



**March 2018  
Network**

**A networking tool for Activists and other interested parties**

<b>EDITORIAL</b>	2
<b>Political Report</b>	2-4
<b>MAG Press Releases:- MAG announces new team member. Khan's bike tax will charge poorest workers £12.50 a day for the privilege of emptying his bin.</b>	4-6
<b>FEMA:- Italian Motorcyclists Group.</b>	7
<b>Links that you may find interesting.....or not!</b>	8
<b>Police Chiefs Blog:- cc Anthony Bangham – Road enforcement must be proportionate but the limit is the limit for a reason.</b>	8-9
<b><i>[I know its not about motorcycles but their irresponsibility does have repercussions for us as riders]</i> Three new HGV 'supercabs' are to take to the roads as part of a unique initiative to tackle dangerous driving on England's motorways and major A roads.</b>	9-10
<b>Using a phone or sat Nav whilst driving - clarification</b>	10-11
<b>Maria Costello renews ambassador safety role with IAM Roadsmart for another year</b>	11-12
<b>Advert for Minute Taker</b>	12-13
<b>Contacts</b>	13-14

{DEADLINE FOR COPY FOR THE APRIL EDITION IS 25<sup>TH</sup> MARCH TO:- [aine@mag-uk.org](mailto:aine@mag-uk.org)}

**Acknowledgements: George Legg. Lembit Opik. Julie Sperling. Plus anyone else I've forgotten**

## Editorial

The really good news is that we have a new Director of Campaigns & Political Engagement and I can't think of anyone better to fill the void left when Leon decided to retire.

Colin Brown is an excellent choice and I'm sure he will enhance MAG's profile in the Political arena. Colin begins his employment with MAG on 1<sup>st</sup> of April.

I'm sorry to say this is a somewhat brief edition. Having just spoken to George, Researcher Extraordinaire, there just isn't much out there at the moment.

January is normally a quiet period and then it picks up, however, things seem to be slow going through February as well.

Please bear in mind we're still trying to find someone to take on doing the Minutes for NC meetings and AGC. See the advert on pages 12-13.

Finally, if any of you want something to do over Easter, come on down to the MAG Hatters Rally, we'd love to see you and you can help us drink all that real ale on tap. The advert is in The Road and on the website.

Ride free, AG

---

## Network report: Political Unit

This version: 201802 21

*Here's the latest news from MAG's Political Unit, where the big news is a new arrival to the team. And the biggest news is that MAG has a new member of staff – Colin Brown. A Harley rider based in Kidderminster, Colin joined MAG some years ago and has more recently taken on the role of West Midlands Regional Representative. He's now been appointed Director of Campaigns & Political Engagement, joining Lembit Öpik (Director of Communications & Public Affairs) to bring the Political Unit to full strength. 'I hadn't really planned to work for MAG,' says Colin, 'but the chance to apply came up so I did – and here I am. MAG has become much more professional over the last few years. It's a good time to be involved and tackle the seemingly endless set of threats to our right to ride which present themselves on a weekly basis.' If you'd like Colin to come and participate in local events, the process is the same as it is for Lembit – please make your requests through the office, and that way we can make sure their time is used as effectively as possible.*

**Clean Air Zones** are becoming something of a national curse. The intention is, on the face of it, smart. The politicians have been persuaded that reducing air pollution is a high priority

for the sake of public health. However, the reality is that there's precious little science to back up the extreme measures being proposed – measures like banning all conventional vehicles from some urban areas and taxing those which are permitted in others. Motorbikes are in the firing line in places like London. MAG is working very hard to challenge the terrible logic behind this move. We've created a working document for you to use if the idea of Clean Air Zone comes up in your area – just call HQ and we'll send it to you. Also, please tell us if you've got a clean air zone proposal in your area. We need to know what's coming up so we can adequately deal with it. MAG isn't against good health. We're against bad science and banning motorbikes makes no sense at all.

