

Network

Produced for MAG reps, activists and interested parties

The views expressed in this publication are not necessarily the views of MAG UK (Motorcycle Action Group)

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EDITORIAL

First of all, I want to wish George (the Troll) Legg, who is my best mate, proof reader for this publication and all round hard working 'researcher' & good egg for MAG UK, a speedy recovery. George was knocked off his bike in a low speed (luckily he had that 7th sense all experienced riders do when approaching a junction and slowed, thinking, "I wonder if he's gonna pull out"). George was very lucky in that he wasn't badly injured, however, he has a cracked shoulder blade which will take several months to fully repair & so he can't ride until its healed and is limited on how much work he can do on the computer due to his arm being in a sling.

Guys, because the team that bring you this would really like a bit of wind-down time over the Festive Season the January edition of Network will not reach you until 2nd week of the month and it will be an extremely shortened version. February – we go back to normal – whatever that is!

The first item of news in this month's Network concerns Riders being pulled over by Sussex Constabulary for NOT wearing a hi-vis jacket. Now, this really made me fume because, included in the article is the following statement:- there were no plans to stop drivers to raise their awareness. Sorry, but why not?

Why target individuals who are free to make an informed choice when the force openly admit that the usual reaction

at accidents is the "sorry mate I didn't see yer" (SMIDSY) scenario.

Maybe the force genuinely do care & get fed up with scraping bodies up as the result of an accident caused by a 'SMIDSY' but its not right to target the few just because its easy. Would the better option not be education of the drivers who don't see riders.

I hope that MAG has a quiet word with the Sussex CC and suggest he approaches things differently. We all know riders who've been hit off whilst wearing hi-vis clothing & that the SMIDSY thing is what the driver says even then. Its not because they don't see you, it's simply because they don't look or they are not 'educated' to look for PTW riders – simple as.

Interesting that Ireland are not introducing CBT for learner riders despite the following quote:- "Ireland's Road Safety Strategy claims motorcyclists are two to three times more likely to be killed in the Republic than in other European countries, reports this morning's Irish Times." A strange decision then!

On that note, I'll leave you and wish you and yours Peace & Love over the Festive Season & beyond.

Ride free, AG

ACKNOWLEDGEMENTS:

George Legg; Nich Brown; Ian Mutch; Rowan Publications and anyone else I've forgotten!

RIDERS ARE VOTERS 2010

MAG's campaign to get all political parties and candidates standing for election to Parliament at the next general election was launched at the NEC Bike Show at the end of November. With around one-third of all MPs likely to be replaced with new ones next year, this is the best opportunity we have had in years to make a real difference to the way MPs and ministers think about biking.

Both the BMF and MCI have officially to work with us to make RAV2010 a success. This should mean we avoid duplicating a lot of effort and that RAV2010 is more effective as a result. It is also clear recognition of the role MAG has played over many years in raising awareness of the importance of motorcycling and the positive contribution it makes.

Some big improvements are needed in the way motorcycling is understood and dealt with, many of the battle-lines are around long-standing issues such as over-regulation of biking and the creeping tide of further restriction; some are around increasing the pace of change in those areas where we already made headway, such as better roads, fit to ride.

Phase one of the RAV2010 campaign is to gather ideas and practical support from among MAG members, other activists and riders generally.

Through Network and the RAV website we can start to mobilise the UK's riding voters to boost the number of activists, individual MAG members and MAG groups. With over a million active riders we could start to make a difference in some key constituencies. Whoever arrives in Westminster to form the Parliament, they will at least understand what's on riders' minds and what is expected of them. In the wake of the expenses scandals and public anger over political standards, the next intake of MPs may well prove a little more attentive to what their electors say.

There are those who predict it is only a few years before the demise of motorcycling as we know and love it - let's prove them wrong by making RAV2010 the biggest, most effective, biking campaign this Century...

ACTION: For all the latest info, go to www.ridersarevoters.org or search for the 'Riders Are Voters' page at www.facebook.com. Get involved, tell your mates, get your local MAG group moving on this over the next few weeks or start-up a local MAG group if there isn't one locally.

For further information contact Paddy Tyson on:
Email: paddy.tyson@mag-uk.org or Tel: 0844 248 0166

Nich Brown says....

We've been planning this one since summer 2009, when the NC took a decision that for the 2010 General Election, MAG's trademark 'Bikers Are Voters' campaign needed to move-up a gear. Although RAV2010 is clearly an evolution by MAG of its previous campaigns, this time around we've made every effort to recognise that the motorcycle lobby will be strongest if all the main organisations are pulling together.

A lot of work has gone in to leading the way and building bridges with other biking organisations to make RAV2010 the strongest election campaign yet, but we haven't lost sight of the fact that MAG is the one organisation whose volunteers have consistently done the most to put biking on the political map in every constituency. Without the work done in previous elections by MAG volunteers taking a little time to communicate with the candidates in each constituency, biking would not have had any of the successes of recent years.

Although there are many threats on the horizon, we have made considerable advances since the bad old days when politicians and decision makers treated riders like cattle. Government officials now consult MAG on an almost weekly basis, allowing us to turn the tide on issues that directly impact on everyday biking. We have steered government thinking away from ideas such as taking control of the throttle away from the rider, electronic surveillance tags on every bike, continuous road-tax and insurance bills for bikes that are not being used.

We have been making steady progress on Better Parking, Bikes in Bus Lanes, Road Maintenance, Crash-barriers, High-grip manhole covers, etc. Now we need to build on that past success, build-up our presence through local MAG groups and individuals so that even after the election is done with, MAG will be pushing every local council to make sure the roads we ride are more bike-friendly.

EVEN MORE RADICAL CHANGES TO RIDER LICENSING

Government consults over NEXT European Driving Licence Directive. YEP, this is the THIRD EU DIRECTIVE ON DRIVING LICENCES (and, if you're confused, and no-one could blame you, we've only just implemented the 2nd Directive). For more information:

<http://www.dft.gov.uk/consultations/open/thirddirective>

One of the first things the next government will have to do is decide how the UK will implement the Third EU Driving Licence Directive. In fact, they will have less than a year to change the regulations.

The introduction of a new licence for 'medium-size' motorcycles up to 35kW/46.6bhp will bring with it new tests and training programmes for riders who want to progress in stages to the larger bikes (currently, access to bigger bikes comes automatically after two years' experience on less powerful machines). At the same time, the minimum age for Direct Access to the largest bikes will rise from 21 to 24 years old.

But it also seems likely that DSA will use this as an opportunity to introduce more changes that are not demanded by the EU. DSA exists to set standards and ensure those standards are met by trainers and examiners. Up to now, DSA have not had powers to control over all levels of rider training (and have been very poor at ensuring standards in some areas where they do), so they are now seeking to close the gaps.

CBT could be replaced by 'Initial Rider Training' for new riders and two-yearly 'Refresher Training' for riders who stay on 'L'plates. In addition, DSA are proposing to devise new 'Progressive Testing' and 'Familiarisation Training' for riders who pass their test after January 2013 and then want to ride bigger bikes. DSA also envisage that they will govern post-test training through a compulsory register for 'Advanced' rider training.

If the job is done well, this could mean we get better training, but there is a real danger it could also mean that the creativity and flexibility of trainers is stifled. With government spending likely to be cut back for several years to come, the DfT and its executive agencies (including DSA) may well find they have to rethink the way they operate. MAG will be keeping a close eye on the potential impact on biking.

