

# Network

SEPTEMBER 2011

'produced for Reps, Activists and interested parties'

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

## What's in this issue:

<b>Editorial</b>	<b>2</b>
European threats to future of biking loom large (latest on TA, Hi-Viz, etc.):	
<b>25<sup>th</sup> September Protests: EU Hands Off Biking - Action NOW!</b> While we're lobbying our MEPs, MPs and the UK government to stem the tide of new restrictions, let's get on our bikes to show we mean business...	<b>3</b>
<b>EU Regulations – MEPs and UK government cast their verdict:</b> Commission failed to get its' sums right says DfT; MEPs suggest 304 amendments to Commission plans	<b>4</b>
<b>European Ombudsman upholds MAG member complaint:</b> Commission has case to answer	<b>6</b>
<b>French riders call another round of national protests against forced Day-Glo:</b> MAG President tells Ambassador "with these laws you are really spoiling bikes Monsieur"	<b>6</b>
<b>Ireland's riders support protests:</b> 25 <sup>th</sup> September runs on both sides of the border	<b>6</b>
<b>Visordown – ABS can't cope with cornering</b>	<b>6</b>
<b>FEMA and FIM warn against mandatory Hi Viz</b>	<b>7</b>
<b>DfT investigates 'Looked but failed to see' – drivers more likely to see if they ride;</b>	<b>8</b>
<b>Electric bike:</b> MAG corporate supporter takes the Green Apple Environmental Award	<b>9</b>
<b>IAM – Potholes giving councils hassle; new study &amp; road safety charities</b>	<b>9</b>
<b>More from FEMA - biking beneficial for society; better understanding of motorcycle accidents</b>	<b>10</b>
<b>Road Safety GB – pothole protocol revised; paper driving licences axed</b>	<b>14</b>
<b>Around Britain – Heysham/Isle of Man. Wales. Jersey. London. Derby.</b>	<b>15</b>
<b>Star Rating Roads For Safety - explaining the EuroRAP Methodology</b>	<b>17</b>
<b>Events</b>	<b>18</b>
<b>Contacts</b>	<b>22</b>

## EDITORIAL

***Urgent Action** is required from you all to avert the threats coming from Europe... see the lead articles in this edition of Network - keep an eye on [www.mag-uk.org/en/news](http://www.mag-uk.org/en/news) for regular updates and to sign-up for the activists' email list.*

Scottish Conservatives are calling on "any change in bus lane regulations to allow cars, with multiple occupancy, to use the lanes as well".

I, personally, don't feel this to be a good idea.

On part of our Bristol ring road we have a 2+ lane at rush hour times which also allows motorcycles. The 2+ stipulation is frequently ignored/abused/flouted by solo drivers unless there are police visible! Indeed, it can be quite dangerous when someone willing to ignore the rules sees a 2+car pass them in that lane and decides to quickly pull in behind not thinking to look for the rider.

The FEMA section of this edition is necessarily long with some interesting information and it is especially good to see the FIM (Federation International de Motocyclisme) coming down firmly against compulsory Hi Viz.

Another item which made me smile was Police taking motorcycle theft seriously when a serial thief in London was caught, charged and sent down.

I hope that none of you were affected by the unrest around the Country and that you, your family and bikes remain completely intact.

I am leaving it up to Nich to add anything he wants on the 25<sup>th</sup> September.

As The House is in recess until 5<sup>th</sup> September, there is no report this month.

Hope to see some of you down in North Somerset for the GWR Rally, meanwhile,

Ride safe and free, Aine

<b>Acknowledgements:</b> George Legg (get well soon). Rowan Public Affairs. Nich Brown. Paddy Tyson.
--

## EU Hands Off Biking – Action Now..!

As reported in the August edition of *Network*, a co-ordinated series of protest runs will take place across the UK on Sunday 25<sup>th</sup> September from 1pm. There are looming threats to biking as we know and love it, almost all of the major threats are coming from the European Union or individual member states bordering the UK. MAG is working constructively with UK officials and politicians to reduce the impact on UK riders and ultimately to roll-back the tide of creeping restriction on riders. However, not all the work can be done behind the scenes and thousands of riders have reacted positively to the MAG's call for a peaceful show of opposition on 25<sup>th</sup> September. Read on for latest details...

### **More than 70 confirmed start points for the 25<sup>th</sup> September protests**

Details of confirmed start points up and down the country are regularly updated on the main MAG website [www.mag-uk.org/en/campaignsdetail/a6883](http://www.mag-uk.org/en/campaignsdetail/a6883)

There is also an official dedicated FaceBook page where you can find a map of start points (see left of page) and download campaign materials. Please **\*Share\*** this link with all your mates and bike-related pages and groups [www.facebook.com/pages/25th-Sept-2011-Action-Now-EU-Hands-Off-Biking/218514361530962](http://www.facebook.com/pages/25th-Sept-2011-Action-Now-EU-Hands-Off-Biking/218514361530962) The FB page has amassed over 3,600 'likes' to date, why not add to the number...

## EU HANDS OFF BIKING: ADVICE TO RIDERS PROTESTING ON 25th SEPTEMBER

### **What are we doing?**

A synchronised rolling protest by thousands of riders on major routes throughout the UK.

Starting from selected service areas on motorways and other major routes at precisely 1 pm.

Making our presence felt by riding at a pleasantly sedate 45-48 mph for 15 miles or so before dispersing.

This is a legitimate protest not a blockade, the outer lane will be left clear for other traffic, ride responsibly and take care of other road users.

### **Why are we doing this?**

Motorcycle Action Group and other organisations have been working with politicians and civil servants to stem the growing interference in all aspects of biking (see STOP PRESS article in this edition of *Network*). Now is the time to demonstrate that we are serious about defending what we enjoy and rolling-back the tide of past legislation that creates burdens on biking without providing noticeable benefits.

Motorcycling is slowly being strangled by anti-bike policies - current proposals from Europe threaten to

further limit what we will be allowed to ride in future, reduce access to motorcycling by new riders and further restrict motorcyclists' freedom of choice and movement, etc.

This is an appropriate and measured protest against unnecessary interference in our lives. By taking synchronised action on major routes in all parts of the country we can make a big impact without causing the inconvenience that a traditional street protest in a city centre results in - doing this at a quiet time of the week shows we can be proportionate in our response and capable of making a bigger impact should we need to in future.

***NB:** an article in Motor Cycle News on 7<sup>th</sup> September 2011 states that MAG intends to bring 'mayhem' to the motorways. This is not the case, the protests are designed to stay within the law, to let us make our presence felt and then move on.*

These protests are intended to be simple and safe to take part in, nevertheless some police forces have come forward to offer assistance. The Motorcycle Action Group is liaising with police forces but organisers of individual protests should consider informing their local police traffic division that the event is happening. There should be no need to change to the chosen start time, location or purpose - these are legitimate protests (contact [central-office@mag-uk.org](mailto:central-office@mag-uk.org) for further information).

