

# Network

DECEMBER 2011

**'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

Once again, in this edition there is a long piece from FEMA but of necessity. It is a transcript of an Interview with MEPs Kerstin Westphal and Bernd Lange on the Type Approval Regulation so important stuff.

Once again, the 'daylight hours' discussion continues. My own personal feeling is that I would prefer to have lighter mornings. Commuting, I always feel more at risk on darker mornings than when leaving work in the dark. Mornings, drivers

I'm not a Daily Mail person but thumbs up to Peter McKay who wrote an article in his column on 21 November 2011 in which he mention MAG's recent Protests against the proposed EU legislation which prevents us 'fiddling' with our bikes and which attracted 40k+ riders. He points out this is part of the joy of riding. He also alludes to Robert Pirsig who explains in his famous work, Zen and the Art of Motorcycle Maintenance, why we must fiddle: 'There is no manual that deals with the real business of motorcycle maintenance, the most important aspect of all. Caring about what you are doing is considered either unimportant or taken for granted. On this trip I think we should notice it, explore it a little, to see if in that strange separation of what man does, we may have some clues as to what the hell has gone wrong in this 20<sup>th</sup> century... I suddenly notice the land has flattened into a Euclidean plane. Not a hill, not a bump anywhere. This means we have entered the Red River Valley. We will soon be in the Dakotas.'

Sums it all up really.

Have a good Festive Season. January edition will probably be out later than usual because those hard working chaps at MAG Central Office need to enjoy their holidays too.

Ride safe and free, A

**Acknowledgements: George Legg. Nich brown. Rowan Publications.**

### **An Update on the Commission proposal for an EU Regulation on the approval and market surveillance of two- or three-wheel vehicles and quadricycles.**

You previously wrote to us about your concerns over this proposed EU Regulation so I am writing to you today to inform you of the up-to-date position of the legislation.

This proposal is still before the European Parliament in 1st reading with the Internal Market and Consumer Protection (IMCO) Committee in the lead. The Committee vote has been

postponed to 5<sup>th</sup> December due to the negotiations that have been ongoing. It has been agreed that the bikers' concerns will be heard in the European Parliament.

As you will see below the Conservative MEPs that help make up the European Conservatives and Reformists Group (ECR) in the European Parliament have made good ground on many areas of the legislation. Unfortunately there still seems to be major issues that we do not agree with the majority of the Committee on and will keep endeavouring to get things changed.

### Items Where We Have Achieved Success (Including Anti-Tampering)

The ECR have managed to successfully knock out all amendments to the proposal which were entirely outside of the regulation – including:

- Anti-tampering legislation
- Mandatory reflective clothing
- Limits on Single Vehicle Approval (SVA)
- ATVs – these will now not be covered under this regulation, but under a completely new category in the Tractor Regulations to which the ECR Group are working towards in conjunction with the All Terrain Vehicle Industry European Association (ATVEA)

### Mandatory Anti-Lock Braking System (ABS)

It is already the case that motorcycle manufacturers are fitting ABS as well as traction control systems on high powered motorcycles, and this follows consumer demand. There is also strong political pressure to get the balance of interests right between riders, the industry, and safety, while not losing sight of improvements to motorcycle emissions.

The overall cost benefit of ABS is stacked in favour of mandatory ABS for higher powered motorcycles. Riders and the ECR have been arguing for an ABS off-switch for certain conditions such as driving on loose gravel.

However, not only is the majority of the Committee trying to bring the implementation date forwards by a year and extend cover to scooters (not mopeds), for which the ECR claim there is no proven case of overall added value; but it looks increasingly likely that the mandatory ABS will go through.

The ECR lead member on the Committee, Malcolm Harbour MEP, has managed to secure overall agreement to have the policy department conduct a specific impact assessment for this proposal which no one has ever costed before.

### Mandatory On-Board Diagnostic Equipment (OBD)

The intention of OBD is not to affect the motorcycle's behaviour, but to provide the rider with information that there is a malfunction in the form of a warning light – otherwise known as OBD Stage I. We are completely against 'limp-home' functions that may activate

unexpectedly while riding – known as OBD Stage II. If the malfunction is so serious that the motorcycle runs a real and imminent risk of being seriously damaged, compromising rider security in the process, a limp home function might be welcome. However, this is not what is currently being considered under OBD Stage II and both the ECR MEPs and the UK's Department for Transport remain opposed to their inclusion in this regulation. Unfortunately at the moment the majority of the Committee want to impose OBD Stage II on all motorcycles apart from mopeds.

I will continue to keep you updated on the progress of the regulations as they move forward. Kind regards, Ashley Fox MEP

**FROM PADDY 22<sup>ND</sup> November:**

There's never a time that isn't hectic, but just at this time of year the NEC Bike Show takes a great deal of our time resource, so I'm a little behind with activist mailings.

The pitch we have at the show this year is bigger than usual and has, for the first time, been largely paid for by external sponsorship, such is the continued development of MAG, both in size and stature. We have a great team of volunteers working the stand and I think we can all be very proud of our organisation!

But just because there's a Bike Show on, it doesn't mean politics stops.

Tomorrow, (23<sup>rd</sup> Nov) sees the start of a new Impact Assessment into the EU Type Approval Regulation. This has been demanded by the European Parliament following the incredible amount of work which has been done by every one of us who wrote to our MEPs or who rode in the protests of the 25<sup>th</sup> September.

We knew that the IMCO vote (Internal Market and Consumer Protection Committee) on the Regulation scheduled for today (22<sup>nd</sup> November) would be delayed again, as MAG, FEMA and the UK Gov among others, battled to secure another, more robust Impact Assessment (IA) of the Regulation that could see the sealing of power-trains and compulsory ABS for all.

The vote had already been postponed twice, before it was rescheduled for the 5<sup>th</sup> December. Now we have very good cause to believe it will be moved yet again, as there is no way the IA can be completed, a report prepared, and the Committee members have time to read it, before the 5<sup>th</sup> December.

Remember, every delay is a minor victory, as it ensures more time and effort is being expended examining this proposed legislation. You may remember a year ago, when I wrote that what we needed to do was get our MEPs to read it and make sure it wasn't just rubber-stamped, as so much legislation is. Well we've certainly managed that- there aren't many pieces of EU legislation that are delayed this long.

