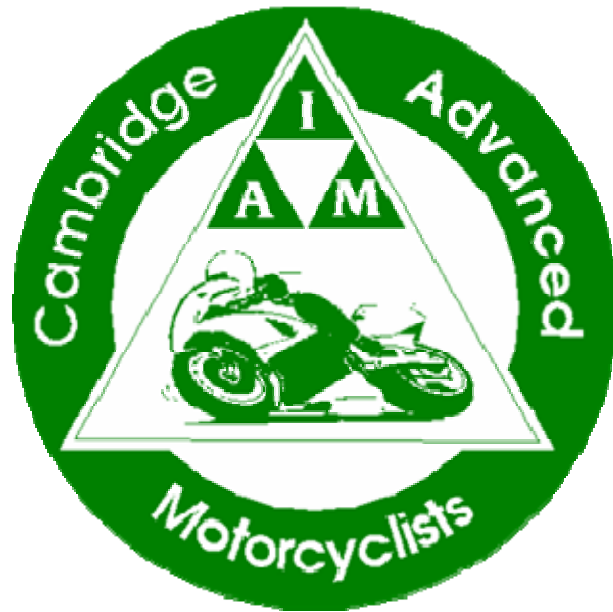


# CAMunicate



The Newsletter  
of  
Cambridge Advanced Motorcyclists

[www.cambsiam.org.uk](http://www.cambsiam.org.uk)

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PAMPER YOUR PILLION!

## Editorial

Welcome to my first issue of CAMunicate. My name is Peter Kidney and I'm your new Editor. You will be pleased to know that my qualifications for getting the job consist mainly of turning up late for my first committee meeting and having the first name Peter (apparently Dave is acceptable too). Clearly I have a lot to learn.

I would like to thank David Nobel for all his hard work in recent years producing an excellent newsletter, it will be a tough act to follow.

So what have we got for you in this issue? First of all, we will be continuing to congratulate our Associates who have recently passed their test and become full members. This in itself is a great achievement but the learning does not stop there. One of the best things we do is to continually analyse our own riding looking for ways to improve. We constantly ask ourselves "could I have done that better?" In my case the answer is usually yes but the point is we don't stop looking and that pays off because we are more aware of how our riding affects our safety and that prompts us to find out what we can do to improve it. Over time our riding is safer, smoother and more enjoyable and through the IAM this is achieved while making new friends along the way.

Have you been to a Theory Session? I bet many of you have, but have you been to more than one? They are primarily for Associates as part of their training but being a newbie trainee observer myself I've been to three or four now and have learnt something new every time. Did you know that for the Theory Session there is a new double act on the blocks?

On the 12<sup>th</sup> of May we all dutifully cram into Orwell Pavilion for the second Theory Session this year and are immediately lulled into a false sense of security with tea/coffee and biscuits. We take our seats and soon realise that the projection screen has been positioned into the setting sun. Before we have time to get comfortable Meg Morris suddenly appears out of the low sunlight not to give us a cosy presentation but starts asking questions and involving us in complicated discussion. While the first assault is underway David Parnell quietly slips to the back and seats himself by the door to prevent anyone escaping. It's too late - we all realise we are trapped and there is no way out other than getting involved in some interesting debate, and there is lots of it. Don't think you can get away with sitting low in your seat at the back, I try it and it doesn't work. Seriously though the discussion is really helpful with David and Meg steering us through the different ways of looking at the scenarios we may come across in our riding. Been to one theory session? Try it again - you might like it.

Ever wondered why they have motorbikes in cycle racing? I thought it was a bit unfair. Always wanted to be one of the riders helping to keep the events safe? Some riders even have people hanging off the back doing strange things, how cool is that? Want to know how to be one? Read Matt Polaine's article on the National Escort Group.

We also have an account of the recent Tour of the Lake District. I was in the A\* team, some were only lucky enough to make the A Team ☺. If this wets your appetite for touring read the Meg Morris article 'Time to Tour'.