ACTION: For all the latest info visit www.mag-uk.org

For further information contact Paddy Tyson on:
Email: paddy.tyson@mag-uk.org or Tel: 0844 248 0166

PARLIAMENTARY UNDER-SECRETARY OF STATE FOR TRANSPORT (PAUL CLARK)

The Department for Transport has today published a consultation document which outlines our proposals for implementing of the third EU Directive on Driving Licences (Directive 2006/126/EC), adopted in December 2006.

Most features of the Directive must be transposed into national law by mid-January 2011 and come into practical effect by mid-January 2013. In general, the Directive harmonises definitions of vehicle sub-categories and rules on the duration of the validity of a licence; it introduces minimum standards for driving examiners and aims to

ensure that no one can at any one time possess more than one licence issued by an EU state. Most of its provisions are consistent with current UK practice or with measures the Government anyway intended to take.

The main changes required by the Directive to current practice in Great Britain are:

- changes to the size categories of motorcycles, including a new medium-sized category;
- an increase from 21 to 24 in the minimum age for motorcyclists gaining direct access to the most powerful motorbikes;
- a new test or a training programme for younger motorcyclists wishing to progress in stages to the larger and more powerful machines (currently, unlimited access to all motorcycles is gained automatically after two years' experience on less powerful machines);
- drivers of medium and large buses and lorries must renew their licences and demonstrate continuing medical fitness every five years (the present requirement in Britain is five-yearly renewal only after age 45);
- a new category for car and light van drivers wishing to tow a medium-sized trailer, with qualification via a test or a training programme.

Major changes to entitlement, e.g. those applying to motorcyclists and drivers towing trailers outlined above, will apply only to people first acquiring driving licences on or after 19 January 2013. Drivers and riders will keep any entitlement they already have on that date.

The consultation document explains in detail the changes involved. We intend to introduce them in a way which involves the minimum amount of departure from current practice, at the least possible cost.

The estimated cost of implementing the Directive is £10m for developing the necessary systems and annual operating costs of £2.1m thereafter. These figures would rise to £14.9m and £3.1m respectively if the training options for motorcyclists and drivers towing trailers were taken up (all figures in 2009 prices).

Some further changes will be required in the future. For instance, all paper licences must be withdrawn by 2033.

The consultation period will run until 11 February 2010. Copies of the consultation document have been placed in the Library of the House. Further copies are available on the DfT website at www.dft.gov.uk.

Depending upon comments received and the Government's response, implementing regulations will be laid before Parliament in order to transpose the Directive into law in Great Britain by the due date of January 2011. Separate

arrangements apply in Northern Ireland, where driver licensing is a devolved matter.

The standard three-month consultation period doesn't really give us a lot of time to try to turn this one around – we need some coordinated action in the New Year. More information in next edition of Network.

DON'T WEAR A HI-VIS JACKET IN SUSSEX? YOU MAY BE PULLED OVER BY THE LAW

MCN and other sources have reported that Police in Sussex have admitted targeting motorcyclists for not wearing hi-vis bibs!

Apparently 150 commuters were stopped by police for not wearing hi-vis gear in a five-day operation and issued each with a bib which they were told they should wear in a road-side lecture.

A force spokesman is quoted as saying: *"Riders were given a free hi-vis vest and a talk about road safety, emphasising the need to 'be safe, be seen'. Motorcyclists and moped riders are amongst the most vulnerable road users and often, in the event of a collision, the injuries are serious. Common themes when dealing with this type of collision is that other road users state they just didn't see them."*

Sgt Mel Doyle in the Brighton and Hove road policing unit said any rider not wearing hi-vis clothing was in line to be targeted!!

Police cars were, apparently, issued with hi-vis vests and Sgt Doyle is quoted as saying: *"The objective of the operation was that if we saw motorcyclists riding without hi-vis clothing, we'd stop them and give them a vest."*

Whilst her colleague, Sgt Paul Wood of the same unit added: *"We stopped motorcyclists predominantly during rush-hour traffic in the mornings on the major routes into an out of Brighton."*

"We had a look at their motorcycles and had a quick road safety chat with them in relation to them being vulnerable road users and conspicuity issues."

"And then we offered them a free high-visibility vest and said we would encourage you to wear it because in a lot of the collisions that occur within the city, drivers have said we looked but didn't see them."

Apparently, Sgt Wood said there were no plans to stop drivers to raise their awareness of the same issues.

He denied riders not in hi-vis were targeted and said those already wearing hi-vis gear may also have been stopped during the operation last month.

Ian Mutch, Editor of The ROAD, comments:

Here we go again. As it was with helmets so shall it be with high vis clothing unless we stamp on this now. This is bad on two counts. Firstly there is no clear evidence that high visibility clothing is the real issue with regard to motorists not seeing bikers. There is an assumption that this is the nub of the issue since a bright item will be more conspicuous against a dark background.

Might the issue amore likely be one of misjudged speed and chance taking? How often is a bike seen but not perceived as a threat? If you doubt this then take it a step further and try riding a bicycle.

Put yourself in the motorist's place. You've pulled out in front of a rider and caused an accident. The police interview you. Would you say:

a) *"Sorry I didn't see the bike."* or

b) *"Sure I saw the bike but I just pulled out as I'm in a hurry, I thought I could make it and hey that's just the kind of driver I am."*

So what if it could be proved that some measurable reduction in accidents could be achieved if all riders wore high vis vests, would MAG say OK bring them on? No way Jose! Ditto mandatory daytime headlights and mandatory bright paint jobs.

This move by Sussex police is an ominous one. For years we've had high vis clothing forced down our throats by the Department for Transport but for police to actually be stopping people who have no broken the law to pressure them in this ways is a big step in the wrong direction.

This is so much like the softening up process before helmet compulsion came in. First you preach the voluntary use sermon, then you try making the stubborn minority feel irresponsible then you criminalise them. So long as the overwhelming majority have 'seen the light' by then they won't raise a murmur and will shrug as the Bolshie minority are harassed and fined. Hey you know it makes sense, just do it.

This needs to be fought tooth and nail now and MAG will not stand by and see history repeat itself.

MAG PRESS RELEASES

31-10-09 - BIKER JAILED FOR 166MPH IS MAD BUT

MAG condemns the madness of the biker convicted of riding at 166mph on an A road in Scotland – BUT – asks if the law is failing in its commitment to be consistent and proportionate in sentencing.

MAG notes that the nine month prison sentence is poignantly identical to that recently handed down to a motorist who caused an accident which resulted in the death of a motorcyclist and injury to his son.

MAG President Ian Mutch said:

"Travelling at 166mph on any A road is lunatic behaviour but lunacy cannot be the sole factor in determining sentencing policy. For the law to be recognised as just it must be consistent and I suspect that the magistrates in this case have let outrage blind them to that responsibility".

He added,

"Let's be crystal clear about this. Travelling at astronomic speed on public roads warrants serious sentencing BUT if nine months is deemed appropriate for a rider travelling at high speed but hurting no one then a driver whose hazardous behaviour causes death should surely deserve a higher penalty. Magistrates should be accountable for major discrepancies in sentencing or the law loses respect".

3-11-09 - BIKERS' GROUP MAG APPLAUDS BIRMINGHAM BUS LANE DECISION

MAG applauds the decision by Birmingham City Council to open its bus lanes to motorcycles. In an effort to make more effective and efficient use of its roads, Birmingham City Council recently completed an experiment allowing motorcycles to use bus lanes. The policy allows motorcyclists to see and be seen in congested traffic.

