



MAY 2023 NETWORK

A networking tool providing information for Activists and other interested parties

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Acknowledgements:- George Legg. Colin Brown. Lembit Opik. Tim Peregrine. FEMA. MCIA. LightAware. Julie Sperling. Plus anyone else I've forgotten.

EDITORIAL

It would appear that the new Ford driverless car is being allowed onto our motorways!

All we have to hope is that, unlike what we've read about Tesla, it recognises motorcycles! I guess what we also have to wonder is how are they actually going to get to the motorways in the first place?

Some good news is that new Smart Motorways have been scrapped um because they are considered dangerous - really! Very slow on the uptake on that one! Just how many people had to die or be severely injured before government came to this conclusion?

The Gov.uk website reads as follows:- [All new smart motorways scrapped - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/all-new-smart-motorways-scrapped).

You all know from my past Editorials how I feel about these catastrophic motorways.

Hard shoulders have not only been around since the first motorway was built in the UK and are there for a reason - to keep people safe in the event of breakdown etc. So, let's hope the government stick to their word. Only time will tell.

Fingers crossed.

As part of my Editorial I've asked permission from The Chair to reproduce the communication below and I'm doing this for a very specific reason which will, hopefully, become clear at the end:-

"Dear Neil,

The European Union wants 55% of its electricity to be renewable by 2030. And last month it announced its *Critical Raw Materials Act* https://ec.europa.eu/commission/presscorner/detail/en/ip_23_1661 as a key part of getting there.

It's not the most invigorating read - but it makes something extremely clear.

Geography matters.

Four of the **key** metals for a green energy world are copper, cobalt, nickel and lithium.

The tables below show the top five locations for natural reserves of each, around the world.

Copper (% of global reserves)		Cobalt (% of global reserves)	
Chile	23%	Democratic Republic of Congo	46%
Australia	11%	Australia	18%
Peru	9%	Cuba	7%
Russia	7%	Indonesia	8%
Mexico	6%	Philippines	3%
Total	55%	Total	82%

Nickel (% of global reserves)		Lithium (% of global reserves)	
Indonesia	22%	Chile	42%
Australia	22%	Australia	26%
Brazil	17%	Argentina	10%
Russia	8%	China	7%
Philippines	5%	US	3%
Total	74%	Total	88%

It's a little easier to see on this map – the orange shows the location of the countries in the four tables above.



Source: 7IM/<https://www.mapchart.net/world.html>

The European Union doesn't feature. Top rated for tourism, culture, history, food etc. But not when it comes to natural resources for the next century.

Their official strategy finishes up by stating *"The EU will **never** be self-sufficient in supplying such raw materials and will continue to rely on imports for a majority of its consumption"* (our emphasis).

You can expand the list to other materials (aluminium, chromium, titanium etc), and look at the top ten or twenty countries in terms of reserves. Doesn't matter.

The rest of the world will get more **orange**, and the EU will stay grey.

The geographic lottery, for the first time in centuries, no longer favours Europe.

See you next week!

Pete & Rhyle.

Peter Davison FPFS

Rhyle Adcock

Business Development Manager

Senior Business Account Manager

7IM, 55 Bishopsgate, London EC2N 3AS.

Mobile: 07741 310578

Mobile: 07736 366048

I found looking at the map extremely worrying.

Europe is leading what they call 'the green revolution'. Now, study this map and it's not difficult to see that many of those parts in orange are some of the worst polluters in the world. They also include records for the worst worker's rights worldwide where people are exploited for the benefit of huge corporations.

So, a decade down the line, what can I see?

Due to the Russian invasion of Ukraine we can see very clearly what happens when you rely on outside sources for important components which make up our lives with those countries who previously relied on Russian gas having been held to ransom.

Can you imagine what will happen when Europe has 'gone all electric', has no access to the raw materials needed to produce their batteries and must go cap in hand to those countries that do have access to these materials the cost of which will go up and up. Europe's automotive industry will have put all its eggs in one basket and could become non-existent purely because the cost of any vehicles will be astronomical - far beyond what us minions can afford.

It's a devastating thought for our kids and grand kids such is the short-sightedness of governing bodies.

One bit of hope on the horizon may, indeed, be closer than we thought with the technology of hydrogen:- AQN: Hydrogen Vehicle Systems unveil first UK built Hydrogen HGV technology demonstrator

<https://airqualitynews.com/cars-freight-transport/hydrogen-vehicle-systems-unveil-first-uk-built-hydrogen-hgv-technology-demonstrator/>

And, on that note I'll leave you. Ride Free, AG

Copy for the next edition of Network should reach me no later than 25th May with the subject heading: Network to aine@mag-uk.org

Political Report from the Campaigns Team

A major demonstration in London, the demise of the smart motorway project and a call to arms against more taxes on older motorcycles in London define the last month in MAG. Here's the latest from Lembit Öpik and Colin Brown.

MAG President speaks at London Demonstration against ULEZ

Ian Mutch, MAG's President and *Founder Member Number 3*, was one of the keynote speakers at a major demonstration held in Central London's Trafalgar Square on Saturday 15th April 2023. The demo, which was led by the Together Association, a movement that is sick and tired of authoritarian edicts and poor government, had a host of speakers from across the political spectrum and transport sectors.

