

JANUARY 2012

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Editorial

Once again this edition includes, of necessity, a lengthy report from FEMA on the vote in Europe on Type Approval – just to cheer you up after the Xmas period!

As you will see further on Liverpool are to take 20mph limits widespread in the City. Outside schools, nurseries etc., I can see the value, however, we have several 20mph zones in Bristol under the guise of 'Trials' and, where they are sited I fail to see their worth. We are a City, situated in a valley, with lots of pollution - why slow traffic down to create even more? My personal view, of course.

Every year we have a MAG stand at the Calne Bike Show. Calne Council are marvellous. Bikes everywhere - and I mean 'everywhere'. At the other end of the scale seems to be Oxford Council who cannot accommodate a Classic Bike Meet on Boxing Day which has been held there for the past decade, apparently under the guise, I believe, of 'health and safety'. Oh! Please.

On that note I'll end by wishing you all a Very Happy and Healthy 2012.

Ride safe, Anne

Acknowledgements: George Legg. Nich Brown. Rowan Public Affairs

STOP PRESS - Long-forked chops under threat from European Commission

The European Commission has proposed that part of its controversial new 'Anti-Tampering' regulations, which will affect all future bikes registered for the road, should be re-written to prevent chop-builders from using 'long-forks'.

The Commission now proposes that any bikes being put through the Individual Vehicle Approval test (the safety inspection made before non Type-Approved imports, one-off specials, etc. currently known as Motorcycle Single Vehicle Approval) would have to complete a slalom and U-Turn before being registered, to prevent modifications to the length of the forks.

Up to now, the draft regulations have only talked about requiring manufacturers to design the 'power-train' (engine, transmission, final-drive) so that it becomes difficult for owners to modify them from standard.

The UK representatives in the technical discussions joined FEMA and others in opposing the proposal, not least because the Commission cannot produce any evidence to show that modified bikes are unsafe.

The Commission is expected to continue to seek further restrictions on the ability to modify bikes in future despite mounting criticism that it has failed to consider whether there is any demonstrable case for restricting riders liberty to modify their bikes to suit their own needs.

MAG had previously warned that the vagueness of the Commission's proposals to restrict modifications could mean the ambitions of those who want to save us from ourselves might extend beyond the draft proposals that have been under discussion since 2010.

For more detail on the latest developments on compulsory ABS, 'Anti-Tampering', Daytime lights-on, etc. see the FEMA report later in this edition of Network.

MAG's campaign against the creeping scope of interference in riders' right to choose what kind of bike they ride continues in 2012 – make sure you know what's going on by subscribing to our activists' e-mailing list, you can find it at www.mag-uk.org/en/news

ACTION: add your email address to MAGs 'activists' mailing list

MAG petitions UK Parliament: resist the spread of compulsory hi-viz in Europe

Following confirmation that hi-viz is to become compulsory in France from 2013 (see story below) and Ireland from 2014, MAG member Jon Wilmer (Regional Rep for Thames Valley) has launched a petition calling on the British Government to put pressure on the European Commission to discipline any member state that imposes clothing standards such as hi-viz on motorcycle riders.

The e-petition <http://epetitions.direct.gov.uk/petitions/26931> has gone live and runs for 3 months.

A recent review of road safety studies carried out by Plymouth University on behalf of Cornwall County council, demonstrates that the evidence for the road safety benefits of hi-viz clothing is unclear. Some studies finding that riders who wear reflective or fluorescent clothing are around one-third less likely to be involved in a crash, but other studies finding no such benefit.

MAG says that questions such as whether safer riders are more likely to choose to wear hi-viz, whether the colour of bike/clothing has more or less visual impact depending on the colour of the background or the prevailing weather demonstrate that the case for compulsory use at all times and in all circumstances is fundamentally flawed.

ACTION: add your name to the petition now...

French Hi-Viz Law Announced – impact will be felt by riders across Europe

The French Government has issued a Decree to introduce new road safety laws that will affect riders from 1 January 2013:

Users of two-wheeled motor vehicles larger than 125 cc MUST wear clothing with a reflective area of at least 150 cm² (not necessarily yellow) somewhere between the waist and shoulders.

Dimensions for motorcycle number plates have been increased and the fine for not conforming is increased to €135.

The possession, transport and use of speed-limit "warning radars" is banned (€1,500 fine).

Fines are increased for the use of a hand-held phone (€135), or watching a television screen (€1,500), or blocking/crossing emergency lanes (€135).

The French riders group, FFMC, say the new requirement for hi-viz is only symbolic (it works only at night and does not meet the original claim that it will protect an injured rider lying in the road) and so the penalty fine and license points are not justified. FFMC fear that riding without a small reflective item will become considered almost as bad as driving without a helmet, even if you are wearing a full leather armour, on a bike with the headlights on (NB: in France the law already requires the helmet to be fitted with 4 reflective stickers). Finally, FFMC point out that the new law will NOT include the mopeds and 125cc and ask why the law is so inconsistent? With French elections due in 2012 FFMC hope to be able to overturn the law.

MAG policy is to defend the rider's freedom of choice over riding equipment such as hi-viz and other types of clothing with various safety features.

link for all relevant petitions on the UK government website <http://epetitions.direct.gov.uk/search?q=motorcycle>

Please promote this survey on secure parking...

MAG is asking as many riders as possible to complete a short on-line survey about secure on-street parking facilities (motorcycle parking bays with railings or ground anchors).

MAG has lead the way in campaigning for secure bike parking for the last 20 years and is pleased to support researchers at Leicester University who are looking at the problem of motorcycle theft.

Nich Brown, MAG General Secretary said "This survey will help to give us a clearer picture of where we need to put our future efforts to fight the scourge of bike theft, and show the effectiveness of secure motorcycle parking facilities in preventing theft".

There is no need to give information about where you keep your bike and all responses will be treated as private and confidential. To take part, go to www.surveymonkey.com/s/securebikeparking

ACTION: complete the survey by 31st January 2012.