The Birmingham experiment confirmed the experience of other towns and cities, that allowing motorcycles to use bus lanes was beneficial to motorcyclists, with no disadvantages to other road users.

MAG in Birmingham and nation-wide has been campaigning on this issue for years, first winning access to bus lanes throughout Bristol in 1996.

London opened all of its major route bus lanes to motorcycles recently and now the second biggest city in the country has followed suit.

MAG President Ian Mutch said *"There seems to be an outbreak of sanity among local authorities all over the country, this is great news and shows how MAG's campaigning is helping to produce real results for riders".*

For further information contact Ian Mutch 020 8556 6495 theroad@mag-uk.org or Nich Brown 01788 570065 nich.brown@mag-uk.org

For more on MAG's bus lane campaign see <http://www.mag-uk.org/en/index/a6296>

30-11-09 – TORY SHADOW ROADS MINISTER BACKS RIDERS ARE VOTERS

Prominent figures from the world of motorcycling gathered at the Motorcycle Action Group (MAG) stand for the launch of the 'Riders Are Voters' campaign at the opening of the Carole Nash NEC Bike Show.

The Campaign that mirrors the objectives of MAG's 1997 'Bikers Are Voters' seeks to establish the views of all Prospective Parliamentary Candidates on a range of biking issues prior to the General Election 2010.

The campaign enjoys the support of MAG, the BMF, and the Motorcycle Industry Association. Besides seeking politician's views the campaign is initially focused on determining what issues most concern today's riders.

Riders are invited to submit their pet issues on the RAV website www.ridersarevoters.org. Those without internet access are invited to submit in writing to: MAG UK, PO Box 750, Rugby, CV21 3ZR.



The picture shows left to right: Paddy Tyson (MAG Campaigns and local group coordinator), Former Roads Minister and current MCIA President David Jamieson, Tara Glen MCIA Chair, Robert Goodwill (Shadow Roads Minister), Steve Kenward, (MCI Chief Executive), Nich Brown (MAG General Secretary)

For further information contact Ian Mutch 020 8556 6495 theroad@mag-uk.org or Nich Brown 01788 570065 nich.brown@mag-uk.org

YOUNG RIDER CASUALTIES TO BE TARGETED IN PILOT OF YOUNG RIDER TRAINING SCHEME AT CORNWALL COLLEGE

Cornwall Council Road Safety is proud to be piloting a new young rider training initiative in partnership with Devon and Cornwall Police. 'Rev it Right' is designed to equip young riders with the knowledge and skills to allow them to become safer riders. The name, 'Rev it Right', was chosen by the target group, from a list of possible choices, after members of Road Safety staff attended a series of Fresher's Fairs across the county, to talk to young riders about the dangers and hazards they face on Cornwall's roads.

In Cornwall in 2008 there were 88 motorcycle rider, and four pillion casualties aged 16-24; this new initiative has been developed in a bid to reduce casualties in this vulnerable group. 'Rev it Right' has been developed over the past 12 months, in which time focus groups incorporating young riders aged 16+ have taken place at Cornwall College Camborne and St Austell and Duchy College.

The focus groups were successful in determining the views and opinions of the target group, allowing a scheme to be developed which will directly target the key issues and needs of young riders in Cornwall, in a bid to make a real difference to the number of young rider casualties in Cornwall.

The scheme has been developed with young riders in mind throughout, by using the focus groups, members of Road Safety staff and Police trialled each of the elements of the programme with the target group as an integral part of the development process.

The final programme incorporates sessions which, throughout the development process, young riders indicated they felt they would benefit from, as well as sessions designed to equip the riders with the necessary skills and attitudes to reduce the risk of them of being involved in a collision.

The final programme, which will be delivered for the first time to students from Cornwall College, includes sessions covering: legal requirements, safer riding (risks, consequences and hazard perception), maintenance, protective clothing, alcohol and drugs.

The programme has been designed to be interactive and inclusive, getting the students fully involved in the sessions wherever possible, it will also use a variety of different teaching methods to try to appeal to this diverse group of road users.

Leanne Shovel, Road Safety Project Coordinator, says: *"Young motorcyclists are continually over represented in our*

casualty statistics in Cornwall, through this programme we hope to reduce the number of young riders who are needlessly injured each year. By working in partnership with the Devon and Cornwall Police Road Casualty Reduction Officer, and members of the Police Bike Wing, I really hope that the students will find this programme a useful tool in developing the knowledge and skills which will allow them to be safer when they are riding."

At the end of the session an evaluation questionnaire will be given out to students for completion to evaluate the day as a whole, as well as evaluating the individual elements of the programme. Students will then be re-contacted the following term to allow further evaluation to take place to measure the level of retention among the young riders, and whether the programme has had any lasting impact on their attitudes and behaviours.

The results from the evaluation will then feed into the final programme which will then be offered to all sixth forms and colleges in Cornwall next year.

THE 10 COMMANDMENTS – AS SET DOWN BY SOUTH GLOUCESTERSHIRE COUNCIL FOR DARKER MORNINGS & EVENINGS

Road users across the district are being urged to take extra care on the roads with the onset of darker mornings and evenings.

With the clocks going back the council's road safety officers are advising that now is a good time for road users to prepare their vehicles for driving in autumnal conditions. The road safety team have compiled a list of top ten tips to help drivers, motorbike riders and cyclists keep safe:

1. Drivers, riders and cyclists should ensure that their lights, front and rear, are working properly.
2. Check that all tyres have at least the legal depth of tread – the deeper the better for safe braking and road holding.
3. Drivers should check that windscreen wipers are in good working order and that the rubber blades are not worn or hard.
4. Cyclists and riders should wear high visibility jackets.
5. Allow extra time on chilly mornings to de-ice all car windows. All-round visibility is vital when driving in hazardous conditions.

6. All road users should be aware of the reduced visibility that the season brings. Darker mornings and evenings, fog and rain all create additional road hazards.
7. Take extra care where there may be large areas of fallen leaves on the roads. In wet conditions, these can present a hazard almost as slippery as ice.
8. Take extra care when driving in sheltered spots as the road will remain wet or icy for much longer than in areas exposed to the sun.
9. Keep on eye out for areas where black ice forms - over a bridge for example.
10. Slow down! With the additional road hazards that autumn brings, it makes sense to allow a little more time for your journey.

COMPENDIUM OF MOTORCYCLING STATISTICS

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/vehicles/motorcycling/motorcyclingstats2009>

The publication covers all types of two-wheeled motor vehicle transport, with the statistics presented in four sections:

1. Motorcyclists - statistics on motorcycle ownership and training;
2. Motorcycles - information about the vehicles and their characteristics;
3. Journeys made - their number, purpose and characteristics;
4. Motorcycling safety - statistics on road accidents involving motorcycles, and the associated

The key findings are:

- In 2008, just under 3 per cent of households had at least one motorcycle.
- Of the 105 thousand motorcycle tests carried out in 2008/09, 85 per cent were taken by men.
- There were about 1.3 million licensed motorcycles in Great Britain in 2008.
- In 2008 it is estimated that 3.6 per cent of the active motorcycle stock were unlicensed. This fell from 9.8 per cent in 2007.

