



Network

JUNE 2015

A networking tool for Activists and other interested parties

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EDITORIAL

Its difficult to know where to start really. I've spent a lot of time trying to digest what I've been sent on those ..bleeping.. Tombstones installed in Clarence Road, Bristol.

As you will see further on from pictures I've been sent, they really have deteriorated to the extent of being lethal and in a relatively short time. We are fortunate in having someone working on this who has connections to the force and who, I'm told, have concerns about these things.

I expect many of you can remember the Demos in Paris and other major French Cities when the French Government were debating the compulsion of Hi Viz. There is a short article in this edition but please be aware that after 1 January 2016 you are required to carry a Hi Viz on the bike if touring in France and must produce it if asked by the police. The fine for not carrying one is a bit hefty with a smaller fine for failing to produce it when asked.

It seems whilst we've heard extremely bad reports of the police and riders clashing in Australia, Melbourne seems to be going the sensible route and giving priority to bike parking in the hope of encouraging more people onto two wheels to ease traffic congestion and parking. Cities in GB – please take note!!

Finally, if you've time please go to the link provided about TE Lawrence. Its a real good read with some great photographs of the man himself on one of his Broughs. For the record, he didn't look a bit like Peter O'Toole!!

Ride free, don't forget to send me copy for next month. Subject heading Network to aine@mag-uk.org. Closing copy date: 25th June.

AG.

[Acknowledgments: Tink Hammond. George Legg. Ian Williamson. Pat Healey. Leon & Lembit. Roadrunner (MAG Ireland). Selina Lavendar. Dave Wigham. Tim Peregrine. Anyone else I've forgotten]

In the last edition I reproduced the Board Report to Conference for the benefit of those who didn't attend. This month I'm reproducing (albeit updated) the report to Conference given by Leon and Lembit:-

Political Unit report of the year

This version: 15th May 2015

This summarises the work the Political Unit has done since the AGC in 2014.

Overview

Overall, it has been a tremendously productive 12 months. The Political Unit has been working with activists, elected MAG officers and politicians to ensure the preservation of motorcyclists' freedom. M.A.G. remains opposed to all oppressive and discriminatory legislation aimed at motorcycling.

M.A.G. will continue to achieve its objectives by well organised demonstrations, publicity campaigns, lobbying Members of Parliament and enlightening the non-motorcycling public.

How we work

We work to a core 'narrative' of LIBERTY. We like to say 'YES' to invitations around the country. We're accountable to Members, the National Committee and the Board. We take informed risks. We aim to empower the membership and motorcycling and scooter community. We think 'teamwork.' We share tasks logically.

How we organise our work

We organise our work in three categories:

Rights: freedom to ride

Roads: freedom of access

Revenue: freedom to campaign Record number of MP members

We have been very active in the General Election

We held a record number of Election debates. The Road magazine is a key campaign tool. We've maintained a regular media presence nationwide. We have developed a direct influence on policymakers. We are establishing an equal relationship with industry. We secured positive policy commitments from candidates and parties.

We have been actively defending riders' rights

The Political and Legal Unit worked together to defend the reputation of deceased rider Joseph Buckland in a Portsmouth Inquest into his death. We won, and it is unlikely that Joseph's reputation would have been secured had MAG not been involved in assisting with the family's approach to the inquest. We are also pursuing a case in the South West of England with Bev Taylor, the mother of a deceased rider. The rider appears to have died in unusual circumstances.

Campaign issues

We have campaigned to open bus lanes to motorcycles, and encouraged 'modal shift' towards powered two wheelers. We've challenged road pricing for bikes, and ensured a serious response to the problems of road surfaces as they pertain to riders – for example the dangers associated with slippery manhole covers.

We successfully prevented threats to off-road riding and worked with Chair of the All Party Motorcycle Group, Steve Baker MP, to ensure that we have a serious presence in the corridors of power.

We have assisted in campaigning in Manchester, Edinburgh and around the country on road access and against the dangers presented by cycle lanes to rider safety.

We work with MCIA to improve our working effectiveness with the industry.

We're also exploring new ways to make money, including Lembit's participation in the Leeds comedy night – where Lembit was 'surprisingly amusing' according to Manny.

Keeping you posted

The Road is now a central element in our campaigning work, and we do our best to keep you up to date regarding what we're working on.