I may be proved wrong, but I suspect IMCO won't be able to vote before Christmas, meaning the whole Parliament can't take their advice and vote 'yes' or 'no' until the Spring.

The full EU Parliament only meet to vote about 5 or 6 days in every month and at this rate it is unrealistic to assume they could be presented with 'our' Regulation till the Spring, at a Strasbourg meeting.

That'll be our time to get out on the streets again and because it'll be all our UK MEPs who are voting, whether they sit on IMCO or not, I hope you'll help me ensure they hear our opinions before they vote.

The great news we hear from IMCO is that the more outrageous proposals, like giving the police the powers to stop and check bikes, have now been thrown out. There is even a chance that the controversial article 18 (the dreaded 'anti-tampering' measures designed to prevent us modifying the power-train: engine, transmission, final drive) may be thrown out. This would be a massive victory, but is still something for which we have to wait and see.

As soon as I'm in the office I'll pass on details of what I can confirm has definitely been side-lined now. Rest assured, MAG in the UK and FEMA in Brussels are monitoring every move.

In the meantime, be ready to get out on the streets again in the Spring and if you are coming to the NEC, come over and say 'Hi' to the volunteers on the MAG stand, I know they'll appreciate it. Paddy

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## Dept for Transport

### **Motorcycle Test Review Seminar – Q&As publication**

#### **Summary**

Around 160 -170 trainers from around 80 Approved Training Bodies, attended the Motorcycle Test Review Seminar on the 6th July.

The main issues that came out during the seminar arising from comments made and questions asked, and from the subsequent written questions, were concerns about accessibility of the test and the suggested timescales. There was also concerns about safety if certain elements of the test that are currently carried out off-road were moved on-road but there was overall support for a single event test.

#### **Safety**

A research contract was let to the Transport Research Laboratory in July 2011. Phase 1 of the research will involve holding independent trials with test level candidates to verify standards, suitability and safety of the proposed new manoeuvres, using mock road layouts at off road sites. Some of the new manoeuvres are different from those in the current module1 test and have been designed to be suitable for on-road as well as off-road sites. Phase 2 of the research, which will follow later, will take place on the road and will identify the criteria for suitable on-road sites and determine the requirements for the safe conduct of the test on-road, so that candidates are not put at unnecessary risk.

#### **Accessibility**

One of the main aims of the test review is to improve accessibility. The key to this is the ability to conduct a single event test on-road. Assuming that the research finds that the test can be carried out safely on-road and suitable roads are identified, then it may be possible to provide tests in gap areas that are currently not served by an off-road MPTC. We are considering new manoeuvres that can be performed in an equivalent way either on-road or

off-road and there may be a mixed approach by maintaining the current MMAs and supplementing accessibility by a fully on-road test in those areas that are not currently well served, at least for a transitional period; but the content of the test will be the same for all candidates, wherever it is taken.

In the meantime, to try and minimise the distance that some learner riders have to travel for their module1 tests, DSA are using casual sites and shared VOSA sites to try and minimise any service gaps. They are also continuing to look at introducing further casual site arrangements, in the areas most affected.

### **Timetable**

We are aware of the concerns about the length of time that the test review has taken so far and also the suggested timetable, which was outlined during DfT's presentation at the seminar. We are moving as quickly as we can to deliver a more accessible test but we need to be sure that any changes we make really do deliver improvements. We don't want to rush into changes that might not work in practice.

The timetable presented at the seminar suggested bringing in the new manoeuvres and a single event test during Winter 2012/13. The research needed to establish the safety and practicality of the new manoeuvres, will take place in autumn 2011 (Phase 1) and spring 2012 (Phase 2). There will also need to be a public consultation on the proposed changes, which we plan to hold in spring 2012, in the light of the findings of the Phase 1 research.

Subject to the outcome of the consultation, we will then need to make new legislation to implement the new test, which is likely to take until at least autumn 2012. So Winter 2012/13 is the earliest possible time for implementation of the new test. We would expect to introduce a single event test and the new manoeuvres in all test locations at this time.

The new manoeuvres would initially be provided in on-road locations, only in gap areas that are not well served by the off-road test centres but those off-road test centres would still be used where available. This

will be a transition period, as the new manoeuvres are monitored to ensure their safety in practice. The manoeuvres would then be transferred from off-road test centres to on-road locations, as suitable sites are identified in each test location around the country. This will take place over a period which, depending on how long it takes to identify suitable sites in every test location in all parts of the country, might take until 2015, as the date at which the transition to on-road testing in all areas is complete. There would need to be on-going dialogue with stakeholders over this process and review of the initial implementation to ensure any issues are resolved.

and

## **Road Casualties GB: Quarterly Provisional Estimates Q2 2011**

### **Extract:**

#### **1. Results by road user type**

□ Pedestrian, motorcycle and car user casualties reported to the police showed overall reductions of 2, 4 and 7 per cent respectively compared with the year ending June 2010.

□ Pedestrian, motorcycle and car user casualties KSI also fell, by 2, 8 and 7 per cent respectively compared with the previous 12 months.

□ However, the total number of reported pedal cycle casualties rose by 6 per cent, and the number killed or seriously injured rose by 8 per cent compared to the 12 month period ending June 2010.

#### **2. A comparison of quarter 2 results 2010 and 2011.**

□ In April to June 2011 there were 500 people killed in reported road accidents, a 7 per cent increase compared to the second quarter of 2010. However, the number killed or seriously injured fell by 4 per cent and the total number of casualties fell by 3 per cent. Provisional estimates of road traffic show a decrease of 1.0 per cent for the same period.

□ The number of pedestrian, motorcyclist and car occupant casualties all decreased, by 2, 2 and 4 per cent respectively compared to quarter 2 2010. However the number of pedal cyclist casualties increased by 5 per cent.

For the full report (4 pages) go to: <http://assets.dft.gov.uk/statistics/releases/road-accidents-and-safety-quarterly-estimates-q2-2011/road-accidents-and-safety-quarterly-estimates-q2-2011.p>

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### **Plans to cut MOT red tape for classic car owners**

Classic cars and motorbikes could be exempted from the MoT test under proposals published for consultation today by Roads Minister Mike Penning.

