



# Network November 2021

**A networking tool providing information Activists and other interested parties**

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**Acknowledgments:- George Legg. Colin Brown. Lembit Opik. Michael Armstrong. FEMA. NMC. Julie Sperling. Plus, anyone else I've forgotten.**

## Editor

I'm going to keep this really short because this edition is lengthy including lots of information from FEMA and the National Motorcycle Council.

However, the thing which requires your attention soonest is on Anti Tampering - highlighted just after the Campaigns report. Please respond.

One article here highlights a reduction in the budgets to local councils and which equates to a loss of £9.5 million lost from the Local Maintenance Budgets which is enough to repair 65k potholes in every local council area.

In South Glos I'm sure I've encountered every one of the 65k! Our roads can often be compared to those of a third world country - they're pretty disgraceful.

On that happy note I'm off. Catch you next month.

Ride free, AG

[For the December edition please submit copy to [aine@mag-uk.org](mailto:aine@mag-uk.org) . Subject heading: Network by 25<sup>th</sup> November]

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## Political Report – Colin Brown & Lembit Opik

*The Motorcycle Action Group has a new Chair – Mr Neil Liversidge. MAG's Political Unit met Mr Liversidge to discuss his future direction for the movement from a political campaigning perspective. The future involves energy, focus and action.*

### Choice in Personal and Public Transport (CHiPPT)

MAG has been working to secure your future ability to buy vehicles with petrol engines. The mandate for this is clear. Motorcycles are in the firing line, with the planned banning of the sale of new petrol motorcycles proposed for '2035 or earlier'. MAG Chair Neil Liversidge has been clear about the need for the movement to be data led, rational and robust in our defence of your right to choose what you buy to ride. He laid out his ideas to the Political Unit in an all-day session that proved informative and motivational.

Neil explained that in his view the arguments in defence of the petrol engine cover different aspects starting with the benefits of two wheels. These include the fact that a motorbike has a lighter environmental footprint than a car, they're cheaper to operate making them socially important, and they reduce congestion - thereby cutting the overall emissions output of traffic.

There's a deeper scientific/economic balance aspect to this – the fundamental question of the calculations being made to justify the ban on petrol motors. Government seems reluctant to realise the very substantial ecological issues associated with electric power. These include production of the vehicles, generation of the energy to charge the vehicle, service life of the power pack and disposal of

old batteries. MAG argues that the true environmental equation simply does not justify the forced banning of new petrol-powered motorcycles.

There are also social questions of culture, diversity and discrimination. Motorcycling has a discrete culture which is deeply connected to the machines we ride. The culture and indeed MAG is in no way opposed to electric motorcycles or advancements in technology, but just as with ownership of the motorcycle itself we own our culture which means that, beyond substantive harms to others, the state has no right to dictate how that culture develops and changes.

MAG is developing its policies very clearly on all of this. We are working with like-minded groups and individuals to protect your right to choices. As one of many next steps, we are meeting others who share our concerns about the direction we are taking as a country by imposing restrictions that may not make sense from a social, economic or environmental perspective. If you would like to participate in actively defending our right to ride what we choose to, please let the Political Unit know by contacting: [lembit@mag-uk.co.uk](mailto:lembit@mag-uk.co.uk)

## **Regulatory review and zero emissions vehicles**

The Government is consulting on how the UK can lead the introduction of technology it claims will lead the way in transport. As always, the devil is in the detail. We are concerned this is another effort to justify the introduction of widescale removal of petrol (and diesel) engines, with all the implications that this may hold for the riding community.

While it is theoretically possible to have zero emissions motorcycles – and indeed it has been achieved – there are major issues with this. The consultation is primarily concerned with the situation pertaining to access to public charging points, a key issue in the roll out of electric vehicles. Government statistics show that 6,440 charging points were installed in the last 12 months bringing the national total to 25,927. The rate of installation has increased over the last five years but falls far short of official Govt estimates that 280 to 480,000 public charge points will be needed by 2030. The availability of charging points also varies dramatically across the country with an average of 38.7 charging points per 100,000 population across the whole country, but varying from 17.5 per 100,000 in Northern Ireland to 87.4 per 100,000 in London. MAG has seen no evidence of the specific needs of motorcyclists being mentioned in any plans for charging infrastructure. MAG will be making a formal submission to the consultation. If you would like to make your views known, please feel free to do so at the following location:

<https://www.gov.uk/government/consultations/future-of-transport-regulatory-review-zero-emission-vehicles>

The closing date is 22<sup>nd</sup> November 2021.

Any questions? Contact Lembit. Note that MAG is not opposed to electric vehicles. We're opposed to compulsion, and this our response will cover this matter logically and with consistency.

## **Rise of the machines...**

In another consultation, the Government is seeking to pave the way for robo-vehicles. Theoretically, these can be motorcycles, but what's the point? Many riders choose motorcycling specifically because they enjoy the process of riding their machine. However, you are at liberty to make your views known at: <https://www.gov.uk/government/consultations/future-of-transport-regulatory-review-modernising-vehicle-standards/future-of-transport-regulatory-review-modernising-vehicle-standards>

Again, the closing date is 22<sup>nd</sup> November 2021.

MAG does not stand in the way of progress. We do oppose the mandatory introduction of robocar technology if that is proposed. Also, we do not want to see some kind of apartheid, where manually controlled vehicles are excluded from using Britain's roads. There is an aspect of the consultations that relates to aftermarket parts, and this is covered separately in another item of our network report.

### **...End to aftermarket parts?**

This same consultation introduces what appear to be draconian anti-tampering measures. The proposals state:

*We will create new offences for tampering with a system, part or component of a vehicle intended or adapted to be used on a road.....*

*Specifically, we would look to create:*

- *a specific offence for supplying, installing and/or advertising, a 'tampering product' for a vehicle or NRMM – this would apply where a principal effect of the product is to bypass, defeat, reduce the effectiveness of or render inoperative a system, part or component (the product may be a physical part or component, hardware and/or software)*
- *a specific offence for removing, reducing the effectiveness of, or rendering inoperative a system, part or component for a vehicle/NRMM and advertising such services*
- *a specific offence for allowing for use or providing a vehicle or NRMM that has had the operations described in the previous 2 points performed on it*
- *a new power to require economic operators to provide information, where a service/product they have supplied amounts to or enables 'tampering' with a vehicle or NRMM – this would apply in any of the above senses and include requirements to provide relevant information on the quantities of products sold or modified*

NRMM = non-road mobile machinery - which means off road bikes are under attack here as well as road registered.

Key questions here are:

- what is the definition of "tampering"?
- are there limits on the scope of what 'systems, parts or components' are included in the proposed offences?

At time of writing we are awaiting a meeting with DfT officials to fully understand the detail, but the apparent intent and potential scope of these proposals are rightly causing much concern. We will publish any detail that we can glean from the meeting.

Again make your views known at:

<https://www.gov.uk/government/consultations/future-of-transport-regulatory-review-modernising-vehicle-standards/future-of-transport-regulatory-review-modernising-vehicle-standards>

**No later than 22<sup>nd</sup> November 2021**

## **Alliance of British Drivers (ABD) AGM**

At time of writing, MAG is sending a substantial delegation to the Alliance of British Drivers' Annual General Meeting. This will be the first time that key players from MAG, the ABD and Fair Fuel UK (FFUK) meet physically. MAG has found the ABD and FFUK to be good allies in our work, in a range of issues. Together we have raised policy concerns effectively and with intelligent arguments. We'll tell you how we get on.

## **E-scooters continue to confuse**

You may have seen occasional coverage of the E-scooter trials in the media. It seems that the Government has created the problem MAG predicted – where people don't know the rules; others don't care about the rules; and many are angered by the inconvenience of the reckless use of these machines on the pavements. The trials are being extended into next year. MAG will comment on any matters of relevance to the motorcycling community.

## **Promoting cycling contradicts vision zero agenda**

The latest accident figures for cycling indicate a 41% increase in fatalities, and a 46% increase in cycling over the same period. At the same time, road traffic was down by roughly one quarter during the period in question. The inference is pretty clear: there is a close correlation between cycling fatalities and cycling usage – and this is not closely related to the density of other traffic. Assuming the correlation these figures indicate is not a fluke – and it is extremely unlikely that it is a fluke – a doubling of cycling would lead to a doubling of cycling fatalities.

For the motorcycling community there is an important implication: anyone who promotes cycling cannot then oppose motorcycling on the basis of safety. This is a practical argument you can use with local transport planners and any other group that tries to restrict your right to ride over safety issues – unless, of course, they oppose cycling expansion too.

The vision zero agenda, which promotes the idealistic goal of zero deaths, is also clearly not compatible with cycling. As such, we are entitled to point to the inconsistency any time others seek to limit our right to ride because of the unattainable goal of vision zero.