## EU proposals to restrict the future of motorcycling – STOP PRESS...

European Type Approval Regulations that would bring compulsory ABS to all new bikes, alongside anti-modification measures and road-side spot checks to enforce them, took another step forward on 30th August 2011.

Fortunately, there is something you can do about it – first though, here are the main restrictions that look set to be introduced on new bikes from 2015:

- **Compulsory Anti-lock and/or Combined Braking Systems on all new motorcycles and scooters over 50cc.**

Advanced braking systems add cost and complexity to the manufacture and servicing of bikes, but do not always help the rider (especially on loose surfaces such as gravel). The Commission's evidence that the costs are outweighed by the benefits is patchy and may rely too much on data from commercial interests. Consumers should retain the choice to specify ABS if they want it, there should always be an option to disable ABS when necessary.

- **Three new progressively tighter emissions limits to be introduced over 5 years.**

Real-world trials of various sizes of bikes and comparable cars on commuting routes show that bikes offer shorter journey-times and lower fuel-consumption. The Commission's evidence relies on one source and does not adequately consider the additional costs and impacts on fuel-economy from adding pollution control technology developed for large vehicles on to small lightweight vehicles. The Commission justifies this by emphasising that bikes account for a growing proportion of some traffic pollutants, but the context is that the total generated by all types of vehicle has fallen to a very low level.

- **Devices to prevent modification of the engine or transmission** (including restricted choice of air-filter, drive sprockets or rear-tyre).

Riders of identical bikes are not themselves identical, nor are their journeys. Bikes used mostly on motorways need different drive characteristics to those used mostly on urban streets or rural roads, these can be achieved easily, eg; by choosing different drive sprockets or tyre dimensions. The Commission wishes to add cost and complexity to vehicle design so that owners will be restricted in modifying their bikes to suit their needs in this way.

Partly the Commission wants to stop novice riders tuning their bikes to perform better than their driving licence allows. The Commission prefer to penalise riders who want to de-restrict their learner-bike once they are fully qualified, not to mention already-qualified riders who need or want lightweight bikes with good performance.

- **Computer chips on every bike to monitor and ultimately disable engines**

The Commission envisages basic chips on all bikes to record breaches of emission limits as a pre-cursor to requiring more sophisticated devices capable of disabling bikes and storing information about riding characteristics at a later stage.

- **Road-side checks of passing bikes (but not cars)**

The Commission proposes all EU Member States should mount road-side checks of passing bikes as one means of enforcing restrictions on riders' ability to modify their bikes. This iniquitous threat to the free-movement of citizens does not extend to people travelling in modified cars.

- **Impact on after-market parts suppliers**

The Commission's impact assessment considers the effect of changes on the manufacturers of original equipment to the detriment of alternative suppliers of after-market components and spare parts, future consumer-choice of replacement parts has not been adequately considered.

A recent meeting of 'IMCO', the Internal Market and Consumer Protection Committee of MEPs which is overseeing the European Commission's proposals, discussed progress on negotiations with the Commission on more than 300 amendments tabled by MEPs.

Sadly, it looks as though Dutch MEP Wim van de Camp, who is taking the lead in negotiations with the Commission, not only agrees with many of the Commission's proposals, he sees little room for compromise on most of the amendments put forward by his fellow MEPs. The alliances formed between different blocks of political parties in the European Parliament could yet deliver a majority of votes to Mr van de Camp – unless we all do something to turn it around.

### **What can be done..?**

1. There is a very simple way to contact the MEPs that represent you, and put forward our case against further restrictions on bike-design and use of bikes BEFORE these decisions are cast in stone. Vital discussions are going on in the next few days and weeks so please go to [www.writetothem.com](http://www.writetothem.com) and tell them how you feel about the points listed above (cut and paste the seven bullet points above if you need to).

2. UK-wide protests are being organised for 1pm on Sunday 25th September - this is your opportunity to defend the riders' right to decide what they ride and to modify their bikes to suit their needs (not to mention oppose compulsory day-glo, bans on older bikes in cities, etc.). For further details of more than 70 starting points on the UK trunk road network go to: [www.facebook.com/pages/25th-Sept-2011-Action-Now-EU-Hands-Off-Biking/218514361530962](http://www.facebook.com/pages/25th-Sept-2011-Action-Now-EU-Hands-Off-Biking/218514361530962)

3. Respond to the UK government consultation about the impacts it thinks the EU proposals will have on UK biking (the consultation document was released as Network was being finalised, more detail will come via [www.mag-uk.org](http://www.mag-uk.org)).

In the meantime, MAG continues to lobby our own Department for Transport, UK MEPs and MPs to oppose any further restrictions on bikes and riders.

*NB: Video of the IMCO meeting, as well as official papers describing the Commissions proposals and the 300+ suggested amendments, can be found on the EU website (the video shows discussion about the Type Approval Regulations from 15:54:30 to 16:26:00):*  
[www.europarl.europa.eu/wps-europarl-internet/frd/vod/player?eventCode=20110830-1500-COMMITTEE-IMCO&language=EN&byLeftMenu=researchcommittee&category=COMMITTEE&format=wmv#anchor1](http://www.europarl.europa.eu/wps-europarl-internet/frd/vod/player?eventCode=20110830-1500-COMMITTEE-IMCO&language=EN&byLeftMenu=researchcommittee&category=COMMITTEE&format=wmv#anchor1)  
*... pay attention to Mr van de Camps' introduction – you'll hear that he is a motorcyclist (he has a collection of bikes including an R1), that he had a crash recently and that he believes ABS would have prevented it. He says he is working on the Type Approval regulations as an MEP rather than as a rider.*

## **MAG members swamp Euro-Watchdog with support for complaint over EU interference in biking - THANK YOU EVERYBODY.**

In the August edition of Network, we appealed for MAG activists to contact the European Ombudsman in support of MAG member Jon Strong, who had lodged a highly detailed challenge to some of the EU Commission's most lazy assertions about what's good for you and me as riders.

Hundreds of riders took-up the call to action and helped to shine a spotlight on attempts to steam-roller further restrictions on bike design, modification and use.

## **Angry French riders take to streets again on 10/11<sup>th</sup> September**

The FFMC have called fresh demos against their government's new laws to require all riders to don hi-viz clothing. There aren't many confirmed start points in the north this time, but there are two separate dates to choose, Saturday and Sunday, so one day may suit you even at this late stage.

Caen is in Department 14, is perfect if you are catching Brittany Ferries and is having its protest ride on Saturday 10th : meeting is at 2pm - esplanade du stade d'Ornano, Caen.

Lille, in Department 59, will be on the 11th of september. Gathering point appears to be near the airport.

If any of you wish to go somewhere else, and can read French, just click on the 'manifestations' tab at the top of the screen when you go to <http://www.uniondesusagersdelaroute.com/>

## **Ireland's riders join 25th September protests**

As well as the MAG(UK) protests in Northern Ireland, riders in the South are also organising protest rides for Sunday 25th September to protest various anti-bike proposals both from the EU and Ireland's own home grown quangos.

