

Network

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'produced for Reps, Activists and interested parties'

The views expressed in this publication are not necessarily the views of the Motorcycle

Action Group (MAG UK)

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EDITORIAL

There I was, in the middle of July, thinking this edition would be a little thin on the ground for which I would have been more than happy to blame 'a certain news corporation'. However, later that week, as if by magic, Paddy does not disappoint.

A somewhat lengthy piece follows which sheds some light on what Europe has in mind.

I like the style of one Scottish Lib Dem who stated:- "MEPs should stick to genuine cross border issues and leave important decisions on road safety to national governments that understand the historical and cultural nuances of the rules of the road."

George Lyon, Liberal Democrat MEP for Scotland, you are so right.

He was responding, 23 June, to:- **Speed limit of 18.64mph agreed by MEPs** and expressed his disappointment as MEPs on the European Transport Committee voted in favour of introducing a speed limit of 30km per hour in all European urban areas.

If approved by a majority of MEPs in a full meeting of the European Parliament road signs stating a speed limit of 18.64mph could be introduced in the UK.

Mr Lyons full dialogue on this ridiculous idea went something like this:-

"It is votes like this that gives the European Parliament a bad name. MEPs on the Transport Committee claim that by introducing a 30kmph speed limit across Europe then drivers will have to obey the same rules no matter where they drive. What's next? Everyone must drive on the right hand side?"

Ride free, Aine

Acknowledgements: George Legg. Paddy Tyson. Nich Brown. Rowan Public Affairs. Clive Cook. Phil McFaddon and anyone else I might have forgotten.

25th September: "Motorway Mayhem"

UK-wide FLASH MOBS set to show riders' opposition to further restrictions on biking

Given everything emanating from Europe at the minute (see latest details in this edition of Network), many MAG members and other riders want to act; stand up and say 'listen to us'.

MAG has been working directly with UK MEPs to oppose the most draconian and damaging aspects of the proposed EU Type Approval Regulation (see recent editions of Network and TheRoad for in-depth information). Some are more sympathetic than others, all need to be convinced that we are serious in defence of our freedom of choice in what we ride.

Then there's the anti-biking laws being considered by our nearest EU neighbours, France and Ireland, which could well infect the thinking of UK policy-makers. UK riders are being hemmed-in on two borders by crazy ideas like the ban on bikes over 7 years old from cities in France and the dreaded day-glo/reflective clothing requirement, which is also proposed in Ireland for riders and pillions!

At home we've got plenty of our own restrictions to worry about, like the DSA slashing the number of new riders getting a licence.

ENOUGH!

All this crap threatens to permanently strangle motorcycling, so what could be a more appropriate way to demonstrate that riders have had enough than to, temporarily, strangle the nation's arteries - its motorways and dual carriageways?

Here's the plan...

September 25th is a Sunday - it's a week before a critical vote on the future of biking by a committee of the European Parliament.

We want to show that we can play the game in political negotiations, but have not forgotten the power of taking to the streets. We can be measured and mature about how we do it, so we have chosen a Sunday for our FIRST event, not a week day.

Gathering from noon at selected roadside service areas, we roll at 1pm, all over the country at exactly the same time. We ride at a perfectly legal 45-48 mph (we've all witnessed the tailbacks that can happen when a truck tries to pass a caravan), we can make our point in as little as 15/20 minutes and then disperse, Flash Mob style.

Some locations will be based on dual-carriageway roads, especially so that Learners can take part, so possibilities exist everywhere.

The strength of this is in simultaneous action and the potential for local and national media to pick up on it - there will be one central phone number for press contact.

Lot's of folk like old-style demos, but the other advantages of Flash-Mob actions include; No overheating engines, No need for travelling marshals, just one person with a watch to see when it's nearly 1pm.

There will be those who won't want to join in, or think that we should not take to the streets, but remember: We have the right to peaceful protest. In any case, there is no reason why we can't all go for a Sunday ride at a safe and sedate pace - isn't that what the Police keep asking us to do?

This is local, everyone has a main traffic artery somewhere.

Speak to your local MAG group about organising one near you, why travel? Organise one yourself and let MAG Central know where.

September 25th. Keep it Free! Direct Action Politics is back!

ACTION:

Join one of the FLASH MOBS near you on 25th September. The MAG website and MCN will be advertising all the start points, ask everyone you know to attend one. What else would you be doing on a Sunday?

Paddy Tyson meet his MEP – who just happens to Chair the committee in charge of Type-Approval:

Further to the meeting I've just had with Malcolm Harbour MEP, the chairman of the EU Internal Market and Consumer Protection Committee (IMCO), I now have a better idea of what we are looking at as the **Type Approval and Market Surveillance Regulation** moves through the EU legislative process. This is the one covering anti-tampering, ABS etc.

Because so much legislation is created within Europe, MEPs can't reasonably debate all of it, so certain committees are tasked with the job in the early days and they then recommend things to the whole EU Parliament.

Because there are so many different subjects, even the committee members often don't know what they're debating, so they in turn appoint what is called a Rapporteur, who does their best to study the topic in depth and then Reports back their recommendations. See how this democracy works?

Anyway, after the committee members have viewed the Rapporteurs ideas, they put in their own amendments and the whole committee vote on what amendments they are happy to see. We are lucky that it just happens the Rapporteur in this instance actually rides a bike.

Whenever that has been done the Council of Ministers and the EU Parliament get to see it, so those are other places that we can direct our lobbying.

As this is a 'Framework Regulation' once it's passed it does not have to be transposed into Law in Individual Member States, as it will happen automatically.

The Rapporteur has reported back and amendments are on the table now and being discussed within IMCO. Like giving an opt-out for special 'one-off' bike builders, (but only the British and the Finns want that) and also making ABS compulsory on mopeds too (Germans want that - or rather the German ABS industry wants that). Generally the British representatives are prepared to consider the switch option for ABS, but Malcolm Harbour for example, wants all of the onboard diagnostics thrown out too. We'll see how the negotiations go.

The good news is that every email and letter you've written has caused members of the committee to think and with MAGs equivalent organisations doing the same in Finland for example, we may realistically get some of the worst elements of this legislation under control. We've already upset the timetable, as the Parliament were due to vote on this in September and now IMCO won't even finally vote on their changes until 4/5 or 6th Oct and it can't go to Parliament till after that.

However, it's not just the Regulation from Europe that will be affecting us soon. The 10 very real European issues that we still need to draw attention to are:

1- The **Anti tampering** Regulation: Specifically Article 18 which wants to stop all modifications to complete power train, from air-box to controlling the rear tyre profile.