Finally, and it will always be at the end, we have a new section: 'Tall Tales'. It occurred to me that when we motorcyclists get together you will always find a huddle around someone re telling some story followed by hoots of laughter. Now I'm sure some of those stories can be told in public and perhaps some of these could be put into print. Most if not all are based on real events but time makes us remember these in an embellished sort of way and that makes them funnier. When these stories are passed down they seem to attract other bits of detail that make them funnier still. So now is the time for you to tell me, I promise I'll only publish them once or twice... so your secrets will be safe but please get those stories to me even if your name is A Non.

All articles are welcome. I can be contacted at [editor@camsiam.org.uk](mailto:editor@camsiam.org.uk)

Peter Kidney

## Test Passes

Congratulations to the following for passing their Advanced Motorcycle Test recently.

<b>Associate</b>	<b>Observer</b>
James Barnes	Meg Morris
Terry Jacobs	Steve Alsop
Charles Maltby	David Parnell

## Observer's Contacts

If an Associate has not heard from his or her Observer then please use the list in the 'members section' of the CAM website to make contact. Any problems then get in touch with Chris Curryer [chris.curryer@bt.com](mailto:chris.curryer@bt.com)

## Future Events, July August

Remember to check the local group website for the latest information on all of the events for July and August.

[www.cambsiam.org.uk/events.php](http://www.cambsiam.org.uk/events.php)

### All Day ride 16<sup>th</sup> August 2010 08:30 Tesco Milton

We will be heading west and visiting the historic city of Stratford upon Avon. Home of Shakespeare, we will have a chance to wander round this historic City, along the River Avon. Then head off to discover the Cotswolds, great roads and marvellous views. Plan to take lunch at Bourton on the Water, where you can visit the Cotswold Motor Museum which houses a 1926 Brough Superior, a truly remarkable bike of its era and easily capable of 100mph. Yes this was 1926! More Cotswold scenery followed by a tea stop in the Chipping Norton area and returning to Cambridge by 7pm.

This ride is open to full members only, places are limited so please contact Chris Curryer on 01223 263909 or [chris.curryer@bt.com](mailto:chris.curryer@bt.com).

### Ride to Work Day Wednesday 21<sup>st</sup> July

The Ride to Work Day forms part of the National Motorcycle Week which aims to promote motorcycling as being practical and great fun but also having a social, environmental and economic benefit. Last year about 50 people took part including the Mayor of Cambridge and there was also media interest. It would be great if we could exceed that number this time.

The ride will leave the Lazy Days Cafe on the A603 at Wimpole at about 8:00am and ride into Cambridge to the Fire Station on Parkers Piece.

To tempt you further the cafe will be opening up at 7:00am so that those attending can grab a coffee/tea and a bacon butty. When you get to Parkers Piece the Bike Safe trailer should be at the Fire Station with some freebies!

If you can take part it would be great to have you along, please also spread the word. It would also be helpful to drop an email to [bikesafe@cambridgeshire.gov.uk](mailto:bikesafe@cambridgeshire.gov.uk) a few days before so that they can give the cafe some idea of numbers.

## Event Reports, May June

### Assessment Day - 8th May 2010

This was the first time the Assessment Day had been held at WheelFit, just off the A10 north of Cambridge. As I pulled it to the car park I was surprised to see a complete phalanx of Police bikes. Were they all looking for a check-ride with the IAM? Surely not. In fact the event had been both re-scheduled and moved to WheelFit to exploit the presence of the county's road safety display unit and make the most of the events which WheelFit were hosting ahead of the Ashely Martin Memorial Ride on the Sunday. The police riders were there to complete the final part of the Bikesafe course - the observed ride.



The weather was cold and wet. Some commented that it was warmer out on the bikes than it was standing waiting to deal with the public! The event was extremely well supported by Observers, committee and several helpers - thanks for the help in bringing, erecting and manning what is an impressive promotion kit.

Despite the weather we had a steady stream of people showing an interest in who we were and what we offered. We covered 5 observed rides and signed one up for the Skills for Life on the day.

