



# November 2015 Network

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

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## EDITORIAL

You'll be pleased to know I'm keeping this short this month as its a particularly lengthy edition!

I'm grateful to my Rep, Taps, who has sent a extremely in-depth article on the fiasco that is the Bristol Toby Bollards. Over £350,000 of council tax payers money wasted on the installation of deadly cycle lane segregation which all road users, including cyclists hated and which now has to be replaced. All that money wasted rather than liaise with those who are experts on what best suits ALL road users. Madness.

We all go out in groups at some time and whilst the lead rider may be doing one speed the rider at the back is riding much faster. Recently resurrecting itself on face-book some six years after the event but probably worth passing on again is the case in 2009 where a leading rider doing 85 in a 60 limit was awarded the same penalty as a following rider clocked at 103mph. The judge in the Crown Court ruled the lead rider was 'an aggravating feature' knowing he was the lead rider and the following riders would want to catch him up'.

As we all know, previous cases are often cited in Court where there are similar circumstances so worth bearing in mind. More on this at:

<http://www.motorcyclenews.com/news/2009/november/nov1909-speeding-penalty-for-leading-rideout/>

On that happy note, I'll love ya and leave ya 'till next month.

*Ride free, AG*

[Copy for the December edition to [aine@mag-uk.org](mailto:aine@mag-uk.org) by 22<sup>nd</sup> November please]

**Acknowledgements: George Legg. Alec (Taps) Groom. Selina Lavendar. Tink. Leon. Lembit. Please anyone else I've forgotten**

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## Leon and Lembit's Report.

1           The Justice Campaign for riders has proceeded to a detailed analysis of the 'Sentencing Guidelines.' These are the rules which courts are supposed to follow in order to ensure fairness and consistency across the land. 'They're pretty complicated,' moans Lembit, 'and if I have to study them any more I might apply to be a judge myself. However, South West Sarah and Chair Selina have both been very helpful in providing contacts who are expert in this field. I aim to send my preliminary report to John Mitchell, who initiated this

campaign, by 30th October. After his input and suggestions, it will be distributed to the wider group. There's nothing secret about it – I just want to make sure I don't over-burden everyone with a mountain of analysis.' First class honours go to Rod Mitchell (no relation) of Scotland Law, who has taken Lembit through the complex world of law. His input has been priceless.

2 Leon was invited to attend the first meeting the Greater London Assembly (GLA) Transport Committee to be entirely devoted to scrutinising Transport for London's (TfLs) policies for motorcycling. You can watch the whole public meeting on a webcast at: <http://is.gd/MjyZ9O>

He robustly presented the case for riders' access to roads, and highlighted the huge differences between TfL spending on cycling and motorcycling – and even though motorcyclists and cyclists form an almost identical proportion of KSIs at 21% and 20% respectively. Funding for cycling schemes is set to be just under £1bn with a budget of £913m approved by the TfL Board.

But as Leon explained to the seemingly receptive GLA members, TfL's spending on measure to enhance safety and conditions for bikers is tiny. The biggest project he knew about had a budget of between £50-100k and was the handbook that we have been pushing to have published to try to get 'road safety' scheme designers to stop building stuff that makes life more dangerous for bikers. Leon also highlighted the fact that TfL had point blank refused to follow the formal recommendation by the Mayors' Road's Task Force that TfL should properly investigate potential for more modal shift from cars and vans to motorcycles in the most congested Capital in Europe. "To be honest, I was pleasantly surprised by the amount of interest the GLA members showed in our issues and concerns about the way that TfL is treating biking in London – and equally impressed by the respect that was shown to our input". Leon said, adding. "I will now be following this up with individual GLA members to see if we can get TfL to adopt a better balanced approach to all two wheeler riders"

3 Lembit is working up a full list of MPs who are members, and also of those who have been such and have lapsed. He's asking local members to see if you can get these to renew. 'There's plenty of advice and support available - just ask. Many thanks to Carol in HQ for assisting with this task. I hope you'll go out and ask YOUR local MP to sign up. If you don't ask, you don't get.'

4 Work begins on developing a credible licencing system in November. If you have a view about how the system SHOULD be, please drop Lembit a line at HQ. If you have a good example from abroad, that would be really helpful too. The current UK system is so complicated it's almost impossible for anyone to explain it or understand it. A simpler system is essential and achievable. We just have to work out what it is.

5 Leon has been engaged with a range of discussions and meeting with the Heads of Transport policy development in regions across the UK in support of work by regional reps and activists. The positive side of his work has been to help push MAG's '5 Pathways for Progress' up the agendas for inclusion in future plans. In parallel to this he is continuing the fight to get such things as Armadillos and Orcas seen as the dangerous and potential fatal trip hazards that they really are. This battle is now getting more intense in

London where local MPs are being invited to help challenge the council who were responsible for the scheme in Dagenham which has already caused at least one biker to crash.

6           Lembit has been doing some work in London with local anti-traffic management change groups (in the Loughborough Road area). Lembit is doing this 'under licence' from Leon who leads for MAG on all these matters. 'Lembit attended a meeting about this and detected real rage against the local government machine for basically mucking up an entire area of London for the sake of cyclists. It's a barmy scheme which has heaped pressure on other roads.' If you know of a scheme which is not in the interests of riders, let us know. Leon is super-busy with this already, but we can always give you pointers from our experience.

6           Lembit is going to Torquay for the Greg Taylor inquest on 9th November, 2015. It's a very dubious case where there is doubt about many elements of how it has been handled. MAG does not, as a rule, get this involved in such inquests, but there is so much apparently wrong with what happened that we are using it as an opportunity to learn more about the real situation out there.

7           The bus lanes campaign is going very well. Lots of progress, especially in the North thanks to Stevie B and Manny and many others. Again, Leon is liaising – and travelling - around the country to assist. And we have just discovered that the result of some gentle encouragement from Leon some time back, the London Boroughs of Merton and Wandsworth have now made bikes in bus lanes a permanent measure. It's a good news story which we can legitimately promote in the local media.

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## **22-09-2015 Ethanol in Fuel**

There is concern in some corners, especially among the owners of classic and older machines, that the enforced introduction of ethanol in blended fuels will have a detrimental effect. The following will help answer some questions about what is ethanol and why are we getting it.