2- **Compulsory ABS**. If we can't stop this, we must get a switch so that we have an option in difficult conditions where ABS doesn't function well.

3- **Automatic headlights on** - passing the blame for poor observation on to us.

4- OBD. **On Board Diagnostics** so that easy roadside checks can be made of our emissions and so that constant readouts of engine performance can be obtained. Expensive, complicated and with the threat, rather like a tachometer, of identifying past riding style.

5- RMI. **Repair and Maintenance Information**. Rather than keeping it hidden and available for huge expense, there is a chance that manufacturers will be forced to provide ECU codes etc for a fee. What that fee is remains to be seen.

6- The very worrying article 52: **"If systems, components or separate technical units on a list in a delegated act to this regulation, have a dual use, for vehicles intended exclusively for racing on roads and for vehicles intended for use on public roads, they may not be sold or offered for sale to consumers"**

So if your K&N filter can fit a CBR race bike and a CBR road bike, the best way to police that, is to make it illegal to sell the filter in Europe.

The Delegated Acts are the most scary things, as they are the lists and details drawn up by the unelected and we won't get to see what they are including until after the Regulation has been passed!

7- In solidarity with the French we need to be drawing attention to their recent Gov proposal to **ban all bikes over 7 years old from an urban area and to make the wearing of day-glo/ reflective clothing compulsory**.

8- **Full sleeve day-glo** clothing for riders and passengers has been proposed in the **Irish Parliament** too.

9- All these issues lead to the same thing, **that we must take the blame for the incompetence of other road users**. And while the emergency stop has been removed as a compulsory element of the UK car driving test, we are jumping through hoops with ill-judged UK interpretations of EU licensing directives.

10- Another EU licensing Directive is on its way (**3DL**) to step the bike licensing system still further and the DfT and DSA still haven't sorted even the consultation process, even though it is meant to be in law by now and enacted January 2013.

I'd very much like you to put a **mark in your diary on 25th September**. This will be before the IMCO vote.

Plans are afoot for something very special which I'll tell you about soon, but for now, please tell everyone you'll be busy that day and if they ride a bike, ask them to come and help you.

Our MEPs will be preparing to rubber stamp another Regulation put before them. This time they may all just stop to read it.

Various amendments have been tabled for discussion within the Internal Market and Consumer Protection Committee (IMCO). *There are 298 of them, here are just a few so that you get a feel for what may happen in the coming weeks. Some are good, some are not so good. Remember, these are proposed amendments and nothing is concrete until negotiations are over – let you MEP know how you feel....*

Amendment 97 - MEP Robert Rochfort on the banning of the 100bhp limits (yippee!!) wants to add "driver behaviour is a major cause of accidents. In this connection, driver training focussing on defensive driving should be encouraged." *In my naivety I thought he wanted to improve driver training. Alas, it turns out he means 'rider'.*

Amendment 103 - MEP Robert Rochfort on penalties applicable to infringements of the provisions in the Regulation, he adds, "To be effective, they should be accompanied by regular roadside checks." *The police? A government agency? He is advocating 'stop and search' and infringement of movement, because of chosen mode of transport!*

Amendment 106 - MEP Heide Ruhle on article 2, vehicles exempted from the regulation. Currently para 2, point g exempts "vehicles primarily intended for off-road use and designed to travel on unpaved roads." *She recommends excepting L1 and L3 category vehicles from this, which is 2 wheel bikes above and below 50cc. That means dirt bikes may be included, if she gets her way.*

Amendment 124 - MEP Malcolm Harbour (chairman) on 'delegated acts' where the commission can decide technical specifics later, behind closed doors, Mr Harbour wants to ensure "Any measures adopted in accordance with (article 16) para 2 shall be preceded by an evaluation resulting in a report and strive for a fair balance between the following elements:

- a) the existence of a serious risk to the safety of environmental performance of the technical requirements under consideration and
- b) the effect on consumers and manufacturers (including aftermarket) of the imposition under this article of any additional requirements.

To any of you who wrote to Mr Harbour about this regulation- THANKYOU, it made a difference. This amendment is a good thing. Dull as dishwater perhaps, but a good thing that he demands impact assessments are made for consumers and the aftermarket industry.

Paddy Tyson, MAG Campaigns Officer

Euro-Watchdog backs MAG members complaints over EU interference in biking

MAG member Jon Strong has had yet more success in his highly detailed challenge to some of the EU Commission's most lazy assertions about what's good for you and me as riders.

The European Ombudsman (responsible for checking whether the EU is playing the game fairly) recently found that the European Commission unjustifiably refused to answer Jon's queries or to supply official documents relating to a range of issues that will have a big impact on biking, eg; the changes to EU Type Approval, the potential for a Europe-wide Super-MoT test, EU spending on aspects of road safety and development of safety technologies that could threaten biking as we know it.

Now you can do something very simple that will help Jon press his case and shine a spotlight on attempts to steam-roller further restrictions on bike design, modification and use.

ACTION: All that is needed to show the authorities that there is genuine public concern about this, is for enough people reading this article to contact the Ombudsman asking for copies of Jon's original complaint and the supporting documents. That will make sure the complaint won't get buried.

Please quote '**Ref 0875/2011/jf**' in your request just asking for it will have sent the message. Use the contact form on the Ombudsman's website www.ombudsman.europa.eu/shortcuts/contacts.faces Alternatively, send a letter or fax...

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Why are we asking you to do this..?

There are signs that the Ombudsman isn't yet fully convinced or supportive of Jon's efforts in trying to hold the Commission to account. The Ombudsman did not agree that Jon had tried hard enough to get the Commission to rethink the proposal that motorcycles should be subject to roadside emission spot-checks in future - this seems odd given that it was the Commission who wouldn't respond to Jon's questions.

Since raising these various examples of the Commission not doing its homework before proposing further restrictions on biking, Jon has also asked to be show the evidence in favour of EU proposals for random/regular roadside inspections of motorcycles and for the Commission to show whether it has properly considered the liberty issues.

European Parliament Written Answers - 4 Jul

Mary Honeyball MEP: It has been drawn to my attention that, within the proposals for a regulation on the type approval of motorcycles in the EU, the Commission suggests, among other things, the introduction of measures to prevent modifications of the 'power train' for motorcycles above 125cc. Given that evidence from MAIDS suggests that only 0.7 % of accidents involving fatality or serious injury are attributable to the mechanical condition of the motorcycle, I am unsure as to whether this is such a sufficient problem as to require this level of regulation.

