you're away.... but when did you last do a proper pre-ride check of the bike you're about to trust your life with and of the nut on the handlebars that controls it - yourself? There are many pre-ride check-lists you can use to make sure you do an all-round confirmation that everything's in order before take-off. Probably the simplest one for the bike is **POWDDERSS** and for yourself **I AM SAFE**.

POWDDERSS

Petrol - Easy, have you enough to get to the neighbourhood garage or your destination?

Oil - Does the engine have any? Better still, is it at the right level in the sight glass? When was it last changed? Is the brake fluid at the correct level for both the front and rear brakes?

Water - Yes, most bike engines require coolant. Only do you know where the header tank is, and can you see the level marks and coolant without a torch?

Drive - Those lucky enough to have shaft-drive can skip this one but for the rest of us has the chain been lubricated recently and is it adjusted correctly so it no longer drags on the floor?

Damage - (the second D) - is there anything broken, come unscrewed, or held on with sticky tape that needs a proper look at? Is the seat secure and locked down? Are the brake hoses secure with no signs of fluid leakage?

Electrics - Is your headlight actually working? Do those orange blinky things actually flash? Does your rear brake light work from both the handlebar and foot levers? Do all the warning lights go off as expected once you start the engine?

Rubber - Are they correctly inflated? When did you last actually check? Are they legal with 1mm of tread over 3/4 of their width all the way round?

Steering/Suspension - Do the handlebars move from lock-to-lock freely and smoothly without trapping cables? Does the suspension go up and down smoothly and are the dampers working? Pogo sticks are not much fun to ride. Are there any funny knocking noises if you rock the bike back and forth with the front brake on when off the stand? Are there any traces of oil around the fork seals?

I AM SAFE

So the bike's fine - but are you fit to ride after this, longer than usual, winter/lockdown lay-off? You're probably about to throw a leg over a 150+bhp bike with performance only supercars can only dream of. But are you safe? Have you taken a moment to 'get in the zone'? You are the most valuable thing on the bike so maybe take a minute to check?



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At the back of Motorcycle RoadCraft there's a comprehensive check list for us riders which is worth going through, especially if it's been a while and you're riding with friends who may have been out on post-lockdown rides a few times already.

Ask yourself these questions:

- I - Illness** Do I have an illness or symptoms that might affect my ability to ride?
- A - Attitude** How do I feel about this journey? Am I fully focused on the riding? Are there human factors or distractions I need to take into account?
- M - Medication** Am I taking any medication that might affect my riding? Hay fever tablets etc.
- S - Sleep** Was last night a long one? Am I suffering from fatigue or lack of sleep?
- A - Alcohol** Did I drink a lot last night? Am I still affected by alcohol?
- F - Food** Am I hungry or thirsty? Could low blood sugar or dehydration affect my judgement?
- E - Emotion** Am I angry, depressed or stressed? Could this lead me to take risks?

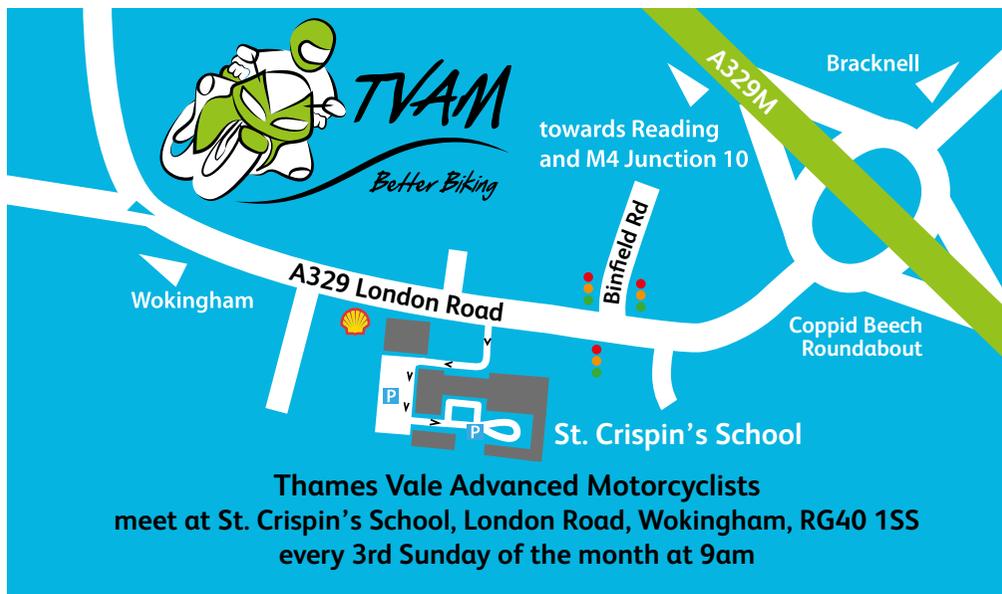
There are many versions of these checklists. Use the ones that work for you and your bike but importantly act on the information you gain. It's only natural that it's going to take a few miles to get those riding skills back up to scratch. The first few corners may have a few more apexes than you remember so take it easy. Also other drivers/riders may appear to have lost their driving skills over the lockdown period so more than ever expect the unexpected - there are a few loons out there.....

