



August 2015 Network

A networking tool for Activists and other interested parties

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EDITORIAL

In this edition you'll see an article for 'down under' where Open speed limits are set to become an ongoing fixture in the Northern Territory of Australia after a 12 month period of Trial lowered the road toll.

Sadly, I can't see that happening here with the congestion on our roads. It may be possible on some of our motorways as happens on many German Autobahns. Having travelled extensively in Germany it works well there although I haven't been there for a few years so I'm assuming that is still the case.

I've bleated on over the last few months about 'orcas', 'armadillos', 'tomb stones' (Toby Bollards), these being a real threat to anyone on two wheels, which seem to be popping up everywhere nationwide. Thanks to the hard work and tenacity of Pat Healey, Mark Rosher and Alec (Taps) Groom, our Bristol Rep, it looks as though we might finally be getting rid of them. At least, that's what we are given to understand. When it happens, Taps has promised to write a report for me.



Meanwhile, thanks Chaps, for all your hard work.

Finally, I'd like to wish Trevor Baird (righttoride) the very best of luck as he & Elaine are moving to pastures new. Thanks for all your help over the years, Trev.

See ya next month or at Bristol Bike Show and After Show Party – go on, you know you want to.

Ride free, AG.

[Acknowledgments:- George Legg. Tink Hammond. Selina Lavendar. Dave Hammond. Leon & Lembit. Trevor Baird – righttoride. Dave Wigham. Tony Cox. Anyone else I've forgotten]

FROM MADAM CHAIR

OPINION: THE BIKE TEST IS BROKEN

The modern bike test is killing young people getting into riding.

I think the figures back that and our members tell us all the time that there's a great disparity between the car and motorcycle tests. For bikers it's too restrictive, over complicated and incredibly costly. It needs to be simplified and made more fit for purpose.

The bureaucratic attitude from the EU has really focused on motorcyclists taking test after test after test. We all know as riders that the experience on the road, getting out and learning first hand, is much more beneficial. Surely an hours-based experience system would be much more beneficial and not the year after year of age-based testing?

We've already seen sharp decreases in the number of people taking the test, and female riders are now less likely to pass too - possibly because of being obliged to use larger bikes as part of the new rules. In reality the current testing system simply discourages rather than encourages young riders, and it seems that most will simply avoid all the costs and stress by waiting until they're 24 and just doing Direct Access.

And that's ludicrous.

Selina Lavender.

FROM MR VICE

Forgive me if you are already aware,

All transport authorities are required to produce a Local Transport Plan (LTP) in which they set out objectives and plans for developing transport in their area. The one in Peterborough is very biker friendly, these run for a 5 year period, the new one for Peterborough (LTP4) is due in 2016, but is going out for consultation very soon. I am making sure I am part of it.

If you haven't seen yours, go to your Town Hall and request a copy, you may find useful ammunition in it to use to your advantage, If, as part of the policy, they say they encourage the use of motorcycles, but in fact are not, you could politely (lol) point out that they are in breach of their own document. It has worked in the past for us.

Check when it runs out and make sure you or local reps are part of the consultation process.

(This has been a public awareness announcement, I thank you).

Dave Hammond. MAG Vice Chair. Eastern Region Rep.

Motorcycle Action Group:-

Trike riders and passengers in Northern Ireland are being threatened with helmet compulsion. You only have until the 19th of August to have your say. See full details below from our friends at Right to Ride:

“If you read through the proposal you will see that Reliant Robins/Morgans/ Hybrid Trikes are all covered in proposed exemptions, trike definitions and construction, including covering any comments about open topped cars (seat belts/roll over .

So, not all trikes are being proposed to require the wearing of helmets.

The legal definition of ‘motor tricycle’ is broad, and includes a number of small urban cars, as well as ‘sport’ trikes for road use.

Defining the Trike

When considering trikes it is necessary accurately to define the type of vehicle to which the proposal is intended to apply. There are a number of different ways of identifying trikes in current European and national legislation and these are detailed below.

Body types

The above legal definitions of a trike encompass not only those that look like a motorcycle (such as the Honda Gold Wing – see pictures in Annex B) but also those which looks like cars (such as the Reliant Robin).