Therefore, why does the Commission believe this to be such an important issue despite the absence of evidence that tampering with motorcycles substantially increases risk levels or emissions?

Has the Commission fully weighed up how this proposed regulation will impact upon the freedom of its motorbike-riding citizens?

Furthermore, how does the Commission plan for such regulation to be implemented fairly, given the subjective nature of the regulations?

Answer given by Mr Tajani on behalf of the Commission: In the impact assessment(i) the Commission has conducted prior to drafting of the proposal (ii) it became obvious and justified that all L-category vehicles may be subject to measures to prevent the tampering of powertrain and noise abatement systems. L-category vehicles is an expression for a wide range of light vehicles such as 2- or 3 wheel mopeds, 2- or 3-wheel motorcycles and quadricycles. Some alterations to the propulsion but also to the noise abatement system of a vehicle may have adverse effects on safety and/or the environment. Mopeds, light motorcycles and quadricycles may require stricter measures than high powered motorcycles. Not only economic aspects to the industry and riders have been taken into consideration in this analysis, but also the environmental and the overall societal perspectives.

In order to further specify the appropriateness of these measures and to work out the technical details the Commission's consultant TRL is currently carrying out a study (iii) in which stakeholders are consulted and which allow rider's associations and other stakeholders to actively participate through a competition (iv). The aim of this competition is to identify effective solutions to these tampering events to protect the environment and the safety of road users, including the riders and passengers of the vehicle.

The results of the study will be shared with stakeholders in the motorcycle working group in September 2011 and constructive feedback will be taken into account when drafting the technical measures to guarantee the proportionality and fairness of the proposed measures.

Motorcycle deaths reach historic low-point:

The number of riders and passengers killed in 2010 was the lowest since motorcycling first became popular at the start of the last century.

According to latest official figures from the Department for Transport, 403 motorcycle users (including mopeds and scooters) were killed in 2010, 15 per cent fewer than during 2009. The number reported as seriously injured also fell, by 11 per cent to 4,780. The total number of reported motorcycle user casualties decreased by 10 per cent to 18,686 in 2010.

The total distance travelled by motorcycle also fell by 10 per cent over the same period, to 2.9 million miles.

Overall, the total number of people killed in road accidents reported to the police fell by 16 per cent from 2,222 in 2009 to 1,857 in 2010. Just under half (45 per cent) of all fatalities were car occupants,

The number of deaths among car users in 2010 was 842, 20 per cent lower than in the previous year. The number seriously injured in accidents reported to the police fell by 11 per cent to 8,914. Total reported casualties among car users were 133,212, 7 per cent less than 2009. Car and taxi traffic fell by 2 per cent over the same period.

There were 405 pedestrian deaths, 19 per cent fewer than in 2009. Seriously injured pedestrian casualties in accidents reported to the police fell by 6 per cent to 5,200.

The number of pedal cyclists killed increased by 7 per cent from 104 in 2009 to 111 in 2010. The number seriously injured in accidents reported to the police increased by 2 per cent to 2,660. Total reported casualties among pedal cyclists also rose, by 1 per cent, compared to 2009. Pedal cyclist traffic levels are estimated to have risen by 1 per cent over the same period.

For those who really love 'stats' – this is for you:-

Department for Transport - Transport statistics

The Department for Transport has today published the following Transport Statistics:

Reported Road Casualties in Great Britain Main Results: 2010, see:

<http://www2.dft.gov.uk/pgr/statistics/datatablespublications/accidents/reported-road-casualties-gb-mainresults-2010.html>

Road Traffic Statistics 2010 in Great Britain, see:

<http://www2.dft.gov.uk/pgr/statistics/datatablespublications/roads/traffic/index.html>

Free Flow Vehicle Speeds Statistics 2010 in Great Britain, see:

<http://www2.dft.gov.uk/pgr/statistics/datatablespublications/roads/free-flow-vehicle-speeds/index.html>

Road Length Statistics 2010 in Great Britain, see:

<http://www2.dft.gov.uk/pgr/statistics/datatablespublications/roads/road-lengths/index.html>

See <http://www2.dft.gov.uk/pgr/statistics/> for details on all recent transport statistics releases.

Welsh Government - Motorcycle user casualties 2010

The latest National Statistics about motorcycle user casualties produced by the Welsh Assembly

Government were released on 23rd June 2011 <http://wales.gov.uk/docs/statistics/2011/110623sb552011en.pdf>

These Official Statistics are published according to arrangements approved by the UK Statistics Authority.

DSA responds to concerns over new rules on protective clothing for test candidates

Here are the highlights (edited for brevity) from DSA's answers to our questions about their new requirements for test candidates to wear 'suitable' clothing or risk not being allowed to take their test and get a licence...

Why has the Agency decided to introduce an additional level of complexity at this time, what cost benefit analysis has been conducted and what were the findings of their impact assessment(s)?

Whilst the injury incident rate is quite low at under 0.5% of tests conducted, some incident reports have identified a lack of protective clothing as a contributory factor to the injuries the candidate sustained. The importance of wearing the right clothing has been part of the Safe and Responsible Riding Syllabus and the CBT syllabus for many years. And examiners turning candidates away from test for wearing inappropriate clothing is not new. Only those candidates who are wearing wholly inappropriate clothing should have their tests cancelled. Our aim is to reinforce the message that learner motorcyclists should take their safety seriously while riding, including during the practical test.

One of the principle objections is that new riders are to be denied access to a driving licence purely on the grounds that officials believe they are failing to comply with guidelines on good-practice.

Candidates are not being denied access to a driving licence – all they need to do is present for test in accordance with the guidance on clothing, just as they should ride during the test in accordance with the relevant guidance and good practice. Both the Second and the Third Driving Licence Directives point towards wearing certain protective garments, which is what DSA wants to remind riders about. Annex II to those Directives (Minimum Requirements for Driving Tests) requires an applicant for a driving licence to demonstrate that they possess the knowledge and skills, and exhibit the behaviour required, for driving a motor vehicle. In this regard, point 3.1.1 of the Annex requires the theory test (for categories A1, A2 and A) to include a compulsory check of general knowledge on the use of protective outfit such as gloves, boots, clothes and safety helmet. Point 6.1.1 requires an applicant, in the test of skills and behaviour, to demonstrate that they are capable of preparing to ride safely by adjusting the protective outfit, such as gloves, boots, clothes and safety helmet. Whilst only safety helmets are required by law, DSA is keen to ensure that riders taking their test should not be exposing themselves to unacceptable avoidable risks by wearing wholly inappropriate clothing.