### **2010 Tour of the Lake District. 14<sup>th</sup>-16<sup>th</sup> June 2010.**

I had been looking forward to this for quite a long time. Some of the longer serving members of the group must have fond memories of the excellent tour of the Lake District organised by Roy Turner back in 2006. I was fortunate to be able to go on this and so when given the opportunity of being able to ride through the Lake District again with some friends I have known for many years, this was an opportunity not to be missed. This year's trip was originally planned by Steve Bradshaw last year but he unfortunately had to call off due to work commitments. Peter Burge bravely stepped up to the mantle of taking on the very significant task of organising the whole event almost single handed: details such as deciding on the route, arranging the accommodation, arranging suitable fuel stops for a wide variety of tank ranges and I am sure a host of details that could easily have been missed but with Peter's dedication the whole three days was truly a pleasure to have experienced. In many years of biking only rarely do you experience the combined pleasures of riding along some challenging roads coupled with such dramatic and picturesque scenery. Enjoying some interesting and friendly conversation amongst biking friends at meal times and on the frequent fuel and refreshment stops along the way is an added bonus!

Meeting up early on a wet and slightly cool Monday morning at Tesco Milton, the plan was to meet up with Roy Turner somewhere north of Peterborough at the first fuel stop. Having had an early start, really nice when everyone turns up on time with full fuel tank, and ready to set off, we hoped to arrive at the meet point about the same time as Roy, but he was still there some 30 minutes before us! There we split in to two groups as below:

A TEAM            Peter Burge - Kawasaki ZZR 110  
                       Sarah Burge - Honda CBR 600  
                       Vanessa Turney - Suzuki Bandit  
                       Garry & Linda Ellwood and Larry - BMW GS 1200  
                       Chris Curryer - Yamaha Fazer

ROY'S BOYS, (A\* TEAM :-)  
                       Roy Turner - BMW K1200  
                       Phil Duffy - BMW RT 1100  
                       Peter & Catharene Kidney – Yamaha FJR1300  
                       Andy Stone – Honda Pan European

**Day 1 - 292 miles to go.** So time for a quick team photo before the off....



Picture shows everyone at first fuel stop, rain and cold still present

From Left to right: Gary Ellwood, Linda Ellwood, Sarah Burge, Peter Burge, Vanessa Turney, Catharene Kidney, Peter Kidney, Phil Duffy, Roy Turner.

We stopped at Bakewell around lunch time on the first day and having parked up at a large car park adjacent to the cattle market near to the town centre the plan was to stroll into town, find a suitable place where we could obtain some lunch. However the draw of wholesome food at the farmers cafe located at the market was too much, so we all enjoyed a hearty meal for very little cost. Incidentally we did enjoy a Bakewell Tart! By this time the roads had dried out, the sun was making a more regular appearance and we were ready for the afternoon ride.

After a mix of urban sprawl we finally reached the Yorkshire Moors which led onto the Lake District and we were very happy to find the Guest House. Here we met up with Steve Rowdon and Sue, who had to travel by car because Steve having already booked the trip had to have a knee operation and is not allowed to ride for a few months. After everyone was suitable refreshed we were ready for stroll down to the Royal Oak where thirst was quenched then followed by hunger so off to sample Italian food.

## **Day 2 – 134 Miles.**

Having all had a hearty breakfast, it was time to set off for a full day tour of the Lakes. This took us through some very demanding roads and beautiful scenery. The Hard Knott Pass must be the most challenging road to ride in the UK and happily we all made it without incident. You really get to put to use some of the skills learned at skills day to good effect..(*Don't worry I won't tell anyone about the little classic red Vespa that followed us up the Hard Knott Pass, two up, with luggage and a furled umbrella strapped to the front. ED.*)



Excellent stop for lunch at Lowesdale, where we enjoyed sitting in a pub garden, with a babbling brook and views of Mount Grasmere in the background. See the picture below

After an afternoon visit to Keswick and the chance to wander round the town and grab a delicious ice cream and then back on the bikes ready to return towards our base at Ambleside. After a quick freshen up as all of us were a little fatigued. Even though the mileage covered was quite low, much of this was on challenging roads that demanded the highest levels of concentration. By the time we got back to Ambleside we were

all ready for a nice leisurely stroll down to the lake and to meet up with the other group (*the A\* Team:-*) for some well deserved beer followed by an Indian meal.