FROM THE HOUSE

Interesting – **anti-slip manholes** -

2 Dec. **Dr Huppert:** To ask the Secretary of State for Transport what plans she has to introduce composite manhole covers to reduce (a) the incidence of scrap metal theft and (b) the risk of injury to cyclists.

Norman Baker [*holding answer 30 November 2011*]: The majority of manhole covers on the highway network are the responsibility of utility companies, with a small percentage under the ownership of local highway authorities. As such it would not be the responsibility of the Department for Transport to introduce composite manhole covers.

We are, however, aware that local authorities across England are experiencing an increased incidence of theft of metal drain-hole covers and iron railings. These thefts not only present a risk to public safety but are also causing authorities to divert funding from other services. Many authorities who have experienced the theft of manhole covers are now replacing these with covers which do not have any scrap value in order to prevent further thefts.

More generally, the Department has worked with the Institute of Highways and Incorporated Engineers (IHIE) to develop Guidelines for Motorcycling. Section 6.3.16 of the guide encourages designers and maintenance engineers to ensure that covers should not be positioned in the carriageway so as to impose a hazard to motorcyclists. The guide may be viewed on the IHIE website at: www.motorcyclingguidelines.org.uk

In addition, the British and European Standard (prEN124) on "gully tops and manhole tops for vehicular and pedestrian areas" has been going through revision. One of the areas being considered as part of this work is the in-service skid slip resistance of the covers. Consideration is also being given to an enhanced skid slip resistance value to improve consistency between the road surface and service covers placed in the highway.

Motorcycles allowed permanent access to even more London bus lanes

21 December 2011

Transport for London (TfL) has announced that following two extensive trials, motorcycles will be able to drive in bus lanes on a permanent basis on the majority of the Capital's Red Routes from 23 January, 2012.

The two trials have shown reduced journey times and environmental benefits with no significant safety issues thrown up for motorcyclists and other vulnerable road users

Ben Plowden, TfL's Director of Better Routes and Places

The changes will help to deliver a key strand of the Mayor's Transport Strategy.

TfL will now make a permanent traffic regulation order to reflect the decision.

Analysis from two 18 month trials has shown that allowing motorcyclists to use bus lanes is popular, with an estimated 50,000 journeys a day now being made by motorcyclists in the Transport for London Road Network (TLRN) bus lanes.

This has helped contribute to achieving key Mayoral priorities to smooth traffic, cut CO2 across London and to improve journey time reliability for motorcyclists on the network.

The second London-wide trial, scheduled to end on 23 January 2012, builds on an initial trial that took place between January 2009 and June 2010.

The first trial produced a large level of detail about the behaviour of motorcyclists in bus lanes.

This information was used to shape the second trial, which included increased enforcement against motorcyclists speeding and a road safety marketing campaign designed to address issues identified in the first trial.

An independent review of the second trial analysed a wide range of data to help understand the impact of the measures introduced following the first trial and collision rates (calculated by comparing the volume of journeys against the number of collisions).

Key findings

The review also analysed the longer-term impact by assessing changes in collision rates between the second trial and the period before motorcyclists were allowed into bus lanes.

The key findings of the review include the fact that:

- Collision rates in bus lanes in the second trial decreased by 5.8 per cent for motorcyclists and by 8.5 per cent for cyclists when compared with the first trial

- There was no significant change in the collision rates for pedestrians in bus lanes between the two trials
- When comparing the second trial with the period before motorcyclists were permitted access to bus lanes, there was a significant (11.6 per cent) decline in overall cycling collision rates in bus lanes and no significant change in collision rates in bus lanes affecting motorcyclists or pedestrians

As part of the second trial, TfL increased enforcement of bus lanes on the TLRN through daily patrols by the Metropolitan Police Motorcycle Tasking Team.

Between August 2010 and December 2011, the team spent almost 1,400 hours carrying out additional enforcement specifically at locations with a high collision history involving motorcycles.

In line with this increased enforcement, the average speed for motorcyclists in bus lanes reduced by 6.5 per cent during the trial, with the proportion of motorcyclists exceeding the speed limit decreasing by one fifth (51 per cent in September 2010 down to 41 per cent in September 2011).

Enforcement and road safety educational activity aimed at encouraging responsible and safe motorcycling in bus lanes will continue in future.

Ben Plowden, TfL's Director of Better Routes and Places, said:

'The results of our latest trial show that the Mayor's policy of providing access to bus lanes along some of the busiest roads in London has delivered strong benefits for motorcyclists and in terms of improving the efficiency of the road network.'

'The two trials have shown reduced journey times and environmental benefits with no significant safety issues thrown up for motorcyclists and other vulnerable road users.'

'The additional enforcement measures we introduced have also helped reduce average speeds for riders in bus lanes, delivering benefits for all road users in London. This is an important measure which has proved popular with motorcyclists across the Capital.'

Steve Kenward, CEO of the Motor Cycle Industry Association (MCI) said: 'Industry strongly welcomes TfL's decision. Allowing motorcycles to use bus lanes sends a clear message to road users that motorcycling helps to reduce commuter journey times, traffic congestion and CO2.'

'Like cyclists, motorcycle users face vulnerabilities which bus lane use helps to mitigate and we support TfL's recognition of motorcycling as part of the Mayor's strategy to smooth traffic flow and reduce CO2.'

For further details about the TfL trial into motorcycles in bus lanes, please visit

tfl.gov.uk/motorcyclesinbuslanes

AROUND GB

20mph limits to become widespread in Liverpool

Liverpool City Council and the city's Primary Care Trust (PCT) are working together to fund a £1.7m scheme to introduce 20mph limits to 70% of the city's roads, according to the 20's Plenty for Us campaign.

20's Plenty For Us campaigns for a 20mph default speed limit in residential streets without physical calming.

The campaign says that "recognising the benefits of preventing road deaths, injuries and transport-related illness, £400,000 has been allocated from PCT budgets toward the £1.4m anticipated cost of the council programme to implement 20mph signed-only limits over the next four years".

The PCT is also reported to be paying £265,000 for a programme of perception surveys and community engagement work on slower speeds. 31% of residential roads in Liverpool currently have 20mph speed limits and this will be extended by a further 39% (587km of roads).