There appears to be very little clarity on what will or will not satisfy an individual examiner on any given day, especially since the indicative lists leave a great deal of room for interpretation and inconsistency. What dispute procedure is in place to ensure consistency between test examiners and whether an appeals process has been set-up to resolve disputes as to whether the clothing a rider presents in should be considered compliant.

The guidance and information given to trainers and examiners is based on the required elements that should already be taught during CBT. Examiners will use their experience and expertise to make an informed decision about the type of clothing the candidate is wearing, and whether it offers so little protection as to create an unacceptable risk of injury if a candidate fell from their machine. They will bear in mind that some new riders cannot afford expensive clothing and may have tried their best to ensure they are adequately protected. If candidates wish to appeal against a decision not to conduct their test, they should contact DSA using the usual channels.

What legal requirement is there for riders to wear specific items of protective equipment on test? To what extent is the Agency relying on Health and Safety legislation to justify the new requirements?

Only safety helmets are required by law. The provisions of the Second and Third Driving Licence Directives relating to protective outfits are set out above. The DSA is not relying on health and safety legislation and is not suggesting that there is any new legal requirement to wear specific items of protective clothing on test. The point is that the DSA is seeking to remind riders taking their test that they should not expose themselves to avoidable risks of injury by wearing wholly inappropriate clothing.

One common perception is that this change is a precursor to changing the law so that all riders will be required to wear approved clothing, moreover that this is a policy the Agency is sponsoring. What is the Agency's view on the need for further regulation on the wearing of personal protective equipment?

The Government has no plans to change the law regarding approved protective clothing. We will continue to work with riders and trainers so that riders can make informed choices themselves about precautions they should take when riding on the road. DSA, along with the motorcycle training industry, wants to ensure that the risks faced by new riders are as low as possible, both when they take their motorcycle test and afterwards.

FROM WESTMINSTER

Extract from Westminster Hall Debate – Dangerous Driving Offences (Sentences)

23 Jun

The Parliamentary Under-Secretary of State for Justice (Mr Crispin Blunt): "I now want to set out some of the wider context for the debate. Generally, Britain has a good road safety record, but we cannot afford to be complacent. Deaths and serious injuries on the roads are a tragedy for all those who are affected. It is of course to be welcomed that road fatalities and casualties have continued to fall, but every such case is one too many. I will give the background with figures.

Since 1994, road casualties have been falling against a backdrop of increasing traffic and population. In 2009, there were a total of 222,146 reported casualties of all severities, 4% lower than in 2008; there were 2,222 deaths, 12% lower than in 2008; 24,690 were seriously injured, down 5%; and 195,234 were slightly injured, down 4%. The number of fatalities fell for almost all types of road user, with a fall of 16% for car occupants, 13% for pedestrians, 10% for pedal cyclists and 4% for motorcyclists.

If we compare not just one year, but the average trend over 15 years between 1994-98 and 2009, the number killed was 38% lower, and the number of those killed or seriously injured was 44% lower. Welcomingly, the number of children killed or seriously injured was 61%. Car occupants, pedestrians and motorcyclists 13 accounted for the vast majority of deaths at 48%, 23% and 21% respectively in 2009, when pedestrian fatalities were 50% below the 1994-98 average and car occupant fatalities were 40% below the average."

Northern Ireland Written Answers

8 Jul

Mr Easton: Mr Easton asked the Minister of the Environment what by-laws exist to stop motorbikes and quad bikes from being driven on public beaches.

Mr Attwood: There are currently no bye-laws to stop motorbikes and quad bikes from being driven on public beaches.

The Department of the Environment does not have any power to make bye-laws on its own behalf regarding vehicles on public beaches. The Department is, however, the confirming authority for bye-laws made by district councils regarding the seashore, under provision of section 82 of the Public Health Acts (Amendment) Act 1907. Bye-laws made under this power may make provision to regulate vehicles on beaches.

In January 2011, the Department made four Orders (on application by the respective councils) to extend sections 82 and 83 of the 1907 Act to the districts of Carrickfergus Borough Council, Coleraine Borough Council, Down District Council and North Down Borough Council. There is no record of any other such Orders being made since 1971, prior to the establishment of the current 26 councils.

The four Councils named above are currently preparing draft bye-laws to address their particular needs. The Department will submit the proposed bye-laws to the Departmental Solicitor's Office to ensure that they have been drafted correctly, and that they are within the powers of the relevant council to make. When draft bye-laws are approved by the Departmental Solicitor's Office, a district council has a statutory obligation, under section 91 of the 1972 Act, to advertise the bye-laws and make them available for inspection for at least one month before applying to the Department for confirmation.

As the foreshore is a reserved matter, under section 4 of and Schedule 3 to the Northern Ireland Act 1998, additional consent from the Department for Transport is required for bye-laws made under section 82 of the 1907 Act.

If any member has a concern about this issue, the Department requests the information and would then consider contacting the relevant council.

To avail of this enabling power, a district council must first have applied to the Department for an Order to extend section 82 of the Public Health Acts (Amendment) Act 1907 to its district.

In January of this year, the Department made four such Orders, on application by the respective councils, which will enable Carrickfergus Borough Council, Coleraine Borough Council, Down District Council and North Down Borough Council to make bye-laws for the seashore.

The drafting and content of the bye-laws are now matters for the individual councils concerned. Provision to regulate the use of motorbikes and quad bikes will therefore be at the discretion of each council.

House of Commons Transport Committee – 30th June

Cost of motor insurance inquiry re-opened

The Committee has agreed to re-open its inquiry into the cost of motor insurance, in the light of further concerns about the rising cost of premiums.

The Committee has called Jack Straw MP to give oral evidence. Mr Straw has published a paper on the rising cost of premiums which covers many of the issues raised by the Committee's 2011 report - The cost of motor insurance. <http://www.publications.parliament.uk/pa/cm201011/cmselect/cmtran/591/59102.htm>

These include the recent increase in the number of personal injury claims resulting from motor accidents, the referral fees paid by solicitors and others to manage aspects of the claims process, and the role of claims management companies.

Committee Chair Louise Ellman MP today said "Motorists continue to suffer as premiums increase and there is mounting evidence that the insurance industry itself is part of the problem. Jack Straw's research is a powerful contribution to the debate and as well as hearing what he has to say I will want to hold the insurance industry and the Government to account".