President Mutch outlined our firm opposition to the expansion of the Ultra Low Emission Zone (ULEZ), which is another example of unscientific rubbish from City Hall – wrongly justified on the basis of bogus mortality claims by officials. For reference, they claim that 4,000 people die each year from 'bad air,' a preposterous claim that has no foundation in any real-world data whatever. Other speakers included Chair of the Alliance of British Drivers (ABD), Brian Mooney, Greater London Assembly Member Keith Prince, Fair Fuel UK Founder Howard Cox and the leader of the Together Association, Alan Miller.

The demo attracted many thousands of attendees, and, unlike demonstrations by the likes of Extinction Rebellion, took place without a single arrest or any violence. Lembit Öpik who helped to organise the event, and also spoke on stage, comments: "MAG's presence there was an important statement of support for our continuing defence of older motorcycles, which would be made economically unusable if the ULEZ tax is extended to a wider region of London. The claim that 4,000 people die each year from air pollution on the capital is a disgraceful lie, and shows how uninterested some politicians now are in science of defending their policies with proper facts. Mayor Sadiq Khan is likely to be punished at the next Mayoral election in 2024 if he forces this through, as the poorest in London will be most affected."

If you object to the extension of this £12.50 per day charge on your older motorcycle, you can still write to the Mayor – and also to your local media. This is a real case of standing up to be counted before it's too late.

And now: legal trouble for Sadiq Khan over ULEZ

In a dramatic increase in the problems facing Mayor Sadiq Khan's attempted roll-out of a wider ULEZ tax zone, a judge has now ruled that he has a legal case to answer regarding his conduct of the consultation. The case makes it much harder for the Mayor to force through his plans on the timetable he originally intended it to go through.

The matter has been escalated to this level because a number of local authorities that loathe the proposal. This is because of the considerable damage the ULEZ tax will do to their communities and local economies, as well as the pointless scrapping of perfectly serviceable vehicles – which is environmental sabotage.

We will see how this transpires legally, but already it is clear that Khan is being finally brought to account for his profligate money-wasting and disregard for the will of the people he is supposed to serve.

We'll keep you posted on developments.

Michael Armstrong and Operation Earthquake

MAG's ace campaigner Michael Armstrong is forging ahead with MP contacts as he expands the number of politicians who have to justify their position on the increasingly discredited plan to ban petrol and diesel vehicle sales in the 2030-2035 period, including motorcycles.

Those who support the ban are consistently unable to explain why – indicating it's simply an attempt to appease noisy environmentalists rather than as a result of any understanding of the implications for society and the futility of the move as far as the ecology is concerned.

Please contact your local politicians, demanding to know where they stand on the ban. Let us know what you find out and we'll publicise who's on what side. MAG believes this will be a major electoral issue for the next General Election.

Use this link to the campaign materials for Operation Earthquake:

<https://operation-earthquake.mag-uk.org/resources/>

This is our chance to define the agenda on the proposed ICE ban, and you can play your part in turning up the pressure on the politicians whose salaries you pay. And remember, they work for you, *not* the other way round.

Northern Ireland MAG meets Vice Chair

Ian Churchlow, MAG's Vice Chair, met with Martyn Boyd in Northern Ireland to discuss his on-going campaign activities. Martyn is one of the shining lights of the activist base, and much of what he does there can be re-applied across the whole of MAG. We're truly grateful for his continuing and inspired contribution to work ranging from wire rope barriers to bus lanes.

Theft Meetings Forge Ahead

As well as the ULEZ demonstration in London, 15th April also saw the second in our series of anti-motorcycle theft meetings take place in Birmingham. West Midlands Police and Crime Commissioner, Simon Foster and Detective Superintendent James Munro of West Midlands Police were put in the hot seat to face questions from the riding community.

This was another successful meeting that saw coverage on the BBC Local News programme, Midlands Today. We came away with promises to work more closely with the riding community and the new West Midlands team have a list of follow up actions from the meeting.

The Leeds meeting has now been confirmed for Saturday 24th June at the John Charles Centre

The passing of Andrew Meredith

Lembit, Colin and Michael of MAG's Political Unit pay our respects following the sudden passing away of Andrew Meredith. He has been a central part of the movement's activities, especially in terms of websites and communications systems, for many years. His funeral was very well attended, and reflects the warmth and respect felt by MAG members towards his valuable contribution.

Have you suffered a pothole related motorcycle crash and prepared to speak about it on camera? If so, please contact Colin urgently on cbrown@mag-uk.org.

MAG PRESS RELEASES

MAG plays key role at Anti-ULEZ demonstration in London

MAG's Chairman, Neil Liversidge, has spoken up in support of a major demonstration in London's Trafalgar Square against Mayor Sadiq Khan's attempt to force millions more Londoners to endure a crushing tax on older vehicles, including motorcycles.



MAG's President and co-founder, Ian Mutch, was on stage, addressing a demonstration on Saturday, 15th April 2023, opposing the expansion of the hated Ultra Low Emissions Zone (ULEZ) to vast areas of London.