Classic and historic vehicles are often very well maintained by their owners and have a much lower accident and MoT failure rate than newer cars. The current requirement for these vehicles to undergo an MoT test goes over and above the obligations set out in European legislation. As part of the Government's commitment to cutting unnecessary red tape, today's proposals would exempt private vehicles manufactured before 1960 from the MoT test, reducing costs for owners.

Mike Penning said: "We are committed to reducing regulation which places a financial burden on motorists without providing significant overall benefits. Owners of classic cars and motorbikes are enthusiasts who maintain their vehicles well - they don't need to be told to look after them, they're out there every weekend checking the condition of the engine, tyres and bodywork. That is why I am today putting forward proposals to scrap the MoT test for these vehicles - this will result in savings for the Government and for motorists."

Many of the features of the modern MoT test are not suitable for testing classic vehicles built more fifty years ago. However, owners of classic vehicles will still be legally required to ensure that their cars are safe and in a proper condition to be on the road.

These changes are being taken forward separately from the Department for Transport's main MOT review.

The consultation starts today and closes on 26 January 2012. The consultation document can be found here: <http://www.dft.gov.uk/consultations/dft-2011-27>

Notes:

Pre-1960 licensed vehicles (vehicles manufactured prior to 1 January 1960) make up about 0.6% of the total number of licensed vehicles in Great Britain (GB), but are involved in just 0.03% of road casualties and accidents. Evidence shows that the initial MoT test failure rate declines by the age of vehicle after the vehicle is 13 years old.

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### **Leading Bike Insurer allows only 3 Mods. MCN reports Top bike insurer says: "No more than 3 Mods, whatever they are"**

One of Britain's biggest motorcycle insurers is refusing to cover machines with more than three modifications, irrespective of what they are. Bikes with four minor alterations such as a sticker are automatically rejected by Bennetts Insurance while those with three major modifications including nitrous oxide may not be.

Potential customers are asked to identify modifications to their bike by choosing from a comprehensive list.

The list of over 50 possible modifications ranges from a tank protector to specially built frame, but riders can select a maximum of three no matter which they are. Failure to declare any could invalidate the policy.

One rider posted on MCN's forum: 'I recently rang up Bennetts and enquired about fitting a K&N air filter to my bike. However they said because I already had three modifications, that is the maximum I am allowed, and if I went ahead I would be uninsured.'

Bennetts insures 200,000 UK riders and provides quotes to 600,000 a year, more than half the country's total motorcyclists according to the firm's website. Other major bike insurers including Carole Nash and MCE said they did not have a similar limit.

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## From the House

17<sup>th</sup> October: **Motor Vehicles: EU Action**

**Mr Brine:** To ask the Secretary of State for Transport what assessment he has made of the effects on independent motorcycle repairers of the proposed EU Regulation on the type approval and market surveillance of 2- and 3-wheeled vehicles and quadricycles.

**Mike Penning:** The repair information aspect of the Commission's proposal will ensure maintenance information is more readily accessible to independent repairers. This will enable them to compete more effectively with franchised repairers. The effective functioning of a competitive market for motorcycle repair will ensure best value for consumers.

20 Oct: **Motorways: Speed Limits**

**Bob Russell:** To ask the Secretary of State for Transport what assessment she has made of the potential effects of the proposed increase in the motorway speed limit on the level of (a) slight injuries, (b) serious injuries and (c) fatalities occurring as a result of accidents on motorways.

**Mike Penning:** The potential effects on casualties will be included in the assessment of all the principal effects of raising the national speed limit on motorways and we will include the figures as part of the documentation for the consultation planned for later this year.

2 Nov **The House of Lords**

**Lord Bradshaw:** To ask Her Majesty's Government whether, in their consideration of increasing the motorway speed limit from 70 miles per hour to 80 miles per hour, they are also considering reducing the national non-motorway speed limits to below 60 miles per hour, in line with other countries in Western Europe.

**Earl Attlee:** We have no plans to reduce the national speed limit for all-purpose single-carriageway roads to below 60 mph, nor to reduce the national speed limit for all-purpose dualled roads to below 70 mph.

**Lord Bradshaw:** To ask Her Majesty's Government what change in the level of road deaths they estimate will result from increasing the motorway speed limit from 70 miles per hour to 80 miles per hour.

**Earl Attlee:** We are assessing all the principal effects of raising the national speed limit on motorways. We will include these estimates as part of the documentation for the consultation planned for later this year.

**Lord Bradshaw:** To ask Her Majesty's Government, in the light of their recent announcements on raising the motorway speed limit, what increase in the level of road deaths per million population they consider acceptable.

**Earl Attlee:** We will be looking at all the effects caused by raising the motorway speed limit, including road safety, which is a key priority for the Government, and will be making a balanced judgment on the basis of them all.

**Baroness Hayter of Kentish Town:** To ask Her Majesty's Government what assessment they have made of the effect on road casualties of the proposal to raise the motorway speed limit to 80 miles per hour.

**Earl Attlee:** We are assessing all the principal effects of raising the national speed limit on motorways. We will include these estimates as part of the documentation for the consultation planned for later this year.

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## E – Petitions

– link to those concerning motorcycles, motorcyclists or motorbikes:

<http://epetitions.direct.gov.uk/search?q=motorcycle>

[Historic vehicles MoT exemption review](#)

Statement by Mike Penning about the consultation on a proposal to exempt vehicles of historic interest from statutory MoT testing

Can be found at: <http://www.dft.gov.uk/news?mode=roads>

## F E M A

### FEMA

#### Interview with MEPs Kerstin Westphal and Bernd Lange on the Type Approval Regulation – 2<sup>ND</sup> November

Members of the European Parliament (MEPs) Kerstin Westphal and Bernd Lange belong to the Group of Socialists and Democrats (S&D). Ms. Westphal acts as S&D shadow rapporteur (1) for the regulation on type approval and market surveillance of two- or three wheelers at the Committee of Consumer Protection (IMCO). The legislation will have significant influence on the way motorcycles for the European market will have to be built in future. Bernd Lange is a dedicated motorcyclist and has brought forward the interests of riders before. FEMA asked the two German MEPs about their position and the latest developments in the EU Parliament.