The meeting will take place in the autumn, date to be announced, and other witnesses will be called.

And, also on the cost of using the roads the IAM - Motoring tax is highway robbery

Only 38 pence of every pound that motorists pay at the pump is for fuel - 62 per cent is tax in the form of fuel duty and VAT, according to Motoring taxation and public spending, the latest report from road safety charity the IAM.

The report also finds that:

- The percentage of tax paid at the pump rose from 47 per cent in 1980 to 75 per cent in 2000. It has fallen to 62 per cent in 2010 as a result of increases in the price of oil.
- In 2010, the pump price of petrol increased by 27 per cent and that of diesel by 18 per cent. In the first half of this year the pump price of petrol increased by eight per cent and diesel by 12 per cent.
- Motorists paid £28,747 million in tax and duty in 1985-6 compared to £43,885 million in 2007-8 in real terms¹.
- While motorists are paying more generally, the amount paid per individual car owner has fallen. More cars on the road are spreading the tax burden among more motorists.
- The government spends only about one-third (£12,752 million) of its total tax revenue from road users (£43,885 million) on roads and local public transport.
- Increased spending in the past decade has been mainly on public transport; spending on local roads has also increased substantially but is likely to fall considerably from now on.
- Since 2002, the government has spent more on rail infrastructure than road infrastructure, although rail is used for only seven per cent of all passenger travel. In 2008 the government spent £4,807 million on road infrastructure compared to £5,567 million on rail infrastructure.
- Motorists and businesses spend ten times more on buying and running their vehicles (£42,700 million) than the government spends on roads (£4,807 million).

IAM director of policy and research Neil Greig said: "Using so little of the taxes motorists pay on road upkeep is plainly unfair. Motorists are also paying the price as Britain's potholed and increasingly dangerous roads take their toll, damaging tyres, wheels, steering and suspension. Cuts are clearly going to have an impact on transport investment, but as more roads become more potholed and dangerous, spending on infrastructure now will save money in the long-term."

DEVON

The big news this week is soon there will be 4 MAG groups in Devon ! Plymouth MAG will be kicking off in August. This is fantastic news for MAG (and for the bikers of that area).Pete and Anna have taken the step to organise things and are currently spreading the word.

Naturally I have said we will help them all we can. The 1st meeting will be on Wednesday 10th August at the Westward Inn, Lee Mill 7.30pm for a 8pm start. Paddy will be coming down so it promises to be a excellent evening. Clive Cook

LONDONBIKERS.COM report 94 Year Old Crowned Nation's Oldest Biker!

94 year old Reg Scott from Ludham, Norfolk has today been named 'Britain's Oldest Biker' by Bennetts bike insurance. Having covered over 384,800 miles in his 74 years on the road, Reg began biking in 1937 when he bought a Norton 16H 490cc for £73. Seven bikes later, Reg has recently purchased a Honda 250cc off the back of a 'Deal or no Deal' appearance and subsequent winnings. Having walked away with £10,500 from the infamous 'banker', Reg donated a massive £6,000 to charity before using the rest to buy his latest bike to ensure many more years on the road.

While most pensioners are beginning to slow down and put their feet up, Reg is living life in the fast lane and has no intention of slowing down. Currently the oldest biker on Bennetts' books, with 74 years of experience, Bennetts wanted to celebrate Reg's achievement and awarded him with the accolade of 'Britain's Oldest Biker' in recognition of his years on the road.

Commenting on his award Reg said,

"I'm delighted to have been crowned Britain's Oldest Biker. Riding gives me a sense of freedom; it allows me to get around more easily while enjoying the open road. Age has nothing to do with it for me; I'll be on my bike for as long as I can."

Hannah Squirrell, Director of Marketing at Bennetts, said,

"We have always extended our services to all biking enthusiasts, old or young and we wanted to recognise Reg's commitment to biking. With over a million motorbikes on our roads we'd encourage all ages to give two wheels ago ahead of this year's National Motorcycle Week."

Reg's Biking CV includes: Used to ride 100 miles a week. 7 motorbikes he has owned. Over 5,000 miles ridden each year. 74 years of experience. Reg goes out 4 times a week on his bike.

NORTH YORKSHIRE AND CUMBRIA Police in **joined forces last Sunday, patrolling popular motorcycle routes** in an operation primarily aimed at motorcycle safety to support both forces' ongoing campaigns to reduce biker deaths and injuries.

Traffic Sergeant Pete Stringer from North Yorkshire's Road Policing Unit, said: "While our primary aim was reducing motorcycle casualties, approximately 70 per cent of the offenders we dealt with were car drivers.

The vast majority of motorcyclists we observed were riding appropriately and safely, and I praise them for that."

In Cumbria, officers stopped over 75 motorcyclists at Cowan Bridge. Seventeen vehicle defect rectification notices were issued for illegal or faulty exhausts and number plates. Two riders were stopped for speeding and one was taken into custody for riding a motorcycle while over the legal limit for alcohol.

CARDIFF

Phil McFadden writes:- "Those of you in South Wales may want to put 11th August in your phones [7.30 for 8p.m. at the [Ninian Park Hotel](#), Leckwith Road, , CF11 8HH. Phone: 029 2037 1386] to meet up with Paddy, Greg Harrison, Mike Mallen & myself & fire up a new group.

From Greg: "There's a large car park for people coming by bike, a train station (Ninian park) right alongside for people who want to come by train and have a few sharpeners, and it's also on several bus routes to and from the city centre. It's also walk-able in about 15 minutes from Cardiff city centre. I know Paddy is going to do a mail shot of all current and recently lapsed members in Cardiff and the valleys, but please do bring this to the attention of any prospective members you can think of."

SURREY

A new campaign by Surrey County Council and Surrey Police, which encourages drivers to look out for mopeds and motorbikes, is designed to keep young riders safe. From 18 July, hard-hitting campaign images will be used to urge motorists: 'Don't just look for motorbikes. See them.'

The Drive SMART campaign will also urge young bikers and moped riders to be aware of drivers of other vehicles, with the warning: 'Don't let your first bike be your last.' The message will be promoted to riders via a Facebook advert and through special phone box 'wraps' at 22 locations across the county. There will also be a separate Facebook page for young riders.

To help get the message across to younger riders, those who click through from the Facebook advert will be directed onto a page on the Drive SMART website – giving rider hints and tips, resources and links to useful biker and rider websites.