For details go to MAG Ireland's own website <http://www.magireland.org/2011/slider/protest-rides-25th-september/> and Facebook page [www.facebook.com/magireland.org](http://www.facebook.com/magireland.org)

## **Visordown - Cornering ABS is not coming soon, it's a tabloid red-herring, for now.**

On our recent trip to the Bosch test facility in Germany, their boffins teased us with news that they're developing an ABS system that works when the bike is leaning and turning.

Their very neat and compact SU-MM5.10 lean angle sensor is capable of measuring yaw, roll and acceleration in three planes and samples at more than 100 times per second. It's processors like this that enable anti-wheelie and launch control systems to operate.

When pressed on the actual feasibility of perfecting cornering ABS their answers sounded like they'll never actually crack it because to remove that level of control from a rider is a hot bed of legal responsibility.

Recent reports in another motorcycle publication claiming that this system is 'coming soon', appear to be misleading. It's not coming soon and if it is, it'll be a very rudimentary system that 'assists' the rider rather than doing the job of full ABS at full lean. That, after all, would be nigh-on impossible.

Here's just one instance why. There are times when carrying a lot of front brake - trail braking - into a turn helps the bike actually turn by compressing the forks and therefore reducing the trail and effectively steepening the head angle by pitching the whole bike forward through its steering axis. For the skilled rider, it can be a particularly useful technique to deal with a tightening radius corner. Cornering ABS will not allow you to do this, either. As the front tyre begins to reach its limits of grip the ABS will switch braking force to the rear. Can you imagine how horrible that would be? The whole attitude of the bike would change almost instantly, forcing the machine to change line and run wide. Not great on a left-hander. Also, how would the system differentiate between individual riding skills? Answer: it can't. And while it's relatively easy to measure and calculate lean angle, there's no way that technology can determine grip levels which often have to 'felt' by the rider. In a corner - far more than in a straight line - weight distribution and braking force are a crucial part of what makes riding a motorcycle so hard - yet so enjoyable.

Despite some very clever and super-fast processing speeds and sensors, building an ABS system for bikes that works in corners is not happening anytime soon. Claim culture will put paid to that. Bosch, however are continuing their R&D in association with an un-named manufacturer.

---

### **FIM picks up discussion on mandatory high viz jackets:**

FEMA reports that the Federation International de Motocyclisme (FIM), which regards itself as the world governing body for motorcycling, has pointed towards the downsides of forcing riders to wear reflective jackets. For FEMA the question of compelling European citizens to wear certain types of clothing is even more fundamental. Both associations agree that decision makers should take the motorcyclists' view into account before taking any decision on the issue.

In its latest newsletter the FIM made reference to the protests of riders in France objecting, among other things, to the mandatory wearing of high visibility vests. According to FIM many fluorescent vests, when put over modern motorcycle jackets, could disable features like climate control vents aimed at protecting the rider from hot, cold or humidity. Moreover FIM is giving the example of Ecuador where riders are forced to wear a vest made of fluorescent straps, "a design that is both uncomfortable and dangerous as the straps can easily snag in the event of a fall".

FIM also warns of a situation where different countries make different protective clothing and warning vests mandatory, meaning riders would be forced to carry several types of vests in their luggage when travelling through different countries, making the free movement of people throughout the EU more difficult. FIM calls on governments to work with motorcyclists in order to find a suitable solution while pointing towards "riders - and passengers - who ride around with nothing but a tee shirt, shorts and flip flop shoes" as the actual problem.

### **The victim and the offender tend to be confused:**

FEMA welcomes FIM's contribution to the discussion and agrees that no hasty steps should be taken to regulate motorcycle clothing. What has to be added though is the issue of conspicuity. Many accidents involving motorcyclists could be prevented if the motorist would not overlook the rider.

To solve the conspicuity issue some authorities and lobby groups call for the mandatory wearing of fluorescent clothing for vulnerable road users, which includes pedestrians, cyclists and

motorcyclists. Their logic is simple: the more visible a vulnerable road user the less of a conspicuity problem will remain.

Recently in a road safety debate at European Parliament Michael Cramer MEP (DE/Greens) took issue with the suggestion of his colleague Dieter Koch (DE/EPP) to force bicyclists to wear helmets and yellow vests in order to improve their safety. In Cramer's view protecting cyclists should not consist in making them ride around like garbage collectors.

In line with Mr. Cramer, FEMA fears that victims and offenders tend to be confused. Imposing the wearing of warning vests can be compared to the banning of mini-skirts in order to prevent sexual harassment. It is the responsibility of the motorist (who must be trained accordingly) to detect vulnerable road users regardless of light and weather conditions and without regard to whether the vulnerable road user is wearing colourful or fluorescent clothing.

**Nobody shall be blamed for not wearing a high viz jacket:**

Motorcyclists have to be free to decide whether to wear a fluorescent vest or not. Compulsion inevitably leads to the problems as described by FIM: uncomfortable or even dangerous clothing, and confusion among member states. And finally, vulnerable road users could be held liable for an accident they were not responsible for, just because they did not wear a fluorescent jacket.

Aline Delhaye, General Secretary of FEMA concludes: "Even though it might be safer, in Western societies neither pedestrians nor car drivers are forced to wear helmets. Motorcyclists should not be forced to wear fluorescent clothing. And women should never be barred from wearing mini-skirts."

---

**An investigation of the role of vehicle conspicuity in the 'Looked but failed to see' error in driving.** Martin Langham, University of Surrey

Date uploaded: **4th August 2011**

Date published/launched: **Pre 2009**

*After reviewing literature and assessing the diverse methods to investigate the LBFS error, this thesis refines previous methodologies. Conclusions suggest that experience need not mean expertise and that LBFS errors may be a cost of experience.*

Accidents involving motorcycles tend to occur at intersections where a car driver claims to have 'looked' but failed to have 'seen' them. Motorcycle accidents accounted for by the 'looked but failed to see error' (L.B.F.S.) are traditionally explained in terms of the motorcyclist's relative lack of conspicuity compared to cars. After reviewing the literature and assessing the diverse methods available to investigate the L.B.F.S. error this thesis refines previous experimental methodologies. Evidence is then gathered from a police accident database, and by laboratory and field studies, to support the view that poor physical conspicuity is not the only explanation for motorcycle L.B.F.S. accident.

The theoretical stance taken is that driver expectancies may account for, at least in part, some of these accidents and that the functioning that human attentional systems during driving may aid the understanding of this error.

Experimental chapters investigate the amount of time drivers search at junctions and consider if object recognition theories can account for possible detection failures of uncommon vehicles such as motorcycles.

These studies are complemented by investigations of driver eye-movements in the laboratory which compare detection performance of novice, experienced and expert drivers.

Results suggest that experienced drivers adapt through time to perform driving as possibly an automated process neglecting uncommon vehicles that may be encountered on the highway, even if they are conspicuous in sensory terms. To illustrate this, the final experimental chapter reports accidents involving conspicuous police vehicles which are hit by drivers who claim that they did not see them.