### **Day 3 – 325 Miles**

We visited Hawes the home of Wensleydale cheese then along the moors on to Scarborough for a late lunch, then the Humber Bridge crossing. Excellent roads, and after what seems liked many hours on the saddle I was pleased to see get back into Cambridgeshire and heading homeward bound. Just one last stop at the Meldreth Bike show just before 9pm to help Mat Coles and Ian Glenn pack up the stall after what we understand was a very successful show.



Many thanks to Peter Burge for excellently organising the whole trip, and also to Peter and Roy Turner for working out the routes and leading each group.

Chris Curryer

## **Time to Tour!**

The holiday season is fast approaching with the promise of good weather, long days in the saddle and perhaps a glass of something in a hotel somewhere distant and foreign. In other words it's time to start thinking about touring. For those of you new to touring or for the expert travellers amongst you, here are a few things to think about as an advanced rider travelling afar.

### **Your bike**

Please don't feel that your bike has to have a 'touring' badge or in-built panniers to travel distances. As long as you have room for some luggage (more on that later) and your bike is comfortable and in good condition, there is no reason why you shouldn't tour on any type of bike. Your safety checks before leaving the country, however, will be more stringent and will include making sure you have extra bulbs, all your documents to hand, your EH1C (formerly E111) card and a first aid kit. You must confirm that your insurance is up to date and covers travel to all the countries you will be travelling in. Be warned as well! I have a friend who had an 'off' in Switzerland and had problems with getting to hospital and recovering his bike because he didn't inform his insurance company beforehand that he was going. Better to check before the event.

### **Luggage**

Obviously hard panniers with locks are easy and secure for travelling but there are some excellent after market soft versions, tank bags, rucksacks – the list is endless. (If you fit anything permanent as an extra remember to tell the insurance company). The trick here is to be careful about what you pack. And here the ladies have the upper hand. Summer dresses, skirts and tops, sandals etc take

up far less room than jeans and trainers but you can take a tip from my husband who swears by zip off trousers – the type that zip off into shorts. Shoes can be very bulky so think carefully about what will be best. I've always found 6 inch Jimmy Choo red sling-backs the most convenient!

## The Route

Cambridge to Dover is over 100 miles and the Kent police can be very vigilant! If you travel through the Dartford Tunnel you won't need to pay but you will need to go through the toll booths one at a time if you are travelling with mates. For me the ideal way to cross the Channel is via the Ferry. That way, although the crossing is slower, you get time for a rest and a snack before travelling on. The tunnel is convenient and quick but not very pleasant and there's nowhere to sit. And it smells.

Now you've arrived in France – I know it sounds obvious but ride on the right! The best way to make time and get to the really good roads whether you're heading for southern France, the Pyrenees and Spain or the Black Forest and the fabulous B500, is to spend some time on the auto routes. You will need to pay, just remember not to go through the barrier with the credit card sign or you'll be forced to pay the car rate. If you travel on the motorways in Switzerland, you need a special card which you can buy in advance or at the toll booth.

It is worth thinking very carefully about how many miles you and your group can realistically do in a day. You need to take into account stops every 100 miles or hour and a half, lunch breaks and road and weather conditions. It might be nice to think that you can get 400 miles done in a day to get to a really good bit of road – but will you be so tired by the time you get there that all you want to do is crawl into a bar and drink beer? Part of the fun of being abroad is seeing the sights, eating the odd ice cream and being with a group of like minded people. Allow yourself plenty of time. In the end you'll be safer and have a better time.