**FEMA:** From a practical point of view powered two and three-wheelers are a means of transport.

However, for many riders in Europe motorcycling is a passion and some consider it as an important part of their life style. How is motorcycling perceived in the European Parliament?

**Kerstin Westphal:** In general, motorcycles and their riders take part in the normal traffic. With the increasing in traffic volume, especially in urban areas, powered two wheelers become more and more a real alternative to cars. Some figures show that if only 10% of people using a car would take a motorcycle or scooter instead the density of traffic would decrease around 50%.

**Bernd Lange:** All in all, powered two-wheelers are underrated. Especially for urban mobility they can play an important role in the future. Some lobby-work is therefore needed - like the yearly MEP-Bike-Ride organised by FEMA. In general, the European Parliament has always

been much more receptive for the concerns of bikers than the European Commission or some governments

**FEMA:** Stricter type approval rules, mandating ABS, as well as demanding emission limits and sophisticated technological features, are almost impossible to comply with for private persons. Why have you brought forward an amendment giving individually built motorbikes the possibility to benefit from exemptions?

**Westphal:** In most northern European countries, especially in Scandinavia, there exists a big trend of self building and or custom made motorbikes. These builders are often producing one or two bikes per year in contrast to the yearly production of motorcycles by the European motorcycle industry. The impact of individually built motorbikes on safety and environment is therefore relatively small due to their numbers, so we are exempting them from certain requirements which the serial produced motorbikes have to meet.

**FEMA:** EU anti-tampering rules for mopeds, scooters and light motorcycles exist since the 1990s and have continuously been updated. Now the European Commission proposed the development of measures to prevent "powertrain modifications" [Article 18](2) - not only for light motorcycles, but also for motorcycles above 125cc. What are your views on this subject?

**Westphal:** The proposal of the European Commission, article 18, refers to a delegated act, which would specify these measures. A delegated act means a pure administrative procedure without the participation of the European Parliament. And the Commission who would be responsible for this act is not yet ready. Therefore we've proposed to delete this act and leave the responsibilities for detecting tampering on vehicles to the already known authorities in the member states.

**FEMA:** Already in May this year your S&D colleague Mary Honeyball launched an official parliamentary question, in order to find out why modifications were such an important issue, even though the Commission was unable to provide any data indicating that motorcycle modifications would substantially increase risk levels or emissions. What prevents Parliament from simply deleting the anti-tampering article 18?

**Westphal:** Article 18 is also written for the industry and obliges them to prevent producing vehicles, components and systems without technical measures to hinder tampering. For that reason article 18 has a clear and needed purpose.

**FEMA:** Even a study on behalf of the Commission, which is still ongoing, is unable to find any indications that the modifications of motorcycles have substantial negative effects on safety or emissions. Finally, FEMA believes that the growing technological complexity of modern motorcycles has already prevented many motorcyclists from modifying their vehicles. So don't you agree that, even if there was a problem with motorcycle modifications today it would become insignificant automatically until 2020?

**Westphal:** Our own research in the European Parliament and meetings with the authorities in the member states who are responsible for inspections tells us that a lot of motorcyclists, especially the young riders, tend to modify their own vehicles. This tendency is not a new trend and with the widespread possibilities of information over the internet these modifications get more common. In these times, it is not any more unthinkable to have a motorcycle which is running not with a combustion but an electric engine; we expect even for this a trend to modify. With the technical development the trend to modify a vehicle is still keeping pace - last detections on youtube.com concerning the tampering of electric engines of e-bikes. In consequence a regulation on modification is needed.

**FEMA:** FEMA opposes mandatory measures in general, including in the case of ABS. Our information suggests that there is a consensus in Parliament and Council that ABS will become mandatory for higher powered motorcycles. Ms. Westphal, you propose to introduce ABS even on light motorcycles between 51cc and 125cc.

**Westphal:** Even the riders of lighter Motorcycles are often victims of deadly traffic accidents. Like the big motorcycles the number of riders killed in an accident is stable and has also increased in the last years – in contrary, the number of victims coming from other traffic use

is decreasing. A mandatory introduction of ABS in 2015 would save around 1000 lives per year. And it is technically possible and feasible.

**FEMA:** The European Commission suggests stricter emission limits for motorcycles. Today motorcycles comply with EURO 3 (mopeds and Scooters with Euro2) while cars already conform to EURO 6. Do you support the idea of making motorcycles comply with EURO 6 emission limits by 2020?

**Lange:** Powered two-wheelers should be just as environmentally friendly as cars. Otherwise we would play into the hands of those who on principle oppose motorbikes. The legislation for emission control for motorbikes has been initiated after the one for cars. This is why more time for development is also granted. Personally I find it comforting to know that I am riding a "clean" motorbike when I use it for my own pleasure. Also, the current trend to regulate powered two and three-wheelers is global and with an ambitious and technically possible legislation we can set the standards which will be adopted also by other regions. This way we have a competitive advantage for the European motorbike industry and thus we secure jobs.

**FEMA:** In the view of FEMA and its members motorcycles need to become cleaner. FEMA therefore supports the introduction of stricter emission limits, but only under the condition that manufacturers guarantee the durability of the vehicle's emissions. FEMA supports a durability requirement for a mileage of 50.000 kilometres. What are your views on the topic?

**Lange:** The durability of the exhaust emission system is the crucial point when it comes to the environmental norms of the legislation. When I was responsible for EURO 2 and EURO 3 I could not achieve this due to the resistance of some governments in the Council. However, it should not be possible that there are still some motorbikes which pass the type approval but already after some kilometres have a much worse emission performance. Producers therefore have the responsibility to guarantee clean motorbikes for a longer distance (50.000 kilometres). What is taken for granted for cars should also apply for motorbikes. The burden for producers is justifiable and there is no need for a new technology. The responsibility must not be shifted to the users who would then have to pay if their bikes do not pass the emission follow-up examination.