Tentative conclusions drawn suggest that experience need not mean expertise and that the L.B.F.S. error may be a cost of experience.

---

### **Electric bike wins environmental award: MAG corporate supporter Weald EVT takes the Green Apple Environmental Award**

The builders of UK's quickest electric bike have been awarded a top environmental accolade that will be presented at the House of Commons in November.

Weald EVT, owned by MAG member Phil Edwards from Uckfield, took the environmental honours ahead of 500 nominations for work completed by the company, including the electric drag bike, receiving the Green Apple Environmental Award.

---

## **Institute of Advanced Motorists**

### **Potholes give councils a bumpy ride**

A third of drivers have had their vehicles damaged by a pothole, according to the latest poll from road safety charity the IAM.

A further 16 per cent have been involved in, or have seen an accident caused by a road user hitting a pothole. Of the 2600 respondents, 88 per cent voted pothole repair the top priority for local council maintenance.

Only 14 per cent of people think that their council's current performance maintaining local roads is good or very good, with more than half rating it as bad or very bad. When asked what areas of road maintenance were being done well, 50 per cent responded 'none', and half also think that the roads in their area are getting worse.

Overall, Welsh respondents are the happiest with council road maintenance, with 27 per cent rating performance as good. Respondents from the South East are the least happy with local road maintenance, with only ten per cent rating it as good, although Londoners were an exception to this - 18 per cent rated their council as good. Many comments suggested that local government spending cuts are the cause of these problems - respondents weren't just negative about the authorities themselves.

Keeping foliage and grass cut back to preserve visibility, and annual surface dressing of worn out roads, were the second and third most important maintenance factors, at 64 and 58 per cent respectively.

IAM director of policy and research Neil Greig said: "The public is unhappy with the state of their roads, although many realise that spending cuts are the real problem. Eighty per cent of those polled thought that local councils should work more closely together to increase efficiency, and with no loosening of the public purse strings in sight it will take partnerships to ensure the backlog in road maintenance does not continue to stack up."

Surrey motorist David Kellie, 63, said: "Who needs 'sleeping Policemen'? The roads are in such a poor state of repair that most drivers are unable to keep up with speed limits. Those on two wheels are in constant danger of being thrown off whether it be a motorbike or cycle. We are fed up of hearing about cuts as the motorist is charged more at the pumps and through road tax. Where does the money go?"

### **New study proves worth of supporting road safety charities**

Investing in the work of road safety charities pays high dividends, according to a new report by accountants Baker Tilly. Their study on the social return on investment of road safety charity the IAM reveals that for every £1 invested in its work, the IAM returns £21 to society. A summary of the report is available in this month's copy of the IAM member magazine Advanced Driving.

The study has enabled the IAM to understand the social and economic value of its contribution to society - estimated to be £128 million every year. The figure was calculated by examining the effects of the IAM's work in reducing the number and severity of road traffic accidents - plus a reduction in the costs of motoring.

The benefit to society of people taking the IAM advanced driving and riding programmes is £39 million.

The fatality rate in crashes for advanced drivers is 0.9 per cent compared to 1.1 per cent for the wider motoring population. The serious injury rate is 10.75 per cent compared to 11.5 per cent for the wider population. The savings attributed to reducing the number and severity of accidents for IAM advanced drivers and riders is £37.5 million.

Advanced drivers and motorcyclists also achieve greater savings in motoring costs because advanced driving techniques reduce vehicle wear and fuel consumption. Many IAM members also benefit from cheaper insurance.

---

### **More from FEMA**

#### **Study shows that motorcycling is beneficial for society:**

A groundbreaking cost-benefit study, focusing on the Paris urban area, found that the increase in motorcycle use is beneficial for society as a whole, with a staggering €168 million net gain for society between 2000 and 2007 in Paris. With time savings, a reduction in congestion and easier parking, everyone wins when more commuters take up motorcycling.

All those who saddle up in the morning on their way to work should know that in doing so, they are doing everyone a favour: the bike they ride means one less car to form a traffic jam or park in a densely packed neighbourhood. At last, a comprehensive study looked at the costs and benefits of motorcycling, not only for the users themselves, but for everyone in general.

The study, conducted by Pr. Pierre Kopp from the renowned Sorbonne University in Paris, investigated the economic consequences of the continuous rise of motorcycle use in and around the French capital over the last decade.

Data from 2000 to 2007 indicates a progressive shift in transportation, away from the personal car and toward the metro, train and powered two-wheelers. Over the period, the use of motorcycles and scooters grew by 36%, now representing 7% of overall public and private transport.

It is not only the number of users that grew - usage also rose by 100 million passenger-kilometres, 53% of which comes from people shifting from public transport to powered two-wheelers, and 26,5% from former drivers.

#### **Faster transport is better transport:**

The positive externalities of motorcycling - the gains for society as a whole - come from a massive reduction in travel time.

Shifting from car to scooter or motorcycle reduces travel times almost by half, while the time spent looking for parking at the end of each trip is reduced from 16 minutes to... zero. Overall, the shift yields time savings of €293 million.

With less non-productive time spent travelling, commuters can spend more time on leisure or work. Since 89% of motorcyclists in the area are employed, as civil servants, employees or managers, the time saved on daily trips is extremely valuable to the economy at large.

#### **Breathing room for public transport:**

The shift from public transport to motorcycles also offers advantages. Travel time is reduced by 60%, representing a gain of €162 million. Balanced with the costs of accidents and exhaust emissions, the bill remains positive, with a solid €62 million gain in the end.

The shift to motorcycles and scooters also contributes to ease the pressure on the public transport network.

The past decade has witnessed a massive increase in public transport use in the Paris urban area: between 2000 and 2007, metro and rail use has soared by 11%.

In fact, the city's public transport network is bordering on overcapacity, with some metro lines running trains 90 seconds apart at peak hour. The numbers tell it: Paris boasts the busiest underground exchange station in the world at Châtelet-les-Halles, the busiest train station in Europe at Gare du Nord, and one of the busiest passenger lines in the world: RER A, that ferries 1.2 million passengers a day, and where a 10-second delay in closing the doors means 15,000 passengers arriving late. The unforeseen increase in passenger traffic weighs heavily on the equipment and infrastructure, with trains worn down decades before their planned date of retirement, and constant attention required to repair and maintain the metro and train lines. While big projects for new underground lines and exchanges are on the drawing board, they are not expected to be delivered before the middle of the next decade.

Under those circumstances, commuters taking up motorcycling provide breathing room for the struggling transport network, by helping reduce the constant growth in train and metro usage.

And while public transport is heavily subsidized, with more than 50% of its operating budget paid by local and national government, new motorcyclists pay for their vehicles, equipment, insurance and fuel with their own money, contributing to alleviate the pressure on public budgets in a time of economic hardship.

The study underlines an added bonus for car drivers and bus passengers: with more and more drivers trading cars for motorcycles, congestion is reduced and traffic is more fluid, reducing travel times.