## **Zero carbon and zero road deaths?**

The Parliamentary Advisory Council on Transport Safety (PACTS) – held an event called 'Zero Carbon and Zero Road Deaths.' MAG attended this curious attempt to try and weave environmental policy objectives to road safety objectives. Even if all emissions emitting machines were banned, road deaths would still not decline to zero. MAG patiently makes positive contributions to these sorts of events, though it must be said that there is a sense that in the scramble to jump on the green bandwagon, it seems that some quarters are willing to make some fairly extraordinary attempts at force-fitting associations between subjects that really are not related.

We advise vigilance, lest these kinds of linkages are used to further curtail our rights as riders, on the basis of some convoluted explanation about how we can save lives and save the planet all at the same time.

## **Why would anyone want the roads to be unwelcoming?**

That is the question that Colin keeps asking yet never receives an answer. The ongoing battle to promote the Welcoming Roads vision for road safety seems surreal, but as the PACTS ‘Zero Carbon and Zero Road Deaths’ webinar seems to demonstrate there exist a belief that roads should not welcome anyone with a motorised vehicle. They claim that motorists should only consider themselves guests in our cities, but do we want a society where guests are not made to feel welcome?

Colin continues to make the case at the highest levels within the Department for Transport as there seems little point in arguing with those who take such an absolutist and divisive view of the world. Thankfully they are not the ones that actually make government policy so all is not lost.

## **MAG completes the full set of free crossings.**

Colin succeeded in securing a virtual face to face meeting between officers working on the Lower Thames Crossing project and South East Region MAG representatives, but takes no credit for the substantive work.

South East Region Rep Steve Mallett and Dep Rep Julian Quinton met officers of the LTC project and finally secured confirmation that the proposed crossing will be open to motorcyclists including learners on anything over 50cc mopeds and without attracting any charge.

This is the culmination of what Steve describes as ‘years of slog’. As Steve points out: MAG has successfully campaigned for free river crossings on all our major estuaries and LTC makes up the full set.

## **Oxfordshire ‘U’ turn.**

Following statement that ‘motorcyclists are a danger to themselves’ the average man in the street would have been forgiven for assuming that Oxfordshire would never embrace motorcycling.

Once again we have proven that MAG members are far from average and do not take ‘no’ for an answer.

The Oxfordshire Local Transport and Connectivity Plan 5, will be published for consultation in November and will outline a policy prioritising motorcycles ahead of all other forms of personal motorised transport. Motorcycle parking will be prioritised over car parking.

If you live or ride in Oxfordshire please look out for the consultation and lodge your support for this policy position. There is still potential for the idea to be de-railed but strong and vocal support should get this across the line and allow Colin and star local MAG member Cllr John Broad to then get stuck into ensuring they actually deliver on their promises.

Persistence pays!

Please also refer to this Oxfordshire LTCP5 as a best practice example when dealing with your own local authority.

## **Transporting motorcycles to/from the EU**

And finally.... Tony Barker of Eurobiketrans Ltd has asked for support for his petition:

Tony says:

Post Brexit changes in tax and customs regulations are preventing us from transporting our customer's motorcycles to and from the EU for recreational use.

We have started a petition to bring pressure on the UK Government to try to make an agreement with the EU allowing motorcycle owners to use the services of transport companies and individuals to transport their motorcycles to and from the EU without any demands for tax and duty.

We wondered whether you would be kind enough to sign the petition?

Thank you in advance.

<https://petition.parliament.uk/petitions/598889>

## MAG members: urgent action required on anti-tampering proposals

We can report good news, but the campaign is far from over.

Reaction and responses already sent in response to the DfT's Anti-tampering proposals have undeniably had an impact.

Director of Campaigns and Political Engagement, Colin Brown met with DfT officials, along with Craig Carey Clinch (NMC) and Anna Zee (BMF) on 27<sup>th</sup> October. It was clear from comments made by the officials that they realise that there is an enormous strength of feeling on this issue. It is certainly not one on which they will be able to push their luck.

As expected officials were keen to point out that the intended scope of their proposals is very narrow and that they recognised that there were many unintended consequences that could potentially follow if the voice of riders is not closely considered.

The stated aim is to avoid tampering of vehicles in a way that makes them less safe or increases their emissions footprint. There is also a focus on autonomous vehicles and vulnerabilities to cyber-attack for want of a better term.

Questions raised in the meeting covered issues around assumption of malice intent, as well as the practicalities of policing any legislative proposals. Scope, exemptions, proportionality, retrospection, time-scales and legislative prioritisation were all discussed.

Colin believes that significant commitments were also secured in the meeting.

Colin secured a commitment from officials to supply a detailed line by line explanation of the DfT's perceived gaps in existing legislation. This is significant as without the detail we can neither understand the exact impacts, nor ensure that any forthcoming legislation is suitably proportionate or limited. We need to fully understand definitions of components and systems that will be subject to the legislation as well as the outcomes of modification that are classed as needing restriction. Delivery of

this information has been promised no later than 1 week before the end of the formal consultation period.

Allied to this was an offer to answer specific detailed written questions that can take the form of scenarios to once again determine the expected impacts. This is where the urgent action comes in.

We need all members to list all kinds of activity and modification that they view to be legitimate that are potentially going to be impacted by the proposals. This includes questions such as restoration of older machines, customisation, performance and ergonomic modifications and not forgetting the different uses of bikes whether that be for off-road or sport activities.

We will need to supply a list of questions within a week to allow time for officials to respond. Time is short.

Additionally we have secured a commitment from officials to continue to take comment and input from MAG and the other organisations represented at the meeting beyond the formal end point of the consultation. We will also receive the opportunity to comment on detailed drafts of legislation before publication.

We are thus locked in to the design process of the legislation allowing us maximum potential to ensure that our rights as owners of the motorcycles we ride are treated with respect.

So please contact us at [central-office@mag-uk.org](mailto:central-office@mag-uk.org) with all questions and scenarios that you would like presented.

We would recommend those who have not already responded to the consultation to hold off completing the survey until we have had responses from the DfT on the questions and the detailed list of their perceived legislative “gaps”. We will ensure that we share this information with you as soon as it is available and also ensure that your opinions are heard even if the formal consultation deadline passes.

Thank you for your support. Colin Brown.

## MAG PRESS RELEASES

### **Kawasaki business policy reveals Government manipulation of market demand.** 12 October.

The Motorcycle Action Group (MAG) has pointed out to motorcyclists how Government policies impact motorcycle business plans. Recent headlines proclaiming that Kawasaki will

go all electric by 2035 are unlikely to be the last as other manufacturers follow.

Kawasaki released a business policy briefing on October 6th, 2021, stating that they are planning to introduce at least ten battery and hybrid electric models by 2025, and that their entire range for 'developed countries' would be electric by 2035.

There is evidence that the brand is also working on using carbon-neutral fuel (hydrogen).

Both MAG and, more recently, the Federation of European Motorcyclists Associations (FEMA) conducted polls of riders in the UK and throughout Europe showing that the vast majority of motorcycle enthusiasts are not creating the demand for such bikes.

Recently elected MAG Chair, Neil Liversidge, said:

"This announcement clearly demonstrates that Government policy is designed to limit our choice of the kind of motorcycle we ride by forcing industry to supply what the Government wants, not what riders want. Whilst we have no opposition to the march of progress, we are opposed to Government dictating our transport choices in this way.

MAG is opposed to plans to ban the sale of petrol motorcycles by 2035 because we value our freedoms and have no faith in governments to make the right market decisions. We cannot guarantee to accurately predict the state of the technology or the viability of an all-electric vehicle fleet by any arbitrary date, but we are prepared to predict that the Government's predictions will be wrong."

MAG's newly appointed Vice Chair, Ian Churchlow, added:

"I have been an enthusiastic Kawasaki owner and rider since I started out as a 17-year-old learner. During this period Kawasaki has built an extraordinary road and racing heritage. The announcement that they will no longer offer a traditional petrol-powered engine in Europe after 2035 is a severe disappointment that must surely damage Kawasaki's standing and alienate the many marque enthusiasts who have supported the company's growth from its inception in the early 1960s."

MAG will be contacting Kawasaki to discuss their business plans and understand the potential opportunities that could result from a free market. MAG will also continue to campaign against the proposed ban of petrol-powered internal combustion engine (ICE) motorcycles. A major new campaign reflecting riders' calls to defeat all proposals for banning the choice of riders to buy new petrol-powered ICE motorcycles is now MAG's urgent priority. ENDS

## **MAG defends motorcycle ownership with no strings attached. 12 October.**

The Motorcycle Action Group (MAG) is set to oppose restrictions on the rights of motorcycle owners to modify their own property. Highlighting a new Government consultation, MAG warns of the potential end of motorcycle customisation, aftermarket parts and even what it means to own a motorcycle.

A recent suite of consultations published by the Department for Transport (DfT) include proposals to give the state powers to prevent riders from making modifications to their motorcycles. MAG has long opposed anti-tampering legislation from Brussels but now the post-Brexit UK Government is making a bid to introduce its own powers to limit what

aftermarket motorcycle parts can be bought and sold in the UK.