MAG backs the campaign because ULEZ expansion would make thousands of motorcycles effectively obsolete for no benefit to health, wealth or the world. Mayor Sadiq Khan is already in serious difficulty with a Judicial Review into his antics at City Hall over the consultation, which showed a firm majority in opposition to expanding ULEZ. The demonstration, led by Alan Miller of the Together Association, draws further attention to the Mayor's autocratic and unscientifically illiterate policy.

Neil Liversidge, Chair of the Motorcycle Action Group, says

"Mayor Sadiq Khan has ignored the facts about emissions. He's ignored the democratic majority of objectors. And he's slapping thousands of bikers in the face for using cheap, clean, congestion-busting motorbikes and scooters. The Motorcycle Action Group condemns Khan's authoritarian, anti-scientific ULEZ agenda, and we'll campaign robustly to stop this attack on law abiding road users."

Lembit Öpik, MAG's Director of Communications & Public Affairs, adds:

"Sadiq Khan's proposal would financially crush older motorcycles for no health benefit. It won't save thousands of lives as he claims but could cost lives as people abandon house visits because they can't afford £80+ per week to ride or drive to care for loved ones. And say bye-bye to economical bikes like, say, a 15-year-old Honda C50: who's going to pay £12.50 a day for a commute that used to cost a quid?"

[Please note, I have changed the above to read in the past tense as the original was released just prior to the event date, AG]

PetrolRevolt

25/04/2023 in MAG UK by Louise Gibson

PetrolRevolt was founded to assemble Petrol heads from around the world and offer unparalleled online content and hospitality events to share our love and passion for petrol engine vehicles of distinction!

PetrolRevolt creates unique car and motorcycle YouTube content, featuring experts in the field sharing their technical insight on the machinery, but also with an emphasis on the rider and driver experience.

We organise and host exclusive car and motorcycle events, including tours across the UK and Spain, bespoke low numbers relaxed trackday events which are aimed mainly for Classics and riders who want to enjoy their machine and the circuit, at their own pace, and without tussling with others.

Our call is to postpone the e-pocalypse by celebrating and making the most of our petrol engine machines.

PetrolRevolt was founded by Michael Beake, who is West Midlands MAG area Rep, and Danny Webb, who has raced professionally at GP125cc and has since competed in most major motorcycling racing series.

Come join us by Subscribing to our website www.PetrolRevolt and find us on YouTube."

Fight Motorcycle Theft – Leeds

June 24 @ 2:00 pm - 5:00 pm

MAG's Fight Motorcycle Theft meetings arrive in Leeds on the 24th of June at 2pm. Have the chance to question our speakers, tell us your experiences and put forward your ideas on how to tackle motorcycle theft.

In conjunction with Leeds Council.

Speakers TBC

ELECTRIC SCOOTERS POSITION STATEMENT

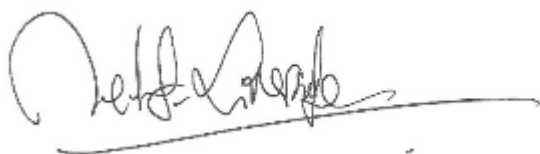
If anyone asks you to comment on E-scooters, please feel free to be completely blunt along the lines of:

They are not motorcycles.

1. They are nothing to do with motorcycling or The Motorcycle Action Group.
2. We don't want their casualty stats adding to ours to distort them and make motorcycling look dangerous.
3. Any legislator who does anything to widen their uptake carries the can for all injuries that result, not us.

That was pretty much what I told the London Transport Committee in early 2022, and aren't I glad I did! Every single one I see is being ridden stupidly.

Yours sincerely,



Neil F Liversidge. National Chairman, The Motorcycle Action Group Ltd

FIRES IN ELECTRIC VEHICLES

The main risks

Although these fires remain rare, when they do occur, they can be extremely dangerous.

During an electric vehicle fire, over 100 organic chemicals are generated, including some incredibly toxic gases such as carbon monoxide and **hydrogen cyanide** – both of which are fatal to humans.

According to George Maloney, sub-officer in the operational team at the London Fire Brigade, the fire services are prepared for dealing with these toxic gases: 'When dealing with any sort of vehicle fire, the fire brigade will always wear full PPE with respiratory equipment.

'As far as we know, this seems to provide adequate protection against these toxic gases.

'However, this level of protection isn't necessarily available for all members of the public or for individuals from other public services.

It's a dynamic situation in that we are still learning about how EV fires behave, but the guidance is consistent, always wear full protective gear.'

It's the same gas as was released by the Zyklon B used in Auschwitz:
https://en.wikipedia.org/wiki/Zyklon_B.

The reference is in this guidance:

https://www.bedsfire.gov.uk/Community-safety/Road-safety/Fire-in-Electric-Vehicles.aspx?fbclid=IwAR1VoRI7TAMKuMfcwK6Kkqb_PXtB2uIEO1cM4si4oCJxiMQ_FGNUOCzdq4.