## When in Rome .....

Driving styles, road rules, road signs, culture and weather conditions all play a part when riding abroad. It is worth reading up on what is expected on the roads and making sure you are familiar with the attitudes of other road users towards bikes. Riding round the Periferique in Paris in 40 degrees is very different to Cambridge on a wet Sunday.

### Be Prepared for Snow.....



.....or Sunshine

If you are going somewhere hot in August it is worth remembering the advice in *Roadcraft* "Dust on the road reduces tyre grip. Other hazards include melted tarmac and loose chippings." Keep drinking water too – maybe a CamelBack if you are somewhere really hot. Having just come back from a very

cold and wet holiday in the south of France, remember that the weather in Europe is very unpredictable. You may want to ride in leathers, but make sure your boots and gloves are waterproof and that you have something to quickly put over the top in case of downpours.

## **BSB**

The most important part of any holiday is where to stay. There are many 'motorbike friendly' hotels and B&Bs in Europe and beyond, but most hoteliers are very happy to see a band of bikes. You need to think about where your bike will be overnight. Do you need to have a lock? Secure off-road parking is the ideal. Is the hotel accessible? No long, gravelly drives down a slope if possible. Can you walk to lots of restaurants or will you have to eat in house? You may not want to get on your bike to travel to a restaurant in the evening.

It is a very rewarding moment when you arrive at your hotel and park up the bike for the evening and you have that first Beer (or in my case Gin and tonic). Then follows the blissful Shower and then another Beer. BSB – Perfect!

## The journey Home

Make sure you have enough money left for tolls. Be careful in France on Saturday afternoons, lunchtimes and Sundays as petrol stations are very often closed or do not take English Credit Cards. Give yourself enough time to get back to your ferry port or the tunnel check in. You will need at least half an hour before your departure time. Tickets on the tunnel allow a two hour window either side of your booking, so think of it as a four hour slot and book a train in the middle of this time. In other words if you think you can be at the tunnel by 4pm, book a train at 6pm and you will have from 4pm until 8pm to travel. ( Don't forget to allow for 30 mins check in).

When you get to the other side you will very likely be tired. It's worth having a few cereal bars in your tank bag or have something to eat on the ferry. *Roadcraft* says "As you tire, your ability to take in and process information is reduced and your ability to react to the information you have received takes longer.... on long journeys you should plan a series of rest breaks ... physical activity helps recover, so include some walking as well as sitting down and relaxing during planned breaks"

## **And Finally**

Touring on the bike is one of the most rewarding and delightful experiences. There is nothing quite like being on a bike, through beautiful mountainous terrain, arriving tired and stress-free at a fabulous hotel with a welcoming host and lots of great food and wine. Good company and great roads. Here's to a great summer!

Meg Morris

## **The National Escort Group Great Britain (NEGGB) and its relationship with British Cycling**

### **NEG what?**

Some of you may have heard me mention my desire to become a Level 1 NEG rider. So what is a NEG rider? Well it's not the kind of escort you might find on a card in a phone booth. If you think

cyclists are a bunch of law-breaking weirdoes in tights and have no right to be on the highway, don't read on!

To properly understand the demand for NEG riders, a little bit of UK cycling culture and history needs to be understood, as NEG GB and cyclists are very closely linked. Don't worry, it won't be about gearing ratios or shaving legs.

### **Background of NEG and cycling**

Some of you may have noticed a few Olympic Gold Medals going to British Cycling. Indeed nearly half of the Beijing Olympic Gold Medals awarded to the UK in 2009 came from our cyclists, in spite of UK cycling having a Jekyll & Hyde existence. Every motorcyclist or driver will recount total idiots on bicycles trying to kill themselves on the highway, or riding like a maniac on the pavement.

For every one of these idiots there are many more who are keen skilled cyclists from all walks of life, taking part in a huge range of daily activities; from commuting to track racing. One type of event immensely popular in mainland Europe is road racing, the most famous being the Tour de France.