#### **More motorcyclists and everybody wins:**

These important benefits in terms of time are balanced with the added costs linked to higher motorcycle use, mostly due to pollution and accidents.

The cost of accidents is estimated at €49 million over the period studied, mostly from minor injuries, which represent the great majority of accidents involving motorcyclists.

However, the author points out that the rise in motorcycle use was not triggered or accompanied by dedicated government policies. Therefore, there is room for improvements, and the field is open for safety oriented efforts aimed at easing the cohabitation of two- and four-wheeled vehicles in traffic.

Motorcycling is still relatively safe: the Paris urban area witnessed 21 motorcycle casualties in 2010, when motorcycles represent 7% of all passenger transport. In comparison cycling, with six deaths per year and a share of 0.4% of passenger transport, remains by far the most dangerous mode of transport in Paris.

More costs are linked to the increase in distance travelled, due to exhaust emissions. While pollution increases in absolute terms, the shift from cars to bikes is beneficial, as two-wheelers consume less fuel, travel quickly without sitting idle in traffic, and do not need time to look for a parking spot once the destination is reached.

Factoring in time savings (including reduced congestion and reduced pressure on public transport), usage costs, accident and pollution, the balance is overwhelmingly positive, with a net benefit of €168 million. Not bad, considering that not a single cent was spent by national or local government on promoting or supporting powered two-wheeler use. The author makes an interesting comparison with the state support for cycling , saying that "Little or nothing has been done for the 2-wheeled motor vehicle sector even though its social benefit is incomparably higher".

The conclusion is that the rise of powered two-wheeler use is "unavoidable", because of their "very attractive characteristics". The numbers unequivocally show that this rise is beneficial to society overall.

Motorcycles and scooters, in the end, are the choice that offers the best combination of personal benefit, through lower cost in time and money, and public benefit, through their lower fuel consumption, infrastructure use and contribution to congestion.

### **New study supports funding for motorcycle safety research:**

European research consortium PROLOGUE issues recommendations for future studies on road safety: include motorcycles in behavioural studies, look at fail-to-see accidents, and seek the inputs of users on method and objectives. These guidelines are expected to yield better results, and help understand the reasons behind the most common accident cases.

Project PROLOGUE - PROMoting real Life Observations for Gaining Understanding of road user behaviour in Europe - brought together researchers from seven European countries and Israel, to look at the requirements and feasibility of a large-scale naturalistic driving study in the near future.

Naturalistic driving studies involve fitting ordinary vehicles with cameras, sensors and recording equipment, in order to get data on the normal, everyday behaviour of a sample of drivers. Several dozen volunteers, or in the case of larger studies, hundreds or even thousands, are expected to drive as usual for a period of several months while every aspect of their driving is recorded: how they operate the controls, their speed, but also, with the help of cameras inside the vehicle, where their attention is focused.

The enormous amount of data gathered, which includes thousands hours of video recordings, is completed with interviews with participants on their habits, decisions and experience.

Cameras placed at main intersections or frequent accident spots complete the scene, providing an objective view of incidents and near-accidents.

Common accident research is limited, because it only studies situations where an accident occurred. More interesting are the situations when an accident almost happened, but didn't. What made the difference? What skills and reflexes can help, and how? Are the skills taught during driver and rider training relevant, useful - or even applied?

Naturalistic driving studies can answer some of these questions, and help open the door to a better understanding of crashes and how they are avoided. Researchers can see what happens at every second of every day in a driver's life, every factor, and every decision. Since a lot of information is gathered, there are no preconceived ideas at play: scientists will look at everything.

### **A better understanding of motorcycle accidents**

To this day, too little is known about motorcycle accidents. Data is still unreliable and patchy, and the relative importance of different causes is in debate.

While some road authorities prefer more blind and rigid enforcement of traffic rules, or the introduction safety measures which have never been proved to work, the results of a large-scale naturalistic driving and riding study could show what works, and pave the way to more effective road safety policies.

So, why aren't there more? Because they are very expensive.

Naturalistic studies require expensive equipment, as well important research teams to study the volume of data gathered. In addition, volunteers have to be recruited in large numbers for the study to be relevant, over a period of up to six months or more. In Europe, such a study would have to include drivers from most countries, representing the variety of environments found across the continent.

In the United States, the "1000 Car Study" is planned in the near future, with massive funds provided by the Federal Highway Administration.

In Europe, the PROLOGUE project looked at the feasibility and conditions of a large study. It would involve thousands of cars and motorcycles in multiple countries over several years, as well as fixed-place cameras.

The conclusions of the contributors of PROLOGUE insist on the need to include vulnerable road users in the study: pedestrians, cyclists and motorcyclists.

This comes as welcome news for riders, since there has never been any large naturalistic study on motorcycle and scooter users. And while there are challenges regarding methodology and logistics (where to put three cameras and motion sensors on a small scooter?), the scientists of the 2BESAFE research consortium, who contributed to PROLOGUE's conclusion, have demonstrated the concept with several fully equipped and operational bikes.

Already, top authorities have expressed an interest in potential results. Colonel Friedrich Schmidhuber, Head of Traffic Police in the Salzburg Region in Austria, taking part in PROLOGUE's final workshop in Vienna in June, said "Enforcement of traffic rules must not be for its own sake. The only target we should (all) have to achieve is to increase road safety. We make big efforts and the success is not so bad.

On the other hand I think the reduction of traffic accidents could be much larger if we knew more about the real causes. For example, we know that many accidents happen because the driver does not pay sufficient attention. He does not notice important information (traffic signs...) or other road users, especially pedestrians or cyclists. But what are the reasons? To my opinion, naturalistic driving offers a big chance for all stakeholders in traffic safety to get more information about the "why" of driver behaviour.

It is not enough to do more of the same, such as enforcement of speeding, tailgating, drink driving (...)" Researchers put great hopes in future results, and recommend interviews with drivers in order to investigate "look-but-fail-to-see" incidents. Riders are all too familiar with these, with the "Sorry mate I didn't see you" being involved in over 80% of accidents between cars and motorbikes.

In their final remarks, members of the research team underlined the need to seek inputs from stakeholder groups and user groups at the beginning of any large-scale naturalistic project, in order to identify specific objectives, and questions to be answered.

Other fields of interest outlined for the future are eco-driving, user behaviour when facing different road designs or characteristics, and the effects of fatigue on drivers.

The European Commission has not yet announced any intention to follow up on PROLOGUE's conclusions in the near future. While it may be years before such a wide European naturalistic research project is set up, motorcyclists are already assured that they will play a part in the next generation of accident research, and that they will get something out of it.

---

## **Road Safety GB**

### **DfT to rip up paper licences**

The counterpart driving licence is set to be axed and will be replaced by an online database, the DfT has revealed (Auto Express).

The DfT says that the document, issued with the photo-card licence, will be scrapped in 2014, and the old style paper licences will be abolished shortly after.