It didn't take long for the opportunist thieves to grab electric car chargers :

"A meeting at the Hungerford Town Council's highways and transport committee in the Thames Valley saw Councillor Alistair Fyfe note he heard a spate of thefts from residents at the town's new Lancaster Park development.

Gangs are starting to turn their attention to stealing electric car chargers which motorists plug in at home to save going to public pay-as-you-go points where they could face lengthy queues.

Many people simply hook up their cables from their car to a socket in a garage or on an outside wall while they relax indoors, often leaving it connected overnight.

Thieves have realised the chargers and cables are easy to take and they can sell the cable on the second hand market for up to £200 - and the scrap value for the copper in the cable alone going for around £50.

MAG Notice Board

**Next
Network deadline**

25th May

OPEN ROAD deadline

15th May



50th Anniversary

**products are now in stock
please order online**

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Parliament Recess Dates

Coronation—3rd May to 9th May

Whitsun—25th May to 5th June



Have you seen MAG on TikTok?
Motorcycle Action Group UK
Please like, share and follow us

Image by Vectonauta on Freepik

**MAG Central Office will be closed on Monday 1st
May, Monday 8th May and Monday 29th May**
Central-office@mag-uk.org 01926 844 064

FEMA

Motorcycles are banned from the Pyrenees National Park

FEMA News: April 4, 2023



A measure to limit noise pollution prohibits the use of motorcycles in the High Pyrenees Natural Park (El Parque Natural de los Altos Pirineos). Electric vehicles and cars are not covered by the ban.

A 'Special Noise Quality Zone' ([ZEPQA](#)) was created, with a ban for motorcycles, quads and buggies throughout the year. This makes a large area of 80,000 hectares inaccessible to motorcyclists. The Pyrenees are located in the border area between France, Spain and Andorra.

The ban excludes motorcycles from local roads and trails but does not place similar restrictions on cars. 'Unfair discrimination', says Moto de Campo Sostenible.



The regulations described in the 'Action Plan for the declaration of a zone of special protection of acoustic quality in the Alt Pirineu Natural Park' distinguishes motorcycles, mountain bikes, quads and buggies as 'particularly noisy' vehicles, without take into account their type approval or the level of decibels they emit.

The action plan includes the following:

- Limit the passage of noisy vehicles to certain areas of the ZEPQA, taking into account the regulation of motorized traffic inside the park, restricting access to certain tracks either throughout the year or at certain periods.
- Restrict motorized access to the entire network of forest trails and paved paths of the ZEPQA of Alt Àneu and Farrera, except the access roads to urban centres, by vehicles considered excessively noisy consisting of all types of vehicles such as motorcycles, quads, ATVs and buggies that are not elec-

tric, except those of registered residents, beneficiaries of livestock forest exploitation, public services and those duly authorized by the Alt Pirineo Natural Park and/or the respective local entities.

- Promote the use of electric vehicles.
- In addition, there is a specific point dedicated to 'Carrying out awareness actions specifically aimed at drivers of vehicles that emit more noise: motorcycles, mountain bikes, quads and buggies.'



Picture

courtesy of radiocentro977.com

The ban may exclude motorcycles from local roads and trails but does not place similar restrictions on cars. That double standard forced [Moto de Campo Sostenible](#), an advocacy group backed by the Spanish Motorcycle Federation ([RFME](#)), to characterize the lockdown as “unfair discrimination”. Moto de Campo Sostenible is a platform that supports the users of country motorcycles, in order to ensure and work towards legislation that regulates the practice of sport and motorized access to the natural environment in a sustainable and responsible manner. Moto de Campo Sostenible’s legal department is studying the case.

Written by [Wim Taal](#)

Top photograph courtesy of NMCU

Sources: [NMCU](#), [rallymundial.net](#), [radiocentro977.com](#), [motodecamposostenible.com](#)

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FEMA calls for a more realistic motorcycle licence

FEMA News: April 21, 2023



We would like to see an easily accessible motorcycle licence that focusses on higher skills that lead to better risk awareness and preparation to handle unexpected situations.

FEMA was disappointed when the European Commission [published a proposal](#) for a new Driving License Directive as part of its Road Safety Package earlier this year.

Some of our points:

- We have still not seen proof that staged access to the A-licence had a positive effect on road safety.
- Motorcyclists pulling a (small) trailer are moving in a grey legal area and must consider a patchwork of national regulations when riding cross-border.
- Some countries allow holders of a car licence (B) to ride a small motorcycle (<125cc or electric equivalent). This is not part of the European directive, making cross-border traffic impossible for this category.

However, this is just a proposal. It will go through a long legislation process in which the European Parliament and the Council of the European Union are also involved. This means that this is not the end of the road for us. FEMA will fight to get a better directive, which will include our needs and demands. We started this process by sending the following letter to the European Commission:

FEMA welcomes the proposal for a revision of the third driving licence directive 2006/126/EC (3DLD) and supports the intention of the European Commission to improve road safety, further reduce administrative burdens, and facilitate the freedom of movement.

The digital driving licence can be an improvement in facilitating the freedom of movement. We also welcome the proposed standard administrative validation of 15 years for driving licences A and B.