Classic bikers boxed out of Oxford

Vintage motorcycle owners who have been gathering in Oxford's centre on Boxing Day for the last 45 years have been forced out by the council's heavy-handed parking enforcement contract.

The Oxford branch of the Vintage Motorcycle Club (VMCC) have met every year on Boxing Day to show off their motorcycles to locals and tourists before heading out to a pub in the countryside for lunch.

However, the club now find it hard to meet in Oxford due to free bank holiday parking being replaced by parking charges enforced by Oxford council's draconian parking officials, NCP.

The club have been shuffled from their original meeting point to increasingly cramped parking area, then a loading-only bay and the final straw came in 2010 when a minibus containing 10 parking wardens turned up and circled the group.

Barry Whitehead, treasurer of the group and part of the Boxing Day meet for 10 years, said: "I regard us as being just the latest victim of the march of health and safety and commercialism. People love to come and see the bikes – it's part of the city's Christmas tradition. But I guess we don't make money, so we are not important!"

Biker scheme recognised with Prince Michael Award

Buckinghamshire road safety team's 'Be a Better Biker' scheme has received a Prince Michael Award for its contribution to improving the safety of bikers.

Be a Better Biker was developed to address the disproportionate number of crashes involving powered two wheelers on Buckinghamshire's roads. In 2003, 13 bikers died on the county's roads.

The road safety team conducted in-depth research and ran focus groups with bikers in order to find out what they thought might work. The research revealed that males aged 30 years or above and riding high powered sports bikers were most at risk. The focus groups revealed that while many riders admitted they needed more training, they did not want to be seen to be asking for it.

To combat this, Be a Better Biker was branded as an assessment of a biker's skills. Since the scheme began in 2004, almost 500 bikers have signed up to improve their riding skills; from thinking and planning through to applying advanced riding techniques.

The fact that local motorcyclists, dealers, training schools and the motorcycle industry have been fully involved in the campaign from the outset has been identified as an important reason for its on-going success in helping to halve the number of motorcyclists injured on the county's roads.

VISORDOWN

Worst places to breakdown in the UK

Breaking down anywhere on a motorbike can be rough but the M40 motorway has been identified as the worst place for recovery in the UK, along with the Aberdeenshire region of Scotland.

According to data released by startrescue.co.uk, these areas were the most difficult to reach due to traffic and weather conditions during the three coldest months of winter last year.

Aberdeenshire has long been a breakdown black-spot because of the hostile terrain found in much of this area. Not only is this area mountainous (including part of the Cairngorm National Park), but it is also sparsely populated compared with some other parts of Scotland.

The M40 motorway, which stretches from Buckinghamshire to Birmingham, was identified as another challenging area for vehicle recovery teams. Even though the M40 is generally less busy than other main routes (such as the M1), there are fairly long stretches between junctions without slip roads and if there is a traffic jam, the recovery truck has to wait in the same traffic until it reaches the breakdown scene - or in special circumstances use the hard shoulder if the breakdown is causing a jam. However, some areas that are unaffected include the M621, southwest of Leeds, or the M61, northwest of Manchester - both benefitting from average response times of 25 minutes.

Group riding death bikers cleared

Five bikers, charged with death by dangerous driving after a rider and pillion in their group were killed after a collision with a car, have been released with no charge.

Judge Geoffrey Marson at Leeds Crown Court said yesterday that he was satisfied there was no case of 'racing' when Dean and Helen Slater died on August 25th 2010.

The prosecution laid blame on the group of riders, Ian Towson, 32, Paul Wheeler, 29, Michael Paul Hannon, 27, Dax Lerman, 29 and David Jason Hastings, 37 and claimed they were guilty of causing death by dangerous driving through a joint enterprise as their actions they were encouraging each other to drive at dangerously high speeds.

The judge said that Mr Slater is thought to have lost control due to excessive speed, compounded by braking when riding over a bridge and faced with a car coming in the other direction.

"There is no evidence from which a jury properly directed could safely conclude that the way in which any of these defendants rode in some way caused Mr Slater to ride dangerously or caused him to continue to ride dangerously. Mr Slater, on the evidence, made a voluntary and informed decision to ride in the way that he did rather than in another way. The cause of death was the free, deliberate and informed decision of Mr Slater and no one else."

Judge Marson said it was clear over the course of the journey up to the outskirts of Boston Spa 'these motorcycles had at times been ridden well in excess of the relevant speed limits'. "Each rider made his own decision to ride in the way he did," said Judge Geoffrey Marson.

ROSPA

RoSPA Presents Awards To Advanced Driving And Riding Groups

The Royal Society for the Prevention of Accidents has presented its first awards to recognise the achievements of advanced driving and riding groups.

The RoADAR Awards were initiated to highlight the hard work and dedication of volunteers from RoSPA Advanced Drivers and Riders (RoADAR) groups, of which there are more than 50 across the UK.

RoSPA, a charity with road safety roots stretching back to 1916, wanted to show its appreciation for the groups' efforts to promote advanced driving and riding and other road safety initiatives. Judges were particularly keen to hear about: how groups had raised awareness of advanced driving or riding to both

young and older drivers during 2011; partnerships with like-minded organisations; and, general group promotional activities.

The 2011 winners were:

- 🕒 1st - Manchester Group of RoSPA Advanced Drivers and Riders, winning £1,000
- 🕒 2nd - RoADAR Merseyside - Motorcycle Group, winning £500
- 🕒 Runners-up - Cambridgeshire Advanced Drivers and Riders; Shropshire and Powys Advanced Riders; and West Midlands Advanced Motorcyclists Group, all winning £250.

After giving presentations to the judging panel, the successful groups received their prizes at RoSPA House, in Edgbaston, Birmingham, on Saturday.

Local RoADAR groups offer free assessments and training for people who are interested in becoming advanced drivers or riders. Volunteer observers mentor potential candidates until they are ready to take the RoSPA Advanced Driving Test or RoSPA Advanced Riding Test - which represent the pinnacle in civilian motoring.