**FEMA:** The proposal on type approval includes the mandatory introduction of on-board diagnostic systems (OBD). FEMA is not opposed to OBD as long as the connection of the scan tool to access the OBD, as well as the error codes it provides, are standardised, which provides easy access for independent repairers and individuals. What are your views on OBD and how do you expect the Parliament to decide?

**Lange:** OBD is state of the art and provides diagnostic information. This allows correcting technical errors (like ignition failures which damage component parts). However, it has to be ensured that there are standardized protocols and a standardized access to allow independent garages and users to read and use OBD. A free access is non-negotiable. This is my firm point of view and has also been enforced by me in the framework of the car legislation.

**FEMA:** Next to the type approval regulation, Parliament's own initiative report on road safety raised great concerns among riders in Europe. The report "*calls for the introduction of monitoring equipment by means of which speeding offences by motorcyclists can be systematically detected and punished*" which in our view is openly discriminatory. Where does such an one-sided perception come from? At the same time, riders start to worry that there might be a link between OBD and speed monitoring equipment in future.

**Lange:** Road traffic safety is a responsibility of all road users and for all technical developments. Discrimination does not help. In that respect the statement in the initiative report is nonsense. In fact it is crucial that powered two-wheelers are better integrated in the development of vehicle-vehicle and vehicle infrastructure communication (ITS). This would increase the perceptibility of powered two-wheelers and would prevent accidents. In no way should electronic equipment be used in order to monitor individual driving behaviour.

**FEMA:** Ms. Westphal, Mr. Lange, thank you very much for this interview.

## **E – Petitions**

– link to those concerning motorcycles, motorcyclists or motorbikes:  
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## FACTS

### **Joint Submission To Transport Select Committee**

<http://www.pacts.org.uk/responses-to-consultations.php?id=41>

Fifteen professional road safety organisations bringing together road safety officers, engineers, researchers and the private sector have submitted a joint memorandum to the Transport Select Committee for its inquiry into the strategic framework for road safety. The groups have come together as a reflection of the collective work that goes in to achieve road safety outcomes – road safety is a shared responsibility and the joint memorandum reflects commitment to that approach.

The memorandum highlights the importance of targets for road safety which help to deliver higher levels of reductions in those countries that have set targets than in those that have not. The memorandum also calls for a new duty to be placed on the Secretary of State for Transport to ensure the safety of roads in Great Britain and to publish an action plan outlining the steps proposed to reduce road casualties.

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### **On 31 October the BMF reported: Countryside Motorsport and Recreation Under Threat**

As a long-standing member of LARA (Land Access and Recreation Association), the BMF are pleased to announce that LARA have organised a press briefing on the threats facing trail riding and other forms of countryside motorsport.

In inviting the media, LARA say that motor sport and recreation in the countryside is once again facing a difficult and potentially disastrous future and so are hosting a press briefing at the headquarters of the Motor Sports Association, Colnbrook, Slough at 11.00 on 15 November 2011.

John Richardson, LARA's honorary chairman, and Alan Kind, LARA's access specialist, will be outlining the issues and provide background and research materials. There will also be an opportunity for one-to-one interviews with LARA people 'in the know' after the briefing.

For over 30 years motor sport and recreation have faced a series of threats to the continuation of almost all the disciplines that do not take place on purpose-built permanent tracks. Some threats have been averted, while others have hit home, causing lasting damage. Sometimes the whole land resource availability is at risk, and sometimes individual venues are lost, one at a time.

In 2011– 25 years on since LARA's formation in 1986 – there are three major struggles in front of us say LARA and getting an adverse outcome on any will be bad, losing on all three will be a disaster. These are:

- The Forestry Commission 'sell off' and the need to safeguard forest access for rallies and enduros
- Agri-environment schemes, biodiversity surveys, and access to farmland and rights of way for rallies, enduros, safaris and trials
- The Fortune v. Wiltshire Council case, which is now going to the Court of Appeal. An adverse decision on this could close to the public all, or almost all, unsealed unclassified roads – vital for rallies, classic events, trail driving and riding, and general touring.

Rather better news is that LARA has, for the second time inside 10 years, headed-off a threat to the '14/28 Day Rule', under which most club-level motor sport is staged, and where a change to the planning rules could have been disastrous.

Even though this is primarily a press briefing, if you have an interest in trail riding and would like to attend, please email an interest in attending to Alan Kind at [laragb@mac.com](mailto:laragb@mac.com) and he will get back to you with more details.

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### **'Careless cyclist' prosecuted for injuring biker**

A student who left a motorcyclist with a broken collar bone has been charged with *careless cycling*.

The Clare College student caused the crash while cycling wearing headphones.

Cambridge Magistrates' Court heard how Jin-Hyung Lee was travelling in the same direction as the motorcyclist, who was overtaking when Lee suddenly turned right across the path of the motorcycle.

The 19-year-old undergraduate was fined £200, ordered to pay £300 costs and a £15 victim surcharge.

Pc Stuart Appleton, the prosecuting officer, said: 'This is a rare charge. I have been in the police force for eight years and never come across it before. The cyclist was wearing iPod speakers which we think had a big part to play in the accident as he would not have been able to hear the traffic. Given the seriousness of the accident and how badly the victim was hurt, we felt it necessary to prosecute in this case.'

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### **Inflatable metal: SMIDSY prevention?**

On the face of it cars and their drivers usually present a great enough threat to bikes without having extra explosives bolted to them, but a new technology from one of the world's leading car safety companies means doing just that.

Autoliv is one of the pioneers when it comes to airbags, seatbelts and virtually all other types of car safety, and its latest innovation is a new design of windscreen pillar that's just a third of the thickness of a conventional one, improving the driver's angle of vision by 25 percent.

Thick window pillars are the unwanted side effect of ever-stricter car safety laws, as making cars safer on the off-chance they might roll over means restricting the driver's vision at all times. This is bad news for bikes, which are easily hidden behind thick pillars. When a driver says "Sorry mate, I didn't see you" the chances are he's telling the truth.