### **SUMMARY**

- \* The addition of ethanol to petrol is being driven by the oil industry (globally), the automotive industry - and the European Union
- \* Standard pump petrol can contain up to 5% ethanol without being labelled, in future it could contain up to 10% ethanol ("E10")
- \* An estimated 2 in every 3 litres of petrol contains (4-5%) ethanol
- \* Ethanol can be highly corrosive to many materials used in engines/fuel systems and can cause other problems
- \* c.769,000 bikes may be incompatible with E10 fuel, although many manufacturers' bikes have been compatible since the mid-1990's

### **BACKGROUND**

The question of ethanol in petrol is being driven by the fuel industry (globally) and the European Union. The fuel producers have worked with the car and commercial vehicle manufacturers over several decades to agree a feasible timetable that would allow the

fuel producers to introduce more ethanol to road fuels and for the vehicle manufacturers to phase in replacement vehicles capable of handling higher concentrations of ethanol. The EU has set standards and policies that member states must adhere to (although again this seems largely driven by the oil industry). In short, a global agreement by very powerful industries has played in to a political agenda about environment/sustainability (and to a lesser extent, securing future fuel supplies) that effectively sidelined users of older vehicles.

Bioethanol for fuel is derived from crops rather than pumped out of the ground, so is said to be a sustainable resource in that it won't run-out in the same way as oil; this makes it economically more attractive. However, it can be highly corrosive to many materials used in vehicle fuel systems and can both hot and cold running problems. Typical problems include;

- \* Fuel filter blockage and increased wear of fuel system components: Ethanol acts as a solvent loosening abrasive deposits
- \* Galvanic corrosion: Ethanol is more highly conductive compared to hydrocarbons leading to corrosion if electrically dissimilar metals are present in the fuel system
- \* Air/Fuel mixture problems: Ethanol contains about 35 % oxygen, so the air/fuel mixture has to be adjusted otherwise the vehicle will run lean which could cause drive-ability problems and overheating
- \* Drive-ability: E10 blends can be more volatile, causing hot problems (poor hot starting, hesitation etc) and cold weather problems (vaporisation problems)
- \* Deposit formation: Inlet system and combustion chamber deposits have been reported with the use of E5 and E10 blends compared to E0.
- \* Material compatibility: Some materials used in fuel system components are less compatible with ethanol in fuel resulting in loss of structural integrity, swelling and softening of materials (some older glass-fibre petrol tanks and tank sealants will melt).
- \* Ethanol holds more dissolved water and associated impurities leading to corrosion of metallic components.

## **LEGISLATION**

There are two relevant items of legislation covering the UK:  
The Renewable Transport Fuel Obligation (RTFO) currently requires that within the total volume of road transport fuel supplied, the proportion which is biofuel (incl. bioethanol petrol, biodiesel and biogas) will reach 5% by 2014. The EU Renewable Energy Directive (RED) requires all member states to ensure that the share of energy from renewable sources in road and rail transport using petrol, diesel and biofuels is at least 10% in 2020. To that end, EU directive 2009/30/EC increases the maximum permissible content of ethanol in petrol from 5% to 10% (shown on petrol pumps as 'E5' and 'E10').

## **UK GOVERNMENT POLICY**

The UK government says this need not mean that all pump fuel should contain biofuel, that is being left to the fuel supply and retail industries to decide. On the other hand, nor does UK government policy require that non-ethanol fuel should be widely available on forecourts. The Federation of British Historic Vehicle Clubs (FBHVC) have more information on the subject. [fbhvc.co.uk/bio-fuels](http://fbhvc.co.uk/bio-fuels)

The Department for Transport commissioned an independent report in to the effects of E10 on existing vehicles, the report <http://assets.dft.gov.uk/publications/qinetiq-10-02471-assessing-fuel-system-compatibility-with-bio-ethanol-and-risk-of-carburettor-icing/bioethanolstudyreport.pdf> recommended the following:

- \* Vehicles ten years old or older, carburettored vehicles (including powered two wheelers) and first generation direct injection spark ignition vehicles should not be fuelled on E10 unless the manufacturer can state the vehicles are compatible with E10.
- \* The automotive industry should produce a comprehensive list of vehicles compatible with E10. While it is acknowledged that some lists do already exist if in doubt the vehicle operator should seek clarification from the vehicle manufacturer.
- \* E5 should not be phased out in 2013, its widespread availability should continue for the foreseeable future.
- \* Consideration should be given to maintaining a specification for E0 fuel for historic and vintage vehicles.

## **CONSUMER INFORMATION**

There are standards in place for the composition of petrol containing bioethanol. These are important for consumers, but also for the supply/retail industry as storage tanks and other equipment can also corrode if exposed to high concentrations of ethanol. However, at levels under 5% the retail pumps are not required to be marked as dispensing fuel containing ethanol. Article 21(1) of the RED requires that where transport fuels (for all modes of transport) contain more than 10% biofuel by volume this should be indicated at sales points, however these fuels are not currently intended for supply to the public. The UK government has asked CEN (Committee European Normalisation) and the EU to establish a consistent labelling system in anticipation of the time when they are available on the forecourt.

## **EXTENT OF PROBLEM**

The QinetiQ report for DfT found current (2010) usage of ethanol in petrol in the UK is low (equivalent to 2.8 % of total unleaded petrol sales in 2010) and that although the coverage is widespread it is not uniform "Typically petrol contains either no ethanol or 4 to 5 % depending on the geographical area." (NB: HMRC figures for March 2012 show the quantity of petrol generated from biomass was 3.3% of all petrol, suggesting less than two-thirds of pump petrol currently contains ethanol).

The same report gives an overview of bike manufacturers' information about E10 compatibility:

- Triumph motorcycles have been compatible with E10 since at least 1994. From 1993 to 2008 nylon moulded fuel tanks were employed but due to vapour permeability concerns a switch back to steel tanks was made.
- BMW motorcycles have been E10 compatible for at least twenty years.
- Harley-Davidson motorcycles have been E10 compatible since the 90s.
- Any Kawasaki motorcycle produced since around 2010 is E10 compliant with the exception of the current ZX1000 H2R. Owners of older machines should check their handbooks for guidance
- KTM models from 2000 are compatible with E10.
- Yamaha models are compatible with E5 and some new models are compatible with E10.
- Suzuki's have been compatible with E10 since 2005.
- Honda models have been compatible with E10 since 1993 but carburettor design vehicles could suffer poor drivability.