It is 30 years since the League of Safe Drivers was incorporated into RoSPA, being renamed the RoSPA Advanced Drivers Association. In 2006, the current name - RoSPA Advanced Drivers and Riders – was adopted to recognise the increasing motorcyclist membership. More information about RoADAR is available at www.roadar.org.

FEMA

IMCO vote on Type Approval Regulation

The European Parliament's Committee on the Internal Market and Consumer Protection (IMCO) voted in Brussels today on its report on the proposal for a regulation on the approval and market surveillance of two and three wheelers and quadricycles.

In the view of IMCO, as from 2016 motorcycles will have to become cleaner and manufacturers must apply ABS, even for light motorcycles. And as from 2014, measures to prevent powertrain modifications (which are still to be developed) must be applied and users shall present their bikes for inspection when carrying out "substantial" modifications.

Today's vote can be seen as a reference and recommendation for the final vote of the European Parliament, which is expected to be held by the beginning of 2012. Before the vote was carried - about 35 IMCO members voted around 100 times on compromises, single amendments and blocs of amendments – IMCO chairman Malcolm Harbour referred to an impact assessment, dealing with timelines, emission limits, ABS and anti-tampering measures, which has just started and whose outcome is expected to influence Parliament's final vote.

With regard to power-train modifications [Article 18] IMCO adopted a compromise in line with the European Commission's logic, with delegated acts laying down measures for manufacturers to prevent subsequent modifications by the user that may have adverse effects on safety or the environment.

Additionally IMCO added a new article 18a which requires that users seek inspection and approval "by the competent authorities" in case of substantial power-train modifications. "A modification is deemed to be substantial when it renders the original type approval obsolete" or when it harms safety or the Environment.

Aline Delhaye, General Secretary of FEMA says: "This regulation contains many good parts FEMA is in line with, like durability requirements and improved access to repair and maintenance information for the user. But if the current text of article 18 is finally adopted, it will mean that all the usual changes motorcyclists make for riding comfort, fuel efficiency, or simply to suit their riding style, will be illegal or will have to be checked and approved, even this has not been a problem so far and there is no reason why it should become a problem tomorrow. FEMA will certainly keep on working on this regulation."

6 Dec EuroParl TV on Type Approval Regulation

Yesterday morning a team of EuroParlTV reporters visited the FEMA office for statements on the type approval legislation which was voted on by the parliamentary Committee on the Internal Market and Consumer Protection (IMCO) only a few hours later. FEMA General Secretary Aline Delhaye has her say together with the influential IMCO rapporteurs Wim van de Camp and Kerstin Westpahl.

Watch the EuroParlTV video here:

<http://www.europarlTV.europa.eu/en/player.aspx?pid=282ee403-c6ea-488d-8a71-9fb001350dc1>

9 Dec - EU Parliament Committee vote on Motorcycle Type Approval

The parliamentary committee in charge has adopted its position on the type approval regulation. Committee members decided to sharpen mandatory ABS and anti-tampering rules, to afford more lead time for manufacturers to comply with new emission steps and confirmed emission durability requirements. The EU Commission's proposal to omit the 74 kW limit was confirmed by the Committee while the introduction of On Board Diagnostics will be brought forward and individual approvals for custom bikes simplified

At the European parliament in Brussels on December 5th the Committee on the Internal Market and Consumer Protection (IMCO) voted on its draft report and amendments on the European Commission's proposal for *aregulation on the approval and market surveillance of two- and three wheel vehicles and quadricycles* the so-called L-category vehicles. Committee votes are considered as a recommendation for the final (plenary) vote of the European Parliament, which is expected to be held in March 2012.

Before the vote took place IMCO chairman Malcolm Harbour (ECR, UK) pointed out that IMCO members had decided to run an impact assessment. The latter will investigate the consequences of the new ABS requirement for low performance motorcycles between 51 and 125cc, of the introduction of OBD and of the new timetable. The results of the impact assessment are not expected to be available until the end of this year, therefore the IMCO vote might be considered as somewhat preliminary.

ABS for everybody, under compulsion

With the proposal for a new regulation, issued in October 2010, the European Commission aimed at making motorcycling greener and safer. The latter was claimed to be mostly achieved by anti-lock brakes (ABS). Therefore the Commission proposed to grant approval to new motorcycles only if they are equipped with ABS as from 2017. As far as low performance motorcycles (51cc - 125cc) are concerned, manufacturers were given the option to apply either ABS or a combined brake system (CBS).

The IMCO has now adopted a compromise that brings forward the mandatory fitting of ABS by on year for all so called L3e category vehicles, which comprises high performance (L3e - A3), medium performance (L3e - A2) and low performance (L3e - A1) motorcycles. Therefore the CBS option for medium performance motorcycles with an engine displacement between 51cc and 125cc is no longer valid and ABS must be applied in any case.

The obligation to apply ABS to all motorcycles with an engine displacement exceeding 50 cc is one of the main areas the announced impact assessment will focus on. The main supporters of ABS within IMCO, like Kerstin Westphal (S&D, DE) (1), argue that its costs are negligible while there is no reason to not equip low performance motorcycles with ABS as there is consensus that ABS has a clear safety benefit for bigger motorcycles.

FEMA does not deny the safety benefit of ABS but opposes mandatory measures in general. FEMA also highlights that currently the price difference of a motorcycle with and without ABS ranges between 500 to 1.500 Euros (excluding increased maintenance costs). Prices for 125cc scooters and motorcycles range between 2.000 and 4.000 Euros. Mandating ABS means a price increase of at least 20 % for this low performance motorcycles - a category originally intended to provide European citizens with a cheap and sustainable means of transport.

It remains to be seen if the main producers of 125cc motorcycles in the EU, France, Spain and Italy, are willing to accept the changes.

New application dates and emission requirements

Due to the difficult economic situation the motorcycle industry has been facing since the 2009 crisis, manufacturers asked IMCO for sufficient lead time to comply with new emission requirements. Also,

manufacturers explained elaborately that the amount of new approval requirements by themselves would not be the biggest problem but rather their spread over too many closely succeeding application dates.