Trikes–identification

If various types of trikes are to be treated differently in regulation there is a need for clear identification of the types concerned. For example, if ‘car-like’ trikes are to be exempted from any mandatory requirement to wear helmets, then a suitable definition is needed for use in legislation.

The aim of improving rider/driver safety through mandating the wearing of helmets needs to be correctly targeted.

Therefore the construction of the vehicle is paramount in deciding who needs to wear a helmet. Clearly, people riding/driving vehicles fitted with a fixed roof or roll over protection and side protection may not need to wear a helmet.

Riders and/or passengers on some trikes may be required to wear seatbelts depending on: the unladen weight; the date they were first used; if they are equipped with seats of a type that requires the driver/passenger to sit astride it longitudinally; and whether the vehicle was constructed or assembled by a person not ordinarily engaged in the trade or business of constructing those sorts of vehicles.

However, even though a trike has seatbelts fitted it may not have a roof or other suitable roll over protection and side protection. In the absence of these other fixtures it would enhance safety greatly if the riders/occupants of the tricycle were wearing helmets.

Proposed Definition

Every person driving or riding a motor tricycle on a road must wear protective headgear, except when a motor tricycle:

(a) is horizontally confined by a body enclosing each person carried which also provides protection; and

(b) is fitted with a fixed roof or other rollover protection for each person carried in or on the vehicle; and

(c) has seatbelts fitted when required by the relevant regulations.”

For more info on this please go to:- <http://www.righttoride.co.uk/.../consultation-mandate...>

Leon and Lembits Report

1 In keeping with our strategic plan to recruit MPs as members and supporters of MAG, an 'MP Support Pack' is now available from HQ. This contains everything you need to recruit your local Member of Parliament. Please do use it - our aim is to have a big, cross-party, representation of Parliamentarians in order to protect riders' rights for years to come. You'll find most MPs are very positive about MAG these days, thanks to all the promotional work we've been doing in Parliament. Any questions? Call or email Lembit.

2. MAG has made limited but significant progress by MAG in countering the scourge of dangerous lumps on the road. These are called 'Armadillos' and 'Orcas' and are solid objects the shape of large, sliced rugby balls. They're designed to separate cycles from other traffic but these items are clearly dangerous to powered two wheelers - and, for that matter, cycles! It's a perverse twist to road safety which we're fighting as, sooner or later, they're bound to cause serious injury accidents. Leon is working with groups around the country, including in Manchester where the tide may be beginning to turn. If you've heard anything about your local authority using these, let Leon know as soon as possible, and you'll get a helpful guide on how to respond.

3. In Yorkshire, MAG has made big steps forward in getting MAG's 'Five Pathways for Progress' policy proposals document adopted for inclusion in the West Yorkshire Combined Authority's Twenty Year Vision Document. This is a case study in engaging with a local authority, and, in short, it means motorcyclists are being taken into consideration as road plans are being developed. A lot of the Yorkshire work is reusable so if you're willing to contact YOUR local authority, call HQ and we'll share the best practice with you.

4. We've had a good amount of contact with Bikesure - MAG's insurance partner. They have attractive bike policies which include free membership of MAG. It could be a real money spinner for the organisation, and at best could significantly increase our membership numbers. They also LIKE insuring custom bikes, and encourage you to tell them the facts as it could even lead to a lower, rather than a higher, premium.

5. Some authorities have started taking road surfaces seriously. If you'd like to take advantage of this, why not ask them to address the problem of manhole covers? We've got a product, made by Preformed Markings Limited, which will fix a cover for around £50. We recommend this as ONE solution, and it does clearly work. Call HQ for details.

6. Lembit plans to attend the Yorkshire Pudding rally on Friday and Saturday. 'The aim is to be accessible to members and to get a clear sense of what riders want from us right now. I love going to the rallies anyway, but I have to emphasise that everyone there is more than welcome to talk about our campaigning work if they have ideas, suggestions or even criticisms. It's all useful.'

7. The Forth Road Bridge campaigning has effectively achieved its core objectives. In a case study of effective political influencing, Steve Wykes has secured a commitment to keep the bridge open to learner riders. You'll find a full summary of the campaign in Edition 60 of The Road. Congratulations to Scotland MAG for a great campaign.