The latest collision statistics show that in 2010 there were 432 motorcyclist casualties in Surrey. Riders aged 16-20 accounted for 23% of this total.

Dr Andrew Povey, leader of Surrey County Council, said: "I'm concerned to see almost a quarter of all those injured on motorcycles or mopeds are young people. The freedom that comes with getting your first vehicle is incredibly exciting but over exuberance can have devastating consequences. Through our Drive SMART campaign we're urging all young riders to take extra care while they build up their road experience and we're encouraging other road users to pay more attention to mopeds and motorbikes."

Inspector Chris Colley, from Surrey's Roads Policing Unit, said: "Our proactive approach to improving road safety throughout the past few years has had a significant impact on the overall number of fatalities in the county. As more motorcyclists take to the roads in the warm summer weather, Surrey Roads Policing officers will again be working on initiatives aimed at further reducing road deaths, particularly in the 16-20 age group, through enforcement, education and discretion. Our advice to young bikers moped and motorcycle riders is to ride safely, wear protective clothing, and expect the unexpected. Our message to drivers is to look out for bikes."

For more information contact Sue Woollard White on 01483 630883

MANCHESTER SHOW - New addition to unique Harley-Davidson exhibition

Award-winning bike goes on display at Manchester show celebrating the iconic brand.

A world-beating customised motorcycle has become the latest installation at an exhibition in the Museum of Science & Industry, Manchester (MOSI).

Strike True II, a 2010 Harley-Davidson© Softail Crossbones motorcycle customized by the Shaw Harley-Davidson dealership, won top honours in its class at the 2010 World Championship of Custom Bike Building, in the US.

It is the latest guest bike in the Customising, Culture and Harley-Davidson exhibition, which features more than 30 models spanning about a century of the motorcycle's production, many of which have not been displayed to the public before.

The exhibition, which is the first of its kind, also looks at the bike builders, owners and enthusiasts who have embraced the customisation culture and the Harley-Davidson lifestyle.

Talking about the display, Tony Hill, Director of MOSI, said: "Harley-Davidson is the classic iconic motorcycle brand that is loved by bikers and design enthusiasts alike. Not only is it a symbol of American culture, but has been adopted by cultures around the world to reflect their own unique style and identity.

MOSI already has a wonderful collection of historic motorcycles and ground-breaking engineering so we are delighted to build on this."

Customising, Culture and Harley-Davidson runs until 11 September.

Further information:- [Museum of Science & Industry at http://www.mosi.org.uk/](http://www.mosi.org.uk/)

Road Safety GB

Government is showing 'noticeable lack of ambition' with regard to road safety

An open letter to The Times, from PACTS and other road safety stakeholders including Road Safety GB, has challenged the Government to show more ambition with regard to casualty reduction.

The letter, in response to the Government's 'Strategic Framework for Road Safety' which was published in May 2011, was endorsed by four former transport ministers, road safety academics and practitioners.

The letter reads:

"The Government must implement strategies that will meet the European target of reducing deaths by 50% by 2020.

"Sir, Road deaths last year fell to an all-time low of 1,857, reflecting the long-term collaborative effort of those active in road safety and of national and local Government. Provisional road casualty figures for 2010 show welcome improvement and should be taken as encouragement to achieve greater continuous reduction in death and serious injury. However, the figures allow no room for complacency — the remaining deaths are preventable. Our real aim should be for zero harm on our roads: this is the case on the railways and in other aspects of commercial life.

"Compared with this rate of progress, the forecast or assumption for road deaths contained in the Government's Strategic Framework for Road Safety shows a noticeable lack of ambition.

"To achieve the central forecast contained in this document, we only need to cut deaths by 4.7% over the next decade (that is less than 0.5% a year), compared with a fall of more than 16% in the single year from 2009 and 2010.

"The European Commission, supported by the UK Government, has set a target of halving road deaths in the EU by 2020, which is seen as a staging post to achieving the eventual elimination of death and long-term injury on Europe's roads. This commitment makes financial sense since spending on road safety delivers significant rates of return.

"Achieving this level of reduction would save more than 4,600 lives in Britain by 2020, a benefit to the country worth more than £7 billion.

"We urge the Government to implement strategies that will meet the European target of reducing deaths by 50% by 2020. That would take annual road deaths below 1,000 and help us to achieve the safest road network in the world for all its users over the same period."

Robert Gifford, Executive Director, Parliamentary Advisory Council for Transport Safety.

The individual MPs and organisations who endorsed the letter numbered 23

EVENTS

Friday, August 5 - Sunday, August 7, 2011 - BURNING BUDGIE RALLY

Organiser: West London Harley Riders

Bike Show, Stalls, Food, Bands, Ride-out, Showers, Large camping Area. Not just for Harleys - all welcome

Location: Chiltern Sports & Social Club, Maple Lodge Close, Maple Cross, Herts WD3 2SQ

Web: <http://www.wlhr.org>

Friday, August 5 - Sunday, August 7, 2011 - The Yorkshire Pudding Rally

Organiser: Yorkshire MAG

Yorkshire MAGs small but perfectly formed rally. Pre-book only, first come first served.

Location: Hesley Wood Scout Camp, Chapeltown, Nr Sheffield, S.Yorkshire.

Web: <http://www.yorkshirepuddingrally.co.uk>

Sunday, August 7, 2011 - 50th Anniversary Show - Honda Owners Club (GB)

Organiser: Honda Owners Club

Show opens at 9.30am - Everyone welcome, no matter what you ride. Unique display of Hailwood, Redman and Haslam bikes, displays from other Honda bike clubs, Flypast by two Battle of Britain Spitfires. Trader stands. Show off your bike - no matter what it is and you could win a prize! Prizes for best bikes at the show and professional photos of your bike available on the day. Edelston Trophy for best HOC member's 400/4. Live music from the Richtones and refreshments available all day, or bring your own picnic. Special discounted rate available to show visitors to tour Boughton House for £5.00 (usually £10.00). Collections in aid of the UK's Air Ambulances.

Ticket: FREE admission and parking.

Location: Boughton House, Kettering, Northamptonshire, NN14 1BJ.

Enquiries: Contact Dibble, tel: 01536 359659 or go to website

Web: <http://www.show.hoc.org.uk>

Thursday, August 11, 2011 - South Devon MAG AGM

Organiser: South Devon MAG

1st South Devon area MAG group Annual General Meeting.8pm start. Please bring your membership cards. There will be nibbles for afterwards!