Approval procedures are time consuming and costly, therefore industry representatives called for bundling as many new requirements within as few application dates as possible. The representatives of all important political groups, including the Greens, reacted by adding a compromise which states: "this regulation should not contain too many implementation stages for the introduction of stricter emission levels and safety requirements."

As a result IMCO members skipped one emission step but advanced the introduction of the subsequent step together with the introduction of mandatory ABS by one year. Ideally, all new type approval requirements are now going to be introduced either by 2016 or by 2020, with the exemption of Mopeds (the so called L1Be category) and 50cc Scooters (L1e category) which are responsible for a disproportionate share of emissions within the L-category fleet. Hence these will have to fulfil EURO 3 as from 2014, Euro 4 as from 2017 and finally Euro 5 as from 2020.

Euro 3 will be skipped for all other L-category vehicles, instead Euro 4 will apply as from 2016 and Euro 5 in 2020 respectively. For Medium and high performance motorcycles (L3e -A2 and A3), which already comply with Euro 3, the Euro 4 step will be skipped and instead Euro 5 applies as from 2016 and finally Euro 6 as from 2020.

Emission durability requirements

In the future, type approval will require a proof of emission durability from the manufacturer. At present, type approval motorcycle emissions are only tested at the point of first use. The new requirement will require emissions to meet the designated standard both at first use and after a specified mileage.

The durability requirement for mopeds and scooters up to 50cc is 11.000 km (for the Euro 4 level) and 12.000 km (Euro5). Durability requirements for motorcycles up to 125cc are 20.000 km (Euro 4) and 30.000km (Euro 5), and for motorcycles with an engine displacement exceeding 125cc 35.000 km (Euro 5) and 50.000 km (Euro 6).

The new durability requirement was a central condition for FEMA to support stricter emission levels. In countries with periodical inspection schemes comprising an emission test it should prevent riders from failing the test - and having to bear the follow-up costs. Manufacturers are not opposed to a durability requirement as such but criticise the test method, which was proposed by the Commission and approved by IMCO, as too complicated. The durability test method is another central point of the impact assessment currently in progress.

On-board diagnostic systems

Directly linked to stricter emission levels is the introduction of on-board diagnostic systems (OBD) by 2016 which will monitor the vehicle management systems and inform the rider in case a failure is detected, e.g. when emission limits are being exceeded. Since access to OBD will be standardised, FEMA expects independent repairers to benefit from OBD. Another advantage is that users can benefit as time spent on error detection should be reduced.

The precise function of OBD is still unknown since IMCO entitled the Commission to lay down detailed technical requirements in a so-called delegated act and the latter has not yet been published.

In 2020 manufacturers need to equip motorcycles with OBD stage II which is not only able to detect failures but also deterioration of systems. OBD II could therefore warn the rider even before a complete failure happens. OBD II will only be introduced if an environmental effect study, carried out by the Commission by 2016 at the latest, confirms its effectiveness and efficiency.

The cost of a sophisticated OBD II is not known yet but manufacturers have already expressed their concern that its mandatory introduction for low performance motorcycles could be disproportionate.

MEPs tighten Commission proposal to prevent powertrain modifications

To date only mopeds and low performance motorcycles (up to 125 cm³) are concerned by European requirements mandating manufacturers to implement measures to prevent powertrain modifications. In the original legislative proposal the Commission intended to extend anti-tampering measures to all L-category vehicles. Therefore, in Article 18 the Commission proposed to develop measures, to be applied by manufacturers, which prevent users from making any powertrain modification that may have adverse effects on functional safety or on the environment.

FEMA is not a supporter of damaging powertrain modifications and does not oppose anti-tampering measures for power restricted vehicles. What FEMA had always pointed out is that anti-tampering measures from the factory are

very likely to prevent useful and un-harmful modifications as well. Until today the concrete anti-tampering measures are still unknown since the Commission intends to develop and implement them via a delegated act. As a consequence FEMA approached Members of the European Parliament (MEPs) and advised them to exclude high performance motorcycles from Article 18.

Unfortunately, IMCO not only adopted a compromise amendment which does not exclude high performance motorcycles from ex factory anti-tampering measures but introduces a new Article 18a designed especially for modifications performed by users.

Article 18a states that "substantial modifications" made to the powertrain (2) by the user, or by a garage acting on his/her behalf, "shall be inspected and approved by the competent authorities in the Member States". A modification is considered as "substantial" according to Article 18a "when it affects the safety of the vehicle or its emissions to the environment. A modification is deemed to be substantial when it renders the original type approval obsolete."

FEMA criticises the fact that the IMCO members in charge completely ignored the complete lack of statistical evidence that these amendments would result in any safety benefits whatsoever. In all European countries there are national rules in place to control technical vehicle modifications. Whenever there is a problem each state should be able to adopt its rules accordingly. By adopting Article 18a MEPs at IMCO did not cover themselves with glory.

IMCO highlights private's access to exemptions for individual approvals

The new rules for European type approval can hardly be met by a private person building its own chopper, sidecar, trike etc. To find a remedy, individual approvals can grant exemptions from general type approval requirements.

Thanks to MEPs like Bernd Lange (S&D, DE), Toine Manders (ALDE, NL), Eija-Riitta Korhola (EPP, FI) and Mitro Repo (S&D, FI) such individual approvals shall apply "particular to unique vehicles built by private individuals". Furthermore, the IMCO adopted an amendment of Bernhard Lange which ensures that exemptions from type approval requirements can "be granted in particular for unique vehicles built by private individuals, in order to keep costs to an acceptable level."

Further points to be highlighted

Member states of the European Union can no longer refuse to register motorcycles with a maximum net power of more than 74 kW within their territory. IMCO confirmed this Commission proposal. The only remaining country in Europe still making use of the 74 kW limit is France. IMCO also adopted the Commission's view that "the anticipated correlation between safety and absolute power limitation could not be confirmed in several scientific studies."

IMCO further adopted the Commission proposal for unrestricted access to repair and maintenance information (RMI). This will strengthen the position of independent repairers and individual riders who want to repair or maintain their vehicles on their own. The main responsible for this positive result is Wim van de Camp (EPP, NL), IMCO Rapporteur on the type approval regulation.