The move comes as part of an efficiency programme at the DVLA, which will see driver records stored in an online database within three years. It is hoped that this will enable police to quickly check whether a motorist has any points on their licence, without needing to see the counterpart document.

Organisations such as employers and insurers will also be able to check an individual's endorsements, too, although only with the driver's consent.

The DfT has also said that it intends to recall paper driving licences shortly after the new system is introduced, labelling it a "logical follow-up to abolishing the counterpart".

### **Highways Agency revises pothole protocol**

Potholes measuring less than 15cm wide or 4cm deep are not classed as urgent for repair, according to new Highways Agency guidelines.

The new guidelines refer to trunk roads and motorways. Previously contractors were required to repair any defects in the surface of a road within a 24-hour timeframe.

A recent increase in potholes has been put down as a consequence of three severe winters combined with years of under investment in routine road maintenance.

Neil Greig, IAM director of policy, said: "This just seems to be storing up larger repair bills for the future. All large potholes start off as small potholes – it's easier and cheaper to fix them early and reduce the risk to road users.

The reaction of the Highways Agency to this crisis is worrying because it seems to be an attempt to switch their legal responsibilities to maintain safe motorways and trunk roads from themselves to their contractors, in the hope they will come up with something.

The Highways Agency's roads are the backbone of the country's transport system which is why the IAM would like to see their risk assessment of this decision to be assured that motorists will not be put at risk."

---

## AROUND BRITAIN

### Heysham/Isle of Man

Bikers travelling to the Isle of Man TT via the Heysham ferry will benefit from a new dual carriageway with safer concrete crash barriers as opposed to out-dated steel ones.

Work to the new three-mile road is due to start in the summer of 2013 and will run from junction 34 of the M6 directly to the A683 and Morecambe Bypass. The new road will feature a latest motorway standard concrete barrier across the entire length of the central reservation, which will be safer than steel and wire rope safety barriers.

### Wales

The latest National Statistics on 'Police Recorded Road Casualties in Wales: Quarterly Provisional Estimates 1st Quarter 2011' produced by the Welsh Government were published on 3rd August 2011 according to the arrangements approved by the UK Statistics Authority. Provisional estimates show that during the March quarter 2011, in Wales:

29 road casualties were reported as killed  
223 were reported as seriously injured, and  
1,897 as slightly injured

Comparing the most recent 12 month period, that is April 2010 to March 2011, with the previous 12 month period, April 2009 to March 2010, shows:

All road casualties were down by 2 per cent; and within this total

The numbers killed were 15 per cent lower.

There was no change in the number of those seriously injured

Slightly injured were 3 per cent lower

<http://wales.gov.uk/docs/statistics/2011/110803sdr1312011en.pdf>

### Jersey- an island that's forward thinking

Jersey Telecom have agreed to renew and replace all their iron manhole covers Situated in safety critical areas, like corners, junctions etc with Saint Gobain Grip-Top, high skid resistance covers.

Now that is good news as we head for the weekend. There's a huge motorcycle community on Jersey, as the weather is generally good and the road network can be so congested that

2 wheels are the only sensible way to get about. Now riders will have an even better experience when the rains do come. Well done Jersey Telecom for their social responsibility and forward thinking.

### **City of London Police - Motorcycle Thief Jailed**

City of London Police is warning motorcyclists parking in the Square Mile to be vigilant after a thief who targeted the area was jailed.

Christopher Kebba N'Jie was jailed for two years for four offences including stealing a moped and attempting to steal a motorbike from parking bays in the City. The 19-year-old, from the Isle of Dogs, was caught in 2010 during an operation that saw plain-clothes officers targeting motorcycle thieves operating in the Square Mile. Det Ch Insp Dave Wood, who oversees the police response to motorcycle crime in the City, said: "N'Jie was a persistent thief, travelling from the Isle of Dogs to the City on a regular basis to steal motorcycles.

"His sentence reflects the premeditated nature of his crimes and the impact thefts like this have on the City's motorcycling community. While this is a good result, we cannot and will not become complacent. Fifty eight motorcycles with an estimated combined value of £284,000 have been stolen from City streets this year, compared to 35 during the same period last year.

"It is because of this increase that we're currently running an operation concentrating on identifying and apprehending motorcycle thieves. This activity is already yielding results, with 15 suspected motorcycle thieves arrested or charged since January and several riders reunited with their stolen bikes. "In the meantime, I'd appeal to the motorcycling community and the public in general to continue to work with us to prevent further thefts by reporting anyone acting suspiciously around a motorcycle bay."

N'Jie was arrested on 30 April 2010, when officers recognised a moped they knew to be stolen entering Steelyard Passage. They watched as the moped stopped by a motorcycle bay and its rider and passenger began to examine parked motorbikes.

On approaching the bay, the officers heard a loud crack - the sound of a motorbike steering lock being forcibly broken - before moving to detain N'Jie and a second man on suspicion of theft. N'Jie was subsequently charged with five offences. The second man, aged 18, also from the Isle of Dogs, was charged with seven offences but died before the trial began.

Appearing at the Old Bailey on 28 July 2011, N'Jie was sentenced to two years for theft and attempted theft. He was given a further year, to run concurrently, for two associated offences.

Website: <http://www.cityoflondon.police.uk/>

### **Derby**

In the past few years, Derby's hospitals have held a variety of projects to encourage staff to leave their cars at home and find alternative means of getting to work.

Promotional weeks, which have now become annual events including Motorcycle 2 Work Week, will begin on Monday.

There will be free breakfasts for staff who register as motorcyclists, as well as the chance to win a helmet and other equipment.

There will also be an information stand and scooter display from Smalley Cross Scooter Centre outside the main entrance of Royal Derby Hospital.

## **Transport for London - New competition gives BikeSafe-London riders chance to win their dream motorcycle or scooter**

Riders who attend a Rider Skills Day between September and November 2011 could win a brand new motorcycle, scooter or protective clothing.

Competition to help raise awareness of motorcycle safety in London

Riders who participate in Transport for London (TfL) motorcycle or scooter assessment days during the next three months could win a new motorcycle or scooter in a competition being run in conjunction with the Motor Cycle Industry Association (MCI).

The competition, which will run between 1 September and 30 November, is open to anyone who attends a BikeSafe-London or ScooterSafe-London Rider Skills Day and completes a short questionnaire based on the assessment.

Reducing collisions

The prizes, worth around £20,000, have been provided to TfL by the MCI at no cost to the taxpayer.

Successful entrants could win:

A motorcycle of their choice (up to a value of £12,000)

A scooter of their choice (up to the value of £2,000)

One of three sets of protective clothing (up to the value of £1,000 each)

One of six helmets (up to the value of £500 each)

For more information or To book a place on a BikeSafe-London session, visit [www.bikesafe-london.co.uk](http://www.bikesafe-london.co.uk)

## **Star Rating Roads For Safety: The EuroRAP Methodology**

Date uploaded: **16th August 2011** Date published/launched: **September 2009**

*The approach of Star Rating and subsequent development of Safer Roads Investment Plans represents a systematic approach to road infrastructure design and renewal, based on research about where severe crashes are likely and predictable.*

The approach of Star Rating and subsequent development of Safer Roads Investment Plans represents a systematic approach to road infrastructure design and renewal, based on research about where severe crashes are likely and predictable.