An importer of powered two wheelers from China said the factory made no provision for the use of E10 and expects material compatibility problems with these vehicles if they are fuelled on E10.

## **South East Regional AGM**

Due to the original venue no longer being available the South East Region AGM has been re-arranged for **Sunday, December 13, 2015**: Organiser: South East Region MAG Regional AGM. Start prompt at 12 noon. Bring a valid membership card to vote. All SE Members and Affiliates welcome. There is one candidate for Regional Rep, nominations for this and all other officer positions are open until the vote at the meeting.  
Location: Oakdene Café, London Road, (old A20) Wrotham, Sevenoaks, Kent TN15 7RR

## **MAG at Motorcycle Live**

MAG will be at The NEC, Birmingham for the duration of the Motorcycle Live from 28th of November - 6th of December. We are stand 4B52.

The MAG stand will again be manned by volunteers from across the UK as well as Ian Mutch (founder member, editor of our magazine 'The ROAD' and author of a number of books), Lembit Öpik (Director of Comms and Public Affairs), Dr Leon Mannings (Policy Advisor) and myself (Selina Lavender, MAG National Chair). All of us will be happy to assist you, talk about MAG's current campaigns or take your details and pass your enquiry on to the relevant person. Whether you're an existing member or not you'll get a warm welcome and be able to pick up a free copy of The ROAD.

This year the MAG stand will have a theme, which will be 'engaging with your council'. Does this seem daft? We don't think so. Time and time again we find that those members who take the time to get actively involved with their councils are valued and successful in achieving some, if not all, of their goals. No one knows better what is needed locally by riders or the difficulty faced within a council region than the riders living and/or working in that locality. Let's face it: you know where the black spots are and where you'd rather pull up and leave your ride whilst you go about your business. What can sometimes be overlooked is that the council do not have this expertise hence, we see motorcycle parking placed in inappropriate locations and, as a result, poorly utilised. Where you come in (yes, you!) is as a rider with this expertise and knowledge. Ordinary people really can make a difference when they get involved and support their councils in this way.

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## **MAG members skills database**

We know our members have a wide range of skills and often those that we have a need for. We are looking for members who are prepared to offer their skills as a volunteer to get in touch so we can start to build a database.

*Video production* - If you have any of the skills involved with video production get in touch via [chair@mag-uk.org](mailto:chair@mag-uk.org)

Events are always looking for marshals with the following qualification(s) / skill(s);

Fire marshal, First Aid, Food hygiene, Health & Safety, Licensee, Rota management, Safeguarding (children and vulnerable adults), SIA, Stage management (compere, lighting, sound).

There are many other skills we may need, please consider if you can offer them to MAG. If you can then let your local rep, regional rep or myself know ([chair@mag-uk.org](mailto:chair@mag-uk.org))

We continue to need volunteers to help marshal events for which no specific skills are required.

Salisbury MAG would like you to register NOW if you are able to help with their bike show next year, Sunday 17th April 2015. Please contact Finbar Colson on [Slippery5am@icloud.com](mailto:Slippery5am@icloud.com) or 07450992298 training will be arranged.

Selina.

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### **Daytime Running Lights**

MAG is resuming its opposition to the European regulation requiring cars to use headlights in daytime in the light of mounting evidence that this practise disadvantages vulnerable road users.

Dedicated lobby group 'Lightmare' is blaming a rise in casualties suffered by pedestrians, cyclists and motorcyclists on the increasing use of intensely bright car lights that render other road users comparatively inconspicuous.

Lightmare argues that the rise in road casualties in the UK since 2010 can be directly linked to an EU mandate from February 2011 stating that all cars should have daytime driving lights. It says that after the 2011 mandate, many vehicle manufacturers started introducing BiXenon High Intensity Discharge (HID) headlights which it claims can cause temporary blindness and as a result accidents have increased.

Lightmare claims that the EU's road safety advisors only did laboratory tests and did not consult ophthalmologists about the detrimental effect of BiXenon HID headlights on the eye.

MAG's positive road safety philosophy emphasises the common sense priority of promoting good motoring practise with an emphasis on observation, caution and mutual respect by all road users. MAG's approach does not favour the adoption of what the group considers to be gimmicks like the use of bright day running lamps in conditions when any competent road user should be able to see perfectly well.

MAG President Ian Mutch said: "It is time that the promotion of common sense displaced the eccentric, extravagant and counterproductive schemes that those in the road safety culture are often too eager to embrace." He added; "Drivers who can't see each other in the light of day without ludicrous levels of illumination should ask themselves whether they are fit to be in charge of motor vehicles."

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### **GEM Motoring Assist urges government to end the nonsense of turning the clocks back**

ROAD SAFETY organisation GEM Motoring Assist is urging the UK government to end what it calls the 'pointless practice' of putting the clocks back at the end of October, in favour of a year-round British adopting Single/Double British Summertime (SDST). This would not only save lives but would also deliver huge economic savings to the NHS through reducing the number of road collisions.

GEM chief executive David Williams MBE comments: “There are so many compelling reasons for making the change, and no relevant arguments at all for retaining the present arrangement.

“An experiment to use year-round British Summer Time for three years from 1968 led to an 11 per cent reduction in road casualties in England and Wales, as well as a 17 percent drop in Scotland.

“Experts now estimate 80 deaths and more than 200 serious injuries would be prevented on the UK’s roads each year. According to the Home Office, there would also be a three per cent reduction in crime.”

GEM sets out the simple but indisputable benefits of ending the current practice of using GMT between late October and late March:

- Fewer people would die on the roads of the UK. With ongoing cuts to road safety across the country, and road deaths once more on the rise, this has to be a welcome result.
- More light in the evening rush hour is needed to cut casualties. There are approximately 50 per cent more fatal and serious injury collisions at this time than in the morning. In particular three times more children are injured on the way home from school than on the way to school.