The next official step of the decision making process is the plenary vote - where all Members of the European Parliament are called to cast their vote, the date indicated at the moment is 14 March 2012. Then the legislative act will then be passed on the Council where the representatives of the member states need to adopt Parliament's decision.

(1) Kersten Westphal's German constituency is Bamberg, which is where BOSCH, the main producer of ABS, has one of its factories.

(2) IMCO defined the powertrain as: "the components and systems of a vehicle that generate power and deliver it to the road surface, including the engine(s), the engine management systems or any other control module, the pollution control devices, the transmission and its control, either a drive shaft or belt drive or chain drive, the differentials, the final drive, and the driven wheel tyre (radius)."

The [Press Release](#) of the motorcycle industry in Europe (ACEM)

Access the [FEMA position on Motorcycle Type Approval](#)

Driving Standards Agency

Changes to the theory test: The facts

From 23 January 2012 the theory test will be made up of multiple-choice questions which are no longer published in learning materials.

The reason behind the move is to stop candidates from simply memorising theory test questions and answers and learning by rote. Revision materials still available.

New official driving and riding theory books were published in September 2011 to help candidates prepare for the test and for life on the road. The new books contain:

- 🕒 new sections of text for motorcyclists, a free e-book for car drivers and full references throughout to help candidates learn and revise
- 🕒 questions and answers for revision, including practice for case studies
- 🕒 the official DSA explanations for every revision question, helping candidates fully understand the Answer

This approach to learning will help candidates to gain a better knowledge and understanding of driving theory which will help them respond correctly to the new, reworded live questions used in the actual test. No changes are being made to the format of the theory test. It will still be made up of a multiple-choice part and a hazard perception part.

The time allowed and the pass marks will stay the same.

You can find details about the new official learning materials at tsoshop.co.uk/dsa.

EU third directive: what does it mean for you?

DSA confirms that the EU third directive (2006/126/EC) will be implemented on 19 January 2013.

The EU Commission has clarified the minimum specification for the powered two wheels that can be used on test from this date.

Changes from the directive include category P changing to category AM, and the age of Direct Access increasing from 21 to 24.

DSA is working with other government agencies and the motorcycle industry to provide information on which motorcycles might be suitable for test.

£1.2bn cutbacks to pothole repairs will leave drivers in a hole for years Daily Mail 14th December 2011

Motorists face years of pothole misery because ministers slashed £1.2billion off road repair budgets, watchdogs revealed today.

Drivers face a 'deterioration of road quality' and higher repair costs which will lead to a surge in insurance and accident claims against government, said the official National Audit Office dossier.

Motoring groups said the situation was 'deeply depressing' and meant the basic fabric of Britain's roads was being 'allowed to rot', putting lives and vehicles at risk.

The AA accused ministers of being short-sighted and forgetting the simple cost-saving dictum that 'A stitch in time saves nine.'

An AA report last month revealed how Britain's roads were already 'plagued with potholes' even before winter sets in.

More than 1,000 volunteer AA road 'watchers' tasked with checking the conditions of roads and paths found an average of 14.9 potholes in each local neighbourhood compared with 12.5 a year ago.

Experts say they cause nearly £3billion of damage to cars each year with claims against councils already running at a rate of £50million a year and set to soar.

Watchdogs say ministers are cutting routine maintenance in favour of 'managed degradation' and much slower repairs.

They said cutbacks would lead to 'a backlog of maintenance that will require additional spend in future years.'

The National Audit Office report, called 'Reducing Costs in the Department for Transport', concludes that 'a proportion of the budget reductions in road maintenance and rail budgets may not be financially sustainable.'

Its experts noted there was 'no real long-term plan for reducing costs sustainably'.

Under the 2010 spending review, the transport budget has been cut by an average of 15 per cent in 2014-15 compared with 2010-11.

All areas of spending were affected, but local roads maintenance is cut 23 per cent, and national roads by 20 per cent.

The Highways Agency sees the biggest reduction, with a budget falling from £3.2 billion in 2010-11 to £2.1 billion in 2014-15.

The report notes how planned spending on local highways maintenance was cut by £557 million over the four year period – a cut of 23 per cent by 2014-15 to be achieved.

But while it argued three fifths of this could be achieved through efficiency savings 'there was no information to suggest how the remainder of the savings could be achieved.'

On national highways, the report cites a 20 per cent budget cut equivalent to a £672 million reduction in planned maintenance over four years to 2015.

It notes how the Transport Department plans cutting routine maintenance by £310 million and moving to 'an annual cycle of maintenance with managed degradation and much slower response times.'

The report says: 'The department and Highways Agency recognised that the overall impact would include slower repair of damage, uncollected litter, fewer inspections of routes and structures and increases in claims on the Department'

It also cited Highways Agency advice to the Government that 'we have simply been too optimistic in what can be achieved and how soon.'

The watchdogs highlighted how, in the Transport Department's submission to the Treasury, it confirmed that 'reductions will lead to planned and managed, but nevertheless obvious, deterioration to the network.'

The report concludes: 'There are risks to value for money in decisions taken by the Department to reduce costs following the 2010 spending review.'

'There is a risk now that a proportion of the budget reductions in road maintenance and rail budgets may not be financially sustainable.'

'Budget reductions of £1.23 billion will be made to national and local road maintenance. However, this includes £223 million of unspecified efficiencies, risking deterioration in road quality and higher long term costs to the Department or local authorities.'

Amyas Morse, head of the National Audit Office, said: 'The Department for Transport was quick off the mark in preparing for the spending review. However, while the Department had elements of a strategic vision, there was no real long-term plan for reducing costs sustainably.'

AA roads policy chief Paul Watters said: 'This report is deeply depressing and shows that road users face a period of greater risk and disruption on UK roads.'

'Drivers, pedestrians and cyclists might understand some delays to road upgrades but will not accept the basic fabric being allowed to rot. Claims will increase and highway authorities should remember they have a duty to protect life and limb on the roads.'

'Our roads are our biggest transport asset and it cannot make economic sense to invest too little such that greater expenditure will be needed in years to come.'