We are disappointed about some other elements. Inclusion of simulation to test road hazard awareness gives the opportunity to test certain possible situations, but especially for riders of a motorcycle this is not enough. Some elements, like recognising slippery road surfaces, reacting to unclear road situations, reacting to bad weather, etcetera can only properly be trained and tested in real-live situations.

Our fear is that driving instructors will train only to deal with the simulated situations, just as already often happens with the current tests. Also, the addition of a hazard perception test by simulation in the theoretical part of the driving licence tests means that for the practical test the focus will remain on low-speed technical skills instead of more cognitive skills.

Progressive access to the A-licence has been mentioned by us many times. There still is no proof that this has a positive effect on road safety. The EC refers to a French pilot but doesn't give a link to it and such a pilot is not known by us or our French colleagues. Therefore we cannot consider this to be a valid argument to maintain a system that has little or no additional value to road safety and only provides an extra threshold for novice riders to gain a full A-licence. We have also already explained to the Commission, that the current system does not work as it is supposed to do and in certain countries only very few novice riders go through all the steps. On national statistics of issued driving licences we see a sharp decline of A-licences issued to riders under 25 years old after 2013 when the 3DLD was implemented. Nevertheless, statistics show that this does not lead to less crashes with serious injuries or fatalities.

A B-licence allows drivers to pull a small (<750 kgs total weight) trailer behind an M1 or N1-category vehicle. Passing the test for the A-licence does not mean that a motorcyclist is allowed to pull a trailer behind a motorcycle. Nevertheless, trailers that are attached to a motorcycle do exist and are used. This means that a motorcyclist pulling a (small) trailer is moving in a grey area and must consider a patchwork of national regulations when riding cross-border, as the Commission points out with reference to data that is accumulated by FEMA. This situation was first addressed in the Driving Licence Committee on 30 June 2015 and a discrepancy between Directive 2006/126/EC and the type-approval legislation that is mentioned by the Commission was already noticed then. Despite this and several times that we have reminded the Commission of this issue, nothing has changed, and the Commission is just referring to the type-approval regulation as an argument for not solving this problem.

Several member states provide the opportunity to add a national code (usually 196) on the driving licence which allows the holder to ride a small motorcycle (<125cc or electric equivalent) with a B-licence and some additional requirements (age, experience, training) in the own country. In our view harmonisation and the opportunity to ride small motorcycles with a B licence and additional requirements cross-border is required to provide alternative transport where other modes like public transport or active mobility are not suitable or available.

As usual we are willing to provide more detailed information or answer questions from the Commission.

Written by [Dolf Willigers](#)

Top photograph courtesy of [wikimedia.org](#)

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French protest: 'we will take care of our motorcycles'

FEMA News: April 21, 2023



On Saturday 22 April 2023 French motorcyclists will take to the streets to protest mandatory periodical technical inspections of motorcycles.

Following the decision of the French [Council of State](#) of 31 October 2022, the

establishment of a periodical motorcycle technical control seems irrevocable. Yet, French riders are not giving up their fight. They believe that the government can still grant the possibility, opened by European directive 2014/45 on technical inspection, of avoiding periodical technical control by introducing alternative measures which would be more likely to improve both safety and environmental impact of motorized two-wheelers.

The fight against motorcycle periodical technical inspection has been keeping bikers busy for two years. Since 2021, French motorcyclists' organisation FPMC – a member of FEMA – has been quite active trying to avoid it; no less than three meetings with the Minister of Transport, hundreds of letters to members of the French parliament, who, in 2012, spoke out against the motorcycle technical inspections. Also, to the credit of the FPMC, massive demonstrations, including that of 26 November 2022 which brought together more than 35,000 bikers in 60 regional gatherings. These gatherings followed the decision of the Council of State to oblige the government to establish the technical control of motorized two-wheelers.

‘You take care of the roads, we will take care of our motorcycles’.

FPMC
MOTARDS & CITOYENS

FPMC says: “Let’s not be afraid of big words: we are close to an institutional crisis. Regulations should not be decided by the Council of State. The French Council of State is supposed to ensure the legality of political decisions, and not to go out of its role by judging the merits of the decision of the government to repeal the motorcycle technical control.”



The French riders are organising a big demonstration on Saturday 22 April 2023. Their motto, aimed at the French government: 'You take care of the roads, we will take care of our motorcycles'.

Click on the poster for a larger view >>.

FFMC notes that road condition is responsible of 30% of accidents (Source ONISR, FLAM study), compared to 1.1% for the condition of the motorcycles (source: maids-study.eu – table 5.31), as a contributing factor. These figures go down to 3% and 0.3% respectively, as a primary accident factor.

According to a study by the World Economic Forum, France has gone from first to 18th place on a ranking based on road condition. The motorcyclists therefore invite the French state to

take its responsibilities and not to choose the wrong priority.

The list of gatherings: <http://manif.ffmc.fr>

The FFMC directory: <http://annuaire.ffmc.fr>

Source: [FFMC](#)

Top photograph courtesy of FFMC

This article is subject to [FEMA's copyright](#)

FEMA Is Looking For A New General Secretary

- [FEMA news](#)

April 5, 2023



FEMA, the Federation of European Motorcyclists' Associations, is looking for a new General Secretary.