#### **MAG Press Release 16<sup>th</sup> October.**

The link below will take you to The Greater London Authority, 'Transport Committee Meeting' on 15<sup>th</sup> October at which our own Dr Leon Mannings, MAG's Transport Policy Advisor attended. It's not all about demo's and shouting, this is the type of work MAG is constantly doing on riders behalf. It's not exciting or glamorous, but it is work that is vital. It's why we all pay our membership. Well done Doc.

The meeting is 2hr 25, for those of you who are interested in the politics of MAG take a look, for the rest, just know we are there putting across our/your points of view.

<https://www.london.gov.uk/webcasts/42955/asx>.

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#### **Have you moved lately, not getting your copy of The Road?**

Have you informed your local rep or central office of your new address?

Please keep your contact information up to date, that way we keep you informed of what is going on & what we are doing.

Perhaps you have let your membership lapse. To update your information or rejoin see:

<http://www.mag-uk.org/en/joinmag/a6318>

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## Document Library

We have just added a new resource to our expanding document library '**MAG recruitment v20151019**'.

If you are after a particular document ask your local or regional rep.

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### **Bristol: Cycling City rejects Toby bollards**

We've highlighted the issue of Toby – or “Tombstone” bollards a few times over the last year since they first appeared in Bristol. Now - after many months of warnings and a couple of incidents - it seems we have a victory for common sense and that the tale of woe might have a happy (ever after?) ending.

#### ***Flagship scheme***

In 2014 Bristol City Council (BCC) designed and built a 700m long Dutch-style cycle path along Clarence Road, just around the corner from Temple Meads railway station. It was intended to be the first in a series linking Keynsham in the east to Hotwells in the west.

At that time the Mayor of Bristol George Ferguson declared "This scheme is exactly what we are going to see more of in Bristol as cycling and walking routes are improved. Separation really works where roads are busy and we can find the room".

The scheme was built as a trial and if deemed a success then similar types of segregation would be rolled out along many of the segregated cycle paths destined for Bristol's congested roads.



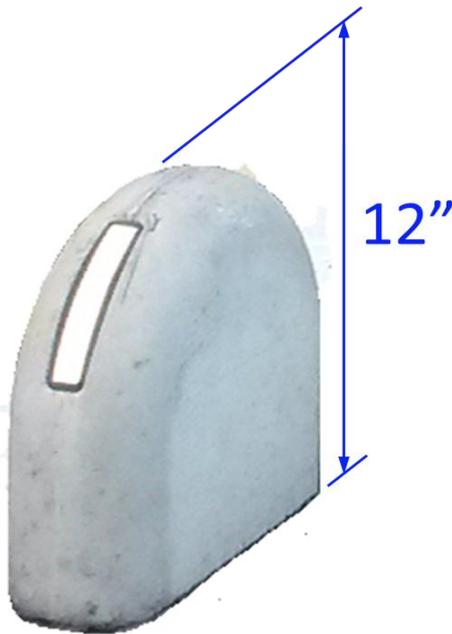
***Going Dutch: cycle lane looks good with ideal lighting, light traffic and everyone being sensible. The public consultation showed the bollards as a similar height normal kerbs, and at ~500mm***

*intervals.*

## ***Accidents will happen***

Yes, separation is great. It keeps cyclists safer from the same careless and impatient driving that motorcyclists suffer, and it also keeps us safe from the pedal cyclists that can't tell green lights from red.

The problem is that separation takes a lot of space (and money) to do properly, and as MAG members will know there are many councils across the country that are trying to do it on the cheap with Armadillo and Orca "light segregation" devices. Encouragingly the Bristol Council team recognised that these weren't popular with either the cyclists they were meant to protect, or with riders of Powered Two Wheelers (PTWs).



***It doesn't matter how rounded and friendly you make it, it's still a serious accident waiting to happen***

Armadillos and Orcas present significant hazard to both whilst offering little more than a psychological barrier to other vehicles - drivers of cars and heavier vehicles can cross them with impunity, often damaging them and leaving debris scattered along the carriageway.

Unfortunately the team instead chose Toby bollards - also known as "Tombstones". These 12-inch high concrete bollards offer much more physical separation of the cycle path, and as they allow water to drain off the carriageway to the existing gutters they can be installed at relatively low cost.

Compared to a continuous kerb however they also pose huge risks to riders of PTWs. Bikes and scooters are often forced towards the nearside kerb to avoid oncoming vehicles - especially those that are emerging from behind left-turning vehicles, or even passing cyclists. The bollards are at or above foot-peg height for most motorcycles so even a glancing impact could inflict severe injuries. A direct impact with one of the bollards would likely result in the bike

bouncing off across the carriageway, possibly into oncoming traffic.

Compounding these risks are their low visibility - dull grey and with reflectors that quickly get covered in road grime they quickly become invisible in poor light, fog, or drizzle with the dazzle of oncoming headlights. In this case the main carriageway width was also reduced to accommodate the new cycle path, further increasing the chances of collisions.



***Reflectors quickly covered in road dirt leaving bollards<sup>1</sup> barely visible at night in the rain***

## ***Tombstone Graveyard***

It turns out that the bollards aren't very resilient either - after a few short months there were numerous bollards unseated from the carriageway, or with large chunks missing from them, leaving exposed reinforcement bar and concrete debris scattered across the carriageway.



*Top: About 1/3rd of the bollards had suffered damage after a few weeks.*

*Bottom: A kindly soul has moved the bollard off the carriageway to avoid accidents*

It's not just motorcyclists that have raised concerns either. A BBC news article - <http://www.bbc.co.uk/news/uk-england-bristol-34527784> - highlights that cyclists don't like them, describing them as “deadly for cyclists and motorists alike”.

Fellow MAG member Mark Rosher has maintained a blog about this scheme and the most recent entry - <http://www.rosher.me.uk/homesite/?p=5265> – shows the result of a car being forced into the bollards. It hasn't glanced off or over-ridden as with a kerb, it has been lifted up and impaled on a bollard, dragging it into the cycle lane. One can only imagine the carnage had there been cyclists using the path at the time.