Not many people in the UK know that the Tour de France is an event watched by more people than any other sporting event bar the Olympic Games. It is the biggest single sporting event in the world. With cycle road racing across Europe, towns are closed down, and for most races, the public celebrate 'their' riders passing through, and Mayors are only too happy to close roads to facilitate these events. I have experienced European cycle road racing and endurance 'Audax' events first hand.

However in the UK road racing culture is very different. Most of the public don't like 'their' roads being closed, and some police forces have made it very difficult for cycle road races to take place. The premier Tour of Britain in 2007 had a stage 'neutralised' by the police because a piece of paperwork had arrived four days late eight weeks beforehand.

In football culture, this would be like stopping the World Cup for 10 minutes because the team's coach parking ticket had run out.

Some of the UK public, so oblivious to the mainland European cycle culture these events attract, seem to have some personal agenda with cyclists and have caused tragic incidents resulting in British Cycling road events to become over-policed, leading to an unsustainable resource burden. In 1998 a police NEG rider was killed, who was riding five minutes ahead of the race, when a motorist drove into him.

Fatalities are surprisingly rare in cycle racing; the last time a competitor died in a major British event was in the 1970s when a Czech rider was killed in the Milk Race. His death led the organisers and police to increase the size of the escort team.

Fabio Casartelli's death in the Tour de France in 1995 was the first in the Tour since Tom Simpson collapsed and died on Mont Ventoux in 1967.

For many in the Tour of Britain race in 1998, the incident revived memories of the Prutour's predecessor, the Kellogg's Tour, in 1994 when a motorist evaded the police escort and drove into a group of riders, injuring three of them. The sponsorship ended shortly afterwards and British Cycling was without a flagship event until Prudential launched their event in 1998.

### **Supporting world class sporting culture**

In spite of this Jekyll and Hyde UK culture around cycling, it is worth remembering how much in common motorcyclists have with cyclists, and that many motorcyclists enjoy both. If we are trained well enough as motorcyclists, why not put something back into UK cycling culture?

All of our Gold medallists have come up through the ranks of road racing. It is an essential feeder route for world champions. Road closures also remind some motorists that the roads are for sharing. This is lost on those who feel put out by not being able to use their car for 4hrs in 365 days each year.

In Scotland last year someone put road tacks down around the cycle course causing 100s of riders to get multiple punctures before the race had to be stopped and the route cleared. The loss to the local economy from event trade if the ride had been cancelled this year would run into millions.

As police charges for event policing have been rising, with poorly interpreted Health & Safety being cited as reasons to stop cycling on the highways, many local road races have been cancelled over the past few years. This is literally killing UK cycle road races in a manner unimaginable in mainland Europe. British Cycling has taken this issue up with (then) Prime Minister and the DfT.

British Cycling Chief Executive Peter King has said: "British Cycling is dedicated to ensuring cycle racing on the public highway remains a safe, enjoyable and exhilarating sport and is taking issues to the heart of government."

British Cycling has submitted a report to the Department for Culture Media and Sport (DCMS) and Ministers detailing the current issues and challenges which are affecting all sporting events on the highway and in particular cycling. Submitted at the end of March 2008, this report called for a series of measures to be implemented as part of a cross Government departmental approach to implement the legislation, co-ordination and the standardisation necessary to allow sport on the highway to flourish.

These measures should allow participation in 'grass roots' cycle racing to grow, helping the government meet its stated aim of increasing participation in sport and helping to develop new cycling talent, further improving Great Britain's results at international events through to London 2012 and beyond.

### **Accredited Persons**

In addition, British Cycling experts are working with the Association of Chief Police Officers (ACPO) and the Home Office in an attempt roll out the Community Safety Accreditation Scheme nationally. This national training programme will ensure that there is a resource of Accredited Persons as race marshals with the power to legally stop and control traffic in a road event situation. The scheme, which improves the safety of races and reduces the level of police resource needed for each event, was first introduced in Essex and Gwent in 2007. It is currently being introduced in the rest of Wales and British Cycling hopes to introduce it in other areas in the future.