8. The Justice Campaign is a key focus for Lembit over the summer. We're seeking a review of sentencing of road users involved in injury and fatal accidents involving riders. We're looking for examples which concern you. MAG isn't formally representing riders, but we do need to attend some inquests to see how riders and their families are being treated by the law. It's a difficult and sensitive issue - but if you can help with information, please let us know at HQ.

9. Leon will be working up a formal bus lanes policy for the country. We're hoping for support from the Department for Transport where at least one minister, Robert Goodwill, has expressed willingness to help create consistent national guidelines.

As ever, get in touch if you'd like us to help with anything. We're always here to assist in any way we can.

Lembit and Leon

From the other side of the World

Open speed limits are set to become an ongoing fixture in the Northern Territory of Australia after trials over a 12 month period helped lower the road toll.

Northern Territory transport minister Peter Chandler has confirmed to Fairfax Media he is looking at expanding open speed limits along the Stuart Highway, north of Alice Springs, as well de-restricting sections of the Barkley Highway. The new roads being flagged are currently governed by a 130km/h top speed.

Chandler will take the issue to the Territory cabinet next week after a report reviewing the 12-month trial of two sections of highway led to no fatalities and no speed-related injuries. The report is not publicly available due to a cabinet-in-confidence ruling, however, government figures reveal 12 fatalities were recorded on the same area between 2004 and 2013, with speed ruled out as a key factor in each incident.

"We haven't had a death on that section of road," Chandler said of the open speed trial. "Whilst we've had deaths in the Territory in the past year or so, most of them are related to drink driving, seatbelt use and un-roadworthy vehicles."

The plan to de-restrict Northern Territory roads has drawn strong criticism from the Northern Territory Road Transport Association and the Public Health Association of Australia.

The NSW government is also no closer to reviewing highway speed limits after promising to look into the issue last year - www.drive.com.au/motor-news/should-we-have-higher-speed-limits-20140808-100xfs. At the time Roads Minister Duncan Gay said he would re-evaluate speed limits on the Hume and Pacific Highway once extensive safety work had been completed. A spokeswoman for the minister said the work wasn't due for completion until 2020 Chandler defended open speed limits and said that Territory drivers had responded positively to open speed limits.

"I appreciate the position of [health care officials], I certainly understand that if you work with trauma everyday and you saw what road crashes do to people, you would oppose open speed limits," he said.

"The Minister believes that the interests of the NT are served by removing speed limits. Meanwhile we health care workers must deal with resulting broken bodies, hearts and families - including our own friends and relatives - wounded in road crashes," said Dr Rosalie Schultz, NT branch president of the PHAA.

And, as a response to this, Tony Cox, Regional Rep for the North West, asks:

"Is there anything we could gain from KSI stats from the Isle of Man, outside of events like TT, Manx Grand Prix etc.?"

All roads outside built up areas are no limits all year round. I was over there the year of foot & mouth (2001 I think?) when all race meetings were cancelled. I spent a lot of the time riding around the TT course with the locals.

The respect for the 30-40mph limits through towns & villages was very obvious. It is not difficult to curtail your speed in built up areas when you know that a few hundred yards down the road the only limits are the power of your machine and your riding skills.

Another great advantage is the fact that once out on the open roads we were able to concentrate 100% on the roads and other traffic without having to worry about keeping a lookout for the law."

CBT CONSULTATION RESULTS:- You may remember the CBT Consultation which took place earlier in the year. The results can be found below. Its 29 pages long but don't let that put you off!!:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/442790/modernising_CBT_courses.pdf

<http://www.bennetts.co.uk/bikesocial/news-and-views/news/2012/2015/july/government-to-roll-out-cbt-changes-from-december/#.Vak866RVikp>

Please help out the North West by taking a look at this petition and sign:-

ACTION: <https://www.change.org/p/transport-for-greater-manchester-allow-powered-two-wheeled-vehicles-full-bus-lane>