**Crime** was the focus at the Motorcycle Crime Reduction Group in mid-February. MAG was represented there by Colin Brown, Steve Bolton and Lembit Öpik. There was a lot on the agenda and the main point of agreement was that the Home Office really needs to get moving on playing its part to reduce the motorbike related crime problem for riders and the public. Also, the Motor Cycle Industry Association had a meeting with London Mayor Sadiq Khan who did a very good job of annoying those present, before storming out after essentially demanding that the manufacturers sort out the problem. Tim Fawthrop (MAG's London Rep) and Colin Brown attended the Home Office Round Table on the same issue. Our delegates got the feeling that the Department had done rather less on this than they were letting on. Dealing with the crime epidemic continues to be a very high priority for MAG and we're in a fairly influential position in the various groups trying to address this.

**Consultations** are always with us; and there's one we'd really like you to make a response to by 28<sup>th</sup> February. This relates to ULEZ – the Ultra Low Emission Zone - in London. The authorities want to charge those of us who ride bikes which are more than about 11 years old £12.50 per day, very day, and at any time of day, to punish us for having dirty engines. So, if you're riding about on an old 50cc moped which costs you a quid a day when you use it, you'll have to add over £60 for riding it five days per week. It disadvantages the poorest workers in society as well as adding to the pollution problem, because MAG has already proved shifting from cars to motorbikes reduces congestion and emissions. You don't have to live on London to object to this punitive tax. Please put your objections in at:

<https://consultations.tfl.gov.uk/environment/air-quality-consultation-phase-3b/>

**Keith Prince at the Greater London Authority** is a big friend to riders. He's the Chair of the Transport Committee there – and he's joined MAG. We're in talks with him about how best we can make our voices heard, especially over the ULEZ proposals and threats to restrict road space for all vehicle users, including motorcycles. It demonstrates the value of getting in touch with your local politicians. Doing so just means picking up the phone or

sending an e-mail. The more we do this, the better our chance of getting good secure parking, access to bus lanes and everything else.

**Politicians will join MAG** so please ask them! We also have a fund so if some of them are not immediately enthusiastic then we can, up to a point, fund their membership. You can ask any politicians, and some of them WILL say yes. But you've got to ask them to join in the first place.

**MAG met the MCIA**- that's the Motor Cycle Industry Association, in the form of its head man, Tony Campbell. Julie Spurling from MAG HQ represented us, and the conversation covered a lot of the things the industry and riders both care about, like crime. We've been given the go-ahead to continue this relationship and Lembit is following up the action steps with Craig Carey-Clinch.

**Call your local radio station!** Much of the time, local radio is desperate for callers and if you find a way to talk about motorbikes and MAG that's helpful – as well as being free publicity. If you want to chat this through, get in touch with Lembit who'll be happy to help out.

**MAG will be at the Manchester Motorcycle Show**, which takes place on 24-25 March. If you're at the show come along and say hello.

**Sensational show results** were already achieved by the MAG teams at the Northern Ireland Motorcycle Show and the London Motorcycle Show, both in February. Thanks to all who attended and congratulations on signing up a massive number of new members at both shows!

**Autonomous vehicles** won't be appearing in mass numbers till around 2030, according to a meeting we attended in London in February. We're also investigating the potential health harm that the radar technology might do to us, and we'll have more on that in a few weeks.

---

## PRESS RELEASES

### MAG announces new team member

**MAG is pleased to announce that it has recruited a Director of Campaigns & Political Engagement.**

MAG's Board of Directors was impressed by the high calibre of applicants for the post and, following a rigorous interview process, the position has been offered to and accepted by Colin Brown.



Colin will already be known to some of the membership and also to a number of external agencies as he is currently MAG's Regional Representative for the West Midlands.

Colin stated "I have enjoyed working within MAG on a voluntary basis for over 5 years; the passion, integrity and dedication of its National Committee, Board of Directors, and the many volunteers is inspiring. I am delighted to have been appointed to this new role and am very much looking forward to the challenges this will bring and for the opportunity to serve the organisation, working to protect and promote riders' rights across the UK."

Lembit Öpik, MAG's Director of Communications & Public Affairs, said 'When I heard the news of Colin's appointment it made immediate sense to me: I've been supporting Colin in his role as a Regional Representative of MAG for some time. He's always treated it very professionally and with such a depth of knowledge that, more recently, on some key projects, we've effectively been supporting each other. I regard his appointment to this full time role as a natural progression both for him and for MAG. I'm looking forward to 2018 even more now. It's going to be a great year. Welcome aboard, Colin!'