## **Bollards to this**

As a result of the many problems highlighted by Bristol MAG and others, the bollards are being removed and replaced with a more conventional kerb solution, similar to that shown below. The islands are up to 500mm wide and 125mm high so their sides present no additional risk compared to a conventional kerb.



*Image from the Marshalls website illustrating the new segregation that will replace the Toby bollards*

The island could be one continuous piece along the 700m length of the cycle way, but to allow for drainage at low cost the island will be in discrete lengths with gaps between them. These do present a hazard and MAG has stated that there should be a maximum of 1.5m between islands so as to minimise the chance of a PTW striking the leading edge, and to discourage cyclists from nipping in and out of the main carriageway to pass slower cyclists.

The council state that for Health & Safety reasons (who's?!) the gaps need to be 2.2m long, though they have increased the island lengths to 40m, so there will be relatively few gaps along the path.

Given that the costs associated with a serious accident could be well above the £380k spent on the cycle lane it does seem odd to leave such an obvious hazard in place on grounds of cost.

## **Right Segregation**

So with both cyclists and motorcyclists rejecting Armadillo and Orca devices elsewhere, Bristol cyclists, motorcyclists and car drivers have rejected Toby bollards. And so too have Bristol - although they are now a standard supplier solution, Bristol City Council do not anticipate their use for other schemes. Added to their rejection of Armadillos and Orcas this underlines the philosophy that "light segregation" is no substitute for "right segregation" using proper infrastructure, and that the costs saved by cheap schemes would be quickly swallowed by the costs incurred by an accident.

Earlier this year Bristol MAG organised a large response to the council's public consultation on a revamp of the Temple Gate area – just around the corner from this cycle path. The draft scheme showed lots of "shared use" paths for pedestrians and cyclists, but there was no clear indication of how these would be separated from the main carriageway.

The revised plans are now overdue and despite pestering they have not yet been published. We hope that Bristol have indeed learnt from this debacle and trust that there will be no Armadillo, Orca or Toby devices. Space is at a premium however and if they are tempted to use them then Bristol MAG would suggest that the shared paths are demarked by a conventional kerb, and that bollards then be used on the shared paths to segregate cyclists from pedestrians. Funnily enough the cyclists on many forums consider such use of bollards to be extremely dangerous...

We trust that other councils will also learn from this and not implement similar schemes that make a few uninformed cyclists "feel" safer, whilst actually increasing the risks for everyone. If there isn't space, then Toby Bollards, Orca and Armadillos don't help. If there IS space, then just use normal kerb at the road side.

## **From the FEMA General Secretary**

Topics:

1. Transition
2. White paper on transport
3. Cooperation FIM-FEMA
4. RIDERSCAN
5. Various ongoing topics

### **Transition**

Beside myself since the 16<sup>th</sup> of September there is no longer any staff. The office is moved to the new address and the lease of the old office is terminated (into effect 1<sup>st</sup> of February 2016) as are all the contracts that did go with the office. This does not mean, that they are all ended yet, because some we had to keep running until the 1<sup>st</sup> of February 2016, other contracts have end-of-contract dates that are in the future. The server is moved to the address of Cytek who already managed much of the ICT affairs. We are not sure if this is the final solution though. The office itself has to be cleared yet. Part of the inventory is sold to Aline, for the rest we have several options in mind. With this a large part of the transition is done, but there is still much to do. Certain is that from now the costs will be less in a substantial way.

### **White paper on transport**

Last month the report from MEP Wim van de Camp (mid-term review of the implementation of the 2011 White paper on transport) was adopted by the European Parliament, as you probably have all read. The importance of this report was the first time recognition of powered two-wheelers as a way to solve the congestion and parking problems in the urban areas. Also the need for better and safer infrastructure on all roads in the whole of Europe was an important message the report gives. The report also mentions ITS, and especially ISA (Intelligent Speed Adaptation) but PTWs are in the final edition left out of it. These three points were just what we have lobbied for, therefore we can see this as a success for FEMA and our partners in this, FIM and ACEM.

### **Cooperation FIM-FEMA**

The move to our new office means also that we are using the same office as LOGOS, the advisers of FIM, does and also representatives of FIM when they are in Brussels. It is a visible sign of our cooperation and it's a way to facilitate better communication. In a meeting on the 24<sup>th</sup> of September the FEMA-FIM Working Group has adopted the position papers that were discussed in the Spring Committee meeting. A few minor adjustments have been made to them in the meantime, but in essence they are as discussed in Dublin. From here the cooperation will come to a new stage. The Working Group has also visited ACEM to get more clarity about the Euro standards and the difference between the Euro standards for motorcycles and for cars. I had hoped, that we also could make a start on a joint strategy about this with FEMA, FIM and ACEM, but we didn't come to that. I will try to do something about that in the coming months, because this is a very important topic for us. Especially in the light of the measures city councils are taking to have less pollution in the cities.

## Riderscan etc.

The project is now completely finished. On my request Aline and Laura made a final report (partly after Aline officially left FEMA) in hard copy that will be presented by Aline at the Committee meeting. There are raised some questions from the European Commission about finances They question the profit (interest) in forwarded payments: € 37,-. Probably we will receive several registered letters and an invoice during the next two or three years about this as seems customary. We also received a letter about unjustified costs of some earlier projects and will receive an invoice for this of € 30.092,36 somewhere in October.

## Various

Apart from the transition work, last three months I worked with Wim on the communications Plan and on the Year plan and budget 2016. As a result of the summer holidays there has not been much activity in lobbying. I visited several workshops, conferences, presentations etc.:

- Vulnerable Road Users (VRU) Working Group
- Zero motorcycles (electric motorcycles) to discuss their views on the future of e-Motorcycles,
- Arcelor-Mittal to talk about safer barriers,
- Transport Committee (EP),
- ACEM (2x) to talk about Euro standards,
- LifeWire project (on invitation), where I was able to ride the new electric Harley Davidson prototype and during waiting had the opportunity to have some long talks with MEP Wim van de Camp and some guys from the Dutch type approval authority,
- GO4SEM (about ITS, which turned out a mistake as it was aimed at small businesses)
- ACEM annual conference on innovation,
- European Transport ForumCs, mostly on road safety and ITS.
- ECORoads Workshop (about the integration of European directives on road- and tunnel safety).