[use?recruiter=86702237&utm_source=share_petition&utm_medium=facebook&utm_campaign=autopublish&utm_term=des-lg-share_petition-no_msg&fb_ref=Default](https://www.facebook.com/ptwusers/?recruiter=86702237&utm_source=share_petition&utm_medium=facebook&utm_campaign=autopublish&utm_term=des-lg-share_petition-no_msg&fb_ref=Default)

All the evidence from multiple studies across the country and the largest study from Transport for Greater London confirms that allowing PTW's to use Bus Lanes reduces congestion, reduces air pollution, decreases journey times, makes for more efficient fuel usage and does not cause an increase in accidents between any other Bus lane user. The cost of not allowing PTW's to use Bus Lanes far outweighs the cost of a Traffic Regulation Order allowing their use.

All of the above reasons that would allow PTW's to use Bus Lanes are stated in the TFGM Plans for transport up to 2021, yet the Chairman refuses to engage any Group representing PTW users.

Other areas, including County Durham, Leeds, Bristol, Doncaster Sheffield, Brighton to name but a few have already seen the sense in our proposal.

A good example of a follow-up letter should your Council not be responding to communications on Armadillos/orcas – bear in mind that number 4 is extremely important:-

Dear

I write as the ----- of the Motorcycle Action Group. MAG contacted you on the ----- re the use of Armadillo lane dividers sited at ----- expressing our grave concern at the use of such a trip hazard on the highway. As of today the ----- we have had no response from -----.

We understand that ----- Council plan to use Armadillo lane dividers on other future projects.

We now seek the following as a matter of urgency.

1. A meeting with yourselves
2. The risk assessment for PTWs and this scheme, and any other scheme where Armadillos will be used
3. Details of other schemes that will utilise Armadillos
4. The address of your insurers

Yours sincerely, -----.

Designers in Italy have designed protection for Motorcyclists on guardrails

One of the biggest dangers associated with the use of two wheels on the road is one of the possible impact with the guardrail, as this type of protection is designed to contain and mitigate the impact of cars and trucks instead of representing a serious threat to users road travelling by motorcycle because of the blades and the supporting posts discovered against which, each year, many bikers collide, often with serious or fatal consequences.

Some roads subject to a high rate of accidents have been equipped, thanks to the sensitivity of the local authorities, security tools suitable, such as precisely the crash cushions, ensuring that any impact from the collision the motorcyclist protection are surfaces constant and to avoid the guillotine effect with dire consequences severely debilitating or even fatal. For these reasons, the parent company of Brothers of Italy in the Province and Municipality Federico Riboldi and the leader of the Northern League Emanuele Capra proposal of the local secretary of FDI Gianni Farotto (biker and vespista), decided to submit two.

To check out the design please click on the link below:-

http://www.casalenews.it/notizia/politica/2015/07/21/protezioni-sui-guard-rail-per-salvare-la-vita-ai-motociclisti/emanuele-capra-guard-rail-gianni-farotto-casale-monferrato-protezione/7f154f8462718ca82e0d3bd97734c122&ok_video=0

IAM research highlights ‘shocking’ smartphone stats

Photo staged in stationary vehicle for illustrative purposes only

The IAM has published new research which it says “reveals the shocking extent to which drivers use their phones and tablets to take selfies, make video calls and watch videos while driving”.

The research, commissioned by the IAM, asked 500 drivers how they use their smartphones and tablets in the car.

9% of all respondents admitted to taking a ‘selfie’ while driving in the last month. This increased to 15% of respondents aged 18-24 years, and 19% of those aged 25-35 years. 5% of female respondents admitted doing so, compared to 12% of males.

8% of those questioned admitted to driving while using a video application such as FaceTime and Skype to make and receive video calls, rising to 16% among those aged 18-24 years.

7% admitted to watching videos and ‘catch-up television’ while driving - rising to 13% of those aged 18-24 years and 15% of 25-32 year olds.

18% claimed to have accessed the internet while driving (27% of those aged 18-24 years, and 34% aged 25-34 years).

Despite this, the IAM says number of drivers given penalty points for using a smartphone at the wheel “fell by more than 40% in 2014”.

Sarah Sillars, IAM chief executive officer, said: “Everyone knows how dangerous using a smartphone or tablet is while driving. That’s why it’s shocking to see new trends like taking selfies and making video calls becoming common practice.