The Federation of European Motorcyclists' Associations (FEMA) is the European federation of national road rider organisations. Formed in 1998,

FEMA represents, defends and promotes motorcycling and the interests of millions of powered two-wheeler users.

The current General Secretary is approaching retirement, therefore the Board wishes to appoint a motivated, experienced manager to take on the aims and challenges that the members face for the coming years.

Click [here](#) to read more and/or to reply.

50TH ANNIVERSARY MERCHANDISE



Pre-order until stock arrival in mid April
Sizes S-XXL available online
for sizes outwith this please call

01926 844064
www.mag-uk.org/shop



MCIA

March Powered Two-Wheeler Registration Statistics - Market Regaining Ground

MCIA News: 11th April 2023



MCIA today released the March month and year to date new vehicle registration figures for motorcycles, scooters, and other L-category vehicles.

March month closes at a very encouraging 3.9% up on the same month in 2022 which as expected has made up for the negative year on year volumes from January and February. With the strong month of March, the year-to-date market is now back in line with the 2022 volumes. What is very encouraging is the strong motorcycle segments which experienced a 9.8% growth in March but surprisingly scooters are currently facing challenging market conditions which is being influenced by a drop in demand for last mile delivery solutions.

Overall, we are encouraged to see the market recovering from a slow January and February and expect to see strong demand as we enter the spring and early summer period.

Tony Campbell, CEO of MCIA said, "It's encouraging to see the market regain the lost ground from earlier in the year. We expect demand to remain strong but are keeping a close eye on the scooter segments and in particular, battery electric. We are continuing to work with Government on addressing the reduction of the Plug-In grant and will be working with our members on putting together a more complete proposal for Government to consider ensuring the potential is fully realised for the sector".

More details on the March registration figures can be found [here](#).

Please credit MCIA when quoting this information.

Notes for Editors:

The MCIA is the body that represents the UK Powered Light Vehicle (PLV) industry. PLVs can be defined as motorised lightweight scooters, motorcycles, tricycles and quadricycles, typically with zero or low-emission power.

Within regulation they are defined L-Category vehicles (Regulation 168/2013), they are an answer to the traffic congestion and air quality challenges created by personal and goods transportation.

Below is an article from LightAware which may be of interest. Its from April 2022 but just as relevant today. Personally, I find badly adjusted headlights the biggest problem:-

Why LEDs are uniquely unsuitable for vehicle headlights

by John Lincoln

(Blogs are written by LightAware supporters in a personal capacity)

Just over a year ago I was driving back from Cumbria to Edinburgh. Just after leaving the M74, a Porsche SUV with LED headlights at the same height as my rear window approached from behind me, then followed me at a distance of about twenty yards. The glare from these headlights in my rear-view mirror was so bad it caused me physical pain in the eyes. I hurriedly turned my rear-view mirror askew to stop the pain, then pulled over as soon as I safely could to let the SUV pass. I needed to wait 10 minutes for my eyesight to recover and after readjusting my mirror I headed home



to Edinburgh with a blinding headache.

Turns out I'm not alone. Research [published by the RAC](#) in March 2022 found 89 per cent of drivers think that some or most vehicle headlights on the UK's roads are too bright with 88 per cent saying they get dazzled by them while driving. The problem is getting worse with 63 per cent saying it's happening more often than a year or two ago and 64 per cent thinking they risk causing other drivers to have collisions as well as 67 per cent unable to tell if the headlights of oncoming vehicles are dipped or on full beam. Since 2013, there have been 293 accidents a year on average where dazzling headlights were a contributory factor.

The human eye has evolved to allow it to adapt to a wide range of light levels from bright sunlight to almost total darkness. But it cannot adapt in a short space of time. Comfortable vision requires a limited range of light levels at any particular time and excessive changes and contrasts in light levels in a brief period cause disabling glare. **The problem with LED headlights is that they are incompatible with dark adapted human eyesight** – particularly for older drivers – they are **too bright, too blue, too ‘concentrated’ and blinding over too long a distance**.

Too ‘concentrated’: A particular problem with LED headlights is that light is not distributed evenly across the headlight’s beam but is concentrated in the centre (on the axis). This means that vehicle headlights that appear dimmed on approach can suddenly become blinding if the centre of the beam shines directly into a driver’s eyes, for example when a vehicle travels over the brow of a hill or round a bend. This is made worse by manufacturers taking advantage of the high luminance of LED chips to make very small headlights with a very narrow piercingly bright centre to the LED beam. This is mainly done as part of ‘branding’ to make cars stand out in the market, but it reduces safety by increasing LEDs headlights’ capacity to create disability glare.

When drivers are exposed to the centre of a LED headlight beam their pupils quickly constrict to adjust to the bright light. But the dilation of the drivers’ pupils to readjust to darkness happens more slowly, meaning people ‘drive blind’ for a time. The Royal Society for the Prevention of Accidents says: “Between the ages of 15 and 65, the time it takes to recover from glare increases from one to nine seconds.” A vehicle traveling at sixty miles an hour can travel over 250 yards in this time. This headlight-caused night-blindness is one reason many older people choose not to drive at night.