Location: The Welcome Stranger pub, Liverton (old A38 near Newton Abbot)TQ12 6JA

Friday, August 12 - Sunday, August 14, 2011 - End of the Road Rally

Organiser: MAG Cornwall

Traditional green field Rally with Trade Stalls, Rideout, Real Ale and Live Music. Held in historic countryside at the most southerly point of mainland UK. Restricted numbers, tickets on a first come first served basis. All profits to MAG.

Tickets: £12.00 in advance (the first 50 also get a badge), £15.00 on the gate. Send cheque (with SAE) payable "MAG Cornwall" to End of the Road Rally, 23 Parkway, St Austell, Cornwall, PL25 4HR.

Location: Predannack Paint Ball Site, Lizard, Cornwall, TR12 7AU.

Enquiries: 07778 565945

Web: <http://www.facebook.com/home.php#!/pages/MAG-Cornwall/111280468942007>

Friday, August 19 - Sunday, August 21, 2011 - Ganton Gathering 2011

Organiser: Scarborough MAG - in aid of the MAG Foundation (Regd Charity: 1100274)

Traditional chilled rally with marquee, trade stalls and bands & disco both nights. Custom show. Good Food available & Quality beers on site at pub prices - please support the Bar as they support our event.

Tickets: (held at 2008 prices) £15.00 strictly pre-book only (Under 16's free but must be accompanied by an adult).

Please send cheque (with SAE) made payable to "Ganton Gathering" to: 26 Linden Road, Scarborough, YO12 5SN.

Debit/Credit card purchases during office hours: 0844 248 0191 (£1.50 per ticket booking fee).

Disabled car drivers, please phone: 07832 125836 after 6pm to book by 1st August.

NO CARS, NO VANS, NO PEDESTRIANS, NO EXCUSES. NO COLOURS TO BE WORN ON SITE PLEASE.

Location: Ganton Wold Farm, Ganton YO12 4PG

Enquiries: 0844 248 0191

Web: <http://www.gantongathering.com>

Saturday, August 20, 2011 - The Bristol Bike Show

Organiser: The Bristol Bike Show

A free motorcycle show held on closed roads in central Bristol.

Location: St Nicholas Market, Corn Street, Bristol BS1 1JG

Web: <http://www.thebristolbikeshow.co.uk/>

Saturday, August 20, 2011 - The Bristol Bike Show After Show Party

Organiser: Bristol MAG

After show party. Live band, bar, camping, BBQ. All proceeds go to Bristol MAG.

Location: Bristol Saracens RFC, Bakewell Memorial Ground, Station Road, Cribbs Causeway, Bristol. BS10 7TT

Web: <http://bristol.mag-uk.org/>

Sunday, August 21, 2011 - Darlington MAG bike show

Organiser: Darlington and District MAG

DAD MAG are putting on their 2nd free bike show

Location: Skinner Gate, Darlington, DL3 7NJ

Sunday, August 28 - Monday, August 29, 2011 - Honda Owners Club 50th Anniversary Celebration

Organiser: Honda Owners Club (Kent branch)

HOC 50th Anniversary Celebration event in support of the Kent Air Ambulance. Start 9am, running through to 4pm.

Location: Kent Motorcycles, Dover Road (A2) Barham, Canterbury, Kent CT4 6SA

Web: <http://www.hockent.org.uk>

Email: kent@hoc.org.uk

Friday, September 2 - Sunday, September 4, 2011 - The chill Out Rally III

Organiser: R4C (Riders for Charity)

Location: The Watchfield Inn, Watchfield, Highbridge TA9 4RD

Web: <http://www.riders4charity.co.uk>

stormin the Castle

20th Anniversary.

3rd – 5th September 2010

The final MAG Premiere Event of 2011

Venue:- Witton Castle Country Park, Witton-le-Wear, Bishop Auckland,
County Durham DL14 0DE.

Pre-book: £25, Kids (5-15) £5. OTG: £35 (only available if arriving by motorcycle or trike). Car
passes pre-book only: £35 (very limited numbers).

Cheques (with SAE) payable: "Stormin' the Castle Ltd", PO Box 293, Durham, DH1 4XS.

Pre-book DEADLINE 20th August

Enquiries: 0870 2258352. Web: www.storminthecastle.co.uk

Friday, September 2 - Sunday, September 4, 2011 - Wakinyan Rally 2011

Organiser: Salutation MCC

Top Bands.Rock DJ.Rock karaoke.Rock Quiz. Trade stalls. Silly games. Raffle.Ride out.Food including exotic Aussie
nosh.proper 24 hour toilets.

Location: Stork Prior Sports and Country Club. Weston hall Road, Stoke Prior, Bromsgrove, Worcestershire B60 4AL

Web: <http://www.wakinyanrally.co.uk>

Wednesday, September 7, 2011 - Horncastle Bike Night

Organiser: Mid Lincs MAG

Say goodbye to the summer by joining hundreds of bikers and trikers at this annual event. Hot food and drinks available. All profits go to MAG.

Location: Boston Road Horncastle Lincolnshire

Web: <http://www.mid-lincs.mag-uk.org>

Friday, September 9 - Sunday, September 11, 2011 - GWR Rally 2011

Organiser: Weston & North Somerset MAG

Traditional green field rally with bands, real ale, cider, etc

Location: Sandford, North Somerset, BS25 5PF. On the A368 not far from the ski slope

Web: <http://north-somerset.mag-uk.org/gwr.html>

Friday, September 9 - Sunday, September 11, 2011 - Wozwolf Rally 2011 - Teenage Kicks

Organiser: Wozwolf RC

4 bands (2 Friday, 2 Saturday), Chaos Roadshow disco, the usual fun of a Wozwolf Rally, showers and proper toilets

Location: At a new location near Matlock Bath

Web: <http://www.wozwolf.co.uk>

Friday, September 16 - Sunday, September 18, 2011 - "Spat out of Hull"

Organiser: East Yorkshire Mag

An exclusive 2 night party. Bonfire, Comedians, Live bands, Excellent food, and much more.

Ticket: £12 in advance or £15 on the gate - strict 500 limit. Phone 0870 225 8352 Or Cheques (with SAE) Made payable to East Yorkshire MAG to 17 Laughton Road, Beverley HU17 9JR (before 09/09/2011)

Location: Dene Park Sports Club, Beverley Road, Dunswell, HU6 0AA.