- Over 1 million motorcycles underwent an MOT test in 2008/09. Of these, 81 per cent passed – a figure that has remained relatively stable for the past decade.
- The distance driven by motorcycles in 2008 was 5.1 million vehicle km. This was a drop of 8 per cent from 2007.
- The overall casualty rate for motorcycles has improved since 1998. In 2008 the number of deaths or serious injuries was 1,131 per billion km driven. A decade earlier it was 23 per cent higher.
- In 2008, of the motorcycle drivers tested following an accident, 1.4 per cent failed a breathalyser test. This was unchanged from 2007 and was lower than the 2.7 per cent of all road users as a whole.

If you are using these stats please be aware that most of the statistics in the Compendium are National Statistics. However, some of the figures have been provided by the Department's Agencies and outside bodies (for example, the top ten registered models in the UK from the Motor Cycle Industry Association). These statistics are not designated National Statistics and are clearly identified in the publication.

Published on 29 October 2009 by Transport Statistics.

ROAD CASUALTIES – SUMMARY FIGURES FOR 12 MONTHS TO END OF JUNE 2009

Full report at:

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/rcgbq22009>

Provisional estimates show: All compared with the 12-month period ending June 2008.

Reported road casualties were down 7 per cent, as were killed or seriously injured (KSI) casualties. Fatalities fell by 9 per cent.

Pedestrians, motorcycle and car user casualties reported to the police showed overall reductions of 8, 6 and 8 per cent respectively; the number of pedestrians killed or seriously injured fell by 9 per cent whilst motorcycle and car user KSI casualties fell by 7 and 9 per cent respectively.

The number of injury road accidents reported to the police fell by 7 per cent Road traffic was 2 per cent lower.

PASSION, PERFORMANCE, PRACTICALITY: MOTORCYCLISTS' MOTIVATIONS AND ATTITUDES TO SAFETY

Publisher: Department for Transport. Date published: 29 October 2009

Motorcyclists were segmented into seven groups based on their motivation for riding. Clear patterns were established in different segments' understandings of risk, and their approaches to dealing with it.

TRL say: *"The study focused on patterns in self-reported decisions about motorcycles, helmets and safety gear, and approaches to avoiding fatigue. However, the segmentation has potential application across a wide range of safety issues."*

<http://www.dft.gov.uk/pgr/roadsafety/research/rsrr/theme2/attitidestosafety/pdf/trl-ppr442.pdf/>

FURTHER DEVELOPMENTS ON THE NEW MOTORCYCLE TEST

ROAD SAFETY GB EXPRESSES 'GRAVE CONCERNS' ABOUT NEW MOTORCYCLE TEST

Road Safety GB and other motorcycle stakeholders have expressed their concerns to the Transport Committee about the introduction of the new two-part motorcycle test.

Gareth Tuffery, one of Road Safety GB's PTW advisors, was invited to attend a meeting of the Transport Committee at the Palace of Westminster on 14 October.

The new motorcycle test was originally scheduled for introduction in October 2008, but this was delayed until April 2009. The delay was a result of concerns raised by key motorcycle stakeholders, including Road Safety GB.

Module 1 of the new test comprises a package of specified manoeuvres including the well-publicised swerve test, while module 2 comprises 30 minutes of on-road riding. In order to accommodate the new test the DSA has introduced a number of multi-purpose test centres.

Gareth Tuffery says: *"When the DSA announced the changes, stakeholders and riders expressed grave concerns about the complexity of module 1 and the lack of test centres. Some candidates face a round journey of more than 60 miles and on arrival are required to swerve and stop, sometimes on a wet and slippery surface."*

Against this background, Road Safety GB, PACTS and other stakeholders responded with written evidence to the Transport Committee and were invited to attend the meeting on 14 October as witnesses.

Gareth says: *"Both Road Safety GB and PACTS, represented by Robert Gifford, focused on the issue of rider safety while taking the test, and while travelling to the test centre."*

"I felt extremely nervous - perhaps as nervous as a candidate faced with the swerve test and controlled braking exercise on a wet surface."

"We look forward to the publication of the final report and the Committee's recommendations. However, it's significant that Road Safety GB had a voice and that voice was heard."

For further info contact Gareth Tuffery on 020 7525 5566.

MAG Regional Rep comments: *"It's a round trip of approximately 140 miles from Aberystwyth (West Wales) to our nearest Module 1 test centre in Bangor, Swansea, or Newport (England)".* Rory Wilson, Aberystwyth

[I thought, when I read GT's statement above that '60 mile round trip' was a gross underestimation – even I know that it is more than 30 miles from West Wales to their nearest centre – AG]

MORE ANTI-SKID MANHOLE COVERS IN BRISTOL

As you know Bristol MAG (Andy Derret & Rich Stiling) have lobbied Bristol City Council for many years and through those negotiations anti skid covers were recently installed in a major new development in Bristol City Centre. Due to the success of these covers, more are being introduced throughout the City which is good news for anyone on two wheels.

LOCAL COUNCILS ACROSS ENGLAND & WALES ARE BUSY DRAWING-UP THEIR PLANS FOR THE FUTURE OF ROADS AND LOCAL TRANSPORT IN THEIR AREA

National priorities for LTPs have already identified by government as:

- Tackling climate change;
- Supporting economic growth;
- Promoting equality of opportunity;

- Contributing to better safety, security and health;
- Improving quality of life.

Many councils are asking local voters what they think the next Local Transport Plan (covering plans for the period 2011 to 2026) should cover. Typically they are inviting people to tell them what they think should be done for and about 'walking, cycling, public transport, road and rail' between now and February 2010. If you were looking for biking in that list, don't be surprised if your local council has forgotten about us AGAIN..!

With budgets under pressure across all county council services, it is increasingly important that we tell our politicians and public servants how public funds would be best spent to improve transport INCLUDING BIKING in the county. The plan needs to meet local and national priorities. The government tells councils what the national priorities are, but the local voters are the ones who hold sway over local priorities – **IF WE DON'T SHOUT UP WE WON'T BE HEARD**

ACTION: You can get involved in your area by asking for a consultation form, looking for information about how to give your views via the council's website or watching-out for special meetings in different parts of the county or local area.

FEMA: 16 NOV GUARDRAILS - RELATED ACCIDENTS: THE CALL FOR TESTIMONIES REMAINS OPEN

Two months after the launch of a Call for Testimonies, FEMA has gathered more than 220 individual stories of accidents involving motorcyclists impacting guardrails.

Testimonies from all over Europe tell of the dangers posed by traditional road restraint systems; which are designed to offer protection to cars and trucks, but often cause fatal injuries to motorcyclists.

More personal accounts will give FEMA the data it needs to ensure the development of better, safer roadside barriers. Send your own at www.fema-online.eu/guardrail

THE BORING STUFF!