The new role of Director of Campaigns & Political Engagement came about following the retirement of Dr. Leon Mannings at last September's Annual Group Conference. MAG's Board of Directors took the opportunity to reassess the role required to enhance the team in recognition of the threats motorcycling currently faces.

Colin joins just three other employed team members: Lembit Öpik (Director of Communication & Public Affairs), Julie Sperling (Executive Officer) and Carol Ferrari (Membership Administration). The organisation remains streamlined and continues to rely on volunteers for much of its work.

**Khan's bike tax will charge poorest workers £12.50 a day for 'privilege of emptying his bin'**

MAG is challenging the Mayor of London with three clear questions regarding 'extraordinary and



discriminatory claims about motorcycling in London.'

MAG has challenged London Mayor, Sadiq Khan, to justify 'some of the biggest transport contradictions in London's history' – following what they feel is a 'discriminatory' plan to charge motorcyclists for using the eco-friendly option of powered two wheelers (PTWs).

London's Regional Rep, Tim Fawthrop, called Khan's comments about motorcycles in a letter to Conservative MP (now Minister) Kelly Tolhurst 'extraordinary and discriminatory.' Tim says 'in his reply to Ms Tolhurst, Mayor Khan states that charging users of older bikes £12.50 a day will – and I'm quoting his words directly here – deter the use of older vehicles, including those with highly polluting two-stroke engines. Doesn't he realise that these bikes often do more than 120 miles per gallon, and produce far fewer emissions than many exempt vehicles? He doesn't offer a single data source for his claims yet the poorest workers in London who depend on older motorcycles to get to, say, City Hall to clean his office, and whose commute currently costs about £1.20 a day, will pay an extra £12.50 every day to him and his authority – for the privilege of emptying his bin. That's not just wrong, it's disgusting. So, I've got three questions for him:

- 1 Why are riders of older, small-capacity bikes being charged when other forms of transport, e.g. taxis, which produce considerably higher emissions with a single occupant, aren't? We're not asking for taxis to be charged – only for a level playing field.
- 2 Why does the Mayor want to force riders onto a public transport system that will expose them to up to eight times more particulate matter, according to publicly available research, than using private transport such as a motorbike, when the whole purpose of the change is meant to be environmental and health related?
- 3 Will Khan compensate the thousands of low-paid workers using small, older motorbikes because it's all they can afford, and what scheme will he be setting up to pay the difference in cost between cheap, older bikes and expensive public transport?

If he can't answer these questions satisfactorily, he'll be proving that this tax on older bikes is discriminatory and a social injustice that could seal his political fate at the next Mayoral election. MAG is asking all riders to contact the Mayor and ask these three questions.

Please also contact your MP to challenge Mr Khan. The lack of understanding about basic transport theory in which motorcycles, regardless of age or size, reduce net congestion and pollution, is something which should concern all London citizens, not just bikers.'

MAG urgently requests you to make your views known before 28th February 2018 online, at:

<https://consultations.tfl.gov.uk/environment/air-quality-consultation-phase-3b/?cid=airquality-consultation>

Contact MAG at 01926 844 064 or [central-office@mag-uk.org](mailto:central-office@mag-uk.org)

---

## FEMA

Over the past year, FEMA staff members have been working with local Italian motorcyclists' groups, to help them become stronger and more influential.

In Verona, on the yearly motorcycle show **Motor Bike Expo**, Italian organizations presented their intention to join forces and they held a conference on motorcycle road safety. The motorcyclists' groups signed a shared document and a joint petition, called 'Vivere la moto' (living the bike), to be delivered to the local police stations to demand attention for potholes, dangerous road signs, gravel and oil spillage.

The participating organisations are:

- Comitato Coordinamento Motociclisti
- Associazione Motociclisti Incolumi
- Motorlab
- Safety Bikers Parma
- Bikers Alto Adige
- Motociclisti Diocesani
- Miss Biker

Mauro Favazza, president of Comitato Coordinamento Motociclisti (CCM) said: "This will be the base for the first real Italian federation of motorcyclists' organizations. If this goes well, I expect our new federation to apply for membership of the Federation of European Motorcyclists' Associations (FEMA) later this year."