MAG attended an online webinar hosted by the DfT on the consultation. MAG's Director of Campaigns & Political Engagement, Colin Brown, was quick to point out to officials that proposals for electric vehicle charging infrastructure simply failed to recognise that the Government also plans to electrify motorcycles.

Colin said:

"I was expecting the lack of motorcycle focus in policies for the charging infrastructure, but the anti-tampering proposals came as a real sucker punch. As the owner of a motorcycle with less OEM parts than aftermarket ones you can imagine my reaction! This renewed attack on the right to do with your own property what you wish is not something that I can see many motorcyclists welcoming. Just look at how many memes appear on social media about pay day and bike parts! I paid good money for the ownership my motorcycle on the understanding that ownership buys the right to do what I like to it."

MAG will be meeting with Department officials to gain a full understanding of the implications of the proposals before forming a detailed response to the consultation. MAG will also discuss these issues with other groups in the National Motorcyclists Council (NMC) and the industry.

The charging infrastructure proposals can be found here:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1020983/future-of-transport-regulatory-review-zero-emission-vehicles-print-version.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1020983/future-of-transport-regulatory-review-zero-emission-vehicles-print-version.pdf)

The anti-tampering proposals can be found here:

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/1021000/future-of-transport-regulatory-review-modernising-vehicle-standards-print-version.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1021000/future-of-transport-regulatory-review-modernising-vehicle-standards-print-version.pdf)

## **MAG celebrates Oxfordshire's new progressive policy for motorcycling.** 20 October.

The Motorcycle Action Group (MAG) is delighted to see a progressive policy for motorcycling in Oxfordshire's new draft transport plans. The transport plan's proposals arise from effective MAG campaign work. The Council proposes a transport user hierarchy that places motorcycles above other motorised modes. The draft was signed off in a cabinet meeting on 19th October. The plan will now go out for consultation in November.

Campaigners view the draft Local Transport and Connectivity Plan (LTCP5) as a significant change in tone by the Council. In November 2019, MAG's Director of Campaigns & Political Engagement, Colin Brown, supported local councillor John Broad in a meeting with County and City Council Cabinet members. They made the case for motorcycling as a sustainable transport mode.

The campaign attracted publicity when Council papers were published in early 2020 suggesting that "motorcyclists are a danger to themselves". This sparked a backlash from riders, and marked a low point in relations. Since then, however, Cllr Broad and MAG have continued to engage with the Council. Putting forward reasoned arguments has resulted in a great outcome for motorcyclists.

After his initial scan of the draft LTCP5, Cllr John Broad wrote to Colin saying:

“From what I have seen so far, I would say that our representations - and likely those of fellow motorcyclists - sent in response to those earlier appalling documents, have had quite an influence on this latest draft.”

Colin comments:

“John is too humble in his assessment of the impact he has made. This is a shining example of how calm and consistent lobbying wins. To have reached the point where the plan accepts the benefits of motorcycling is an enormous achievement. Placing motorcycles above other forms of private motorised transport is truly progressive for any transport plan. The campaign is far from over, however. First, the draft plan needs to pass through the consultation stage and be adopted. The hard work then really starts. Next we must ensure that the plan actually delivers results. Changes in the real world are what riders seek. We will do all we can to ensure that the plan is more than just warm words.”

## **MAG confirms the full set of free river crossings on all major estuaries.** 27 October.

The Motorcycle Action Group (MAG) met National Highways Lower Thames Crossing (LTC) leads on 5th October. MAG now confirms free motorcycle river crossings on the new LTC. Also access will be possible for riders of 50cc and above bikes on ‘L’ plates. MAG representatives secured the meeting following conflicting comments about access and charges for the Lower Thames Crossing project.

Confirmation of the exemption from all charges was confirmed in the meeting which took place on 5th October. Despite confusion raised in earlier responses to enquiries, the officers were able to say that charges would exactly match those of the Dartford Crossing. This makes motorcyclists exempt from charges.

MAG later received written confirmation from LTC that motorcycle access would allow riders on ‘L’ plates. Officers at the meeting did need to check the detail before making the below written statement:

We are pleased to confirm that motorcyclists on ‘L’ plates, having completed a Compulsory Basic Training (CBT) course, would be allowed to use the A122 LTC (new road and tunnel) – however please refer to further detail provided in the paragraph below. It is important to note that some of the new road connections from the A122 LTC would lead to a motorway (M2 or M25) and these will be clearly signed in advance so that motorcyclists can avoid them should they wish. This is no different to the current arrangement on the A2 eastbound where it joins the M2.

In terms of wider usage, it is proposed that powered two wheeled vehicles with a 50cc engine or above (4000 (4 kW) Watts or above for electric powered two wheeled vehicles) would be able to use the A122 LTC, similar to what is allowed on a motorway. Whilst the A122 LTC would be an all-purpose trunk road (‘A’ road), it would include elements of technology to provide improved safety. In particular, due to the high volumes of high-speed traffic expected to use the A122 LTC, other slow-moving vehicles/users would also not be allowed to use the road.

MAG’s South East Regional Rep, Steve Mallett, expressed pride in the efforts of MAG members in securing this formal confirmation.

Steve said:

“It’s taken years of slog and personally I’m delighted. Not just for me but also for the North Kent members that supported me. They attended consultation meetings and answered the repetitive surveys that appeared every few months. MAG has successfully campaigned for free river crossings on all our major estuaries and LTC makes up the full set.”

## **Does new motorcycling minister signal a bright future for riders? 27 October.**

The Motorcycle Action Group (MAG) asks if new Minister, Trudy Harrison, is a sign of a bright future for riders. Is her appointment a signal that attitudes towards motorcycling are changing at the Department for Transport (DfT)? At a Westminster Hall debate the new minister praised MAG for its lobbying work.

Trudy Harrison, MP for Copeland since 2017, has been appointed Parliamentary Under Secretary of State at the DfT as part of the September cabinet reshuffle. Her primary responsibility is decarbonisation of transport. MAG believes that her appointment signifies a DfT change in attitudes to motorcycling as Trudy is a motorcyclist herself.

In a Westminster Hall debate held on 26th October, Trudy mentioned her delight when her father gave her her first motorcycle at age 16. She commented:

“Dad took me to the garage and unveiled my first motorbike, as I thought, though it was probably a moped—a 50 cc bright blue Honda Camino. I have since had many enjoyable days out riding pillion on bikes from a Honda 900 CBR Fireblade, through to my dad’s last bike, which was a Yamaha FZR1000.”

MAG’s Director of Campaigns and Political Engagement, Colin Brown, said:

“MAG has long said that the best policy decisions for motorcycling are likely to be made by people with experience of riding motorcycles. Having a DfT minister with a first-hand understanding of what it means to ride a motorcycle can only be a good thing. I was particularly pleased to hear the warm words spoken about MAG by the Minister and many of the speakers in the debate.”

Bill Wiggin MP thanked the National Motorcyclists Council saying:

“The NMC has representatives drawn from a wide range of stakeholder groups, including the Auto-Cycle Union, the British Motorcyclists Federation, IAM RoadSmart and the Motorcycle Action Group—I am a member of both—the National Motorcycle Dealers Association, and the Trail Riders Fellowship. What an august body it is.”

Ian Paisley MP said:

“I am also a member of MAG, which was mentioned by the Hon. Gentleman”

Steve Baker commented:

“Like my Hon. Friend the Member for North Herefordshire, I am a member of Motorcycle Action Group. In fact, I have just received their latest excellent edition of The Road magazine, and if it does not contain at least one letter from my father, I will be extremely

surprised—it usually does.”

Stewart Hosie said:

“Can I start with a declaration of sorts? I am a biker. I am proud to ride with YesBikers for Scottish independence and, like almost every other speaker, I am very happy to support many of the campaigns run by the Motorcycle Action Group, which I particularly thank for its help preparing for today.”

MAG members in Cumbria have long had an excellent relationship with the newly appointed minister. In making her ministerial response to the debate, Trudy Harrison said:

“There were many references to the Motorcycle Action Group, which does a great deal of good both in lobbying for policy change and with its charitable work. I have had the pleasure of seeing that for myself in Copeland. That group’s work, along with that of other charitable organisations, is superb.”

The debate covered many themes and issues that form MAG campaigns. The influence that MAG commands in the ‘corridors of power’ is clear. It is also clear that Trudy Harrison is prepared to champion motorcycling within the department as summed up in her comments:

“One of the first things my Hon. Friend asked for was confidence that motorbikes are appreciated. They certainly will be by me. We have not had long this afternoon, but I have heard a lot. I agree with Members about the importance of road safety for motorcycle users, and the key role that motorcycling can play in meeting our current mobility needs. There was a request for an acceptance of motorbikes. I assure my Hon. Friends and other Members that they have my personal advocacy.”