Web: <http://east-yorks.mag-uk.org/events.html>

Saturday, September 17, 2011 - Bike Show Pre-Party

Organiser: West Oxon MAG

Free party the night before the Bike Show. Open mic/jam session. Bring and sing! Free camping.

Location: Clanfield Football Club, Clanfield, Oxon.

Enquiries: Simon Cahill : 01367 810680

Sunday, September 18, 2011 - End of Summer Gay and Lesbian Biker Rally

Organiser: GBMCC

The UK's first National Lesbian and gay biker meet. Join us for an all afternoon barbecue

Location: Marina Pavilion Hastings Seafront

Web: <http://www.gaybikerrally.co.uk>

Sunday, September 18, 2011 - Autumn Bike Show

Organiser: West Oxon MAG

Annual bike show. Six entry classes. Bike show entry £2

Location: Clanfield Football Club, Clanfield, Oxon.

Enquiries: Simon Cahill : 01367 810680

Sunday, September 18, 2011 - Mutt's Nuts Rideout

Organiser: We Be MAG

1pm start for a 56 mile charity rideout in aid of The Dogs Trust & MAG

Location: The Starting Gate, Brummell Road, Newbury RG14 1SG

Web: <http://webemag.co.uk>

Friday, September 23 - Sunday, September 25, 2011 - Mabon Rally

Organiser: Cernunnos MCC

Trad rally Prebooked tickets guaranteed a rally badge. Good pub grub - Silly games - Bonfire - Raffle Free hot drinks all weekend - Cheap breakfast Run out on Saturday

Location: Robin Hood pub, Clifton Reynes near Olney, north Buckinghamshire, MK46 5DR

Web: <http://cernunnos-mcc.org>

Sunday, September 25, 2011 – Flash Mob: Motorway Mayhem

See website for further details of Flash Mob meeting points near you – or contact MAG Central

Web: www.mag-uk.org

Wednesday, September 28, 2011 - Carmarthen MAG Annual General Meeting

Organiser: Carmarthen MAG

First AGM. Please bring your membership cards. No card, no vote!

Location: New Dairies Club, Water Street, Carmarthen, SA31 1RG (Parking via Pentrefelin Street)

Web: <http://carmarthen.mag-uk.org>

Friday, September 30 - Sunday, October 2, 2011 - "Yer Tiz" Rally

Organiser: Devon MAG

Camping, Band both nights, fire, ride-out, MAG catering on-site. Showers/wet room, disabled access/toilets. Saturday 2-5pm, FREE BIKE SHOW with trophies, silly games, etc. all in the Glorious Devon countryside.

Ticket: Weekend tickets £10 in advance or £12 on the gate. Day tickets £5.00 (150 limit). Children under 16 free with accompanying adult. No pets please. Commemorative keyring for first 50 weekend tickets sold. Available from Roy, tel: 07788 671483, or email: stewcooks1@hotmail.com

Location: North Tawton Rugby Club, Fore Street, Devon, EX20 2ED.

Enquiries: Richard, tel: 07790 277340

Web: <http://www.facebook.com/pages/North-Devon-MAG-Motorcycle-Action-Group/177919692219560?ref=ts#!/event.php?eid=205005836210216>

Saturday, October 1, 2011 - Fundraising Fun Day for Kent Air Ambulance Trust

Organiser: the Presland family in association with Medway MAG

Medway MAG rep, Ivor Presland was involved in a serious accident on 27/5/11. If it wasn't for the Kent Air Ambulance he wouldn't be here today. Live music, raffles, facepainting, cheap hair cuts and beauty treatments, cake stalls, auctions, much more! Every penny raised for Kent Air Ambulance Trust. Please come along and help hit our target!

Location: the Dog and Bone pub Jeffery Street, Gillingham, Kent

Sunday, October 2, 2011 – MAG's 1st National Classic Bike Show

Organiser: MAG Classic

MAG Classic, in association with Royal Enfield, is proud to present the Motorcycle Action Group 1st National Classic Bike Show. Sunday 2nd October 2011, starting 11am. Trade stands, Autojumble, Raffle, etc.. Classic bikes of all ages are welcome. FREE entry! ** Royal Enfield test rides will be available - so remember to bring your driving licence. **

Location: Jack's Hill Cafe, (A5) Towcester, Northants, NN12 8ET.

Enquiries: Neil Daniell, Tel: 07981 049349

Email: classic@mag-uk.org

Friday, October 7 - Sunday, October 9, 2011 - 15th Kamikaze Cave Run

Organiser: Mobile Chaos MCC

all usual stuff, late bar, new bigger bar set-up, Bands + Disco, Fri - Killer Instinct, Rewind, The Glam Doctors... Sat - appx 10 bands from 1pm

Location: Gibraltar farm, Silverdale, Lancs. LA5 0UA

Web: <http://www.mobilechaosmcc.co.uk>

Sunday, October 9, 2011 - Hedgehog Care Charity Ride Out

Organiser: Mid Lincs MAG

Annual charity ride out to take donations to Hedgehog Care in Lincolnshire. Please bring woolly clothing, cotton buds, blankets or chicken cat food. Depart Horncastle Town Hall 11am. New members, old members and non-members welcome.

Location: Depart Horncastle Town Hall, Lincolnshire, 11am

Web: <http://www.mid-lincs.mag-uk.org>

Saturday, October 15, 2011 - South West Region AGM

Organiser: MAG South West Region

Annual General Meeting. Meeting will start promptly at 1pm. Remember to bring your current MAG Membership Card to allow you to vote - no card, no vote.

Location: Rose and Crown Inn, Sandford, Crediton, Devon, EX17 4NH.

Saturday, October 15 - Sunday, October 16, 2011 - Great North Air Raid

Organiser: Darlo`MAG & 1732 Tan Hill Inn Motorbike Club

Impromptu Bike Show at Britains Highest Inn, proceeds & raffle in aid of the Great North Air Ambulance. Live music with the legendary Bessie & The Zinc Buckets from 9pm.

Location: Tan Hill Inn, Nr Reeth, North Yorkshire

Web: <http://www.facebook.com/event.php?eid=196698403721644&pending>

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'Never in the field of human transport have so many been represented by so few' – F.O'C



in
association
with

**ROYAL
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Present

Motorcycle Action Group 1st National Classic Bike Show

Sunday 2nd October 2011

Jack's Hill Cafe

Towcester, Northants NN12 8ET

Trade stands • Autojumble • Raffle



40s

50s

60s

70s

80s

Classic bikes of all ages welcome

www.mag-uk.org

Tel 01926 844064 classic@mag-uk.org