Too blue: The bluer spectrum of light from LED headlights disables the night adapted vision of the human eye to a much greater extent than that of conventional halogen headlights – pupil size is more strongly correlated to blue light than yellow light.

Blinding over a greater distance: In addition, LEDs are blindingly bright over a greater distance than the halogen lighting they replace. While most lighting obeys the inverse square law – if you are twice as far away the beam is only a quarter as bright – LEDs work differently, and light intensity falls off more slowly and are blinding over longer distances.

Because of their small size, LED headlights can be made up from multiple units and portions of the lamp can switch on or off automatically depending on road conditions. This is known as matrix lighting. In theory this could give drivers maximum ‘main beam’ lighting for the prevailing conditions without dazzling oncoming drivers. But on rural roads, matrix lighting is **more** likely to blind oncoming drivers. This is because human drivers can see approaching vehicles on a dark country road and dip full beam headlights, even if the other vehicle is round a bend or over the brow of a hill. Matrix lighting systems don’t have this human anticipation and only switch off when they ‘directly sense’ the oncoming headlights – too late to avoid blinding the oncoming driver. Also, if you are a cyclist or pedestrian, matrix headlights don’t recognise you at all and you are completely dazzled.

The explanation given by some people in the car industry is that these problem headlights are badly adjusted, so they are not properly directed at the road, and that simply correcting this would end the issue. This might be reasonable if we all drove on straight flat roads all the time and headlights were all the same height. Unfortunately, this is not the case – British roads have bends, bumps, hills and dales which turn LED headlights into a blinding danger for drivers.

An extreme example of LED glare is that of daytime running lights. These are clearly visible to other road users and pedestrians. At night, if they do not dim, they can be dazzling – more so for young children (who have higher transmission of light through to the retina) and older people (who will suffer from scattering of the light, within the eye).

Given the huge amount of legislation over the years devoted to improving road safety – seatbelts, banning drink driving, not using mobile phones while driving, as well as improved safety design such as crumple zones and airbags, something is going very wrong if vehicle headlights are becoming so bad as to make so many motorists complain that they are dangerous and others give up driving at night. It is about time the UK and other governments got a grip of this issue before more accidents are caused by drivers being blinded by these headlights. They need to set realistic safety standards for vehicle headlights (and other vehicle lighting) and ban those that don't achieve those standards.

Tagged With: [Car headlights](#)

FROM THE HOUSE

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17 Apr 2023

Mark Harper: The Government has announced that all plans for new smart motorways have been cancelled. This will mean that the 11 schemes already paused from the second Road Investment Strategy (2020-25) and the three earmarked for construction during the third Road Investment Strategy (2025-30) will be removed from the Government's road building plans in recognition of the current lack of public...

WEBSITES YOU MAY WANT TO VISIT

[County Council to move forward with traffic regulation enforcement | Hampshire County Council \(hants.gov.uk\)](#)

RAC: Drivers and the RAC call for hard shoulder to be reinstated on existing all-lane-running smart motorways

<https://media.rac.co.uk/pressreleases/drivers-and-the-rac-call-for-hard-shoulder-to-be-reinstated-on-existing-all-lane-running-smart-motorways-3246715>

RSGB: Report sets out vision to reduce motorcycle casualties

<https://roadsafetygb.org.uk/news/report-sets-out-vision-to-reduce-motorcycle-casualties/>

News story: New street works regime to clamp down on pothole pain

<https://www.gov.uk/government/news/new-street-works-regime-to-clamp-down-on-pothole-pain>

Guidance: Vehicle tax rates (V149 and V149/1) (Last updated: 4 April 2023)

<https://www.gov.uk/government/publications/rates-of-vehicle-tax-v149>

RSGB: Spring has Sprung! New Rider Hub launches infographics campaign

<https://roadsafetygb.org.uk/news/spring-has-sprung-new-rider-hub-launches-infographics-campaign/>

RSGB: Cyclists and motorcyclists “feature disproportionately” in road collisions

<https://roadsafetygb.org.uk/news/cyclists-and-motorcyclists-feature-disproportionately-in-road-collisions/>

News story: Nearly £50 million boost for safer roads across England

<https://www.gov.uk/government/news/nearly-50-million-boost-for-safer-roads-across-england>

RAC: Drivers warned about new ‘stealth’ speed camera vans

<https://www.rac.co.uk/drive/news/motoring-news/drivers-warned-about-new-stealth-speed-camera-vans/>

RSGB: Plans for new smart motorways abandoned, reports suggest

<https://roadsafetygb.org.uk/news/plans-for-new-smart-motorways-abandoned-reports-suggest/>

London: How cargo bikes can help London’s businesses win the race to net zero

<https://www.london.gov.uk/who-we-are/what-london-assembly-does/london-assembly-press-releases/how-cargo-bikes-can-help-londons-businesses-win-race-net-zero>