A full recording of the debate can be seen on Parliament TV here:

<https://www.parliamentlive.tv/Event/Index/a3334a61-a7ff-4701-b830-6da0a2edf636>

ENDS

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

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***Just had member, Spen, draw attention to possible problem with K & N’s. Never had a problem myself all the times I used them. Let you draw your own conclusions:-***

Just had a buddy tell me that he had a K&N oil filter let go and leak oil all over the bottom of the bike and his rear tyre on a trip to Europe. So then did a search online for "exploding K&N oil filter" and there is page after page of results

<<https://www.google.com/search?q=Exploding+K%26N+Oil+Filter+Suit+Nixed+for+Low+Alleged+Damages>> , but here are some examples with images -

\* <https://www.r6-forum.com/threads/k-n-oil-filter-failure.414474/>

<<https://www.vfrdiscussion.com/index.php?/forums/topic/83828-kn-oil-filter-failure/>> \*

<https://www.vfrdiscussion.com/index.php?/forums/topic/83828-kn-oil-filter-failure/>

\* <https://www.triumphrat.net/threads/k-n-oil-filter-trouble.851866/>

There was a class action lawsuit in 2020 against them -

<https://www.consumerclassactionlawyers.com/kn-oil-filter-failure-in-motorcycles-and-powersports-class-action-lawsuit-investigation.html>

Looks like it effected the following filters - KN-138, KN-204 & KN-303.

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Next  
Network deadline  
25th November  
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ROAD deadline  
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# FEMA

## Victory In Northern Ireland: Wire Rope Barriers Will Disappear

October 1, 2021



The British Motorcycle Action Group (MAG UK) announces a victory for common sense and for motorcyclists' road safety in Northern Ireland, with the use of wire rope barriers on roads being terminated.



Nichola Mallon, Northern Ireland's Minister for Infrastructure (photo: DfI)

. At the end of the meeting, the DfI accepted that wire rope and steel post type crash barriers are hazardous to motorcyclists' safety in a collision with such a barrier. The DfI agreed to actively promote the wider use of much safer Motorcycle Protection System barrier installations at high-risk locations which are or could be particularly hazardous to motorcyclists. The DfI also agreed to work with the local universities on any research projects, with the goal of developing a crash barrier system that is much less harmful to motorcyclists but still effective against twin-track vehicles.

In January 2021 the regulations governing central reservation crash barrier requirements were changed and going forward any new or upgrading road schemes for or on a road which requires or has a central reservation barrier, will be required to install rigid barriers (for example W beam or concrete 'cushions'). The barriers will have a design life of 50 years and wire rope style barriers will no longer be used. In addition, any existing wire rope style barriers requiring replacement due to damage or age will be replaced by a rigid barrier. A sustained campaign, led by MAG Northern Ireland's Martyn Boyd, culminating in a strong case being put to the Department of Infrastructure and Minister Nicola Mallon, has now resulted in a positive outcome for road safety and the safety of motorcyclists in particular.

MAG UK's Northern Ireland Representative, Martyn Boyd, and MAG UK Director, Ian Churchlow met with officials of the Northern Ireland Department for Infrastructure (DfI) in July 2020 to discuss MAG's concerns about the continued use of wire rope style crash barriers on the trunk road network across the province



### Motorcycle Action Group

MAG Northern Ireland's Martyn Boyd commented: "We know we won't see wire rope barriers being ripped out wholesale and replaced immediately, but it is still great news for rider safety in the long term and I'm confident that we achieved the best realistic result possible. I'm very pleased to have achieved such a positive outcome for motorcyclists regarding this issue. The regulation changes apply to the whole UK from my reading of the document, because Northern Ireland could not move unilaterally on this so it seems DfI have persuaded the rest of the country to adopt the measures also."

Source: [MAG UK](#). Top photograph by [Wim Taal](#)  
This article is subject to [FEMA's copyright](#)

## FEMA Welcomes Bikers' Voice From Austria

October 5, 2021



The international motorcycling community keeps growing! This time we welcome a new riders' group from Austria to the table.

On Saturday 2 October 2021, the FEMA Committee meeting was held, with representatives from motorcyclists' organizations from all over Europe. Due to COVID-19 restrictions, the FEMA meeting could not be held in Brussels, so we used an online platform instead. During this meeting we welcomed Austrian organization Bikers' Voice as a new probationary member.

Thomas Schluet from Bikers' Voice (see top photo): "Bikers' Voice is a young group that was formed in 2020 to legally protest unfair restrictions against bikers in Austria. Starting with the 95-dB-edict from the Tyrol we found several other topics to work on. To get more information about what is going on in Europe, we contacted FEMA to start working together and sharing information. The earlier you know what is going on, the more time you have left to plan your reaction. So, we are looking forward to a bilateral productive cooperation within the European network of motorcyclists' associations. As bikers we are used to be at the receiving end of laws and regulations, but now we hope to have at least some influence coming from people who ride a bike rather than just sit in an office chair."



For more information on Bikers' Voice, please visit their [website](#) or go to their [Facebook](#).

## Austrian Motorcyclists: Road Bans For 'Loud' Bikes Must End

- [Member news](#)

October 20, 2021



In some Austrian regions motorcycles with a registered standing sound emission of more than 95 dB (A) are banned from using the road. But how realistic is this limit? Motorcyclists' organisation Bikers' Voice did a soundcheck.

During a demonstration at the Red Bull Ring with guests from politics and the media, [Bikers' Voice](#) demonstrated the technical ineffectiveness of the Tyrolean ordinance.

Regina Stiller, chairwoman of Austrian motorcyclists' organisation (and a probationary member of FEMA) Bikers' Voice, explains: "The chosen method of excluding EU-approved motorcycles with a stationary noise entry of more than 95 dB (A) in the vehicle registration certificate, means a serious curtailment of the basic rights of owners of legal motorcycles.

Regina Stiller: "The expert and measurement technician Christian Wagner, who we called in, carried out standard-compliant follow-up measurements on various motorcycles in front of invited guests and running cameras. The measurements were taken at a standstill and in typical riding situations in town and under acceleration at the end of town. It was clear to see that motorcycles with a high level of stationary noise produced far less than 95 dB."

Motorcycles such as Ducati's or Suzuki's famous 300km/h Hayabusa, which were denounced particularly loud or aggressive by motorcycle opponents, fell well below the 95 dB static noise limit in the measurement and proved to be barely louder when riding and sometimes even quieter than simple touring machines permitted in Tyrol with lower levels engine power.

### 'Residents and motorcyclists can work together to find more meaningful solutions'

Triumph's displacement giant Rocket III with no less than 2,500 cc, was the star of the Bikers' Voice measurement demonstration. Regina Stiller: "The Triumph's nameplate has a

standing noise note of 99dB, the registration certificate says 98 dB. So, the operation of the mostly low-revving Triumph is forbidden in the Tyrolean exclusion zones. However, we could not measure more than 93.5 dB. Well below the prohibition limit of 95dB in Tyrol. But that is of no use to the owner. He is not allowed to ride.”



Stiller concluded: “The Tyrolean model must be seen as a wrong decision to the detriment of residents and road users. It should be ended as soon as possible. The political decision-makers apparently lack the political will to make sustainable decisions to enable residents and motorcyclists to interact. We believe that residents and motorcyclists can work together to find more meaningful solutions more quickly.”

*Source: Bikers' Voice. Top photograph by Wim Taal*

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## Do Driver Support Systems See Motorcycles? Euro NCAP Introduces Tests

*October 11, 2021*



From 2023 Euro NCAP will start testing driver support systems in cars, such as Autonomous Emergency Braking and Lane Support Systems, on their ability to look for and react to motorcyclists.

Motorcycles are often not detected by the sensors of advanced driver assistance systems (ADAS) or the reaction of the systems is not adequate. In 2016, research by RDW (the Netherlands Vehicle Authority) showed that cars with an innovative driving system, such as an adaptive cruise control, were capable of noticing motorcycles, but when motorcycles rode at the edge of their lane, the adaptive cruise control did not respond well to them. In many tests, action had to be taken by the driver of the car to prevent a collision.

RDW investigated the visibility of motorcycles for vehicles with innovative driving systems that control the speed of the vehicle at the request of FEMA and Dutch motorcyclists' organizations. Both RDW and FEMA have since then been lobbying on a European and on a global level to have motorcyclists included in the test standards.

To support the driver in avoiding when possible or mitigating such crashes, car manufacturers offer avoidance technology that reacts to the situation by autonomous braking and at higher speeds may issue warnings to alert the driver. Systems that specifically look for and react to vulnerable road users like pedestrians, cyclists and motorcyclists are called AEB/LSS VRU systems\*.

These are the systems that are designed to brake or steer autonomously for vulnerable road user's like pedestrians, cyclists and/or powered two-wheelers. Euro NCAP, a voluntary vehicle safety rating system, has now introduced protocols to test these systems. The test will be added to the range of tests already in place.



Special motorcycle test dummies have been developed and approved to use in the Euro NCAP tests from 2023.