Written Answers - House Of Commons - Transport

MR. GOODWILL: To ask the Minister of State, Department for Transport (1) what percentage of his Department's road safety budget is allocated to motorcycle safety in 2009-10; Mr. Goodwill: (2) what his Department's budget is for (a)

bicycle safety, (b) pedestrian safety and (c) motorcycle safety in 2009-10;

PAUL CLARK: Most spending on road safety is undertaken by local authorities from their own resources, including general Government grant and locally raised revenues. The total amount spent on road safety, including cycle, pedestrian and motorcycle safety, is not recorded. In 2009-10 the Department for Transport's spending on cycle, pedestrian and motorcycle safety is as follows:

- Think campaign—£1,685,000 on all Child Safety, including the development of teaching materials for educational settings, £1,840,000 for teenage pedestrian road safety and £3,385,000 on motorcycle safety.
- Road Safety Partnership Grant—£1,043,000 on motorcycle safety. Other programme budget for road safety projects that will impact on all road users, including pedestrians, cycles and motorcycles totals £6,775,000.
- Research—£238,000 on our cycle safety project, £230,000 on motorcycle safety projects and £126,500 on motorcycle engineering projects. £149,985 on research into the feasibility of allowing motorcyclists to use Advanced Stop Lines at signal junctions, currently reserved for pedal cyclists.
- Cycle Training—£9.5 million in direct grants to local authorities and schools to deliver over 200,000 additional National Standard cycle training places for children with a further £500,000 for extra trainers to deliver the increased training. The programme is primarily aimed at encouraging more children to cycle specifically on school journeys, but should help them to do so more safely.

The safety of all road users, including cyclists, pedestrians and motorcyclists, also benefits from our activities and spending on broader road safety measures, including changes to the road environment and to improve driver behaviour.

LEMBIT ÖPIK: To ask the Minister of State, Department for Transport what assessment has been made of the effects of (a) motorcycles and (b) cars on the environment in the period from 2006 to 2009.

MR. KHAN: The Department for Transport has not conducted a specific assessment on this subject. However, the Department did publish research on improving road transport emissions modelling in June 2009, which can be found at: www.dft.gov.uk/pgr/roads/environment/emissions This research includes an updated database of 'road vehicle emissions factors'. These characterise the average emissions rates of different types of vehicles as a function of the average speed at which they are driven. This database includes emissions factors (both air quality and greenhouse gas emissions) for different sizes of cars and motorcycles.

LEMBIT ÖPIK: To ask the Minister of State, Department for Transport what recent steps his Department has taken to encourage the purchase of environmentally-friendly motorcycles.

MR. KHAN: Like other road vehicles, new motorcycles are subject to mandatory air quality emissions standards. Motorcycles are not currently tested for CO2 emissions when they are type approved. In the absence of standard CO2 emissions figures, vehicle excise duty on motorcycles is graduated based on engine capacity as an approximate surrogate for CO2 emissions.

LEMBIT ÖPIK: To ask the Minister of State, Department for Transport what steps he plans to take to improve the safety of cyclists.

PAUL CLARK: There are a number of initiatives under way at present, aimed at improving the safety of cyclists. These include promoting Bikeability cycle training for children; providing advice to child and adult cyclists on safe road use through the Highway Code and the THINK! road safety campaign, including use of protective equipment such as high visibility clothing and cycle helmets; providing more safe cycle routes to schools and other locations; guidance to local authorities on the design of safer road infrastructure, including effective cycle-specific measures as well as more general measures that benefit all road users such as 20 miles per hour (mph) zones; improvements to motor vehicle driver testing and training; and new measures on lorry mirrors to improve the visibility of cyclists and pedestrians.

In addition, the Department for Transport has commissioned a research project looking at a range of cycle safety issues. The project commenced on 21 August 2008 and will run for 24 months. The Department expects to publish the final reports in autumn 2010.

Our proposals for a new road safety strategy "A Safer Way", published for consultation in April 2009, include a new target to halve the rate of cycle and pedestrian casualties per kilometre travelled. This recognises the need to encourage more cycling and walking as well as making them safer. Measures to achieve this include stronger guidance to local authorities to adopt 20 mph speed limits in residential streets and other areas with high levels of walking and cycle activity. We intend to publish our final road safety strategy later this year.

MR. GOODWILL: (3) with reference to page 5 of his Department's publication, The Government's Motorcycling Strategy, what percentage of his Department's budget is allocated to measures to mainstream motorcycling in 2009-10.

PAUL CLARK: Most spending on road safety is undertaken by local authorities from their own resources, including general Government grant and locally raised revenues. The total amount spent on road safety, including cycle, pedestrian and motorcycle safety, is not recorded. In 2009-

10 the Department for Transport's spending on cycle, pedestrian and motorcycle safety is as follows:

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The safety of all road users, including cyclists, pedestrians and motorcyclists, also benefits from our activities and spending on broader road safety measures, including changes to the road environment and to improve driver behaviour.

MR. GREG KNIGHT: To ask the Minister of State, Department for Transport what recent discussions his Department has had with motor manufacturers on the requirement for daytime running lights.

PAUL CLARK: Department for Transport officials have been involved in ongoing discussions with motor manufacturers relating to the development and implementation of European requirements on the fitment of daytime running lamps to new vehicles.

BILL WIGGIN: To ask the Minister of State, Department for Transport what consideration was given to including motorcycle policy in his Department's report, "Low carbon transport: a greener future".

MR. KHAN: The measures set out in "Low Carbon Transport: A Greener Future", the Department's carbon reduction strategy, mean that transport will make a major contribution to meeting the Government's carbon reduction commitments. Motorcycles were not specifically identified in the report, because of their relatively small contribution to total greenhouse gas emissions. We are however currently working with stakeholders on a revising the Motorcycling Strategy, which will consider ways of

facilitating motorcycling as a choice of travel within a safe and sustainable transport framework.

BILL WIGGIN: To ask the Minister of State, Department for Transport how many accidents involving (a) motorcycles and (b) other vehicles there were in urban areas in the latest period for which figures are available.

PAUL CLARK: The data requested can be found in Table 23a in Reported Road Casualties Great Britain: 2008 Annual Report. Copies of the report have been deposited in the Libraries of the House. Table 23a can also be found at the following web address:
<http://www.dft.gov.uk/excel/173025/221412/221549/227755/503336/webtables21-40.xls>

BILL WIGGIN: To ask the Minister of State, Department for Transport (1) what steps his Department is taking to address motorcycle safety; (2) what steps he plans to take to increase awareness among car drivers of motorcycles on the roads.

PAUL CLARK: The Government's Motorcycling Strategy sets out a range of measures to improve the safety of all powered two-wheel users. It was published in February 2005 and a revised action plan was issued in June 2008. This includes THINK! publicity for powered two wheeler and other road users, improvements to rider training, a safer road environment and safer vehicles and equipment. We are currently working with stakeholders on revising the Motorcycle Strategy.

The Department for Transport is also developing a new Motorcycle THINK! Road Safety campaign to be launched in March 2010. The campaign will build on the previous television campaign, "How Close", which ran between January 2006 and March 2009. The advert reminded drivers to look out for riders. The new campaign will be aimed at drivers and riders. Specific road safety messages and media channels have yet to be confirmed but it is likely television, radio, cinema and partnership marketing will be used.

LEMBIT ÖPIK: To ask the Minister of State, Department for Transport for what reasons motorcycles were not included in his Department's research project on the future of urban transport; and if he will make a statement.

MR. KHAN: The report by the Prime Minister's Strategy Unit on Urban Mobility, which the unit undertook jointly with the Department for Transport and other Government Departments, provided a strategic analysis of the impact of all forms of surface transport, including motorcycles, on people that live and work in cities and towns. It concluded that the impacts went well beyond the benefits of mobility and economic consequences of congestion, with poorly planned transport causing significant adverse impacts in terms of air quality, ill health, noise and road accidents.