A Department for Transport spokesperson said: 'We welcome this report and will consider its findings carefully. It is pleasing to see acknowledgment of the efficiencies we have already put in place.'

'The Government has made tackling the budget deficit our number one priority and the Highways Agency and Local Authorities have obviously a part to play in this.'

'We have worked with the Highways Agency contractors to develop more efficient methods of maintaining our roads to a high standard, and we are confident that this work will be delivered as planned, while delivering savings of more than £600 million over the period.'

'It is important to remember that local roads are managed by local highway authorities and they are best placed to use their knowledge and experience to decide how to prioritise expenditure across the range of services they deliver.'

'That is why the Government is providing £3 billion to councils for road maintenance over the four years from 2011-12, as well as investing £6m for the Highways Maintenance Efficiency Programme (HMEP).'

EVENTS

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

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

Saturday, February 11, 2012 - Valentine's Fancy Dress Ball

Organiser: Estonians MCC

Party Night 7.30 p.m. Live music, disco, buffet, fancy dress optional.

Location: Whale Hill Social Club, Birchington Avenue, Eston. TS6 8AH

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

Saturday, February 11, 2012 - Fred Hill Run 2012

Organiser: Warwickshire MAG

Meet at The Royal Oak, Studley with the ride due to start at 11.30am to Coventry's Transport Museum.

Location:

Enquiries: Rocky: 07786 621597

Email: magsouthbirmingham@yahoo.co.uk

Saturday, February 11, 2012 - The Fred Hill Run After Party 2012

Organiser: Studley MAG

7.30pm Till late with live music from One O'clock Hogs. All profits to the MAG Fighting Fund.

Ticket: Tickets are £3.00 Please call Trudy or Rocky.

Location: The Royal Oak, Studley.

Enquiries: Trudy on Tel: 07791 281612 / Rocky: 07786 621597

Email: studley-rep@mag-uk.org

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.

Sunday, February 12, 2012 - Fred Hill Day 2012

Organiser: Cardiff Mag

Cardiff MAG's first run to remember Fred Hill.

Location: Meeting at the Ninian Park Pub - Cardiff 10am

Web: <http://www.facebook.com/groups/328699010473750/#!/groups/328699010473750/>

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

Sunday, March 4, 2012 - AGM - West Midlands & Black Country MAG

Organiser: West Midlands and Black Country MAG

Meeting at 12 midday for 1pm start. Please remember to bring your current MAG membership card so you are entitle to vote - no card, no vote.

Location: To be held at the: Park Inn, George St, Woodsetton, Dudley, DY1 4LW.

Sunday, March 18, 2012 - Lincolnshire Region AGM

Organiser: Lincolnshire MAG

AGM starts at 3.00pm. Please bring your membership card.

Location: The Monson Arms PH, Skellingthorpe Road, Lincoln LN6 0ER Sunday 18th March 2012

Saturday, March 31, 2012 - Easter Egg Run + Disco

Organiser: West Midlands MAG

Charity ride in aid of the Acorns Childrens Charity in Worcester and evening Disco in aid of MAG. Gather from 12 noon for a 12:45 start to the ride. Evening Disco starts at 8pm at the Worcester Autoclub Perdiswell Worcester WR3 7SN. Free camping available after the Disco.

Location: Meet at the Bewell Head Working Mens Club, Bromsgrove, B61 8HY.

Sunday, April 1, 2012 - 11th Spring Bike Show

Organiser: Salisbury MAG

12-Noon start. Unique trophies, bar, good food, prize raffle, cash raffle and trade stands.

Location: Salisbury Livestock Market, Netherhampton Road, Salisbury SP2 8RH

Web: <https://www.facebook.com/pages/Salisbury-MAG-Spring-Surprise/203735273040028?v=wall>

Saturday, April 7, 2012 - Sunday, April 8, 2012 - Thames Valley Easter Bike Show

Organiser: Reading MAG

Bike and Custom Car show for all petrol heads. Enter your bike into the show for free. Party Saturday and Sunday nights with camping just £5 extra.

Location: [Abbey Rugby Club, Peppard Road, Reading, RG4 8XA](#)

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

Friday, April 13, 2012 - Sunday, April 15, 2012 - The Dirty Donkey

Organiser: Wycombe MAG

Wycombe MAG's unmissable, one night biker party 'The Dirty Donkey' following MAG(UK)'s Annual Conference. A ticketed event at only £5 (all party goers will need to purchase a ticket). There will be fantastic bands and a first class Burlesque Show in the Hanger, (over 18's only). Tickets available online at the Dirty Donkey webpage. Free camping from Friday 13th April at midday. Stalls, bar and hot food. Motorbikes, cars and camper vans are welcome. No dogs and no fires on site please.

Location: [Chiltern Park Aerodrome, Ipsden, Wallingford, Oxon. OX10 6AS](#)

Web: <http://www.facebook.com/events/305530972798415/>

Saturday, April 14, 2012 - MAG UK Annual General Conference

Organiser: MAG(UK), hosted by Wycombe MAG and Thames Valley MAG

On Saturday the Conference will be open for all MAG members to attend and a free lunch will be provided. It's a chance to meet and debate with the people who run our organization, from the Board of Directors to the National Committee members. See details of Friday/Saturday evening accomodations and entertainment above ('The Dirty Donkey') - Proceeds from the weekend will be split between the MAG Fighting Fund and our nominated charity, the Thames Valley & Chiltern Air Ambulance.

Location: [Chiltern Park Aerodrome, Ipsden, Wallingford, OX10 6AS](#)

Saturday, April 21, 2012 - St George's Day Party Fundraiser

Organiser: Coventry MAG

Coventry MAG are proud to present St George's Day Fundraiser on Saturday night 21st April 2012. Back by popular demand, live music from 'Rough Edges'. Entry is free but this is a fundraiser, so expect to put your hand in your pocket at some point in the evening! All profits to MAG Fighting Fund.

Ticket: Free Entry

Location: The Old Dyers Arms, Spon End, Coventry, CV1 3HB.