For FEMA this a significant step, because these new test protocols show us that Euro NCAP takes motorcyclists' safety seriously. We see more and more car manufacturers introducing these driver support systems – and not just in high-end cars – so testing these systems and including the results in the EURO NCAP five-star rating system, will hopefully keep inferior driver support systems off the roads.

As recently as April 2021 FEMA asked the European Commission to develop a KPI (key performance indicator) for vehicle safety that is focussed on powered two-wheelers and other L-category vehicles, because currently a rather high percentage of new passenger cars with a Euro NCAP safety rating equal or above four stars ignores vehicle safety for powered two-wheelers.

*Written by Wim Taal. Source: Euro NCAP*

*Top photograph courtesy of Lukas Barth/Audi.*

## **Greece: MOT.O.E.'S Motorcycle Training Gets European Quality Label**

- **Member news**

*October 11, 2021*



Five new motorcycle training programs in Italy, Cyprus, Greece and Portugal have received the European Motorcycle Training Quality Label. The award is a joint initiative of the European Motorcycle Manufacturers Association (ACEM), the International Motorcycling Federation (FIM) and the German Road Safety Council (DVR).

The European Motorcycle Training Quality Label aims at the voluntary participation of motorcyclists in real safe riding training, distinguishing them from those that contain racetrack techniques or emphasize technical skill. If the number of road accidents does not decrease on European roads, then we are likely to see more restrictive measures against motorcyclists.

The program 'Advice in Advanced Riding – E.Q.L.' of the Hellenic Motorcycle Institute Motothesis is the natural evolution of the long-term involvement of specific executives of motorcyclists' organisation (and FEMA member) MOT.O.E. in advanced riding training since 1996. The program 'Advice in Advanced Riding – E.Q.L.' has unique features that make it a superior program. Some of them are:

- Addressing to every motorcyclist who wants to improve his safety, by supplementing knowledge that was not acquired in the basic training before the exams for the driving license but also what is needed to move confidently on the existing road network.
- Adapting to the individual needs of each learner.
- Being conducting in any part of the country – and outside Greece – as it uses daily roads for training, excluding racetracks and track driving techniques.
- Being offered at a very low cost for those who want to participate in the program. The low cost is due to the unpaid supply of volunteer trainers, who are fully committed to improving the road safety of those who love motorcycles.
- Being recognized by the private insurance sector, providing trainees who complete the training and successfully participate in the exams, reduced insurance premiums (approximately 45%) for their motorcycle.

Source: MOT.O.E.

Top photograph by Motothesis

## Cyprus Financially Stimulates Buying Electric Motorcycles

- **Member news**

October 8, 2021



Cypriot motorcyclists have successfully lobbied for motorcycles to be included in the governments stimulation package to promote the sale of electric vehicles.

CMRC, the Cyprus Motorcycle Rights Club (and a member of FEMA), has been closely monitoring the Cypriot parliament's discussion and voting concerning the 'Green Deal' project. Noticeably absent was the provision and planning to include motorcycles in the various proposed funding schemes. Wasting no time, CRMC sent out letters to both the Minister of Road Transport & Works and the EAC (Electricity Authority Cyprus) requesting and advocating the benefits of including motorcycles in the overall planning.

Some of the key points mentioned, were the increase in new motorcycle sales adhering to European standards, reduction in environmental pollution and noise, financial growth of motorcycle sellers and increased safety due to the various electronic systems and speed capabilities. CMRC have received a positive reply from both above mentioned parties. Motorcyclists can now benefit from the incentives given for the purchase of electric vehicles. EAC has also stated in their official letter to CMRC, that their order for charging stations will also include motorcycle suitable chargers.

Stella Arkadi, CMRC's press officer, said: "We will continue monitoring all developments, not only in this case but in all future ones in accordance with our mission for safety and improvement in all aspects concerning motorcycle riders in Cyprus. We will do everything we can to also secure grants for home-charging points and we feel confident we will succeed!"

*Top photograph courtesy of Harley-Davidson*

*This article is subject to FEMA's copyright*

## MEP's want Intelligent Speed Assistance on motorcycles

FEMA News: October 7, 2021



The European Parliament wants robust road safety measures, such as a 30 km per hour speed limit and zero-tolerance for drink-driving, but it also suggests Intelligent Speed Assistance on motorcycles.



EP rapporteur Elena Kountoura said: "For far too long, Europeans have had to live with an unacceptable death toll on our roads. It is realistic to aim to halve road deaths by 2030, if the EU and member states commit to better road safety, coupled with strong political will and sufficient funding. We already know what kills on the road, therefore we are calling on the Commission and governments to apply specific life-saving measures to support these efforts, such as lower speed limits, especially creating a default limit of 30 km/h for cities, an accelerated modal shift to other forms of transport, and a new European Agency for Road Transport." (photo by EP)

On 5 October 2021, the plenary meeting of the European Parliament adopted the draft report of the Member of the European Parliament (MEP) [Elena Kountoura](#) with a large majority of votes. The report contains many measures to enhance road safety in Europe. One of them is the introduction of Intelligent Speed Assistance (ISA) on motorcycles.

In general, the European Parliament sees a large contribution to road safety in a change to active mobility (walking and cycling) and public transport. Also, better infrastructure, a European road transport agency, speed reduction, and enforcement should play a large role in pushing back accidents where people get killed or seriously injured.

In a so-called [own-initiative report](#) from the European Parliament, the Parliament reacts on the [EU Road Safety Policy Framework 2021-2030](#) – Recommendations on next steps towards 'Vision Zero' (2021/2014(INI)).

In this framework, the European Commission has defined several Key Performance Indicators (KPIs) with the aim to reduce accidents where people get killed or severely injured. The Parliament supports the measures of the Commission but wants to go further. To start with, the Parliament wants the Commission to define KPIs that include L-category vehicles (e.g., motorcycles).

### To highlight some of the demands of the MEPs:

- The Parliament calls for more investments in safe infrastructure with a focus on zones with the highest number of accidents; a road classification framework that better matches speed limits to road design and lay-out, in line with the safe system approach.
- On the vehicle side, the Parliament calls for inclusion of vehicle safety features in the periodical technical inspections. It also calls for ABS for all motorcycles and to fit intelligent speed assistance systems in all new vehicles, including motorcycles. Also, eCall should be fitted on motorcycles.
- Regarding ‘new mobility’ (the electric micro mobility devices like electric kick scooters) the Parliament raises serious concerns related not only to the safety of the devices themselves, but also to their safe use in traffic.
- With regards to safe road use, the Parliament calls for stricter alcohol limits and enforcement. It also calls for a 30 km/h speed limit in residential areas, with the possibility for higher limits in main arterial roads, and in areas with many pedestrians and cyclists. To enforce these limits Member States should prioritise investing in speed enforcement and high-quality communication.
- Finally, the Parliament calls on the European Commission to assess making theoretical and practical training and tests mandatory to obtaining a driving licence for all categories of powered two-wheeled vehicles.

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### ‘We do not support any technical features that take away the control of the motorcycle from the rider.’



FEMA’s General Secretary Dolf Willigers (photo by Wim Taal)

Comment from FEMA General Secretary Dolf Willigers:” We welcome this report and almost all measures that are proposed by the Parliament. In a letter to the European Commission earlier this year we already asked for the inclusion of powered two-wheelers in the Key Performance Indicators, better training, driving license tests that are more tailored to risk assessment and risk avoidance instead of low-speed technical skills and safer infrastructure. These are demands that are also in the report of the parliament.”

Dolf continues: “We do not support any technical features that take away the control of the motorcycle from the rider and therefore – although we understand the need to reduce speed in certain situations – we see any kind of Intelligent Speed Assistance that interferes with engine control as a danger for motorcyclists, as we have already [discussed with the European Commission](#) in 2019. The Commission agreed with us that you cannot just fit ISA on motorcycles.”

*Top photograph courtesy of Ducati*

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

## UK: 'tampering with a motorcycle's environmental performance will be illegal'

FEMA News: October 28, 2021



British bikers were alarmed by the suggestion that the government wanted to introduce measures that would stop motorcycle customisation.

These anti-tampering proposals have generated huge concern among motorcyclists that motorcycle modification would be rendered illegal.

To find out the truth about these alleged measures, representatives of motorcyclists' organisations met with officials from the [Department for Transport](#).

Controversial plans for vehicle anti-tampering regulations were the subject of a high-level meeting between a delegation from the National Motorcyclists Council (NMC) and officials from the Department for Transport (DfT). The anti-tampering proposals have been put forward in the British Government's [Future of Transport Regulatory Review Consultation: Modernising Vehicle Standards](#). Proposed 'anti-tampering' regulations are aimed at environmental performance and speed 'defeat devices' on new electric vehicles, but regulations are still set to impact emissions modifications of petrol motorcycles.

The proposals aim to create new offences for 'tampering with a system, part or component of a vehicle intended or adapted for use on the road'. This would specifically outlaw advertising, supplying or installing a 'tampering product' and create an offence for removing or reducing the effectiveness of, or rendering inoperative a system, part or component of a vehicle.