The report concluded that a new vision was required to provide greater choice for all travellers and to take better

account of the needs not only of those travelling but of residents and businesses. The Department's paper "The Future of Urban Transport" responds by offering a vision of urban transport that envisages enhanced mobility through a wider choice of journey, reduced congestion, better health and enjoyable urban spaces.

MOTORCYCLISTS: NOISE

House of Lords Written Answers

LORD LUCE: To ask Her Majesty's Government whether they keep records of prosecutions of motorcyclists for vehicle noise offences; and, if so, how many there have been in each county in each of the past three years.[HL6111]

LORD ADONIS: Her Majesty's Government do not keep such records. The only offences identified by the statistical collection held within the Ministry of Justice (on outcomes of court proceedings) that are specific to motorcycles are "failing to wear a crash helmet" and "unlawful pillion riding". Other offences committed by motorcyclists cannot be identified from the centrally held data, either because the offence is not specific to motorcycles (e.g. noise offences) or because it is grouped together with other miscellaneous motoring offences.

IF YOU HATE DRIVERS USING HAND HELD MOBILE PHONES AS MUCH AS WE DO IN BRISTOL MAG, YOU'LL BE INTERESTED IN THIS:

DR. KUMAR: To ask the Secretary of State for the Home Department how many people have been fined for using mobile telephones while driving in (a) England, (b) Teesside and (c) Middlesbrough South and East Cleveland constituency since 2003.

MR. ALAN CAMPBELL: The information requested on court fines (provided by the Ministry of Justice) as well as fixed penalty notices issued by the police for using mobile telephones while driving in England and Cleveland police force area, covering 2003 to 2007 (latest available) is provided in tables A and B.

It is not possible to separately identify fines issued to drivers in Teesside and Middlesbrough south as the data reported to the Home Office and Ministry of Justice are broken down by police force area level only.

Table A: Fixed penalty notices issued (1) for the offence of use of hand held mobile phone while driving (2) by police force area, England and Wales, 2003-07

| Police force area | Number of offences | | | | |
|-----------------------------|--------------------|--------|---------|---------|---------|
| | 2003 (2) | 2004 | 2005 | 2006 | 2007 |
| England | 1,888 | 70,494 | 122,748 | 158,605 | 115,406 |
| North East Region(3) | 69 | 2841 | 5327 | 6515 | 5271 |
| Cleveland police force area | 13 | 1,066 | 1,955 | 2263 | 1495 |

(1) Covers tickets paid where there is no further action.

(2) Offences under the Road Vehicles (Construction and Use) Regulations 1986, Regulations 110 (1), 110 (2) and 110 (3). Introduced 1 December 2003.

(3) Includes Cleveland, Durham and Northumbria police force areas.

Table B: The number of persons fined at all courts for offences of using a hand held mobile phone while driving(1) , in England, the North East Government Office Region(2) and Cleveland police force area, from 2004 to 2007(3,4)

| Area | 2004 | 2005 | 2006 | 2007 (5) |
|-----------------------------|------|------|-------|----------|
| England | 350 | 992 | 1,225 | 9,653 |
| North East region | 23 | 24 | 84 | 438 |
| Cleveland police force area | 1 | 5 | 9 | 86 |

(1) Statute: Road Vehicles (Construction and Use) Regulations 1986 - R.110(1), R.110(2) and R.110(3). Introduced 1 December 2003.

Offence description:

R.110(1) use of a hand held mobile phone while driving;

R.110(2) causing or permitting the use of a mobile phone while driving a motor vehicle

R.110(3) using a mobile phone while supervising the holder of a provisional driving licence to drive a motor vehicle on the road.

(2) Includes Cleveland, Durham and Northumbria police force areas.

(3) The figures given relate to persons for whom these offences were the principal offence for which they were dealt with. When a defendant has been found guilty of two or more offences, the offence selected is the one for which the heaviest penalty is imposed. Where the same disposal is imposed for two or more offences, the offence selected is the offence for which the statutory maximum penalty is

the most severe.

(4) Every effort is made to ensure that the figures presented are accurate and complete. However, it is important to note that these data have been extracted from large administrative data systems generated by the courts and police forces. As a consequence, care should be taken to ensure data collection processes and their inevitable limitations are taken into account when those data are used.

(5) Tough new penalties for using a hand-held mobile phone while driving and for failing to have proper control of a vehicle came into effect on 27 February 2007.

Source: Office for Criminal Justice Reform - Evidence and Analysis Unit.

MERSEYSIDE POLICE 'MEET AND GREET' AT BIKER GATHERINGS

As part of an ongoing initiative to advise motorcyclists about safety issues, Merseyside Police and RideSafe BackSafe have heralded their visits to local 'bike meets' a great success.

Thousands of motorcyclists in the area meet regularly at cafes and pubs and police motorcyclists are now joining them to discuss safety issues, share publicity campaigns and promote the benefits of rider training.

Mike Abram, roads policing officer, says: " *This demonstrates that engaging with motorcyclists, rather than simply having a police presence at a social gathering, is very effective. Bikers now approach us in a relaxed atmosphere and show a great deal of interest in the knowledge and guidance we want to share.*"

DELIVERING SUSTAINABLE, LOW CARBON, TRAVEL: AN ESSENTIAL GUIDE FOR LOCAL AUTHORITIES

<http://www.dft.gov.uk/pgr/sustainable/guidelocalauth/pdf/lowcarbontravel.pdf>

57 pages long and there is only one mention of motorcycles – page 50 – in the para on 'Car Clubs' & how these create less motorcycle trips.

Now, either we are not talking to the right people or, if we are, those people are not taking notice. Whichever it is, and I think it's the latter, this has to change. RAV chaps.

UNIQUE OPPORTUNITY FOR CHILD BIKERS

Children aged 5-11 years are to be given an opportunity to try motorcycling for the first time at an event in Manchester.

'My First Licence' is operated by Honda UK and will be supported by RideSafe BackSafe at the Manchester Bike Show at Manchester Central, 9-10 January 2010.

My First Licence provides youngsters with a mocked-up mini road system including road markings, signs and other road furniture, to enable them to experience the fun of riding a restricted 50cc motorcycle in a safe environment. Experienced instructors look after them and safety equipment and clothing are fitted before they start.

The scheme teaches aspiring young riders the basics of road safety, helps them understand potential dangers and gives them an introduction to machine control.

Karen Delaney, RideSafe BackSafe communications manager, says: "Honda are keen to promote motorcycling to the next generation but this has so many other benefits.

"My First Licence should inspire parents and for their children it will be an excellent way to start them on the right road in an environment that is very safe, great fun and educational."

For more information go to: www.bikeshowseurope.com

20 NOV 09 NEW BRITISH 'BRAIN-COOLING' HELMET TECHNOLOGY DESIGNED TO SAVE LIVES

The patented invention developed at Sussex University's Innovation Centre, called ThermaHelmT, performs like an instant ice pack when activated by sudden impact. It reduces brain swelling and the risk of long-term brain damage and extends the critical window paramedics and Accident & Emergency teams have to perform their life-saving skills.

Although the invention is at prototype stage, it has prompted significant interest from safety helmet manufacturers in Europe and Japan. It is a manufacturer-installed integration within the lining of the helmet and has no adverse impact on the overall integrity of the helmet.

The development team, led by inventor Jullian Preston-Powers and Riccardo Anzil, believes the brain-cooling device can be adapted for all activities where safety helmet use is necessary.