FEMA's Dolf Willigers with Mauro Favazza and Ennio Bartasini from CCM.

FEMA's general secretary Dolf Willigers, who visited the Italian riders last summer, is enthusiastic: "Italian riders urgently need a strong, well organized riders' rights group and the initiative by these groups to form a national federation of bikers seems the best way forward. It's been an honour and a pleasure to work with these guys and I am sure we can expect

great things from them. And of course it is good to know that Italy, as the biggest European motorcycle country, will soon be represented within FEMA again.”

---

## **Items you may find of interest ..... or not!**

<https://www.gov.uk/government/publications/ins57p-information-on-driving-licences>

<https://www.gov.uk/government/publications/list-of-local-authorities-with-civil-parking-enforcement-powers>

<https://www.gov.uk/government/statistics/vehicle-licensing-statistics-december-2017>

<https://www.gov.uk/government/statistical-data-sets/ras51-reported-drinking-and-driving>

<https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>

<https://www.london.gov.uk/press-releases/assembly/delivering-the-future-of-transport>

<https://www.gov.uk/government/publications/inf1886-can-i-drive-while-my-application-is-with-dvla>

<https://www.gov.uk/government/statistics/emissions-of-air-pollutants>

<http://roadsafetygb.org.uk/news/children-driving-bans-top-1000-in-2017/>

---

## **Police Chiefs' Blog: CC Anthony Bangham - Road enforcement must be proportionate, but the limit is the limit for a reason.**

**The focus on the one mph issue has detracted from the real point I wanted to make - drivers shouldn't just assume they've got a free pass to drive over the limit.**

Comments I made last week have led to a perception that the police are going to be pursuing and prosecuting drivers just one mph over the speed limit. That is not the case and was never advocated - and I now need to clear up the misunderstanding.

Firstly, the background. Last week I spoke at the national roads policing conference, which brings together police officers specialising in roads policing to discuss and debate issues, joined by media colleagues.

Everyone at the conference was concerned that we are seeing an increase in deaths and injuries. On average five people are killed and 66 seriously injured every day in road traffic collisions.



Part of my role as the national police lead for roads policing is to strive for ways of reducing those numbers and making our roads safer, and I take that responsibility very seriously.

In that context, at the conference I was asked about speed limits and the so-called 'buffer zone', which has developed over time and means the public expect that they are given a leeway of 10 per cent plus two mph over the limit.

I said we should be clearer with the public that the limit is set for a reason and you can be stopped and action taken against you when you are over it.

The logical conclusion of that argument, and the way it has been widely reported, is that we're going after people just one mph over the limit. I now want to be clearer on this point – our aim is not to be pursuing drivers one mph over the speed limit and putting them through the courts. This would not be proportionate or achievable.

Police enforcement is always intelligence-led, proportionate and applied with common sense. The focus on the one mph issue has detracted from the real point I wanted to make - drivers shouldn't just assume they've got a free pass to drive over the limit. The limit is the limit.

Officers have discretion to act based on the circumstances. There may well be occasions where someone is speeding a couple of miles over the speed limit outside a school and an officer could reasonably decide it is proportionate to stop them.

Our priority for action is always going to be the most dangerous drivers but the reality is many drivers now routinely drive above the speed limit. Of course common sense must be applied, but there should not be a 'comfort zone' over the speed limit where it is considered safe to speed. The limit is the limit for a reason.

I speak not from a desire to punish drivers but to fulfil our responsibility for helping to keep roads safe. Deaths and injuries on the road ruin the lives of victims, their families and friends and we see this every day. As police officers it's important that we are not apologetic for enforcing laws that are there to keep us all safe.

<https://news.npcc.police.uk/releases/police-chiefs-blog-cc-anthony-bangham-road-enforcement-must-be-proportionate-but-the-limit-is-the-limit-for-a-reason>

---

*[I know the following is about HGVs, however, as road users their irresponsibility does impact on us]*

**Three new HGV 'supercabs' are to take to the roads as part of a unique initiative to tackle dangerous driving on England's motorways and major A roads.**

Highways England Published 12 February 2018

Highways England has announced plans to fund three new unmarked HGV cabs after a single one used by police forces across the country was used to help catch over 4,000 dangerous drivers in its first two years.