“More must be done to catch drivers using these devices dangerously by increasing the fines and points for smartphone and tablet use at the wheel.

“Campaigns must also be introduced that raise awareness of the prevalence of the issue in society and make this behaviour socially unacceptable as drink-driving”.

- See more at: <http://www.roadsafetygb.org.uk/news/4480.html#sthash.gMxP0jMb.dpuf>

:- <http://iam.org.uk/media-and-research/media-centre/news-archive/20671-the-new-driving-dangers-selfies-video-calls-or-just-watching-the-telly>

AROUND GB

Welsh Fire and Rescue Services publish joint road safety strategy

The three Welsh Fire and Rescue Services (FRS) have published a joint 'Road Safety Strategy' to provide a framework to “communicate and implement their road safety commitments on a national and local level”.

The strategy places significant emphasis on collaboration and partnership working, and talks about the FRS playing a part in preventing road traffic collisions as well as dealing with the aftermath.

The strategy’s executive summary includes the following: “This Road Safety Strategy for 2015–2020 details how the three FRSs in Wales will work in partnership with other road safety organisations, professionals and advocates in order to reduce the number of people killed or seriously injured (KSI) on the roads of Wales.

“The strategy sets out how the FRS will support the recommendations of the Welsh Government’s Road Safety Framework for Wales and the challenging KSI reduction targets by 2020, whilst establishing the priorities and actions required to reduce fatalities and serious injuries on Welsh roads, with a clear focus on collaborative working with other road safety stakeholders.

“The reduction of deaths and serious injuries on our roads is a high priority but it is not achievable by the FRS working in isolation.

“We recognise the importance of educating road users on the consequences of RTCs and understand the importance of working collaboratively with other road safety organisations in Wales to target the most vulnerable road users and deliver key road safety messages.”

Chris Davies, chief fire officer for Mid and West Wales FRS, said: “While the number of incidents has declined, statistics show a 12% increase in the number of people seriously injured on our roads in the last year, with poor driving and observation the leading cause of collisions.

“Clearly, while much has been achieved through collaborative working with our road safety partners, more needs to be done.

“A coordinated effort in the education of road users, targeting specifically those identified most vulnerable groups, with a range of activities, interventions and publicity that result in behavioural change forms the core of today’s road safety strategy.”

Station manager Simon Brown, road safety manager for South Wales FRS, said: “The All Wales Road Safety Strategy (2015 - 2020) encourages the Fire and Rescue Services' of Wales and their partners to work together to identify local risks within their areas and develop a targeted approach to reducing deaths and injuries on Welsh roads.”

Stuart Millington, senior fire safety manager for North Wales FRS, said: "As part of this strategy we are looking at a variety of approaches that organisations can take to improve road safety including training, education, publicity, sharing information and evaluation. By combining all these we hope that we will be able to improve road safety across Wales."

- See more at: <http://www.roadsafetygb.org.uk/news/4479.html#sthash.DDnFKQN8.dpuf>

:- <http://www.nwales-fireservice.org.uk/news/2015/7/20/20.aspx?>

:- <http://www.mawwfire.gov.uk/English/Safety/On-The-Road/Pages/Our-Road-Safety-Strategy.aspx>

Its rumoured in the French press that **Kawasaki** could be upping the capacity of its ER-6f and ER-6n to create a new 700cc parallel-twin ER-7 range?

Though its been rumoured before, some 7 years ago, it could happenso watch this space.

SUZUKI has launched a recall of the GSX-S1000 and GSX-S1000F over a potentially faulty radiator hose.

The recall affects 174 bikes in the UK, which will be fitted with a new hose free of charge.

A release just issued buy Suzuki says: 'The recall affects 174 registered motorcycles in the UK and has been instigated due to a radiator hose clearance concern.

Suzuki's release includes no details of issues that may arise.

Suzuki says: "Customers affected with officially imported and registered machines will receive a letter from Suzuki shortly after the modification parts arrive, advising them to contact their local authorised Suzuki dealership, who will carry out the fitment of the new component free of charge. The work will take less than one hour to complete.'