HOW IT WORKS: Two light-weight and non-toxic chemical packs are integrated into the helmet lining. They contain multiple trigger points to allow the chemicals to mix and initiate the endothermic (cold) reaction.

One chemical pack contains water, the other ammonium nitrate. A sudden impact will cause a membrane to break, allowing the water to mix into the ammonium nitrate.

The endothermic reaction is immediate and cools the brain through small veins in the scalp called emissary capillaries. As the reaction is progressive, heat from the head will be continually absorbed.

The cooling process lasts approximately 30-45 minutes and will maintain stable brain temperatures during this time. A hot and expanded brain flattens the blood ways, starving the brain tissue of vital oxygen. If the brain's temperature can be stabilised, the accident victim is much more likely to avoid Traumatic Brain Injury and so increase his/her chances of survival.

A major benefit of the ThermaHelm ice pack is that the head remains cool without the need to take off the crash helmet, which could aggravate spinal or neck injuries sustained in the accident. Motorcycle helmets should only be removed following assessment by a medic.

The benefits of a hypothermic state in trauma victims have been recognised for hundreds of years. In the early 19th Century, wounded soldiers in the Napoleonic Wars who were left out in the cold had a greater survival rate than their counterparts kept warm by camp fires.

More recently, doctors have deliberately induced mild hypothermia in patients prior to emergency treatment during surgical operations. This causes the body's vital functions to be slowed down, thus reducing the chances of brain damage.

THE COSTS: The ThermaHelm brain-cooling device can be integrated into the manufacture of most standard motorcycle helmets. It is likely to add approximately £150 to the overall price tag. Research is ongoing to see if it is feasible to retrospectively fit the technology into existing helmets.

ThermaHelmT branded impenetrable carbon fibre helmets will also be available, and will be competitively priced from £299 to £499.

For further information visit: www.thermahelm.com

THE ROLE OF DEVELOPMENT AGENCIES IN REDUCING ROAD TRAFFIC DEATHS AND INJURIES

A speech was delivered by Paul Clark MP, Parliamentary Under Secretary of State for Transport at the First Global Ministerial Conference on Road Safety in Moscow.

Included in this rather lengthy prose is the following relevant to future motorcycle policies across the world:-
"Reducing the frequency and severity of accidents should be a high priority for all countries, especially in developing countries. The international community has a responsibility for helping countries tackle the problem in ways that are affordable and have the greatest results.

There is a bewildering array of causes, many of which relate to human behaviour - driving too fast, not wearing seat belts or crash helmets and driving after drinking or taking drugs. We can add to these unsafe or defective vehicles, poor road designs, inadequate signage and road markings and a lack of footpaths, lighting, barriers and crossings. Roads accommodating mixed traffic including light and heavy vehicles, motorcycles, bicycles, animals and pedestrians without segregation present particularly high risks, especially combined with human behaviour factors and the non-enforcement of traffic laws."

MAG EVENTS

DEC 2009

5 December 2009 - Blackpool Area MAG Christmas Do !!
Organiser: Blackpool Area MAG
8 till late. Hot Food & Drink Available. Free Camping. Raffle Prizes, Silly Games. The NW AGM will be held before the party starting at 5.50pm, all welcome. Location: Blackpool Rugby Club, Fleetwood Road, Thornton-Cleveleys, FY5 1RN
Web: <http://www.blackpoolmag.co.uk>

5 – 6 December 2009 - Santas Running on MT
Organiser: MT Heads MCC
Pre Xmas party of mayhem, 2 fantastic bands Collibus & August from 7.30pm to 1am. Free prize draw 1st 100 tickets sold. Raffle, Food & Games cheap beer. Location: Ukrainian Club, 15 Mere Street, Rochdale, OL11 1HJ
Web: <http://www.mtheadsmcc.co.uk/>

6 December 2009 - Burton on Trent. Toy Run
Organiser: Unwanted MCC
Toy Run for Fountains Special needs School. Run through Burton town then on to the school, free refreshments, Location: Meeting at 10am at Rockbar, Shobnall Sports & Social Club, Burton on Trent, Staffs, DE14 2BB, Donation £2.00 per bike. Check out details on website.

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

12 December 2009 - Toy Run
Organiser: Darlington and District MAG
Darlington and District Motorcycle Action Group will be donating gifts to local children who are less fortunate than our own. All donations of new and unwrapped toys, books, videos, dvd's and sweets will be very much appreciated.
Location: Meet at the Britannia in Darlington 11am leaving 11:30am

16 December 2009 - Leeds MAG Toy Run
Organiser: Leeds MAG
Annual Toy Run to Lineham Farm Childrens Centre, Leeds LS16 8AZ. Location: Depart 6.30pm from the Dragon Hotel 150 Whitehall Rd LS12 4TJ

20 December 2009 - Telford Christmas Charity Run
Organiser: Bug Splat MCC
Bug Splat MCC present the 10th Annual Telford Christmas Charity Run in aid of: Hope House (<http://www.hopehouse.org.uk>) and 1st Response (<http://www.first-response.org.uk>). Our Lads and Ladies ride a range of bikes; sports bikes, sports-tourers, trailies, street fighters and cruisers. If it's got two or three wheels and an internal combustion engine, you will be more than welcome! Location: 146 Watling Street Wellington, Telford Shropshire, TF1 2NH
Web: <http://www.telfordchristmasrun.co.uk>

JAN 2010

10 January 2010 - Mid Lincs MAG AGM
Organiser: Mid Lincs MAG
Mid Lincs MAG are holding their AGM on 10th January 2010 at 7pm at the Red Lion, The Bull Ring, Horncastle, Lincolnshire, LN9 5HT. Location: Red Lion, The Bull Ring, Horncastle, Lincolnshire, LN9 5HT
Web: <http://mid-lincs.mag-uk.org>

13 January 2010 - Wakefield MAG Annual General Meeting
Organiser: Wakefield MAG
The AGM is where we will look back at what we have achieved over the year, what we plan to do in the forthcoming year, hold elections for our 2010 branch committee and have our branch heroes awards. Location: Grey Horse, Kirkgate, Wakefield. AGM starts at 20:30
Web: <http://wakefield.mag-uk.org>

16 January 2010 - Salisbury MAG AGM
It's an AGM so bring your membership cards and have your say in how the group is run. 7pm for 7.30pm start. Location: The Village, Wilton Road, Salisbury, Wiltshire, SP2 7EF
Web: <http://www.salisburymag.co.uk>

19 January 2010 - Leeds MAG AGM
Starts at 8.30pm Support your local MAG group
Location: The Dragon 150 Whitehall Road Leeds LS12 4TJ

23 January 2010 - Scavengers MCC Bikers Ball

Organiser: Scavengers MCC

Scavengers MCC invite you to their Winter Bikers Ball on 23rd January 2010 at 7:30pm to 1:30am. Band (Broken Biscuit), Drinks, Good Company...you know the rest.