In parallel to these moves to reduce the number of police riders escorting such road events, the National Escort Group (NEG) was formed to provide an Accredited Group of motorcyclists trained to assist with the safety of these events held on the public highway.

NEG members may be requested to assist with a cycling road race, either working with police motorcyclists in providing a safe route for competitors, or operating where there is no police cover by assisting with the direction of the race, and complementing static marshals. They may also assist in the safe passage of the cycling segment of triathlons.

Some NEG members may be engaged by the organiser to carry as pillion passengers; race officials such as blackboard information, commissaries, medical or race service, or by media companies to carry press photographers or cameramen. In such cases the NEG member may reasonably expect the organiser or media company to provide a risk assessment of the duties required of the rider.

Event organisers wishing to engage the services of NEG members initially contact the appropriate regional NEG co-ordinator, who will put together a group to meet the race requirements.

The NEG aims to enhance safety for competitors, officials and members of the general public alike by advising and informing the general public and other road users in particular of an approaching event.

It also assists with race direction, keeping race officials and riders up to date with event progress and by complimenting static marshals.

## **Gaining NEG Accreditation**

New candidates are welcome to join the Group. Accreditation is in three stages:

### **Part 1**

Complete the application form. New applicants must be at least 25 years of age, and hold a minimum of an IAM Advanced Motorcycle Test or RoSPA Advance Motorcycle Test (any level). Evidence of this qualification must be attached to their application.

### **Part 2**

Candidates who have successfully met the application criteria will be sent the part 2 theory session, available on DVD, which focuses on the ACPO caterpillar system of controlling road races. There will be answer paper to complete, which is also a declaration to confirm that the video cassette has been viewed, and a 75% pass mark needed to demonstrate that the theory has been understood. A return address label is included to return the DVD to BCHQ along with the answer paper.

### **Part 3**

This final part of the process is a practical test on a road race. Suitable road race events for the part 3 test are arranged between BCHQ, the NEG instructors and mentors, and race promoters. Races are likely to be a minimum of 90 km length. Each candidate is required to pay a test fee of £15.00 to the examiner on the day of the test.

Qualified NEG riders are graded into three levels:

#### **Level 3**

Assigned on entry, following successful completion of on-race assessment.

#### **Level 2**

Members may be assigned or upgraded to level 2 upon meeting the following criteria: minimum of 12 months experience on non-major events, minimum of five road races in the previous year, IAM Qualification or RoSPA Qualification, recommendation of regional co-ordinator as capable of working on Premier Calendar and other National level events.

#### **Level 1**

Members may be assigned or upgraded to level 1 upon meeting the following criteria: continue to meet all the requirements of level 2, hold a valid accredited first aid qualification (minimum standard is the Health and Safety Executive Appointed Person's First Aid Certificate), proof of attendance at a regional road race commissaries course, capable of working in a team, recommendation of group of assessors from more than one region when working at Premier Calendar level.

## **NEGGB Uptake**

NEGGB are always looking for new members to join the ranks of the NEG to assist with events so if you're interested and hold an Advanced Riding Certificate (IAM, RoSPA or similar) please use the contact page at [www.neggb.org.uk](http://www.neggb.org.uk).

## **PAY**

NEG riders don't do it for the money! For me, it is about putting something back. Of course there is machine wear & tear so there are token rates. The official rates per NEG rider for road races are as follows:

Local races - payment of mileage only (from rider's home address) at 27p per mile.

National/Premier events - £20 per day plus mileage.

Commercially organised events - £60 per day plus mileage.

## **Motorcycle Insurance for NEG activities**

NEG riders working on British Cycling (BC) road race events and BTA triathlons have the opportunity for their motorcycles to be covered under the BC vehicle insurance policy. To receive this cover, the rider must be a member of BC and be the 'normal' insured rider of the vehicle. This cover is in place whilst the race is in progress. All fully qualified NEG riders will receive free BC membership at the basic (bronze) level which covers the above membership requirement. Race organisers are required to advise the BCHQ in advance of the event of the registration numbers of the machines of motorcycle marshals.