Motorway incident? Call 999

GEM Motoring July 14th, 2015 by James Luckhurst

At GEM Motoring Assist we're encouraging drivers to call 999 if they become involved in motorway incidents. The advice follows the recent tragic news that two people died in a Scottish motorway incident which was not investigated by police officers until three days after the initial call.

GEM chief executive David Williams MBE commented: "If you see an incident where help is required on the motorway, then making that call for help at the earliest opportunity could save lives.

“Unless we’ve actually been involved in a collision, there is no law in this country demanding that we stop. But our natural instinct usually means we want to help someone in difficulty, even if we lack the training or experience to offer a lot of assistance,” he said.

“We do not want anyone to stop on a motorway and risk making a situation worse. However, if you see something on or by the motorway that causes you concern, then you should alert the emergency services immediately by dialling 999. It’s worth mentioning at this point that you may use your mobile phone to call 999 in an emergency if it’s unsafe or impractical to stop.”

GEM has issued the following advice for drivers on motorway journeys:

- If you see a motorway incident where help is required, make a call to the emergency services immediately.
- Always put your own safety first, whether you’re driving, stationary or walking.
- Assist the emergency operator by knowing your location on a motorway. If you don’t use the roadside telephone to report an incident, be ready to tell an emergency operator the number of the motorway you’re on, the direction of travel and the approximate location.
- Check your precise location before you call, if you can. There are marker posts every 100 metres on each carriageway, with ‘driver location boards’ every 500 metres.
- If you see an incident on the opposite carriageway, never attempt to park and cross the motorway to offer help.

David Williams added: “These basic tips could help you stay safe while giving the best assistance to the emergency services.”

KTM HAS launched a global recall of 1290 Super Duke Rs over a fuel overflow pipe which could be incorrectly fitted, resulting in leaks.

The firm says 248 UK bikes are affected and though KTM is said to have contacted those owners, if you haven’t received a letter or are unsure if your machine is affected just contact an authorised dealer and quote the Vehicle Identification Number.

BIG-CAPACITY three-wheeled scooters are being denied exemption from central London’s £11.50-a-day congestion charge because they are too long under transport authority rules.

It’s a blow for the appeal of the Piaggio MP3 500, Gilera Fuoco 500, Peugeot Metropolis 400 and two new models from Swiss firm Quadro.

Under TfL’s rules, three-wheeled scooters are classed as ‘motor tricycles’ which are only eligible for exemption from the charge if they are no more than two metres long.....

Read more: <http://www.visordown.com/motorcycle-news--general-news/big-three-wheeled-scooters-denied-london-congestion-charge-exemption/27918.html#ixzz3h4rZoUWL>

RIDING or driving while wearing earphones has been banned in France.

This new legislation prohibits the use of any headset capable of emitting sound, including music and phone calls, with a penalty of a €135 (£95) fine and three points on your licence.

Exceptions include hands-free speakers that are fitted to the helmet and don't go in the ear, which are still permitted according to the French news website

<http://www.numerama.com/magazine/33548-le-kit-mains-libres-desormais-puni-de-135-euros-d-amende.html>.**

Drivers can still make hands-free calls using systems that don't involve a headset.

Hearing aids can still be worn and emergency services can still use hands-free headsets.

**translation:- "It's the end of headsets by car or even by bike. Using a Bluetooth headset or headphones while driving will now be punished by a fine of the fourth class and the withdrawal of 3 points on the driving license. The text published in the Official Journal is an immediate effect.

En savoir plus sur <http://www.numerama.com/magazine/33548-le-kit-mains-libres-desormais-puni-de-135-euros-d-amende.html#ZSi0MHIWR8iah1Tf.99>

The interior minister Bernard Cazeneuve had announced in January banning hands-free kits while driving, as part of strengthening the prevention of accidents on the road. It's now official, and this applies to all types vehicles, including two wheels, motorized or not. The government published Saturday Decree No. 2015-743 of 24 June 2015 on the fight against road accidents, whose goal is " *to prohibit, subject to derogations, drivers to wear ear any device likely emit sound* . "

It entered into force immediately and can therefore be applied by the police from Monday, although it is likely (desirable) that a booster phase to the law a few days or weeks is first observed by the agents.