The Star Ratings and Safer Road Investment Plans are related by the detailed road condition report that is collected during inspections.

Star Ratings involve an inspection of road infrastructure elements that are known to have an impact on the likelihood of a crash and its severity. Between 1 and 5-stars are awarded depending on the level of safety which is 'built-in' to the road.

The safest roads (4- and 5-star) have road safety features that are appropriate for the prevailing traffic speeds. Road infrastructure elements on a safe road might include separation of opposing traffic by a wide median or barrier, good line-marking and intersection design, wide lanes and sealed (paved) shoulders, roadsides free of unprotected hazards such as poles.

The least safe roads (1- and 2-star) do not have road safety features that are appropriate for the prevailing traffic speeds. EuroRAP analyses show that these are often single-carriageway roads with relatively high posted speed limits, with frequent curves and intersections, narrow lanes, gravel shoulders, poor line markings, hidden intersections and unprotected roadside hazards such as trees, poles and steep embankments close to the side of the road.

For more information contact:

[http://www.eurorap.org/library/pdfs/20091201\\_StarRatingMethodology.pdf](http://www.eurorap.org/library/pdfs/20091201_StarRatingMethodology.pdf)

# EVENTS

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

Organiser: Weston & North Somerset MAG

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

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

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

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

Organiser: Wozwolf RC

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

Location: At a new location near Matlock Bath

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

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

Organiser: East Yorkshire MAG

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

Tickets on sale "NOW" £12 prebook £15 on the gate (if available, strict 500 limit) Phone 0870 225 8352 Or Cheques (with SAE) Made payable to East Yorkshire MAG to 17 Laughton Road, Beverley HU17 9JR (before 09/09/2011)

Ticket: £12 in advance or £15 on the gate - strict 500 limit.

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

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

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

Organiser: West Oxon MAG

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

Location: Clanfield Football Club, Clanfield, Oxon.

Enquiries: Simon Cahill : 01367 810680

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

Organiser: GBMCC

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

Location: Marina Pavilion Hastings Seaford

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

Sunday, September 18, 2011 - Autumn Bike Show

Organiser: West Oxon MAG

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

Location: Clanfield Football Club, Clanfield, Oxon.

Enquiries: Simon Cahill : 01367 810680

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

Organiser: We Be MAG

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

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

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

Monday, September 19, 2011 - Aberdeenshire MAG AGM

Organiser: Aberdeenshire MAG

The way forward for Aberdeenshire MAG, Election of members, so, nominations welcome. All new, existing and past members will be made very welcome. We would also like to encourage the attendance of all affiliated Clubs in the area. Please let us know if you wish to attend so we can accommodate numbers on 0845 838 2597 or mail us on [aberdeenshiremag@yahoo.co.uk](mailto:aberdeenshiremag@yahoo.co.uk) Please take the time to join us at the A.G.M and voice your concerns/views/opinions, active participation is the only way forward. Aberdeenshire's local biking community needs and deserves to have its diverse and varied voice heard. Please Note: You have to be a MAG member to have any voting rights at the AGM. Remember your MAG membership card!

Location: "Mill of Mundurno", Ellon Road, Murcar, Bridge Of Don, Aberdeen, AB23 8BP. (beside the Premier Inn, Murcar, Aberdeen, off the A90 just north of the Aberdeen Exhibition Centre)

Enquiries: 0845 838 2597

Email: [aberdeenshiremag@yahoo.co.uk](mailto:aberdeenshiremag@yahoo.co.uk)

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

Organiser: Cernunnos MCC

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

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

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

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

Organiser: Carmarthen MAG

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

Location: New Dairies Club, Water Street, Carmarthen, SA31 1RG (entrance to Car Park via Pentrefelin Street)

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

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

Organiser: Devon MAG

Camping, Band both nights in the club-house, fire, ride-out, MAG catering on-site. Showers/wet room, disabled access/toilets. Saturday 2-5pm, FREE BIKE SHOW with trophies, silly games, etc.. all in the Glorious Devon countryside. Weekend tickets are £10 in advance or £12 on the gate. Day tickets £5.00 (150 limit). Children under 16 free with accompanying adult. No pets please. Commemorative keyring for first 50 weekend tickets sold.

Ticket: £10.00 in advance, available from Roy, tel: 07788 671483, or email: [stewcooks1@hotmail.com](mailto:stewcooks1@hotmail.com) Tickets are £12.00 on the gate.

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

Enquiries: Richard, tel: 07790 277340

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

Saturday, October 1, 2011 - FUNDRAISING FUN DAY FOR KENT AIR AMBULANCE TRUST

Organiser: The Presland Family in association with Medway MAG

Medway MAG rep, Ivor Presland was involved in a serious accident on 27/5/11. So we are holding a charity fun day to raise money for Kent air ambulance, without which Ivor wouldn't be here today. We are combining it with a birthday party for him as he spent his birthday in hospital. So far he has spent nearly 6 weeks in hospital and hopefully will be out soon! On the 1st October, we have organised live music, raffles, facepainting for the kids, cheap hair cuts and beauty treatments, cake stalls, auctions, and much much more! Every single penny raised will go to Kent air ambulance trust. Please come along and help hit our target!

Location: the dog and bone pub Jeffery Street, Gillingham, Kent

Sunday, October 2, 2011 - 1st National Classic Bike Show

Organiser: MAG Classic

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

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

Enquiries: Neil Daniell, Tel: 07981 049349

Email: classic@mag-uk.org

Thursday, October 6, 2011 - AGM - PaD MAG

Organiser: Peak and District MAG

AGM for PaD MAG starts at 8pm. Good beer, coffee and food available over the bar. Please remember your current MAG Membership card - no card, no vote.

Location: The Anchor Inn, Tideswell (A623) SK17 8RB.

Email: peak-district-rep@mag-uk.org

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

Organiser: Mobile Chaos MCC

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

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

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

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

Organiser: Mid Lincs MAG

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

Location: Depart Horncastle Town Hall, Lincolnshire, 11am

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

Saturday, October 15, 2011 - South West Region AGM

Organiser: MAG South West Region

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

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

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

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

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

Location: Tan Hill Inn, Nr Reeth, North Yorkshire

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

Saturday, October 29, 2011 - Halloween Party

Organiser: Unwanted Mcc

Booze Brothers Rock Disco, live band .308. Fancy dress, food, disabled access and loos. free camping. MAG affiliated.

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

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

**CONTACTS:** MAG receives no revenue from the 0844 numbers listed, these are charged as a "national rate call" you can clarify the cost of a national call with your telephone provider. Please be aware that with the exception of the MAG UK Central Office Staff and 'The Road' Editor, all these people are volunteers with 'day-jobs' and may not be available to receive or return phone calls during office hours. E-mail may be a more effective form of communication.