Autoliv's new idea could solve the problem. Its thin pillars are inspired by airbags – they're made of metal that's cleverly folded into an air-tight tube, with an airbag-style explosive charge attached. On sensing the car's rolling over, the charge goes off, and the gas pressure it generates actually inflates the steel windscreen pillar in a fraction of a second, making it thicker and 45 percent stiffer than in its normal, folded state. So, you get thin pillars most of the time, improving vision, and thick ones only when you actually need them.

The firm reckons the same idea could be used elsewhere, too, for instance allowing parts of cars to be relatively 'soft' when they hit a pedestrian (or motorcyclist) but making them inflate and become more rigid when the car hits something harder.

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## **INSTITUTE OF ADVANCED MOTORISTS (IAM)**

The IAM is calling for the end of British summer time because accident rates increase when the clocks go back in October. Research shows that changing the system could save up to 80 lives each year on Britain's roads.

An IAM poll of more than 2000 motorists last winter found that 65 per cent would support a double Summer-time system – moving the clocks forward by one hour throughout the entire year, while still putting the clocks forward in spring and back in autumn.

There are 17 per cent more pedestrian road casualties in November than the monthly average. This sharp increase is likely to be partly attributed to the winter clock change.

There is also an increase in the number of motorcycle accidents in November – 41.8 per cent higher than the normal monthly average and 73 per cent higher than in February\*1. Numbers of casualties stay relatively constant but the rate per billion miles dramatically increases in autumn.

IAM chief executive Simon Best said: "Changing the current summertime system would save lives. Children especially are more likely to be out and about after school and an extra hour of daylight will make them more visible.

"We want to see a three-year trial of the new daylight system. If the trial period proves the new daylight hours to be a disadvantage, it is clear that the current system should be reinstated. However with convincing evidence of the potential benefits, it seems only right that we pilot a new system."

## **AND**

### **Rospa Issues Darker Nights Advice As Poll Shows Most People Want Lighter Evenings**

An overwhelming majority of people want clock change - that's according to a survey carried out by the Royal Society for the Prevention of Accidents.

RoSPA's online poll, which concluded recently, asked: "Would you like to see an extra hour of evening daylight all year round, across the UK?" The answer was emphatic, with 92 per cent of respondents saying "yes".

The result was revealed on Twitter by the safety charity's chief executive, Tom Mullarkey - who went on to conduct an hour-long Q&A session on the social media networking site.

The ballot was set up to coincide with the end of British Summer Time on Sunday, when many school children and workers will begin thinking about travelling home in the dark for the first time in months.

RoSPA has been at the forefront of a crusade to give the UK an extra hour of evening daylight for decades - citing research that shows lighter nights would save 80 lives and prevent more than 200 serious injuries on our roads each year.

Apart from the avoidance of grief and suffering, fewer road accidents would also bring considerable annual savings to taxpayers.

RoSPA's recent poll was launched on the back of a blog by its chief executive, Tom Mullarkey. To read what Mr Mullarkey said, and to watch his video interview on the subject, visit

<http://safetygonessane.wordpress.com/2011/10/11/lighting-up-time/>.

The clock change campaign is closer to succeeding now than at any time since 1970, thanks to Rebecca Harris MP's Private Members' Bill - which passed its second reading in Parliament in December with a huge majority.

To help the Bill clear the next hurdle, RoSPA has called on the public to help convince Westminster of its popularity. People can do this by clicking the "Support Our Campaign" button at

[www.rospa.com/about/currentcampaigns/lighter-evenings/](http://www.rospa.com/about/currentcampaigns/lighter-evenings/).

If successful, the Bill will lead to the Government carrying out a cross-departmental analysis of the Benefits of Single/Double Summer Time (GMT+1 in winter / GMT+2 in summer) - which in turn could trigger a three-year trial.

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### **Scottish Liberal Democrats**

George Lyon, Liberal Democrat MEP for Scotland, has tabled amendments to proposed European legislation on motorbikes and quads that could have a serious knock-on effect on Scottish farmers.

The Commission has put forward proposals intended to improve safety, market competition and to reduce the complexity of existing rules governing motorbikes and quads. These obligatory safety standards will require manufacturers to bring all new quads up to full road safety specifications.

That would mean farm quads would be required to fit a rear differential, to have a reduced wheel base, limited engine power, noise and emission controls and complicated electronic systems designed for road traffic.

The proposals, at present, fail to make a distinction between All-Terrain Vehicles (ATVs) used on roads and quads for on farm use.

The manufacturers have warned that this will drive up the cost of quads in terms of insurance, maintenance, increase import taxes and force farmers to license them. The NFU estimate that these technical measures could increase the cost price of farm quads by 40-60%.

Commenting, Mr Lyon said: "Quad bikes are an indispensable tool for the farming, forestry and construction industry. Farmers use them seven days a week to inspect stock, haul feed and drive cattle and sheep back and forward from farm to fields. If this proposal becomes law then many farmers and foresters will be faced with a huge rise in the cost of the bike; insurance costs will go up, maintenance costs will go up and taxes will go up. To make matters worse these road-spec bikes will be higher off the ground making them less stable on steep ground and, with a rear differential instead of a fixed back axle, they are likely to lose traction on undulating ground. To cap it all they are likely to be heavier and less powerful. The European Commission has failed to make a distinction between quads, used for vital farm work, and ATVs which are used as road recreational vehicles. I have tabled amendments that will recognize this crucial difference and allow manufacturers to continue making quad bikes that are tailored to the needs of the farming and forestry industry."

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# New standards for driver and rider trainers

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A new framework setting out the key competences expected of driving instructors and motorcycle trainers has been published today by the Driving Standards Agency (DSA).

The National Driver/Rider Training Standard™ sets out the skills, knowledge and understanding required to deliver driver and rider training programmes for cars, light vans and motorcycles, both before and after a candidate has passed their test.

The standard sets out what instructors need to be able to do, and the knowledge they need to have, in order to deliver effective learning that will help people to become and remain safe and responsible drivers. This covers areas such as devising effective lesson plans, understanding different learning styles and needs, and giving clear instructions and constructive feedback. The document builds on DSA's existing National Driving and Riding Standards that help to define safe and responsible driving and motorcycling.