The three new cabs will patrol motorways and main trunk roads, and have been fitted with wide-angle cameras to capture unsafe driving behaviour. They also have a derestricted speed limiter which means they can travel at speeds up to the national speed limit, and flashing lights have been installed for use by police forces in an emergency.

The cabs allow police officers to film evidence of unsafe driving behaviour by pulling up alongside vehicles. Drivers are then pulled over by police cars following behind.

Richard Leonard, Highways England's Head of Road Safety, said:

"Highways England has been funding a single cab for the past couple of years and we've been impressed with the impact it's had on improving safety. Over 4,000 dangerous drivers have been pulled over, with police action ranging from verbal warnings to prosecutions.

"We've found that the vast majority of drivers are sensible behind the wheel but a few have got into bad habits, or are simply ignoring the law and putting themselves and others at risk.

"We've therefore decided to fund two extra unmarked HGV cabs to continue to target dangerous driving on England's motorways and major A roads, improving safety for everyone".

In total, 28 police forces have taken part in the HGV cab safety initiative since it began in April 2015, pulling over 4,176 drivers in relation to 5,039 offences in its first two years.

Nearly two thirds of the drivers who were stopped were illegally using a mobile phone while driving, despite the latest statistics showing that mobile phone use is a factor in an average of two deaths on the roads every month.

Offences have included a driver being pulled over by Devon and Cornwall Police who was found to have sent 10 replies to 10 texts within one hour; a driver in Surrey who was seen trying to put toothpaste on a toothbrush; and a driver in the East Midlands who was spotted steering with his knees while he ate his lunch and used his mobile phone.

The three new unmarked HGV cabs are being supplied as part of a three-year contract with Dawsonrentals, which will also be responsible for maintaining the vehicles.

Last year, the government doubled the penalty for drivers caught using their phones at the wheel. Motorists now receive 6 points on their licence and a £200 fine – up from the previous 3 points and £100 fine.

***And, for clarification:***

## **Using a phone or a sat nav when driving**

It's illegal to hold a phone or sat nav while driving or riding a motorcycle. You must have hands-free access, such as:

- a bluetooth headset
- voice command

- a dashboard holder or mat
- a windscreen mount
- a built-in sat nav

The device must not block your view of the road and traffic ahead.

You must [stay in full control of your vehicle](#) at all times. The [police can stop you](#) if they think you're not in control because you're distracted and you can be prosecuted.

The law still applies to you if you're:

- stopped at traffic lights
- queuing in traffic
- supervising a learner driver

### ***When you can use a hand-held phone***

You can use a hand-held phone if either of these apply:

- you're [safely parked](#)
- you need to call 999 or 112 in an emergency and it's unsafe or impractical to stop

### ***Penalties***

You can get 6 penalty points and a £200 fine if you use a hand-held phone when driving. You'll also lose your licence if you [passed your driving test in the last 2 years](#).

You can get 3 penalty points if you don't have a full view of the road and traffic ahead or proper control of the vehicle.

You can also be taken to court where you can:

- be [banned from driving or riding](#)
- get a maximum fine of £1,000 (£2,500 if you're driving a lorry or bus)

<https://www.gov.uk/using-mobile-phones-when-driving-the-law>

---

## **Maria Costello renews ambassador safety role with IAM RoadSmart for another year**

IAM Posted on 15/02/18

The UK's biggest independent road safety charity IAM RoadSmart has announced it will be renewing its contract with pioneer racer Maria Costello MBE as its Rider Ambassador for a further year.

Maria, often known as the 'Queen of Bikers,' was hired by IAM RoadSmart to promote the road safety message in her work as a professional solo biker and sidecar racer. She will also

talk about current developments on rider safety and advanced riding through her well-read social media channels.

In 2017 Maria staged a women-only biking track day at Donington Park in September, offering free places to IAM RoadSmart members. Maria will also be heading up a ladies' day for members of IAM RoadSmart on 11 July this year at Thruxton circuit.