These anti-tampering proposals would impact not only motorcycle riders, but also the thousands of accessory and component businesses which serve a thriving market in motorcycle adaptation and customisation.

**'It is not the government's intention to stop motorcycle customisation, modification and adaptation where this does not relate to the environmental performance or design speed of a motorcycle.'**

*The meeting, with the DfT was attended by Craig Carey-Clinch (National Motorcyclists Council, [NMC](#)), Anna Zee (British Motorcyclists Federation, [BMF](#)) and Colin Brown (Motorcycle Action Group, [MAG](#)). Both BMF and MAG are members of FEMA.*

The DfT immediately confirmed that it is not the government's intention to stop motorcycle customisation, modification and adaptation where this does not relate to the environmental performance or design speed of a motorcycle. The proposals are instead aimed at ensuring the motorcycles can no longer be legally modified to generate more pollution and in the case of electric motorcycles, cannot have software changes made to increase speed. In this area, the proposals have been inspired by the practice of modifying electric bicycles and e-scooters to make them faster and more powerful.

The practice of using non-OEM parts (Original Equipment Manufacturer part) will not be stopped, as long as these do not degrade the specified environmental performance of a

bike. Modifications that improve this performance are still planned to be possible. The DfT quickly acknowledged that the consultation was not worded precisely enough and that more could have been said with regard to the specific areas of concern when it comes to 'tampering'. The Department confirmed that it had received a huge postbag on the subject.

Although the NMC has successfully gained clarification about the scope of the anti-tampering proposals, many concerns remain about unintended consequences of the proposed regulations as they apply to existing and older motorcycles, how the regulations will be applied and the scope of what will be covered. The DfT acknowledge these concerns and have agreed that the NMC will be able to input to the development of any new regulations after the consultation period has finished.

Exemptions for competition bikes, classic motorcycles and 'off road' bikes still need to be clarified and the DfT are keen to hear more from the NMC and its members about scenarios and situations where regulations need to be proportionate and ensure continued freedoms to modify. Officials have also committed to supply detail about what they see as 'gaps' in current Construction and Use legislation before the consultation closes. This will be important to gain an understanding of the components and systems which could come under any new legislation and the outcomes that could result from tampering restrictions.

### **'Modifications that lead to increased emissions from petrol motorcycles and cars are likely to be outlawed.'**

Craig Carey-Clinch, the NMC's Executive Director said; "Although we are pleased to learn that riders will not be banned from modifying their bikes if this does not reduce environmental performance or increase speeds beyond a particular motorcycle's design specification, this leaves several areas where legitimate reasons to modify could still be denied. There is also a large question mark about how the proposals will affect older motorcycles."

Craig continued: "We welcome the DfT's willingness to discuss these matters in more detail and to include the NMC and its members in work to design regulations that are proportionate, but we remain strongly concerned that the proposals have been inspired by issues that do not apply to the majority of motorcycling, but to a much narrower range of mainly electric products. Engine modifications often improve how a bike runs and the freedom to be able to make these changes must remain. But it does seem clear that in the drive to reduce vehicle emissions and to decarbonise all vehicle types, at the very least, modifications that lead to increased emissions from petrol motorcycles and cars are likely to be outlawed."

Written by [Wim Taal](#). Source: [NMC](#). Top photograph courtesy of [www.progressive.com](#)

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## **From Michael Armstrong, Cumbria Regional Rep**

"To all the activists out there, I have emailed two of my local MP's with the same question but received two different answers. Don't you just hate it when that happens, so this time I'm going for a more specific question.

So please feel free to copy, paste, edit and share.

Thanks in advance,  
Michael Armstrong  
Cumbria MAG RR."

Mark Jenkinson MP,

In my capacity as Regional Rep for Cumbria Motorcycle Action Group (MAG). I asked you some questions on motorcycling concerning theory and practical testing at the time of the Prime Minister's announcement of his road map out of lockdown on Monday 22/2/21. I promptly received a reply through yourself from Baroness Vere of Norbiton. Then I asked Trudy Harrison MP of Copeland the same question a couple of months later to compare but received different data.

So could you please ask the following questions to The Rt. Hon. Grant Shapps, Secretary of State for Transport. (Written or orally)

- What is the total number of people waiting for a theory test?
- What is the current waiting time?
- What is the total number of people waiting for a motorcycle test?
  - Module 1.
  - Module 2.
  - AM
  - A1
  - A2
  - A
- Could we have the figure's for the following month's starting from January 2021 and every month after until your current data and will he make a statement?

With these figure's we can ascertain on whether the implemented measures that the D.V.S.A. took in March have worked. (Overtime, buying back of annual leave, extended opening and closing times, redeployment of current staff and recruitment.)

Yours sincerely,  
(Enter your name and address here).

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## **Government Claims Motorcycle Customisation Will Continue**

NMC News; October 27, 2021

**Proposed 'Anti Tampering' regulations are aimed at environmental performance and speed 'defeat devices' on new electric vehicles, but regulations are still set still impact emissions modifications of petrol motorcycles**



Controversial plans for vehicle anti tampering regulations were the subject of a high level meeting between a delegation from the National Motorcyclists Council (NMC) and senior officials from the Department for Transport today (27th October). The anti tampering

proposals have been put forward in the Government's 'Future of Transport Regulatory Review Consultation: Modernising Vehicle Standards'.

The proposals aim to create new offences for 'tampering with a system, part or component of a vehicle intended or adapted for use on the road'. They would specifically outlaw advertising, supplying or installing a 'tampering product' and create an offence for removing or reducing the effectiveness of, or rendering inoperative a system, part or component of a vehicle.

These anti tampering proposals have generated huge concern among motorcyclists that motorcycle modification would be rendered illegal. This would impact not only motorcycle riders, but also the thousands of accessory and component businesses which serve a thriving market in motorcycle adaptation and customisation.

Today's DfT meeting, attended by a delegation comprising NMC Executive Director Craig Carey-Clinch, the British Motorcyclists Federation's Director of Political and Technical Services Anna Zee and the Motorcycle Action Group's Director of Campaigns and Political Engagement, Colin Brown, was called to explore the true aims and scope of the Government's proposals.

The DfT immediately confirmed that it is not the government's intention to stop motorcycle customisation, modification and adaptation where this does not relate to the environmental performance or design speed of a motorcycle. The proposals are instead aimed at ensuring the motorcycles can no longer be legally modified to generate more pollution and in the case of electric motorcycles, cannot have software changes made to increase speed. In this area, the proposals have been inspired by the practice of modifying electric bicycles and e-scooters to make them faster and more powerful.

The practice of using non OEM parts will not be stopped, as long as these do not degrade the specified environmental performance of a bike. Modifications that improve this performance are still planned to be possible.

The DfT quickly acknowledged that the consultation was not worded precisely enough and that more could have been said with regard to the specific areas of concern when it comes to 'tampering'. The Department confirmed that it had received a huge postbag on the subject.

Although the NMC has successfully gained clarification about the scope of the anti tampering proposals, many concerns remain about unintended consequences of the proposed regulations as they apply to existing and older motorcycles, how the regulations will be applied and the scope of what will be covered. The DfT acknowledge these concerns and have agreed that the NMC will be able to input to the development of any new regulations after the consultation period has finished. Exemptions for competition bikes, classic motorcycles and 'off road' bikes still need to be clarified and the DfT are keen to hear more from the NMC and its members about scenarios and situations where regulations need to be proportionate and ensure continued freedoms to modify. Officials have also committed to supply detail about what they see as 'gaps' in current Construction and Use legislation before the consultation closes. This will be important to gain an understanding of the components and systems which could come under any new legislation and the outcomes that could result from tampering restrictions.

The NMC's Craig Carey-Clinch said; "Although we are pleased to learn that riders will not be banned from modifying their bikes if this does not reduce environmental performance or increase speeds beyond a particular motorcycle's design specification, this leaves several areas where legitimate reasons to modify could still be denied. There is also a large question mark about how the proposals will affect older motorcycles.

"We welcome the DfT's willingness to discuss these matters in more detail and to include the NMC and its members in work to design regulations that are proportionate, but we remain strongly concerned that the proposals have been inspired by issues that do not apply to the

majority of motorcycling, but to a much narrower range of mainly electric products. Engine modifications often improve how a bike runs and the freedom to be able to make these changes must remain.

“But it does seem clear that in the drive to reduce vehicle emissions and to decarbonise all vehicle types, it seems that at the very least, modifications that lead to increased emissions from petrol motorcycles and cars are likely to be outlawed.”

Notes to Editors

1. For further comment from the NMC please contact Craig Carey-Clinch, on 07979 757484 / [craig@uknmc.org](mailto:craig@uknmc.org)

2. National Motorcyclists Council members are: The Auto Cycle Union, the British Motorcyclists Federation, IAM RoadSmart, the Motorcycle Action Group, the National Motorcycle Dealers Association and the Trail Riders Fellowship.