Summary

It's been a terrific year for MAG – and this is the springboard for even more progress in the next 12 months. The only way is up.

Leon & Lembit

A further communication from Lembit:

1 With the new Parliament in place, L&L have been organising the recruitment of 65 MPs - that's 10% of Parliament. 'This time, we're taking an orderly approach to the project, so we have a good database of all the MPs. It's time consuming, but a vital component in our strategy to be influential in terms of legislation.' The project is likely to take about 8 months to reach fruition. 'We could do it faster, but that would be at the cost of other work which also needs to be done.'

2 Leon has been evaluating the new transport ministers. 'Having a Minister for cycling and walking indicates the success these categories and groups like Sustrans have had in pushing their interests up the agenda. The only thing to do is respond in a similar way. We have to get powered two wheelers on a par with bicycles, and this is eminently achievable with a proper strategy. It affects everything we do - in that having the ear of the Government Department responsible to transport is the most important aspect of our political campaigning work at a national level.' The relationship with Robert Goodwill MP, now the Department's number two, is already good. This will help MAG pursue our objectives.

3 We're looking at ways to build the membership. There are a number of incentives which we're considering. While not directly part of the Political Unit's work, the link between members and campaigning effectiveness is so strong that it is impossible to ignore the relationship between them. All ideas welcome!

4 Leon is working on a number of issues with MAG in Leeds, including bus lanes. There's a lot of progress in the offing, and this is all to the good in terms of working towards a national policy position for Government on the matter.

5 After the runaway success of the Salisbury Bike Show in April, which gave the police a fright, MAG plans to meet with the local officers to establish a 'Salisbury Protocol' which can then be used nationwide.

6 Leon has been working the representatives of the BMF on various policy matters. 'We do benefit from working together when there are areas of common interest,' explains Leon. 'Having pointless disputes wastes energy, whereas working together is in the interests of riders.' We'll keep you posted on developments.

7 Lembit is planning ahead for the Scottish and Welsh national elections in 2016. These present an opportunity to apply what we learned from the General election to secure commitments from the various parties before the vote. It's the best time to do it as this is the time they're most likely to listen to representations.

I've reproduced this, but in the past tense, as I feel its important you know why this happened:

MAG LONDON CALLING DEMO POSTPONED

The demonstration by The Motorcycle Action Group (MAG) against the cycle superhighway planned for May 30 in London was postponed.

MAG is pleased to announce a major breakthrough in discussions with Westminster City Council officers (WCC) about aspects of the cycle scheme that will impact motorcyclists. The postponement will allow MAG to sit down with key players in the WCC to promote the benefits of motorcycling and highlight the potential adverse effects of the cycle scheme on traffic movement in the City.

MAG is sympathetic to the expectations of cyclists as fellow users of single track vehicles, however the justification for turning over such large areas of road space seems disproportionate and likely to cause severe congestion that will ironically prejudice efforts to enhance London's air quality. Efforts to enhance London's air quality include the imposition of an ultra low emission zone under which proposals, bikers will be charged £12.50 a day in common with motorists.

Along with the WCC meetings, meetings are also scheduled with other concerned groups who fear their mobility will be prejudiced by massive traffic jams. MAG says 'The scale and potential impact of new objections to TfL plans is increasing and we will bring you details in due course.'

MAG Chair, Selina Lavender said, "While MAG is an activists' organisation, we don't use demonstrations gratuitously. The door on discussion has opened somewhat, possibly because of the prospect of a demonstration. The demonstration will still go ahead this summer unless major compromises are made both to the superhighway scheme and the plan to charge motorcyclists the same as motorists to enter central London."

Patrick McLoughlin to remain in office as Transport Secretary

Please be vigilant locally and watch what your council is doing to protect cyclists. As per the Armadillos (Salford) and now the Tombstones – Toby Bollards (Bristol) try to ensure you get involved in consultations and, hopefully, prevent any of these being installed:-



Yes, these are the Tombstones (Toby Bollards) in Clarence Road, Bristol? I personally find it difficult to comprehend that a council, who doesn't appear to think these things are a serious accident or worse waiting to happen, can now ignore that damaged ones with pieces of steel sticking out at all angles are absolutely lethal to everyone – pedestrians and road users alike.