The main purpose was to learn, to expand my network and to be seen as FEMA representative and motorcyclist. People are used to another face and another presentation. But also I noted, that being and representing myself as a rider at meetings inspires other people to include motorcyclists in their own thoughts and questions. Like on the ECORoads meeting where somebody from the Wallonian public transport organization asked a question about users "such as motorcyclists and public transport". I had just before told the lady who and what I was. I also learned that many people took notice of the announcements I sent of our move to the new office and thanked me for that.

Finally: on the 8<sup>th</sup> of October I will give a presentation about the role of the motorcycle as a sustainable way of transport at the GAIT seminar in Istanbul on invitation of the Turkish government. This fits perfectly in the joint strategy plans of FEMA and FIM to promote the motorcycle as a means of transport. I'm also trying to use this opportunity to re-establish contact with the Turkish rider organization EMOK.

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On behalf of the Board I inform you that the advertisement for the position of Communications Officer is published on our web page:

—[1]<http://www.fema-online.eu/website/>. Best regards, Dolf Willigers,

**A brilliant article written in the Evening Standard by David Williams, Road Safety Writer of the Year, entitled: “Spare a thought for the forgotten Bikers”. Check it out – its brilliant.**

**<http://www.standard.co.uk/lifestyle/motors/david-williams-spare-a-thought-for-the-forgotten-bikers-a3086046.html>**

## **LIGHTMARE**

Lobbying group Lightmare is urging transport minister Patrick McLoughlin to ‘act now’ after stating its belief that ‘blinding’ Daytime Running Lights (DRL) are to blame for ‘soaring crash rates’.

Lightmare points to DfT casualty stats for 2014 and argues that ‘the steady year-on-year decline in casualties has been halted and is now increasing in proportion to the use of blinding light’.

In an open letter to Mr McLoughlin, Lightmare’s Roy Milnes refers to “expert medical opinion proving that blinding lights are the cause”.

Lightmare argues that the rise in road casualties in the UK since 2010 can be directly linked to an EU mandate from February 2011 stating that all cars should have DRLs.

It says that after the 2011 mandate, many vehicle manufacturers started introducing BiXenon High Intensity Discharge (HID) headlights which it claims ‘can cause temporary blindness’, and as a result accidents have increased because of a ‘reduced perception of hazards caused by light distraction’.

While acknowledging they can distract drivers, Lightmare dismisses the notion that in-car gadgets are to blame for the rise in collisions, stating that they ‘did not suddenly appear in 2010’.

Lightmare has been campaigning since 1999 and claims that the current VW emissions scandal is ‘nothing compared to what the automakers have deliberately inflicted upon us with blinding headlights and daytime lights’.

It claims that the EU’s road safety advisors only did laboratory tests and did not consult with ophthalmologists about the detrimental effect of BiXenon HID headlights on the eye.

It suggests the EU initially proposed an intensity of 400 candelas (cd) for DRL but at the ‘behest of automakers’ they finally mandated blinding 1200cd DRL and 2500cd headlights.

Lightmare accepts that 1200cd DRL may be needed in pure sunlight but says at all other times they ‘blind you’, suggesting it is a ‘gimmick’ to give automakers something to market as ‘safety sells’.

- See more at: <http://www.roadsafetygb.org.uk/news/4636.html#sthash.CdMe6epy.dpuf>

-:

<http://www.lightmare.org/docs/Blinding%20Lights%20blamed%20for%20soaring%20crash%20rate%20-%20Lightmare%20October%202015%20V2.pdf>

-:

<http://www.lightmare.org/docs/Lightmare%20to%20Patrick%20McLoughlin%20Oct2015.pdf>

## Motorcycle safety meeting broadcast online

The London Assembly Transport Committee met on 15 October to explore how to improve motorcycle safety in the Capital, and the meeting was broadcast online via webcast.

The committee looked into what actions can be taken by Transport for London (TfL) and its partners to improve safety for motorcyclists.

According to figures from TfL, 27 riders of powered two-wheelers, including motorbikes and scooters, were killed on London's roads last year. Despite representing just 1% of all traffic, powered two-wheeler riders accounted for 17% of all casualties in 2014.

In response to these figures, the committee heard from TfL, the motorcycle industry, user groups and road safety campaigners about trends in casualty data for motorcyclists, and reasons for the relatively high rate.

The meeting also reviewed progress with TfL's motorcycle safety action plan – including the impact of education and enforcement initiatives, and the policy of allowing motorcycles into bus lanes.

Speakers at the meeting included Ben Plowden and Lili Matson from TfL, David Davies from the Parliamentary Advisory Council for Transport Safety (PACTS) and Dr Leon Mannings representing the Motorcycle Action Group.

- See more at: <http://www.roadsafetygb.org.uk/news/4640.html#sthash.bGvB1RJj.dpuf>  
-: <http://www.london.gov.uk/mayor-assembly/london-assembly/webcasts>  
-: <http://www.london.gov.uk/media/assembly-press-releases/2015/10/easy-rider-safety-concerns>

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## Road safety suffering from 'lack of focus and loss of impetus': RAC Foundation

The RAC Foundation is calling for the government to introduce new casualty reduction targets on the back of DfT stats which will confirm a rise in casualties in 2014.

Steve Gooding, director of the RAC Foundation, says a lack of central government focus has led to English councils not prioritising road safety.

Later this week (24 Sept) the DfT will release detailed casualty figures for 2014 which the RAC Foundation says will show a 4% year-on-year increase in fatalities and 5% rise in serious injuries. 2014 is the second year in the last four when casualties have risen.

The RAC Foundation says the lack of a national road safety target has led to a lack of focus and loss of impetus, particularly in England.

A recent survey of 34 English local authorities highlighted concerns about road safety delivery. 85% of those who responded thought the changes in road safety resources and capacity since 2010 have had had a negative impact; 76% think changes in national leadership and strategy have been detrimental, while 60% rated progress in road safety overall as poor.

The figures are revealed in a new report, Road Safety Since 2010, published by the RAC Foundation and PACTS, with input from Road Safety Analysis.

The report also highlights how despite the general downward trend in death and injury on the roads over the past five years, progress has varied dramatically across the UK.