CAV: Ford launches first legal hands-off motorway driving aid

<https://www.cavsafetyhub.com/fordlaunchesfirstlegalthandsoffmotorwaydrivingaid>

Guidance: How vehicle defects are categorised in roadside checks and vehicle tests (Last updated: 24 April 2023)

<https://www.gov.uk/government/publications/categorisation-of-defects>

AQN: Hydrogen Vehicle Systems unveil first UK built Hydrogen HGV technology demonstrator

<https://airqualitynews.com/cars-freight-transport/hydrogen-vehicle-systems-unveil-first-uk-built-hydrogen-hgv-technology-demonstrator/>

RSGB: UKROEd launches new National Rider Risk Awareness Course

<https://roadsafetygb.org.uk/news/ukroed-launches-new-national-rider-risk-awareness-course/>

RAC: RAC 'springs' to the aid of more than 10,000 drivers who suffered pothole-related breakdowns in first three months of 2023

<https://www.rac.co.uk/drive/news/motoring-news/rac-helps-10000-drivers-who-suffered-pothole-related-breakdowns/>

MAG Central Office:		
MAG, Unit C13, Holly Farm Business , Honiley, Kenilworth, Warwickshire CV8 1NP. Tel: 01926 844064 Fax: 01926 844065 Email: central-office@mag-uk.org		
Executive Officer	Julie Sperling	exec@mag-uk.org
Membership Administrator	Louise Gibson	membership@mag-uk.org
Director of Communications & Public Affairs	Lembit Öpik	public-affairs@mag-uk.org
Director of Campaigns & Political Engagement	Colin Brown	campaigns-coordinator@mag-uk.org
NATIONAL OFFICERS		
National Chairman	Neil Liversidge	chair@mag-uk.org
National Vice-Chairman	Ian Churchlow	vice-chair@mag-uk.org
National Finance Officer	<i>Position Vacant</i>	finance-officer@mag-uk.org
Network Co-Coordinator/Vice President	Anne Gale	aine@mag-uk.org
President/ <i>OPEN ROAD</i> Editor	Ian Mutch	theroad@mag-uk.org
Vice President	Colin Ives	central-office@mag-uk.org
National Research Officer	George Legg	glegg@mag-uk.org
National Political Officer	Michael Armstrong	cumbria-region-rep@mag-uk.org
National Reps Liaison Officer	<i>Position Vacant</i>	nrlo@mag-uk.org
National Clubs Liaison Officer	<i>Position Vacant</i>	clubs-officer@mag-uk.org
Events (Shows and Stands)	<i>Position Vacant</i>	events@mag-uk.org
Director of TMAGL	Jane Carrott	central-office@mag-uk.org
Director of TMAGL	Ian Churchlow	central-office@mag-uk.org
Director of TMAGL	Neil Liversidge	central-office@mag-uk.org
Director of TMAGL	Selina Lavender	central-office@mag-uk.org
Director of TMAGL	Steve Wykes	central-office@mag-uk.org
Director of TMAGL	<i>Position Vacant</i>	central-office@mag-uk.org
Director of TMAGL	<i>Position Vacant</i>	central-office@mag-uk.org
Regional Reps British Independent Islands	<i>Position Vacant</i>	british-independent-islands-region-rep@mag-uk.org
Cumbria	Michael Armstrong	cumbria-region-rep@mag-uk.org
East Anglia	<i>Position Vacant</i>	east-anglia-region-rep@mag-uk.org
Eastern	<i>Position Vacant</i>	mailto:eastern-region@mag-uk.org
East Midlands	<i>Position Vacant</i>	east-midlands-region-rep@mag-uk.org

Greater London	<i>Position Vacant</i>	greater-london-region-rep@mag-uk.org
Herts & Essex	<i>Position Vacant</i>	herts-essex-region-rep@mag-uk.org
Lincolnshire	Alex Bridgwood	mailto:lincolnshire-region-rep@mag-uk.org
North East	Dave Wigham	north-east-region-rep@mag-uk.org
Northern Ireland	Martyn Boyd	northern-ireland-region-rep@mag-uk.org
North Wales	<i>Position Vacant</i>	north-wales-region-rep@mag-uk.org
North West	<i>Position Vacant</i>	north-west-region-rep@mag-uk.org
Scotland	Steve Wykes	scotland-region-rep@mag-uk.org
South East	Steve Mallett	south-east-region-rep@mag-uk.org
Southern	Tim Peregrine	southern-region-rep@mag-uk.org
South Wales	Phil McFadden	south-wales-region-rep@mag-uk.org
South West	<i>Position Vacant</i>	south-west-region-rep@mag-uk.org
Thames Valley	Peter Seymour	thames-valley-region-rep@mag-uk.org
Western	Anne Gale	western-region-rep@mag-uk.org
West Midlands	Mike Beake	west-midlands-region-rep@mag-uk.org
Yorkshire	Steve Travis	yorkshire-region-rep@mag-uk.org
OTHER CONTACTS		
MAP Ltd: Yorkshire region event organiser	Pete Walker	maphq@maphq.karoo.co.uk
Official MAG merchandise	Louise Gibson	central-office@mag-uk.org
The MAG Foundation – Trustee contact	Tony Cox	info@mag-foundation.org