Specifically, the decree completes article R412-6-1 code of road safety, which already prohibited from holding a phone in hand while driving a vehicle, be it a car, d a motorcycle or even a bicycle. " *Also banned the wearing ear, by the driver of a vehicle in traffic, any device capable of emitting sound, except for correcting deafness electronics* , "now say the text.

Honda's recall over fire worries.

We're hearing reports of a mass recall of Hondas because of concerns about the starter relay switch on a range of models. According to our friends in Germany and the USA, certain Honda models there have been singled out as having the problem – which could see the relay burn and cause a fire.

At time of going to press, we've not heard of this recall being issued in the UK, but it's worth noting if you're reading this in Germany or America. The models affected are the following series, made between September 2013 and June 2015:

<http://www.morebikes.co.uk/hondas-recall-over-fire-worries/>

MAG Central Office:		
MAG Ltd, PO Box 750, MAG Warwick CV34 9FU Tel: 01926 844064 Fax: 01926 844065 Email: central-office@mag-uk.org		
Executive Officer	Julie Sperling	central-office@mag-uk.org
Membership Administrator	Carol Ferrari	membership@mag-uk.org
Director of Communications & Public Affairs	Lembit Öpik	central-office@mag-uk.org
Transport & Policy Advisor	Leon Mannings	central-office@mag-uk.org
NATIONAL OFFICERS		
National Chairman	Selina Lavender	chair@mag-uk.org
National Vice-Chairman	Dave Hammond	vice-chair@mag-uk.org
National Finance Officer	<i>Position Vacant</i>	finance-officer@mag-uk.org
Network Co-Coordinator	Anne Gale	aine@mag-uk.org
President/ <i>TheROAD</i> Editor	Ian Mutch	theroad@mag-uk.org
National Reps Liaison Officer	Jane Carrott	nrlo@mag-uk.org
National Clubs Liaison Officer	Oliver Rose	clubs-officer@mag-uk.org
Events (Shows and Stands)	Position vacant	events@mag-uk.org
Director of TMAGL	Pete 'Veece' Davison	central-office@mag-uk.org
Director of TMAGL	Tony Cox	central-office@mag-uk.org
Director of TMAGL	Neil Liversidge	central-office@mag-uk.org
Director of TMAGL	Steve Wykes	central-office@mag-uk.org
Director of TMAGL	John Mitchell	central-office@mag-uk.org
Director of TMAGL	Paul Turner	central-office@mag-uk.org
Director of TMAGL	Selina Lavender	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	Selina Lavender	east-anglia-region-rep@mag-uk.org
Lincolnshire	Alex Bridgwood	lincolnshire-region-rep@mag-uk.org
Eastern	Dave Hammond	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 (acting)	Jon Metcalf	herts-essex-region-rep@mag-uk.org
North East	Dave Wigham	north-east-region-rep@mag-uk.org
Northern Ireland	<i>Position Vacant</i>	northern-ireland-region-rep@mag-uk.org
North Wales	Bill Hughes (Acting)	north-wales-region-rep@mag-uk.org
North West	Tony Cox	north-west-region-rep@mag-uk.org
Scotland	Steve Wykes	scotland-region-rep@mag-uk.org
South East		south-east-region-rep@mag-uk.org

Southern	Tim Peregrine	southern-region-rep@mag-uk.org
South Wales (acting)	Ian Williamson	south-wales-region-rep@mag-uk.org
South West	Tim Poole	south-west-region-rep@mag-uk.org
Thames Valley	Gareth Lewis	thames-valley-region-rep@mag-uk.org
Warwickshire	Roger Ford	warwickshire-region-rep@mag-uk.org
Western	Deb Rose	western-region-rep@mag-uk.org
West Midlands	Eddie Lowe	west-midlands-region-rep@mag-uk.org
Yorkshire	Oliver Rose	yorkshire-region-rep@mag-uk.org
OTHER CONTACTS		
MAP Ltd: Yorkshire region event organiser	Pete Walker	maphq@maphq.karoo.co.uk
Official MAG merchandise	Julie Sperling	events@mag-uk.org
The MAG Foundation – Trustee contact	Paul Turner	info@mag-foundation.org