Stay Alert - Be Safe

Andy Slater

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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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 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:

(Possible candidate being contacted)

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	membership@tvam.org
Slipstream Editor	Salli Griffith		slipstream@tvam.org
Events & Promotions	Phil Donovan		events@tvam.org
Green Team Leader	Alan Hudson		fullmembers@tvam.org

Committee Meetings:

These are held at James House, Mere Park, Dedmere Road, Marlow, SL7 1FJ
Next Meetings: (M - Marlow / Internet), 14th July 2020 (I), 11th August 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 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	
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.

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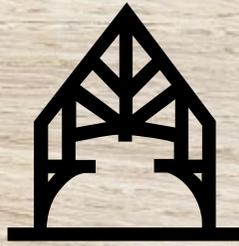


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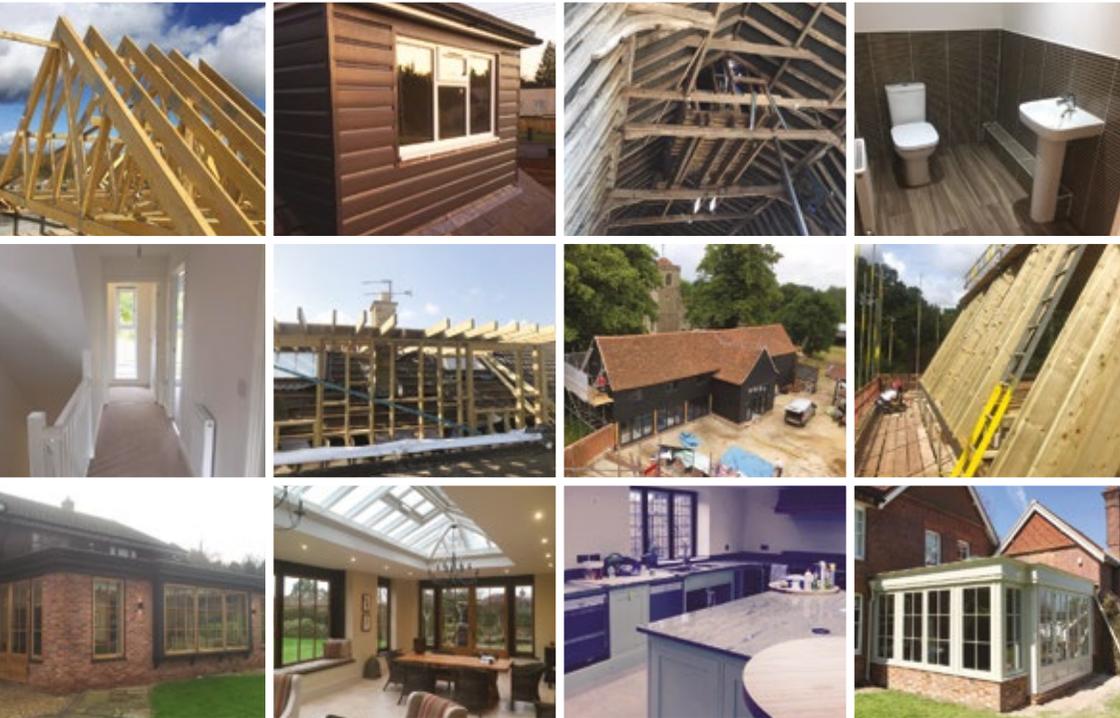
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