We find out from Traffic Management:-

- *In subsequent consultations concerning visibility, BCC offered to paint them or make them more visible. (Not done).*
- *Concerns with regard to the width of the cycle lane restricting the width of the road appear to have been ignored. Traffic Management" of A&S Police were concerned that the width of the cycle lane in Clarence Road was such that two LGVs, travelling in opposite directions, could not safely pass one another. The cycling Stasi at BCC didn't give two hoots.*
- *Information is that a bus was unable to continue service or even move due to losing o/s mirror and had to wait for mechanic to attend and replace said mirror causing traffic chaos.*
- *As a result of seeing submitted photographs of damaged bollards, there will again be contact with BCC for further consultation.*
- *It is interesting to note the degree preferential treatment given to cyclists over ALL other vehicles using Bristol roads.*

The width of a London style bus (rigid) is 2.55m

The width of a typical LGV (4/6 or 8 wheeled rigid) is 3m

Clarence Road at its narrow point is, according to BCC, 6.1m

ASSUMING ZERO ROAD SURFACE CAMBER

Maximum equal clearance on nearside of each, and between off-sides of two buses passing one another, travelling in opposite directions = 333cms.(1ft1in)

Maximum equal clearance on nearside of each, and between off-sides of two typical LGVs passing one another, travelling in opposite directions = 33.3cms(1.5in)

The volume, size & nature of vehicle types, which use Clarence Road, is such that damage and even eventual destruction to the Toby Bollards may be inevitable.



Yep – looks like that’s happened!

Press Release from MAG on 1st May:

Armadillos' for Cycle Lanes are not approved by the DfT



MAG is gravely concerned to discover that the plastic 'armadillos' being promoted to add physical barriers to separate cycle lanes from general traffic lanes have NEVER been approved for use on UK roads by the Department for Transport.

The discovery emerged today from a meeting between MAG's Campaigns and Policy Adviser, Dr Leon Mannings and officers from TfL and the London Borough of Kingston to discuss plans for armadillos to be installed as part of a Mini Holland Scheme on the Borough's roads. These devices are designed to be bolted to roads to delineate cycle lanes and create intermittent barriers to deter cars from entering the cycle lane– but it was admitted today that they also create a new trip hazard for pedestrians and impact could cause riders of motorcycles and cycles to lose control.

MAG has today raised its concerns about this issue with senior officers at TfL and the London Borough of Kingston.

And, whilst we’re on this segregation of cycle lanes Ian Williamson has sent me this:-

“Being unable to sleep I have been reading the Welsh Government Design Guidance Active Travel Wales Act 2013, published December 2014. According to paragraph 6.25 "Light segregation"

6.25. Cycle lanes with light segregation DE018, DE019, DE020

6.25.1 The segregation provided by a cycle lane along the side of a road may be reinforced by “light segregation” from the main carriageway, by using intermittent low level physical features such as planters, wands (retroreflective collapsible bollards), proprietary raised features constructed from PVC or recycled rubber, or similar objects. The fact that the obstacles are intermittent allows cyclists to manoeuvre between the cycle track and the carriageway as necessary, avoids any impact on drainage and means that the design can be cost effective and flexible.

6.25.2 Transport for London (TfL) and several other local authorities are starting to incorporate this style of facility into parts of their cycle networks and a scheme has already been successfully introduced in Royal College Street, in Camden. Light segregation is commonly used in various cities including Barcelona, Seville and, New York, Montreal and Melbourne.

6.25.3 These features are not road markings and therefore no authorisation is needed from Welsh Ministers in order to use them

This means that Aramadillos have been redesignated as "Not Road Markings", therefore any council can use them at their whim. Not good news. I see the hand of Sustrans in this redesignation by small print.” Ian Williamson

Motorcycles in priority parking in Melbourne, Australia.

Motorcycles and scooters will be given preferential treatment over cars and trucks in Melbourne's inner city, as part of a bold plan to reduce traffic and parking congestion by getting more commuters to take up motorcycling.

Melbourne City Council is set to expand motorcycle parking across the municipality, at the same time as competition for these spaces, and the city's footpaths, heats up.

Paid car parking could be replaced with free scooter spaces, while the council will also try to force developers of new apartment and office towers to create more motorcycle parking and supply lockers for protective clothing.

The 2015-2018 Motorcycle Plan will be voted on by councillors next week. In the document, council staff argue that more motorcyclists on the roads would result in faster travel times for all, while decreasing greenhouse gas emissions.