The publication of the standard fulfils the commitment made in the Government's Strategic Framework for Road Safety to specify national standards for professional instructors, and will help to inform ongoing discussions around the modernisation of the driver and rider training industry.

The new National Driver/Rider Training Standard™ can be found here: [www.dft.gov.uk/publications/dsa-national-driver-and-rider-training-standard](http://www.dft.gov.uk/publications/dsa-national-driver-and-rider-training-standard)

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## AROUND THE UK

### Transport Scotland

#### Reported Road Casualties Scotland 2010

(Extract) - Road accidents

10,293 reported injury accidents in 2010 - 11% fewer than in 2009 and the lowest number since 8,296 car user casualties in 2010, 13% fewer than 2009 and 34% less than 2000; Including 105 fatalities (11 fewer than 2009) & 901 seriously injured (133 fewer than 2009).

2,014 pedestrian casualties in 2010, 8% fewer than 2009 and 44% less than 2000; Including 47 fatalities (the same as 2009) & 455 seriously injured (54 fewer than 2009).

845 motorcyclist casualties in 2010, 17% fewer than 2009 and 25% lower than 2000; including 35 fatalities (8 fewer than 2009).

781 pedal cyclist casualties in 2010, 3% less than 2009 and 12% fewer than 2000; Including 7 fatalities (2 more than 2009), 138 seriously injured (14 fewer than 2009) and 636 slightly injured (11 less than 2009).

Young car drivers (aged 17-25) were involved in 25% of both reported car accidents and fatal car accidents.

Young male car drivers (aged 17-25) were more likely to be involved in road accidents - in 2010 their accident rate was one and a half times the accident rate of car drivers of all ages (5.4 per thousand population vs. 3.6 per thousand population).

Comparison with England and Wales Relative to England & Wales, Scotland's casualty rates (per population) were:

34% higher for fatalities, compared to the 1994/98 average of 19%; the same level for seriously injured, compared to the 1994/98 average of 14% higher; 28% lower for all severities, compared to the 1994/98 average of 24% lower.

## London

### **RoadSafetyGB reports: London boroughs target businesses to reduce biker casualties**

18 London boroughs have launched a new campaign targeting employers in a bid to reduce motorcycle and moped casualties, many of which occur during morning and evening rush hours.

The campaign - part of RightGear London – points to figures showing that of the 4,337 recorded collisions that resulted in rider death or injury in 2010, 81% occurred on weekdays, many at times when riders are travelling to and from work.

Employers signing up to support the campaign will receive free marketing information and support material, including posters and a quarterly 'Roadzine' for distribution among their employees. The campaign resources feature a striking naked rider image to drive home the vulnerability of riders who don't wear the right gear.

Steve Gollop from Quest, one of the employers backing the campaign, said: "We support this campaign because the effects of an accident can last a lifetime. Putting on appropriate safety clothing takes a few minutes. Think of the risks and wear the right gear. While motorcycles and mopeds are a great way to beat the traffic and congestion, they are potentially dangerous too. It is important that everyone understands the safety considerations and is adequately prepared to ride these vehicles. Employer's would be providing their employees with a great service by ensuring they have access to the correct information and therefore not lose employee hours through rider injuries."

The new campaign builds on the RightGear London initiative which was launched in 2006.

For more information visit [www.rightgearlondon.com](http://www.rightgearlondon.com) or call 0131 668 1880

### **Londonbikers.com - New Safety Campaign Launches – Saturday 5<sup>th</sup> November**

The road safety initiative is set to launch its latest campaign following recent figures from Transport for London which shows a 4% London-wide decrease in casualties involving motorcycles and scooters.

Instigated by the Royal Borough of Kensington and Chelsea, ROADHUG.ORG focuses on educating vulnerable road users (VRUs), within the capital, aiming at increasing awareness of road safety resulting in a decreased rate of London-wide road casualties.

The recent statistics from Transport for London which, based on figures from 2010, show that casualty rates amongst powered two-wheeled road users have decreased by 4%. With results being partly attributed to road-safety campaigns, ROADHUG.ORG is set to employ a 'Helmet On, Radar On' slogan across its latest initiative with particular focus on motorcycle and scooter riders.

The campaign is due to run for four weeks from Monday 7th November and will incorporate a viral video to bring key messaging to life, as well as various advertising and PR elements helping to increase awareness of road safety.

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## **RoadSafety GB**

### **Drivers' eyesight – a growing issue**

The number of drivers who have lost their licence due to failing eyesight has more than doubled in the last four years (MSN News).

Licenses revoked for failing eyesight totalled 1,597 in 2006 but this figure increased to 4,009 in 2010, according to figures obtained by the Co-operative Motor Group following a freedom of information request.

Tony Guest, Co-operative Motor Group managing director, said: "Good eyesight is essential to safe motoring, and we would urge anybody who has concerns over their vision to contact a specialist. There is no room for complacency when it comes to road safety."

The Co-operative Motor Group points out that the law demands that any driver with concerns over their eyesight should see a doctor or eye specialist and - if advised to do so - must contact the Driver and Vehicle Licensing Agency if they have a condition that makes it dangerous to drive.

Failure to do so is punishable by a fine of up to £1,000, and will also invalidate the driver's insurance.

### **Visordown News**

#### **"Blind drivers" epidemic**

The number of "blind spot" accidents on Britain's roads has nearly doubled over the last two years.

A study using data compiled from more than 50,000 accidents, uncovered a 48 percent rise between 2009 and 2011 and revealed the majority of collisions occur when drivers pull out unaware that there is another vehicle in their blind spot.

Much of the criticism has been placed with current car construction techniques that restrict a driver's peripheral visibility through the use of far thicker pillars and smaller glass areas. Some road safety groups are also calling for a review of the driver training and testing procedures.

In 2005, the DSA banned the Mini Convertible from taking part in the driving test because the rear and rear-three quarter visibility was so poor.