Enquiries: Baz : 07816 445906 / Ian: 07772 950557

Email: coventry-rep@mag-uk.org

Friday, May 4, 2012 - Sunday, May 6, 2012 - Into the Valley

Organiser: MAGic Action Promotions

A weekend of fun, bikes and beer. A huge festival tent with bands, comedians, DJ and loads more. BSH bike show. No ticket price rise again for 2012. By Biker, for Bikers, in aid of Biking and Bikers pockets.

Location: Dalton Estate, South Dalton, Beverley. East Yorkshire

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

Friday, May 11, 2012 - Sunday, May 13, 2012 - The Northern Rockers Rumble

Organiser: Mug Town Rockers

The Northern Rockers reunion weekend with free camping. A Bike Show Friday evening with Classic and Vintage bikes, British, European and Japanese Café Racers. Two rockin' DJ's all weekend with the best tunes from the 50s and 60s. A Burn-Up to Scarborough Seafront on Saturday with live seaside Rock 'n' Roll, departs from Squires at 10.00am. Back to Squires for an evening of red hot rock 'n' roll and rockabilly with the "Hicksville Bombers". Come and ride with the rockers!

Location: Squires Café Bar Newthorpe, Nr. Sherburn in Elmet, West Yorkshire LS25 5LX

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

Friday, May 25, 2012 - Sunday, May 27, 2012 - Tees Valley Bridge Run

Organiser: Estonians MCC

Run starts 12.00 noon Transporter Bridge Middlesbrough; travel over 21 Bridges ending at the Moorcock Inn, Eggleston for BBQ. Live music Saturday. Camping available Friday - Saturday evenings.

Location: Start Middlesbrough End and camp Moorcock Inn, Eggleston.

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

Friday, June 1, 2012 - Saturday, June 2, 2012 - Lion Rally

Organiser: Reading MAG

Reading MAG's summer rally. Bands, stalls, food, silly games & real ale bar. You do not need to own a bike or be a biker to visit or enjoy the event as ample car parking is provided adjacent to the rally site however cars are not permitted in the camping area or rally site (without prior permission and/or a disabled driver permit). No dogs and no fires are permitted on the site. No cars, camper vans or caravans except in the designated car park.

Location: [Gravelly Farm, Grazeley Green Road, Grazeley, Reading, RG7 1LG](#)

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

Friday, June 15, 2012 - Sunday, June 17, 2012 - The Farmacy Party

Organiser: MAGic Action Promotions

The UK's biggest Bike Rally. For the 5th year running no ticket cost increase. By Biker, for Bikers, in aid of Biking and Bikers pockets. Come and Party with a Purpose. 26 years of raising funds for riders rights. 500 Thursday night tickets available, see the website for details

Location: Duncombe Park, Helmsley, North Yorkshire,

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

Saturday, June 16, 2012 - Sunday, June 17, 2012 - EANA MCC Burning Both Ends Bike Show

Organiser: EANA MCC

EANA MCC Burning Both Ends, Bike Show and party, Come and join us, the proposed program of events along side the bike show will include several bands, plus real ales, proper ciders and food plus usual stalls etc. 12.00 pm start, Entrance £2.00 per person on the day, Limited pre-book only camping £10.00 per person including Sunday morning breakfast. For further details visit the Eana web site

Location: The Candle Stick, Essendon Hertfordshire, AL9 6BA .

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

Friday, June 29, 2012 - Bike Night and Show

Organiser: West Oxon MAG

Evening bike show and meet with live music, bar and raffle. 6pm start. Show winners announced at 8:30pm. Free camping

Location: Clanfield Football Club. Clanfield, nr Witney. OX18 2ST

Web: <http://west-oxon.mag-uk.org>

Friday, June 29, 2012 - Saturday, June 30, 2012 - No Room 2012

Organiser: West Oxon MAG

Friendly Weekend Rally starting with Friday night bike show. Live music, bar, silly games etc. 120 limit.

Location: Clanfield Football Club. Clanfield, nr Witney. Oxfordshire. OX18 2SS

Web: <http://west-oxon.mag-uk.org>

Friday, July 6, 2012 - Sunday, July 8, 2012 - Chinnor Bike Dayz XV!

Organiser: Wycombe MAG

"Chinnor Bike Dayz is small enough to bump into anyone you plan to meet but big enough to support some class acts, Chinnor has become a kind of mini Glastonbury on the biker rock calendar, a must do, rights of passage not-to-be-missed event at which bands play for the fun and kudos" Ian Mutch. Whether you're a regular or a Chinnor Bike Dayz Rally Virgin - this is an event you just shouldn't miss. With 20 bands, 2 stages, ride-out, free bike show with trophies, circus troupe from Brighton, stalls, hot food and beer!

Ticket: Book tickets online at: www.chinnorbikedayz.com

Location: Little Horsenden Farm. Lower Icknield Way. Princes Risborough. Buckinghamshire.

Web: <http://www.facebook.com/events/161940217232386/>

Friday, July 6, 2012 - Sunday, July 8, 2012 - 4th Barnstormer Rally

Organiser: Estonians MCC

Traditional Rally -Live Bands, Late Bar, Bike Show. Families welcome, children under 15 free.

Location: Maltby Farm, Rodger Lane, Maltby, Middlesbrough.

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

Friday, July 20, 2012 - Sunday, July 22, 2012 - Aberystwyth & District MAG Summer Rally 2012

Organiser: Aberystwyth & District MAG

Camping Friday & Saturday nights. A traditional relaxed gathering, in aid of MAG and Royal British Legion. Bands, real ale bar, food, stalls. Accessible WC. Bikes & trikes only on-site. Other parking nearby. No dogs or fires on site. Lovely ride through Wales and an easy walk into Aberystwyth & the sea-front from the rally site. Tickets are £5.00 per adult including free camping on site. Family tickets (2 adults, 2 children under 16) are available @ £10.00.

Ticket: Email Medwyn Parry (Aber MAG Chair)

Location: Aberystwyth Rugby Club, Plascrug, Aberystwyth, SY23 1HL.

Enquiries: Ian Williamson 07779 003439

Email: medparry@btinternet.com

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