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#### MAG Monthly Prize Draw Winners

December – to be drawn 4<sup>th</sup> January 2022

November – to be drawn 1<sup>st</sup> December

October – to be drawn 1<sup>st</sup> November

September – Kevin of York

August – Nicholas of Portishead

July – Pen of Ashy de la Zouch

June – Adrian of Tewkesbury

May – Kerry of Shipston on Stour

April – Liam of Sudbury

March – Mr Jones of Cardiff

February – Alex of Cambridge

January – Ian of Aberdeen

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Christmas Prize Draw Winner

Tony of Exmouth

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Our thanks to Bikesure, MAG Foundation, RideTo and Ian Mutch

# Motorcycling Licensing. NMC Calls for Change To Improve Road Safety

NMC News: October 12, 2021

**The UK's exit from the EU provides an opportunity to revise a complex rider licensing system that has not led to road safety improvements**



The National Motorcyclists Council (NMC) is today calling for changes to the UK's motorcycle licence testing and training regime. In a new position paper published by the NMC ([here](#)), the Council outlines how the licensing system has evolved under the EU's Driving Licence Directive (DLD) regime and has analysed the effect of changes to motorcycle licensing rules since 2009.

Training and testing regulations need to fulfil a basic mission – to make motorcycling safer. But the NMC analysis reveals that changes introduced from 2009 have failed to make motorcycling safer in the majority of seven statistical measures in the area of headline casualty numbers and casualty rates per mile travelled. Indeed, the number of riders killed or seriously injured has actually risen.

Until February 2021, motorcycle rider licencing was subject to regulations set by EU directives, with various versions of the directive having been in place over the time of the UK's membership of the EU. The current directive is known as '3DLD'. It ceased to apply in the UK on January 31st 2021. Although UK licensing law remains aligned to European law, there is now an opportunity to review and revise the regulations to better suit UK circumstances under the framework set by the 1968 Vienna Convention on Road Traffic.

The NMC's position on licensing is based on the following principle: To make the licensing regime easier to understand and access, while maintaining appropriate road safety standards in training. The NMC does not propose a dilution of testing and training standards, but it does propose a decrease in the amount of arbitrary 'box-ticking' bureaucratic steps that faces novice motorcyclists and to create a system which is simpler to understand and access, while maintaining the UK's high standards.

The NMC proposes for the UK system to more closely align with the international norms as set out in the Vienna Convention on Road Traffic, which are recognised world-wide – including by the EU. The following changes are proposed:

1. Improved CBT syllabus. Theory & Hazard Perception test to be taken and passed before CBT.
2. Licensing needs incentivisation; via training upgrades from a lower to a higher category rather than repeat testing to move between licence categories on the progressive licencing route.
3. Each licensing step should also allow access to machines up to the minimum test vehicle specification for the next category of licence (to be ridden on L-plates). This should also apply to those who gain full moped licences aged 16.
4. A return to a single event test, rather than the current two-part format.
5. Abolition of A2 licence. Passing the motorcycle test for A1 to grant access to an A licence. However, as per the pre 2009 2nd DLD, this licence will be restricted, gaining access to the current A2 specification of machine. The restriction will be lifted once riders complete a compulsory skills training course – which will available from one year after the test is passed.

6. Direct access minimum age to return to 21 years old.
7. Access to post-test training also needs further incentivisation
8. Minimum licence test vehicle specification for electric motorcycles needs to be redefined for each licensing category.
9. All changes to licensing to maintain alignment with the Vienna Convention and maintain high overall safety standards to ensure the continued exchangeability of licences for those moving away from the UK.

The NMC emphasises that as part of this 'evolution' of testing and training, there should be no dilution of standards, or removal of aspects that work towards safer motorcycling. But instead, best practices need to be applied more intelligently, so that riders are incentivised and encouraged to get a full licence.

NMC Executive Director, Craig Carey-Clinch said: "The NMC analysis also revealed that the licensing regime prior to 2009 led to significant improvements to rider safety. This was under an older set of EU regulations. When 3DLD was proposed, motorcycling organisations expressed doubt that there would be safety benefits. The UK Government agreed and did not support the changes at EU Council. Now that the UK has left the EU, there is now an opportunity to create a system that is easier for novice riders to understand, is less bureaucratic and provides greater reward for passing the test on smaller bikes - while retaining high standards and providing a boost to the motorcycle training sector.

"The NMC does not criticise the motivation behind the EU's efforts in this area – the Union has an understandable and commendable desire to improve motorcycle safety. But although much has been learned from the experience of 3DLD, it has not led to positive outcomes for the headline safety statistics in the UK. Which is why the NMC now calls for the training and testing regime to be revised.

"The UK now has an opportunity to 'reset' motorcycle training and testing to fit the UK roads and traffic environment via national regulation. Given that the Government is currently considering future road safety policy, we believe the NMC proposals are timely and start an overdue debate. We look forward to discussing them with the DfT and the DVSA."

## **ENDS**

The NMC's position paper can be downloaded from the downloads section of the NMC website, or via [this link](#)

## **NMC and NMDA Announce Partnership on Motorcycling Issues**

NMC News: October 19, 2021

### **New relationship strengthens motorcyclists lobbying and campaigning authority**

The National Motorcyclists Council (NMC) and the National Motorcycle Dealers Association (NMDA) have today announced a new partnership on matters relating to motorcycling campaigning and government policy issues. As part of this, the NMDA and the NMC have become members of each other's organisations.

There are several issues relating to government policy towards motorcycling where the interests of both dealers and riders align. Particularly in the area of how motorcycling is treated in core transport and road safety policy. As rider facing businesses, motorcycle dealers are aware of many issues that affect their motorcycling customers and as the dealers representative body, the NMDA largely supports the NMC approach to dealing with these. Likewise, the NMDA operates a strong lobby position on several issues which are supported by the NMC.

The NMC's member organisations represent a motorcycling public which has regular contact with dealers and the trade, meaning that the new partnership will help foster good relations between the trade and motorcycling groups through the exchange of information and views on various motorcycling public policy and consumer topics.

Craig Carey-Clinch, the NMC's Executive Director said: "The NMC is delighted about this new partnership and welcomes the NMDA into NMC membership. Given the direct interface that dealers and the wider trade have with motorcyclists, NMDA members have an understanding of many of the issues that face motorcycle riders in the UK. There are several rider issues where the NMDA and NMC have common interests and the new partnership can only strengthen the cohesiveness and authority of motorcyclists voice to government."

Patrick O'Connell, Head of the NMDA said: "The rider is at the very core of NMDA member businesses. We are happy to have NMC in membership, our partnership highlights the understanding that our sector is rider focussed and that there are far more issues that unite us than divide us. The relationship will strengthen our collective voice in government and reinforce our member relationships with the general public, bringing benefit to the whole sector."

## **Parliament Debates Motorcycling**

NMC News: October 26, 2021

### **Parliamentary Motorcycle Group Chair Bill Wiggin MP calls for a Government strategy for motorcycling. MPs also express concern about proposals for 'Anti Tampering'.**

The NMC's call for the Government to support motorcycling as part of its plans for transport was debated in Parliament today. Bill Wiggin MP, Chair of the All Party Parliamentary Group for Motorcycling raised a debate in Westminster Hall under the motion that 'This House considers Government support for motorcycling.'

Recognising the work of the National Motorcyclists Council and its members on motorcycling issues, Mr Wiggin pointed out that there are 1.4million people who use motorcycles, scooters and mopeds in the UK. There has also been a 131% increase in the number of motorcycles registered in since 2000, meaning that motorcycles are clearly playing an active part in UK transport.

Mr Wiggin said that; "The Government can and should do more to promote this efficient, low polluting and very practical mode of transport. It is vital that safety is improved, but this will not be achieved unless motorcycling is accepted and supported as part of UK transport networks."

Mr Wiggin described a number of areas where Government should be recognising and supporting motorcycling as part of overall transport policy. These included infrastructure, safety, roads investment and rural transport. He also outlined how motorcycling should sit alongside walking, cycling and public transport as an alternative to the car.

Mr Wiggin concluded by saying; "Motorcycling offers a desirable low congesting or polluting alternative that is already well developed and regulated. Now is the time for motorcycling to experience proper policy support. This will only be possible with a clear Government strategy for Motorcycling."

Several MPs contributed to the debate; notably Ian Paisley, Steve Baker, Kerry McCarthy and Stuart Hosie. They spoke about several important issues, including support for motorcycle sport, the contribution of motorcycles to modal shift and the need for new technologies to recognise motorcycles. The zero carbon agenda was raised with the lack of investment by government into the motorcycle industry criticised. MPs said there was a need to take motorcyclists properly into account as the decarbonisation agenda progresses.

There was also strong concern expressed about proposals for so called 'anti tampering' proposals, with MPs calling on the Government to not outlaw sensible and safe motorcycle modifications by owners.