Compared with the 2005-9 average (the government's baseline for monitoring progress) by 2013 there had been a 19% reduction in the in the number of people killed or seriously injured (KSI) across the UK.

However, while in London there has been a 40% reduction in KSIs, the reduction in Northern Ireland is 34%, in Scotland 31% and in Wales just 6%. Across England (excluding London) the reduction is 17%.

Steve Gooding, director of the RAC Foundation, said: "Because of a lack of central focus, and faced with swingeing budget cuts, English councils have not prioritised road safety and have seen a lot of experienced staff leave.

"We also need to see more systematic sharing of best practice. Why has Scotland managed to achieve a decline of nearly a third in those killed or seriously hurt on the roads over the past five years while Wales has only managed a fifth of that?

"We should be proud of our long-term road safety record, but new impetus is needed to protect it. It was a Conservative transport minister who set a challenging casualty reduction target in 1987. We hope today's Conservative government will be persuaded to follow the same successful path."

- See more at: <http://www.racfoundation.org/media-centre/433523>

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[http://www.racfoundation.org/assets/rac\\_foundation/content/downloadables/Road\\_Safety\\_Since\\_2010\\_Amos\\_Davies\\_Fosdick\\_PACTS\\_RAC\\_Foundation\\_final\\_report\\_September\\_2015.pdf](http://www.racfoundation.org/assets/rac_foundation/content/downloadables/Road_Safety_Since_2010_Amos_Davies_Fosdick_PACTS_RAC_Foundation_final_report_September_2015.pdf)

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## **AROUND GB**

**Edinburgh.**

### **BUS LANES TRIALS IN EDINBURGH COMMENCED MONDAY 5 OCTOBER 2015**

MAG welcomes the commencement of Bus lane trials in Edinburgh which will enable Motorcycles to use the vast majority of Bus lanes. The trials are scheduled to last nine months and motorcyclists are encouraged to comment favourably on the trials. These trials which were originally scheduled to start in June were delayed, while numerous objections to the ETRO by cycling organisations were considered.

With the Commencement of Trials permitting Motorcycles to use most with flow Bus-Lanes in Edinburgh on October the 5<sup>th</sup> 2015, motorcyclists are encouraged to comply with the Code of Conduct to minimise any potential problems and conflict with other road users.

(Exceptions to permitted use include some 24 Hour Bus-Lanes and Bus Gates). Permitted use is signified by a motorcycle symbol on Bus lane signage at the commencement of each bus lane and each section of bus lane.

The code of conduct document, which while originally prepared for when the trails in London were made permanent, is equally relevant for the Trials in Edinburgh and was prepared jointly between riders, the industry, press and Police.

Please find below details of the two bus lane trials that commenced on the 5th October.

All vehicles will be allowed to use the bus lanes outside peak times: from 9.30am to 4.00pm and 6.30pm to 7.30am Monday to Friday and all day Saturday and Sunday. Motorcycles will now be able to use the vast majority of bus lanes throughout the city at all times.

However, all vehicles will still not be able to use 24 hour bus lanes and bus gates (stretches of road which only buses, taxis, cyclists and emergency vehicles can use).

Under the trial, all day bus lanes, which currently operate:

- 7:30am – 6:30pm on Mondays to Fridays; and
- 8:30am – 6:30pm on Saturdays.

Will be changed into peak periods bus lanes which operate:

- 7:30am – 9:30am and 4:00pm – 6:30pm on Mondays to Fridays.

These trials are expected to last at least nine months. This will allow comprehensive data to be collected to assess the actual impact of the changes on all bus lane user groups prior to making any decision on permanent changes.

Further consultation with major user groups will be undertaken as part of the assessment of the trials. A report on the outcomes of this assessment will be presented to the Council's Transport and Environment Committee in Autumn 2016.

Please contact me if you have any further queries or wish to discuss this matter further.

Regards, Len Vallance.

Len Vallance | Projects Development | Policy & Planning | Transport | Services for Communities | The City of Edinburgh Council | C.2 Waverley Court | 4 East Market Street | Edinburgh | EH8 8BG | Tel: 0131 469 3629 [len.vallance@edinburgh.gov.uk](mailto:len.vallance@edinburgh.gov.uk) | [www.edinburgh.gov.uk](http://www.edinburgh.gov.uk).

***Also in Edinburgh:***

### **Motorcycle Parking in Edinburgh under threat Again**

City of Edinburgh Council undertook a Parking Consultation which ran till 31<sup>st</sup> October.

The main areas affecting Motorcyclists or potentially affecting us are detailed in the Parking Action Plan are:-

Increased use of Shared Parking Bays (Action 8) and Consider charging for motorcycle parking and residents motorcycle parking permits (Action 21).

With regard to Motorcycling issues MAG argues that

Increased reliance of shared use bays as opposed to dedicated M/C Parking:-

1 Causes increased risk of damage to motorcycles from other vehicles manoeuvring in the bay.

- 2 Does not provide an opportunity to provide railings or alternative secure parking fixtures that machines can be chained to in order to discourage theft. (Note Edinburgh has the highest incidence of Motorcycle theft in Scotland as a percentage of insurance claims and is in the top ten most risky areas in the UK)
- 3 Does not provide the additional security that a number of bikes in a bay gives through increased access / activity in the area discouraging theft.
- 4 Reduces the expectation that M/Cycle parking will be at an expected location.
- 5 Increases risk of being involved in collision accessing / exiting parking by being masked by other vehicles.

Fails to adhere to the Scottish Governments Motorcycle Guidelines for Scotland and IHE (Formerly IHIE) motorcycling Guidelines which requires that Motorcycle Parking (Like Cycle Parking) Should be Near Clear Safe and Secure and also states that for a parking model, Motorcycles should be considered in much the same way as cycles.

Proposals to charge for Motorcycle parking are unacceptable and unjustified. Local and National Transport Strategies seek to encourage modal shift away from Car use onto more sustainable means of transport. Charging for Motorcycle Parking will act as a disincentive to modal shift from the car for those for whom walking ,cycling or public transport are not viable options. Preventing the benefits of reduced congestion, reduced emissions and lower land use for parking that motorcycles and scooters represent. It should be noted that a bay capable of permitting one car to park can accommodate six motorcycles.