She was a special guest on IAM RoadSmart's stand at Motorcycle Live at the Birmingham NEC last November.

In her professional career Maria needs no introduction. She has made 40 starts at the fearsome Isle of Man TT and became world famous as the first woman ever to claim a podium on the island – with third place in the Ultra Lightweight category of the 2005 Manx Grand Prix.

For five years Maria held a Guinness World Record at the Isle of Man TT, when she lapped the Snaefell mountain course at an average speed of 114.73 mph in 2004 – becoming the fastest woman to have done so.

Maria said: "I am delighted to continue working with IAM RoadSmart, an organisation that is totally committed to reducing the number of deaths on the road for all users. It is a goal I believe in passionately, and the chance to work together for a further year on some exciting new projects was too good to pass up."

Added Sarah Sillars, IAM RoadSmart Chief Executive Officer: "Having Maria as an ambassador for riding safety is a significant boost for IAM RoadSmart and the work we do. Having someone the calibre of Maria on board helps us reach an important audience – people who love bikes and riding them – and she will help inspire those enthusiasts that riding safe is the only way to ride!"

---

## **Minute-taker for NC meetings and AGCs**

MAG requires a Minute-taker to take accurate Minutes of its National Committee meetings.

Meetings are held on the second Saturday of February, April, June, August and December (October meeting having been incorporated into the AGC weekend).

Meetings are held near Warwick, start at 12 noon and should finish no later than 5.00 pm.

There is a small amount of administrative support in relation to these meetings.

In addition, the Annual Group Conference, which takes place at the end of September, will be Minuted.

Duties:

1. Send out timely reminders for Reports prior to each NC meeting and collate them for inclusion in the Minutes.
2. Generate an Attendance List for each NC meeting, including apologies for absence.
3. Generate an Agenda for each NC meeting, taking into account AOB items.
4. Provide accurate, timely Action Points that have been identified during meetings.

5. Provide accurate, timely Minutes of all NC meetings.
6. Provide accurate, timely Minutes of Annual Group Conferences.

This is a volunteer role but it is envisaged that commitment will be given to attending as many meetings as possible.

Although previous experience would be useful, training and mentoring is available and templates can be provided.

If you feel you may have the potential to fulfil this role and would like to know more, please feel free to contact The Lady Rootveg for an informal, no-obligation chat. Contact 01205 357417 after 6.30 pm or email [nrlo@mag-uk.org](mailto:nrlo@mag-uk.org)

<b>MAG Central Office:</b>		
<a href="#">MAG, Unit C13, Holly Farm Business , Honiley, Kenilworth, Warwickshire CV8 1NP.</a>		
<a href="tel:01926844064">Tel: 01926 844064</a> <a href="tel:01926844065">Fax: 01926 844065</a> <a href="mailto:central-office@mag-uk.org">Email: central-office@mag-uk.org</a>		
Executive Officer	Julie Sperling	<a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>
Membership Administrator	Carol Ferrari	<a href="mailto:membership@mag-uk.org">membership@mag-uk.org</a>
Director of Communications & Public Affairs	Lembit Öpik	<a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>
Campaigns & Policy Adviser	Colin Brown	<a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>
<b>NATIONAL OFFICERS</b>		
National Chairman	Selina Lavender	<a href="mailto:chair@mag-uk.org">chair@mag-uk.org</a>
National Vice-Chairman	Andy Carrott	<a href="mailto:vice-chair@mag-uk.org">vice-chair@mag-uk.org</a>
National Finance Officer		<a href="mailto:finance-officer@mag-uk.org">finance-officer@mag-uk.org</a>
Network Co-Coordinator	Anne Gale	<a href="mailto:aine@mag-uk.org">aine@mag-uk.org</a>
President/ <i>TheROAD</i> Editor	Ian Mutch	<a href="mailto:theroad@mag-uk.org">theroad@mag-uk.org</a>
National Reps Liaison Officer	Jane Carrott	<a href="mailto:nrlo@mag-uk.org">nrlo@mag-uk.org</a>
National Clubs Liaison Officer		<a href="mailto:clubs-officer@mag-uk.org">clubs-officer@mag-uk.org</a>
Events (Shows and Stands)	Position vacant	<a href="mailto:events@mag-uk.org">events@mag-uk.org</a>
Director of TMAGL	Pete 'Veece' Davison	<a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>
Director of TMAGL	Tony Cox	<a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>
Director of TMAGL	Andy Carrott	<a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>
Director of TMAGL	Steve Wykes	<a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>
Director of TMAGL	Ian Churchlow	<a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>
Director of TMAGL	Vacant	<a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>
Director of TMAGL	Selina Lavender	<a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>
<b>Regional Reps</b> British Independent Islands	<i>Position Vacant</i>	<a href="mailto:british-independent-islands-region-rep@mag-uk.org">british-independent-islands-region-rep@mag-uk.org</a>
Cumbria	Michael Armstrong	<a href="mailto:cumbria-region-rep@mag-uk.org">cumbria-region-rep@mag-uk.org</a>