Responding for the Government, Trudy Harrison, the DfT minister, was positive about motorcycling in general terms and outlined several areas where the Government has worked on motorcycle safety and plans to do more under a new road safety framework. Citing the contribution of motorcycles to emergency services she said that "motorcycles save lives every day, it is clear that we need to ensure that motorcyclists themselves stay safe."

The minister also spoke about the Government's commitment to end production of petrol-powered motorcycles by 2035 and said that a 'road map' to zero emission motorcycling will be announced by the industry and Zemo at this year's motorcycle show at the NEC in December. She stated that the UK intended to "demonstrate leadership globally on zero emission motorcycles."

The minister also added that new regulations will be created to react to "sub standard replacement parts and to tackle tampering of safety or environmentally critical motorcycle components."

Craig Carey-Clinch, Executive Director of the NMC commented; "We are grateful to Bill Wiggin for initiating this debate and for recognising the role of the NMC and its members.

"This debate threw a spotlight on several issues and it was good to hear from Trudy Harrison about the Government's current thinking. Although the NMC appreciated her thoughts about safety, she missed the point raised by Mr Wiggin and other MPs about the need for proper recognition and investment for motorcycling as a fully supported mode of transport - which will be needed to make these safety ambitions come to life.

"A target of 2035 has been proposed as the phase out date for the production of new petrol powered motorcycles. Although recognising the ambition behind this target, the NMC contends that it not yet known whether manufacturing can meet this target with a range of motorcycle types which will create broad market appeal among riders, given the wide diversity of rider requirements and activities across the sector. Evidence from two recent rider surveys (MAG & FEMA) suggests that the Government and manufacturers have a long way to go before many motorcyclists will be content to go zero emission, despite recent product advances in this area.

"The NMC is deeply concerned about the Government's anti tampering proposals and seeks fast clarification about the planned scope of these. Modifications are often done to enhance safety and rideability. The ability for riders to be able to continue to modify their machines must be protected."

**ENDS**

***For all NMC notices:-***

Notes to Editors

1. For further comment from the NMC please contact Craig Carey-Clinch, on 07979 757484 / [craig@uknmc.org](mailto:craig@uknmc.org).

2. National Motorcyclists Council members are: The Auto Cycle Union, the British Motorcyclists Federation, IAM RoadSmart, the Motorcycle Action Group, the National Motorcycle Dealers Association and the Trail Riders Fellowship

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## Powered Two Wheeler & other L-Category New Vehicle Registration Figures for September 2021

MCIA News: 8th October 2021



MCIA today released the September month and year to date new vehicle registration figures for the Powered two, three and light four-wheel sector (L-Category).

As we head into the final quarter of 2021, September proved to be another strong month, and especially encouraging as it is the second largest month in the calendar year due to the plate change.

The first nine months of 2021 are now tracking at a positive **13.1%** compared to the previous year. Unlike 2020, where the market was dominated by small commuter and last mile delivery products, 2021 is experiencing an amazing bounce-back across all sectors, including large capacity motorcycles that are predominately used for leisure and sport.

The fully electric market continues to deliver impressive growth, showing a year on year market of nearly **170%** up on 2020. It is the low powered segments (up to 11kw) driving this growth, which is a direct result of Last Mile delivery fleets moving over to Electric, and new private users seeing the benefits of electric powered two wheelers. Early to say, but perhaps the recent fuel shortages will accelerate this growth further still.

The sector continues to introduce class leading products that are really exciting the customer and proving efficient, safe and an enjoyable way to travel.

Following the publication of the Governments decarbonisation plan where the sector has finally been recognised as a key part of the future of transport, MCIA, in partnership with ZEMO will be launching the sector action plan to Government at Motorcycle Live in December.

**Tony Campbell Chief Executive of MCIA says:** *“We are not surprised at how the market has unfolded this year and expect this positive trend to continue into 2022. Road transport is facing tough challenges over the next few years, but I am confident our sector will be able to take full advantage of this and enjoy excellent growth, as the way we move changes in the future”*

### Notes for Editors:

More PTW registration statistics can be found at: <https://www.mcia.co.uk/press-statistics>

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

Also known as L-Category vehicles, they are an answer to the traffic congestion and air quality challenges created by personal and goods transportation.

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## Funding for almost 10 million pothole repairs this year lost from council budgets



Over 9.5 million potholes could be repaired or prevented by councils with the funding lost from local road maintenance budgets this year – the equivalent of 64,000 repairs in every local council area, the Local Government Association warns today.

Overall capital funding allocated to councils for local road maintenance in 2021/22 by the Department for Transport is £1.39 billion – a reduction of £400 million (22 per cent) from the

previous year.

Fixing roads is a top priority for councils, with a pothole repaired every 19 seconds despite the COVID-19 pandemic requiring teams to work hard to introduce temporary road measures.

In recent years the Government has supported local roads maintenance, including a Pothole Repair Fund, recognising the importance of resilient and well-maintained highways infrastructure to all road users and businesses.

In order to allow councils to try and tackle the £10 billion backlog of local road repairs, the LGA said the Government should use the Spending Review to plug this year's £400 million gap and commit to an additional £500 million per year to councils for road repairs. This would bring the total annual local roads maintenance budget to £1.8 billion.

The cost of construction has also increased significantly, reflecting global supply problems. Future capital allocations should take into account the significant inflation rates in highways construction and maintenance costs.

Cllr David Renard, Transport spokesperson for the LGA, said:

“The ability of councils to improve local transport connectivity and infrastructure, including upgrades to local bus, road and cycle infrastructure, is critical to government ambitions to level up the country, reduce carbon emissions from transport, and support our long-term economic recovery from the pandemic.

“Councils are working hard to keep our roads safe and resilient, repairing potholes as quickly as they can. However, it would already take £10 billion and more than a decade to clear the current local roads repair backlog, with the COVID-19 pandemic and subsequent cancellation of key planned works risking extending this backlog further.

“With long-term and consistent investment in local road maintenance in the Spending Review, councils can embark on the widespread improvement of our roads that is desperately needed, to the benefit of all road users up and down the country, including cyclists.”

### Notes to editors

1. The pothole repair statistics are based on the latest [ALARM 2021 Road Repair survey](#), which estimates that a planned pothole repair costs a local council in England £41.61 to carry out on average.

2. The Department for Transport (DfT) council [allocation of £500 million for highways maintenance](#) in 2021/22. This is the second of five equal instalments from the £2.5 billion Potholes Fund, providing £500 million a year between 2020/21 and 2024/25, announced by the Chancellor in the [2020 Budget](#). In the same announcement it was confirmed that that overall capital funding for local road maintenance this year will be £1.39 billion – down from £1.78 billion in 2020/21.



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## WEBSITES YOU MAY WISH TO VISIT

Statistical data set: Motorcycle riding test data by test centre (Last updated: 30 September 2021)

<https://www.gov.uk/government/statistical-data-sets/motorcycle-riding-test-data-by-test-centre>

Statistical data set: Motorcycle theory test data by test centre (Last updated: 30 September 2021)

<https://www.gov.uk/government/statistical-data-sets/motorcycle-theory-test-data-by-test-centre>

Guidance: Impact of online reporting of road casualties

<https://www.gov.uk/government/publications/impact-of-online-reporting-of-road-casualties>

RSGB: DfT figures show 484 e-scooter related casualties in 2020

<https://roadsafetygb.org.uk/news/figures-show-484-e-scooter-related-casualties-in-2020/>

RSGB: Government told to 'make up its mind' on e-scooters

<https://roadsafetygb.org.uk/news/government-told-to-make-up-its-mind-on-e-scooters/>

NMC: Motorcycle Freighting into the EU - NMC Makes Progress, But Serious Issues Remain

<https://www.uknmc.org/news/opinion-motorcycle-freighting-into-the-eu-progress-but-serious-issues-remain>

Guidance: How partial Motorcycle Single Vehicle Approval (MSVA) works (Last updated: 5 October 2021)

<https://www.gov.uk/government/publications/msva-partial-inspection-frequently-asked-questions>

ICCT: Life-cycle greenhouse gas emissions of biomethane and hydrogen pathways in the European Union

<https://theicct.org/publications/lca-biomethane-hydrogen-eu-oct21>

ACEM: The ride to 2030 and beyond: The contribution of the European motorcycle industry to sustainable mobility

<https://www.acem.eu/acem-conference-european-motorcycle-industry-contribution-to-sustainable-mobility>

Statutory guidance: Regulations to simplify driving licence upgrade and motorcycle test rules (Last updated: 19 October 2021)

<https://www.gov.uk/government/publications/regulations-to-simplify-driving-licence-upgrade-and-motorcycle-test-rules>

RSPB: UK has opportunity to 'reset' motorcycle training

<https://roadsafetygb.org.uk/news/uk-has-opportunity-to-reset-motorcycle-training/>

RSGB: 'Look once, look twice, think bike'

<https://roadsafetygb.org.uk/news/look-once-look-twice-think-bike/>

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