While there can be some sympathy for cash strapped Councils, levying a parking charge on Motorcycle Parking is inequitable, given this modes ability to contribute to reducing transport problems and considered against the multi million pound budget set aside for cycling such as the £10M budget for the Roseburn to Leith Segregated cycle way.

Steve Wykes. Edinburgh and District MAG.

## **West Yorkshire**

### **GET INVOLVED – Bike Parking, West Yorkshire**

Further to a number of great meetings between MAG and West Yorkshire Combined Authority (WYCA). MAG have been asked to identify their favoured Council run car parks with a view to turning over a couple of car spaces to free motorcycle parking (with security features where possible). If you live, work or visit any of the following areas let us know your choice:

Bradford City Centre

ShIPLEY centre

Bingley centre

Keighley centre

Ilkley centre

Simply advise us of the street and the town.

Help us to help you.

Selina. MAG National Chair

## **Interactive map shows London's collision hotspots**

TfL has launched the city's first interactive digital collision map, showing every road traffic incident from the last 10 years, as part of plans to reduce the number of casualties in the capital.

The London Collision Map uses extensive police data to shine a light on road collisions dating back to 2005, creating an easy search for users to find information about when, where and how severe incidents were.

The collision data is made available to the public with provisional collision data updated at regular intervals throughout the year. Academics, researchers and TfL will also be able to blend the data with other sources to look for wider, long-term trends across London and the South East.

- See more at-: <http://www.collisionmap.london/>

Representatives from **Macclesfield MAG** have recently had meetings with 2 of our local M.P.'s :

Mrs. Fiona Bruce (Conservative, Congleton) on 18th September

Mr David Rutley ( Conservative, Macclesfield) on 2nd October

Both meetings were considered successful and resulted in 2 more M.P.'s promising their support in parliament.

Both were very helpful and even came up with some contacts and ideas for us to pursue. We will be keeping in touch with both and also arranging meetings with more M.P.'s in the surrounding area.

Keep up the good work. Cheers Paul (Macclesfield rep)

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**SUZUKI is giving GSX-R owners** free tickets to Motorcycle Live as part of its GSX-R 30th anniversary celebrations at the show.

To celebrate 30 years of GSX-Rs, Suzuki's stand at Motorcycle Live will include an anniversary display formed of a selection of classic GSX-R models from the last three decades.....

Read more: <http://www.visordown.com/motorcycle-news--general-news/own-a-gsx-r-get-a-free-ticket-for-motorcycle-live/28333.html#ixzz3pboPggGC>

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**HONDA, Yamaha and BMW yesterday announced they're working on technology to warn motorcyclists of hazards on the road.**

The three manufacturers are collaborating to evaluate and develop systems that will allow bikes to communicate with other vehicles so riders have advanced.....

Read more: <http://www.visordown.com/motorcycle-news--general-news/honda-yamaha-and-bmw-working-together-on-rider-safety-technology/28269.html#ixzz3pboseyku>

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### **POLICE have been hiding in a tractor to catch speeding motorcyclists.**

Humberside Police has been using the tractor along with a horsebox to catch speeding riders on a high-casualty road in East Yorkshire.

Guidance says speed camera vehicles should be.....

Read more: <http://www.visordown.com/motorcycle-news--general-news/police-catch-speeding-motorcyclists-by-hiding-in-a-tractor/28226.html#ixzz3pbpD1mC4>

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**The Institute of Advanced Motorists (IAM)** has scooped a major European award today for its efforts in improving road safety at work through its own staff driving guidelines and safeguards.

The accolade has come from the Brussels-based European Transport Safety Council (ETSC), a leading non-profit organisation dedicated to reducing.....

<http://www.iam.org.uk/media-and-research/media-centre/news-archive/20706-iam-scoops-top-european-award-for-company-driver-safety-programme>

### **Eight ways to get your brain in its best biking state.....**

<http://www.motorcyclenews.com/news/2015/october/mcn-plus---eight-ways-to-get-your-brain-in-its-best-biking-state/>

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### **THINK! highlights priorities and campaigns for 2015/16**

Country roads, drink driving, drug driving and cycling are the four key areas the THINK! campaign will focus on between now and April 2016.

These four themes are revealed in the THINK! campaign marketing plan and campaign calendars for 2015/6 and 2016/7, which have been published today.

The programme will commence with a revamped Country Roads campaign, which will run from mid-October to late-November, and again in January 2016. The main focus of the campaign, which first launched in October 2014, is to persuade drivers to “brake before the bend, not on it”, by raising awareness of unexpected hazards that could be around the bend.

A new festive drink drive campaign will run from end-November until the end of December, and will include TV advertising. The campaign will, as usual, run in tandem with the National Police Chiefs Council’s (NPCC) drink and drug drive enforcement campaign.

The THINK! campaign will once again be supported by partner activity including Coca-Cola’s designated driver campaign, which provides soft drinks to designated drivers; and Johnnie Walker’s ‘Join the Pact’ campaign which asks drivers to commit to never drinking and driving.

A THINK! drug drive campaign will run from mid February to end-March 2016, and will set out to heighten among drivers the perceived risk of getting caught. The campaign is timed to coincide with the first anniversary of the introduction of new drug drive legislation in March 2014.

Finally, a THINK! cycling campaign will run from March to April 2016. The team is currently reviewing whether to continue running Transport for London's 'tips' campaign in cities outside London or whether to develop a new approach.

In addition to the four main campaigns, THINK! will also run three secondary campaigns focusing on motorcycling, child and teen safety and young drivers.

The THINK! website is also in the process of being comprehensively revamped. The new site will consolidate content from several existing sites and will be optimised for smartphones and tablets.

The THINK! team is also producing new content on child car seats, in order to satisfy demand for more information on this topic from parents and others.

- See more at: <https://www.gov.uk/government/collections/think-communication-activity#think-campaign-calendars-and-marketing-plan>

-: <https://www.gov.uk/government/publications/think-country-roads>

-: <https://www.gov.uk/government/publications/think-cyclist>

-: <http://think.direct.gov.uk/index.html>

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