Matt Polaine

## **IAM News**

We regularly get notice of press releases from the IAM. These are available on the IAM website [WWW.iam.org.uk/latest\\_news](http://WWW.iam.org.uk/latest_news) so it's always useful to have a look now and then.

Current releases posted in the last two weeks of June include

- |              |  |
|--------------|--|
| 24 June 2010 | Cuts must not halt drive to reduce road deaths, says IAM   |
| 23 June 2010 | Maintain road safety spending to save money, says IAM,   |
| 17 June 2010 | IAM comment on council funding of fixed speed cameras,<br>IAM supports motorbikes in London's bus lanes, |

## **TALL TALES**

### **PAMPER YOUR PILLION**

This is one of the few stories that can be retold here from my teenage days belonging to the Victorians MCC, Harlow. After frequent retelling over the last forty plus years I can assure you every word is true, unchanged and unembellished. Don't believe me? Just ask my good friend Pinocchio. There is of course a slight possibility one of you knows who the people in the story are.

In the late 60's a bloke was out for a pleasant afternoon ride on his bike with his girlfriend riding pillion. It started well with the weather warm and sunny. The bike being British was going ok while liberally coating the bloke's left foot with oil and his right leg with battery acid. All this was normal and part of

the fun. Just as normal as what happened next, the weather broke, it started to rain, the bike conked out, they were stranded and the rain got heavier and heavier.

As luck would have it wasn't long before a mate came along on his chair (sidecar outfit). He leapt off and both blokes set about fixing the broken bike. Serious tyre kicking and technical swearing was deployed but to no avail. The bike refused to start and so the Good Samaritan offered them both a lift home to dry out.

The friend's chair had a neat little low slung bullet nosed sports sidecar with a screen and a hood. The girlfriend was pleased that soon she would be on her way home out of the rain and relatively warm and cosy in the snug little sidecar. But no! Her less than chivalrous boyfriend immediately jumped in the sidecar and told her that she was to ride pillion in the pouring rain. The boyfriend snuggled down in the sidecar and put the hood up. Fuming the girlfriend climbed on the back of the bike giving the now ex boyfriend a long evil stare. Had the boyfriend seen that look another sort of chill would have run down his spine.

On the way home the rain came down even harder, soaking the two on the bike while the boyfriend enjoyed the comfort of the sidecar. They descended a steep hill, the visibility was poor. They didn't see the flood at the bottom of the hill until it was too late. Now those of us old enough to remember this type of sidecar will also know that because they were shaped like a bullet some of them needed a shallow box in the bottom to act as a footwell. On this sidecar the front of the footwell was particularly rusty. The chair continued down the hill where it started to get very bumpy and the boyfriends feet started to bounce up and down on the floor of the footwell.

Just as they were about to enter the flood the chair hit a particularly large bump. The boyfriend's feet leaped up into the air and crashed down. The footwell broke away at the front and dropped down forming a rather well designed scoop. Entering the flood the chair lurched to one side with the drag of taking on what must have been gallons of water in just a few seconds. The rider and girlfriend looked down at the sidecar. They could barely see the boyfriends head through the sidecar screen which now bore a disturbing resemblance to a washing machine dealing with a full load. They pulled over and lowered the sidecar hood. The boyfriend was soaked water still pouring from the sides of his crash helmet -the look of shock frozen on his wet face.

They did what they could. They rammed the footwell back in place and continued with their journey. The rain was still coming down. The ex boyfriend was a sodden mess sitting in the sidecar. The rider was still cold and soaked. Strangely the girlfriend instead of looking thoroughly miserable now had a beaming smile on her face as if the afternoon ride was somehow a perfect joy after all.

The moral gentlemen? Pamper your pillion and you will avoid the evil stare or even worse the smile.

Peter Kidney

## **CAMunicate Contributions**

Please send all contributions for CAMunicate to the editor at [editor@cambsiam.org.uk](mailto:editor@cambsiam.org.uk)

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