<b>MAG UK Central Office:</b>			
MAG UK, PO Box 750, Warwick CV34 9FU Tel: 01926 844064 Fax: 01926 844065 Email: <a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>			
General Secretary	Nich Brown	0844 248 0200	<a href="mailto:general-secretary@mag-uk.org">general-secretary@mag-uk.org</a>
Campaigns Manager	Paddy Tyson	0844 248 0166	<a href="mailto:campaigns-coordinator@mag-uk.org">campaigns-coordinator@mag-uk.org</a>
Deputy General Secretary	Louisa Smith	0844 248 0199	<a href="mailto:mag-hq@mag-uk.org">mag-hq@mag-uk.org</a>
Accounts Dept.	Julie Sperling	0844 248 0156	<a href="mailto:accounts@mag-uk.org">accounts@mag-uk.org</a>
Membership Administrator	Katie Jupp	0844 248 0199	<a href="mailto:membership@mag-uk.org">membership@mag-uk.org</a>
<b>NATIONAL OFFICERS</b>			
National Chairman/	Paul Turner	0844 248 0158	<a href="mailto:chair@mag-uk.org">chair@mag-uk.org</a>
National Vice-Chairman	Jolyon Lawson	0844 248 0185	<a href="mailto:vice-chair@mag-uk.org">vice-chair@mag-uk.org</a>
National Finance Officer /	Patrick Van Aalst	0844 248 0162	<a href="mailto:finance-officer@mag-uk.org">finance-officer@mag-uk.org</a>
Network Co-Coordinator	Anne Gale	0117 957 2401	<a href="mailto:AnneGaleMAG@aol.com">AnneGaleMAG@aol.com</a>
President/ <i>TheROAD</i> Editor	Ian Mutch	0844 248 0157	<a href="mailto:theroad@mag-uk.org">theroad@mag-uk.org</a>
National Reps Liaison Officer	Bill Pugsley	07812 949185	<a href="mailto:nrlo@mag-uk.org">nrlo@mag-uk.org</a>
National Clubs Liaison Officer	Position Vacant	0844 248 0165	<a href="mailto:clubs-officer@mag-uk.org">clubs-officer@mag-uk.org</a>
Director MAG (UK) Ltd	Di Pugsley	0844 248 0178	<a href="mailto:director-depp@mag-uk.org">director-depp@mag-uk.org</a>
Director MAG (UK) Ltd	Sheila McFarlane	0844 248 0160	<a href="mailto:director-sm@mag-uk.org">director-sm@mag-uk.org</a>
Director MAG (UK) Ltd	Steve Wykes	0844 248 0187	<a href="mailto:director-sw@mag-uk.org">director-sw@mag-uk.org</a>
Director MAG (UK) Ltd	Den Powell	0844 248 0161	<a href="mailto:director-dp@mag-uk.org">director-dp@mag-uk.org</a>
Advisor to the Board	Jane Chisholm	0844 248 0179	<a href="mailto:jane.chisholm@mag-uk.org">jane.chisholm@mag-uk.org</a>
MAG Sport / MAG Energy	Position Vacant	0844 248 0155	<a href="mailto:magsport@mag-uk.org">magsport@mag-uk.org</a>
<b>REGIONAL REPS</b>			
British Independent Islands	Position Vacant	0844 248 0176	<a href="mailto:british-independent-islands-region-rep@mag-uk.org">british-independent-islands-region-rep@mag-uk.org</a>
Cumbria	Paul Turner	07846 676980	<a href="mailto:cumbria-region-rep@mag-uk.org">cumbria-region-rep@mag-uk.org</a>
East Anglia	Selina Lavender	0844 248 0186	<a href="mailto:east-anglia-region-rep@mag-uk.org">east-anglia-region-rep@mag-uk.org</a>
Lincolnshire	Andy Carrott	01926 844064	<a href="mailto:lincolnshire-region-rep@mag-uk.org">lincolnshire-region-rep@mag-uk.org</a>
Eastern	Neil Daniell	07981 049349	<a href="mailto:eastern-region@mag-uk.org">eastern-region@mag-uk.org</a>
East Midlands	Juliet MacVe (Acting)	01926 844064	<a href="mailto:east-midlands-region-rep@mag-uk.org">east-midlands-region-rep@mag-uk.org</a>
Greater London	Position Vacant	0844 248 0182	<a href="mailto:greater-london-region-rep@mag-uk.org">greater-london-region-rep@mag-uk.org</a>
Herts & Essex	Simon Mouncey	07595 966112	<a href="mailto:herts-essex-region-rep@mag-uk.org">herts-essex-region-rep@mag-uk.org</a>
North East	Kitson Warrener	0844 248 0173	<a href="mailto:north-east-region-rep@mag-uk.org">north-east-region-rep@mag-uk.org</a>
Northern Ireland	Position Vacant	0844 248 0171	<a href="mailto:northern-ireland-region-rep@mag-uk.org">northern-ireland-region-rep@mag-uk.org</a>
North Wales	Jeff Hinton	07831 112169	<a href="mailto:north-wales-region-rep@mag-uk.org">north-wales-region-rep@mag-uk.org</a>
North West	Tony Cox	0844 248 0169	<a href="mailto:north-west-region-rep@mag-uk.org">north-west-region-rep@mag-uk.org</a>
Scotland	Steve Wykes	0844 248 0187	<a href="mailto:scotland-region-rep@mag-uk.org">scotland-region-rep@mag-uk.org</a>
South East	Position Vacant	0844 248 0170	<a href="mailto:south-east-region-rep@mag-uk.org">south-east-region-rep@mag-uk.org</a>
Southern	Sheila Partridge	0844 248 0188	<a href="mailto:southern-region-rep@mag-uk.org">southern-region-rep@mag-uk.org</a>
South Wales	Phil McFadden	0844 248 0177	<a href="mailto:south-wales-region-rep@mag-uk.org">south-wales-region-rep@mag-uk.org</a>
South West	Position Vacant	01926 844064	<a href="mailto:south-west-region-rep@mag-uk.org">south-west-region-rep@mag-uk.org</a>
Thames Valley	Jon Wilmer (Acting)	07970 331670	<a href="mailto:thames-valley-region-rep@mag-uk.org">thames-valley-region-rep@mag-uk.org</a>
Warwickshire	Andy Pyatt	07786 621597	<a href="mailto:warwickshire-region-rep@mag-uk.org">warwickshire-region-rep@mag-uk.org</a>
Western	Bryan Chapman	0844 248 0172	<a href="mailto:western-region-rep@mag-uk.org">western-region-rep@mag-uk.org</a>
West Midlands	Eddie Lowe	0844 248 0168	<a href="mailto:west-midlands-region-rep@mag-uk.org">west-midlands-region-rep@mag-uk.org</a>
Yorkshire	Nicki Gage	07910 335301	<a href="mailto:yorkshire-region-rep@mag-uk.org">yorkshire-region-rep@mag-uk.org</a>