They point to a European study :-

[http://www.tmlleuven.com/project/motorcyclesandcommuting/20110921_Motorfiet sen eindrapport Eng.pdf](http://www.tmlleuven.com/project/motorcyclesandcommuting/20110921_Motorfiet%20sen%20eindrapport_Eng.pdf) that showed that if 10 per cent of private cars were replaced by motorcycles, commuting times could decrease by 40 per cent.

It is understood Melbourne is the only Australian capital city where it is legal to park a motorcycle on the footpath, with the exception of sections of Collins Street, Flinders Lane and Exhibition Street.

The council said that a "shift from cars to motorcycles" would free up parking space, as up to six motorcycles or 10 scooters can be parked in the space required for a single car.

And while they concede cars can carry more passengers, the reality is the average vehicle occupancy in Australian cities is 1.1 to 1.2 people per vehicle, meaning most people drive alone.

Cr Stephen Mayne said council should "potentially" replace some existing paid car parking with more allocations for motorcycle parking.

Meanwhile, Cathy Oke, council's transport chair, said the council was lobbying Planning Minister Richard Wynne to introduce new laws that would increase requirements for motorcycle and bicycle parking in new building developments.

The plan has the strong support of the Victorian Motorcycle Council (VMC) and the Independent Riders' Group whose spokesman Steve Bardsley said while he believed there was a place for all types of transport, "it has to be acknowledged that cars are the main cause of congestion".

The VMC's John Eacott said "it was good to see motorcycles really recognised as a solution to the transport problem", while peak motoring lobby group the RACV was not available for comment.

With the current motorcycling rates at less than three per cent of vehicle traffic in the inner city, the council said a significant investment in time and resources would be required to encourage more to use motorcycles.

Safety still remains a concern for some. Motorcyclists and their passengers represented 20 per cent of serious road injuries in the Melbourne City Council area in 2012-2013. Though, it should also be noted that riding has become significantly safer in recent years, with fatalities and serious injuries decreasing by almost 20 per cent in the five years to 2013.

The council has vowed to work with the state government and other authorities to remove a number of road hazards for motorcyclists, including requiring sharp steel barriers used around construction sites to be replaced with plastic bollards with a flexible base.

It will also investigate dangers posed by posts on the outside of kerbs, large vegetation, slippery and difficult to see tram separators, road paint and metal plates without skid-resistant covers.

<http://www.theage.com.au/victoria/motorcycles-in-cars-out-in-bold-parking-1plan-for-melbournes-cbd-20150501-1mwvl4.html>

Intelligent Transport Systems (ITS). *Please note this is a **DRAFT ONLY** for discussion at the Spring FEMA Committee Meeting. However, as ITS has reared its ugly head many times on MAG's Agenda in the past, I asked MAG's representative to FEMA, Neil Liversidge, if I could reproduce this JUST FOR YOUR INFORMATION:*

Position paper: Intelligent Transport Systems (ITS)

May 2015

About Intelligent Transport Systems (ITS)

- Intelligent Transport Systems (ITS) cover a wide range of concepts, systems and applications aimed at applying Information and Communication Technologies (ICT) to infrastructure and road vehicles in order to improve road traffic safety, fluency and energy efficiency, convenience for drivers, while improving connections with other transport modes.
- ITS varies from low level informational no automation devices that leave the driver/rider in full charge (like lane departure warning) to full automated vehicles, where the system is in full charge (robot taxis).
- ITS can work autonomous or connected to other vehicles (V2V) or infrastructure (V2I/I2V).

Effects of ITS on motorcycles

- Existing ITS devices like ABS have already proven to benefit motorcycle road safety. Other devices can be as beneficial as long as the rider is in full charge of speed and direction.
- Riders can benefit from ITS for better conspicuity. ITS devices can prevent situations where drivers are not aware of motorcyclists, especially in the situation of crossing the lane of oncoming traffic while taking corners, or with blocked vision at crossings.
- Systems can give warnings to riders about speed limitations, oncoming curves, situations like traffic jams, damaged roads etc. This can also induce information overload.
- Because motorcycles last much longer than cars the situation will occur, that motorcycles as a whole belong to a declining minority of non automated and non connected vehicles, which can cause risks if ITS devices of other cars assume connectivity and digital conspicuity.