East Anglia	Selina Lavender (acting)	<a href="mailto:east-anglia-region-rep@mag-uk.org">east-anglia-region-rep@mag-uk.org</a>
Lincolnshire	Alex Bridgwood	<a href="mailto:lincolnshire-region-rep@mag-uk.org">lincolnshire-region-rep@mag-uk.org</a>
Eastern	Michael Egerton	<a href="mailto:eastern-region@mag-uk.org">eastern-region@mag-uk.org</a>
East Midlands		<a href="mailto:east-midlands-region-rep@mag-uk.org">east-midlands-region-rep@mag-uk.org</a>
Greater London	Tim Fawthrop (contact)	<a href="mailto:greater-london-region-rep@mag-uk.org">greater-london-region-rep@mag-uk.org</a>
Herts & Essex (acting)	Jon Metcalf	<a href="mailto:herts-essex-region-rep@mag-uk.org">herts-essex-region-rep@mag-uk.org</a>
North East	Dave Wigham	<a href="mailto:north-east-region-rep@mag-uk.org">north-east-region-rep@mag-uk.org</a>
Northern Ireland	Martyn Boyd	<a href="mailto:northern-ireland-region-rep@mag-uk.org">northern-ireland-region-rep@mag-uk.org</a>
North Wales	Bill Hughes	<a href="mailto:north-wales-region-rep@mag-uk.org">north-wales-region-rep@mag-uk.org</a>
North West	Tony Cox	<a href="mailto:north-west-region-rep@mag-uk.org">north-west-region-rep@mag-uk.org</a>
Scotland	Steve Wykes	<a href="mailto:scotland-region-rep@mag-uk.org">scotland-region-rep@mag-uk.org</a>
South East	Steve Mallett	<a href="mailto:south-east-region-rep@mag-uk.org">south-east-region-rep@mag-uk.org</a>
Southern	Tim Peregrine	<a href="mailto:southern-region-rep@mag-uk.org">southern-region-rep@mag-uk.org</a>
South Wales	Gareth	<a href="mailto:south-wales-region-rep@mag-uk.org">south-wales-region-rep@mag-uk.org</a>
South West	Tracy Smith	<a href="mailto:south-west-region-rep@mag-uk.org">south-west-region-rep@mag-uk.org</a>
Thames Valley	Gareth Lewis	<a href="mailto:thames-valley-region-rep@mag-uk.org">thames-valley-region-rep@mag-uk.org</a>
Western	George Legg	<a href="mailto:western-region-rep@mag-uk.org">western-region-rep@mag-uk.org</a>
West Midlands	Colin Brown	<a href="mailto:west-midlands-region-rep@mag-uk.org">west-midlands-region-rep@mag-uk.org</a>
Yorkshire	Manny	<a href="mailto:yorkshire-region-rep@mag-uk.org">yorkshire-region-rep@mag-uk.org</a>
<b>OTHER CONTACTS</b>		
MAP Ltd: Yorkshire region event organiser	Pete Walker	<a href="mailto:maphq@maphq.karoo.co.uk">maphq@maphq.karoo.co.uk</a>
Official MAG merchandise	Julie Sperling	<a href="mailto:events@mag-uk.org">events@mag-uk.org</a>
The MAG Foundation – Trustee contact		<a href="mailto:info@mag-foundation.org">info@mag-foundation.org</a>