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### **The Taxpayers Alliance**

The Taxpayers Alliance publishes a report suggesting soaring **motoring taxes** mean that individuals are paying nearly £300 a year each more than they should. To view report go to: <http://www.taxpayersalliance.com/localmotoringtaxes.pdf>

## Events section

### Dec 2011

#### **Friday, December 16, 2011 - York MAG Christmas Party**

**Organiser:** York MAG

*York Mag and York Bike Night Christmas party in aid of the Air Ambulance. Friday the 16th December from 7.30pm til late. Live music and raffle, £5 entry.*

**Ticket:** Call Trev on: 07867 877277 or go to: [www.yorkbikenight.co.uk](http://www.yorkbikenight.co.uk)

**Location:** The Post Office Club, Marygate, York, YO30 7BH.

**Enquiries:** Please call Trev, as above or Ant on: 07532339823

**Web:** <http://www.york-mag.co.uk>

#### **Friday, December 16, 2011 - Taunton Mag Christmas Party**

**Organiser:** Taunton Mag

*Taunton Mag Christmas Party. Great band 'The Unfaithful' playing. Raffle in aid of MAG.*

**Location:** Pen and Quill, Shutten, Taunton. TA1 4ET. (next to police station) parking opposite in court car park.

#### **Sunday, December 18, 2011 - Xmas Toy Run SUFFOLK**

**Organiser:** BikerFest RC aka Beck Row Bikers - Affiliated to MAG

*Set off from Walkers at 1pm going straight to the West Suffolk Rainbow Kids ward for 2pm. What to bring? New sealed toys for ages 0-16, Girls or Boys, wrapped is preferred but not essential. "sealed" for Hygiene/Allergy reasons= no soft/cuddly toys for the younger kids.*

**Location:** Start from Walkers snack Bar next to Barton Mills roundabout going to West Suffolk Hospital Kids Unit.

#### **Sunday, December 18, 2011 - Taunton Mag 2nd Annual Toy Run**

**Organiser:** Taunton MAG

*Taunton Mag Toy Run. Meet 1:00pm Sunday 18th December. £3.00 minimum donation per bike.*

**Location:** Pen and Quill, Shutten, Taunton, TA1 4ET. (next to police station) parking opposite in court car park)

#### **Saturday, December 31, 2011 - Sunday, January 1, 2012 - New Years Eve Party**

**Organiser:** Plymouth MAG

*See in the New Year with Plymouth MAG, 70's style! Music from Retrosaurus Rock Duo.*

**Location:** Westward Inn, Lee Mill

**Web:** <http://www.facebook.com/?ref=home#!/pages/Plymouth-MAG/230384340327648>

## Jan 2012

### **Wednesday, January 11, 2012 - Wakefield MAG AGM**

**Organiser:** Wakefield MAG

*Wakefield MAG Annual General Meeting. Review of 2011, plans for 2012 and election of 2012 Branch Committee. Don't forget current MAG card to vote.*

**Location:** 19:30 for a 20:00 start at the Grey Horse, Kirkgate, Wakefield, WF1 4EJ.

**Web:** <http://wakefield.mag-uk.org>

### **Saturday, January 14, 2012 - Salisbury MAG AGM**

**Organiser:** Salisbury MAG

*\*\*Note new venue\*\* Salisbury MAG Annual General Meeting at 7pm to start promptly at 7.30pm. Please remember your current MAG Membership card to entitle you to vote. No card - no vote. New food arrangements, please contact Rep. If you wish to order food, expected to be £5"ish" for buffet. Come and reminisce; "Where was I on 25th September?" Raffle for MAG Fighting Fund, bring a prize.....*

**Location:** Avon Brewery pub, Castle Street, Salisbury

### **Saturday, January 14, 2012 - Sunday, January 15, 2012 - Manchester Central Motorcycle Show 2012**

**Organiser:** MAG Stand - North West MAG

*Come and meet North West MAG at the Manchester Central Motorcycle Show. Tickets in advance: Adult - £10\* \*£1.50 transaction fee on orders, not per ticket Tickets on the day: Adult - £15 Under 15's free of charge! Bike/Car Parking free.*

**Ticket:** Hotline: 0844 858 6761

**Location:** Manchester Central, Petersfield, Manchester, M2 3GX.

**Enquiries:** 01775 768661

**Web:** <http://manchestermotorcycleshow.co.uk>

**Email:** [info@livepromotions.co.uk](mailto:info@livepromotions.co.uk)

### **Saturday, January 21, 2012 - Taunton Mag AGM**

**Organiser:** Taunton MAG

*Taunton Mag first AGM. 4:00pm Saturday 21st January 2012. Bring your current membership card to vote. Raffle in aid of MAG.*

**Location:** Pen and Quill, Shutten, Taunton, TA1 4ET. (next to the police station) parking opposite in court car park.

### **Wednesday, January 25, 2012 - 8th Post Christmas Auction**

**Organiser:** Wakefield MAG

*Bring along your unwanted Christmas Pressies, and other items you no longer want, donate them to the branch, and we raffle them off to the highest bidder. Proceeds - 2/3 to MAG; 1/3 to Charitable Causes*

**Location:** 8:00pm, at the Grey Horse, Kirkgate, Wakefield, WF1 4EJ

**Web:** <http://wakefield.mag-uk.org>

## **Sunday, January 29, 2012 - MAG Western Region AGM**

**Organiser:**

*MAG Western Region Annual Group Meeting. All Regional members welcome. Bring your current membership card or you will not be able to vote. Light lunch. Drinks across the bar. Registration 12.30 for 1.00pm start.*

**Location:** Royal British Legion Rodway Road Patchway Bristol BS34 5PE

## **Feb 2012**

### **Sunday, February 12, 2012 - Fred Hill Run 2012**

**Organiser:** West Midlands MAG

*Annual run in tribute to Fred Hill.*

**Location:** Meeting at the Bewell Head Club, Bromsgrove, B61 8HY. Meet from 12 noon for a 1pm start of the ride to the Motorcycle Museum.

### **Friday, February 17, 2012 - Sunday, February 19, 2012 - 1st Frozen Pancake rally.**

**Organiser:** Burton on Trent MAG

*Disco, Fri & Sat with bands both nights. Silly games, Food van, stalls, Disabled loos and access, camping.*

**Location:** The Rockbar, Shobnall Sports & Social Club, Shobnall Rd. Burton on Trent, Staffs, DE14 2BB

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