Ticket: £5 per ticket. Location: The Round House, 3 Tennyson Street, Bolton, BL1 3HW. Enquiries: Contact Jo: 07740360207 or email scavengersmcc@hotmail.com

Web: <http://www.scavengersmcc.co.uk/index.html>

27 January 2010 - Wakefield MAG Post Christmas Auction

Organiser: Wakefield MAG

Got lots of unwanted Christmas presents this year? Got items that are of use/value but you don't have the space for them anymore? Prepared to donate them for a good cause? Bring them along to the Wakefield MAG 'Post Christmas Auction' where they will be raffled off to the highest bidder, with all proceeds being donated to MAG (2/3) and other worthy causes (1/3). Location: 8:00pm at the Grey Horse, Kirkgate, Wakefield, West Yorkshire, WF1 1JG

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

31 January 2010 - MAG Western Region AGM

Organiser: Western Region MAG

The Regional Committee invites you to the MAG Western Region Annual Group Meeting. Bring your current membership card or no vote! Light refreshments available. 12.30 for prompt 13.00 start. We look forward to seeing you and having a good natter once the business is taken care of. Location: Hewish & Puxton Village Hall, Maysgreen Lane, Hewish, BS24 6RT

Web: <http://western-region.mag-uk.org>

FEB 2010

7 February 2010 - Leeds MAG Fred Hill Run

Organiser: Leeds MAG

A run to celebrate the life of Fred Hill

Location: From Squires Cafe Bar to The Sun Inn Norwood Leaving at 11.30am

13 February 2010 - Leeds MAG Valentines Party

Starting around 8pm, DJ and Raffles. Come and get loved up! Location: The Dragon 150 Whitehall Rd Leeds LS12 4TJ

MAR 2010

4 March 2010 - East Yorkshire MAG AGM

Organiser: East Yorkshire MAG

East Yorkshire AGM, 8.30pm start

Location: Beverley Rugby Club, Beaver Park, Norwood, Beverley, HU17 9HT

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

APR 2010

2 - 4 April 2010 - Slippit Inn Rally

Organiser: Gloucestershire MAG

Gloucestershire MAG would like to welcome you to the Slippit Inn Rally on 2nd - 4th April 2010.

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

3 - 4 April 2010 Reading MAG Easter Bike Show

Organiser: Reading MAG

The Reading MAG Easter Bike Show starts at 11am on 4th April 2010. Don't forget there is a party on the Saturday and Sunday night. Bike Show/Trade Stalls/Club Stands etc on the Sunday. Evening meal on Saturday and Sunday. Breakfast on Sunday and Monday. Contact Steve: 07931526914 or check the Reading MAG website for more details. Location: Reading Abbey Rugby Club, Peppard Road, Emmer Green, RG4 8XB. Enquiries: 07931 526914

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

4 April 2010 - 9th Spring Surprise Bike Show

Organiser: Salisbury MAG

12 Noon start. Everyone an Entrant - Everyone a Judge. Unique trophies, bar, revised catering, prize raffle, cash raffle and trade stands. Location: Salisbury Livestock Market, Netherhampton Road, Salisbury, SP2 8RH

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

9 - 11 April 2010 - 15th Hand Pulled Rally

Organiser: Beermonsters MCC

Beermonsters MCC are holding the 15th Hand Pulled Rally. Trophies. Live bands and DJ. Raffles in aid of Yorkshire Air Ambulance. 24 toilets & hot showers. NO cars except blue badge holders - by appointment. Exclusive 'Beermonster' Ale. No fires. Location: Ripon Racecourse, North Yorkshire, HG4 1UG. Enquiries: katejones444@msn.com

Web: www.beermonsters-mcc.org.uk

30 April - 2 May 2010 Into The Valley 2010

Organiser: Yorkshire MAG

30th April 2010 - 2nd May 2010. The Rally that's By Bikers, For Bikers, in Aid of Biking. This event is a fundraising event for MAG UK. There will be two huge tents with bands and DJs playing throughout the weekend, and Comedy show (Sat pm) - all brought to you by Back Street Heroes. Ride in Custom Show - sponsored and run by 100% Biker. Food and quality beers at pub prices, with a marquee to sit down and enjoy them in. We also have the usual Trade Stalls, and a huge communal bonfire! Ticket: Pre-book £15. On the Gate: £20 Location: We have a new venue! Dalton Estate, South Dalton, East Yorkshire Enquiries: Telephone 0800 988 3199

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

MAY 2010

7 - 8 May 2010 - Lanchester Centurions Ben Hur Rally

Organiser: Lanchester Centurions MCC

Same site as last year, no cars, dogs or fires. PRE BOOK TICKETS ONLY, LIMIT OF 499 - NO GATE SALES. All pre book entries will get a badge. No cars, dogs or fires. Usual live bands, bar, food silly games, stalls etc. Enquiries: Helene 07748 800000, Alan 07871 046426 or Lanchester Cricket Club Wednesday nights from 7:30pm

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

Email: admin@lanchestercenturions.org.uk

14 – 16 May 2010 - The Number One

Organiser: MAD MAG

A great family friendly rally, now in it's 27th Year. All Welcome. Cheques payable to Middlesbrough MAG. Remember Stamped, self addressed envelope.

Location: Tunstall Lane, Near Stokesley

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

JUN 2010

5 June 2010 - Eana Hog Roast & Bike Show

Organiser: EANA MCC

EANA MCC Hog Roast and Bike Show at The Candle Stick Public house Essendon nr Hatfield. Come over and enjoy the live music plus our real barbequed hog Roast, 12.00pm start. This year there will be limited pre-book only camping available to sleep off the fun, so book early at £5.00 per head including show. Show only £2.00 OTG. For further details contact James on 07710 171166 or visit www.eanamcc.com

Location: The Candle Stick Public House, Essendon, Hatfield, Hertfordshire, AL9 6BA

11 – 13 June 2010 - Lion Rally

Organiser: Reading MAG

The longest running MAG rally in the south - says it all really. There will be a custom bike show, trade stalls, attractions and distractions. Real ale and cider bar, brilliant bands both nights, Free camping and its only £20 in advance - and get a £10 beer voucher FREE if you are a MAG member (has to be a valid membership of course). Ticket: OTG £20, your first drink is on us. (max value £3.50p). Location: Grazeley, Reading, Berkshire, RG7 1PL. Enquiries: 0118 988 3226

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

18 – 20 June 2010 - Farmyard Party 2010

Organiser: Yorkshire MAG

18th - 20th June 2010. The biggest and best motorcycle only rally in Europe. This year we have more covered areas than ever including the 'Back Street Heroes' sponsored 'BIG TOP' - a huge circus tent featuring all our main attractions. A BIGGER blues tent, a dance tent, and a BIGGER 100% Biker tent! A huge Food Court marquee and sponsored ride-in custom show. This is a bikers only event - strictly no cars, no vans, no pedestrians.

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

AUG 2010

6 – 8 August 2010 - Yorkshire Pudding Rally 2010

Organiser: Yorkshire MAG

6th - 8th August 2010. A strictly pre-book only rally and the last in Yorkshire MAG's summer events. This rally is for bikers only and will have a marquee with bands and disco playing throughout the weekend, lush camping with showers, and The Bonfire In a Skip! Food and quality beer,

trade stalls, plus the Saturday Ride-out Ride-in custom show on Saturday afternoon sponsored and run by 100% Biker. Send cheques (with S.A.E) to: Yorkshire Pudding Rally, PO Box 5047, Rugby, CV21 9HL. Ticket: £15 per person (Strictly Pre-book Only) Tel: 0800 988 3199

Location: Hesley Wood Scout Camp, Chapelton, Nr Sheffield, South Yorkshire

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

CONTACTS

| | | | |
|---|------------------|---------------|----------------------------------|
| MAG UK Central Office: | | | |
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'Never in the field of human transport have so many been represented by so few' – F.O'C