Conditions of ITS to be safe and acceptable for motorcycles

- ITS devices for motorcycles cannot take over control of speed or course from the rider
 - ITS devices should be developed with vulnerable road users like slow moving pedestrians and bicycles and fast moving motorcycles in mind.
 - ITS devices should be developed with regard of other vehicles and road users, that are not connected or digital conspicuous.
 - Roads should always remain accessible for vehicles that are not controlled by electronic systems and are not connected with other vehicles and/or infrastructure.
 - Data should be secure and privacy should be guaranteed.
-

This is a brilliant read and mentions Enoch Powell, who spoke out vehemently against the Helmet Law in the House of Commons. Enoch Powell is mentioned in the final paragraphs.

I've reproduced the first few paragraphs:- <http://www.bbc.co.uk/news/magazine-32622465>

When TE Lawrence - immortalised as Lawrence of Arabia - died 80 years ago he could not have known that the accident which took his life, and the surgeon who tried to save him, would eventually help to save thousands of others.

It was pouring with rain on the morning of Sunday 19 May 1935 when TE Lawrence died.

The man made famous by his Great War exploits in the Middle East finally succumbed to the head injuries he had suffered six days earlier in a motorcycle accident.

"In Lawrence we have lost one of the greatest beings of our time," said his friend Winston Churchill. "I had hoped to see him quit his retirement and take a commanding part in facing the dangers which now threaten the country."

It was not to be. At the age of 46, Lawrence of Arabia was dead.

Mourning was international. The New York Times called it a "tragic waste" and speculated that the accident which brought his death had been "unwarranted and perhaps avoidable".....

Your paper licence and you.

From 8 June 2015, the paper counterpart to the photo-card driving licence will not be valid and will no longer be issued by DVLA. The counterpart was introduced to display driving licence details that could not be included on the photo-card. These details include some vehicle categories you are entitled to drive and any endorsement/penalty points.

If you already hold a paper counterpart, after 8 June 2015 it will no longer have any legal status. You should destroy your paper counterpart after this date but you still need to keep your current photo-card driving licence.

Customers with paper driving licences

Paper driving licences issued before the photo-card was introduced in 1998 will remain valid and should not be destroyed.

If you need to update your [name](#), [address](#) or [renew](#) your licence, you will be issued with a photo-card only.

Penalty points (endorsements)

From 8 June 2015 new [penalty points](#) (endorsements) will only be recorded electronically, and will not be printed or written on either photo-card licences or paper driving licences.

From this date, if you commit an offence you will still have to pay any applicable fine and submit your licence to the court but the way the court deals with the paperwork will change.

For photo-card licences, the court will retain the paper counterpart and only return the photo-card to you.

For paper licences, the court will return it to you but they won't have written or printed the offence details on it.

This means that from 8 June 2015 neither the photo-card driving licence nor the paper licence will provide an accurate account of any driving endorsements you may have. Instead, this information will be held on DVLA's driver record, and can be viewed [online](#), by [phone or post](#).

The courts are unable to respond to queries about the destruction of your paper counterpart. Any concerns about this process should be directed to [DVLA](#).

<https://www.gov.uk/government/news/driving-licence-changes>

Not a promising start to the 'self-drive' cars – 10% involved in accidents!!

However, as our President points out:- "From the story it looks as if these may all be no fault accidents on the part of the driverless vehicle. It may well turn out that auto cars may be involved in dramatically fewer accidents than driven cars. Our long term case for riding bikes ourselves should not be rooted in denigration of the technology or be dependent on rare instances of its inevitable failure.

Technology marches on inexorably. Our position needs to be fundamentally philosophic. We want to ride bikes on the public highway because we enjoy it and we pay for the roads."

<http://www.bbc.co.uk/news/technology-32691887> and

<http://bigstory.ap.org/article/297ef1bfb75847de95d856fb08dc0687/ap-exclusive>

And

Google self-driving cars set to be tested on public roads By Danny Palmer

Google is set to take its self-driving cars away from the test track and onto the roads as the firm looks to bring smart vehicles a step closer to commercial reality.

But importantly, the cars aren't yet being let loose on their own as they'll have a driver on board who can take over should anything go wrong.

<http://www.computing.co.uk/ctg/news/2408721/google-self-driving-cars-set-to-be-tested-on-public-roads>



WANTED

4th - 6th
September 2015

Marshals to help us run this 25th Anniversary rally

we are always looking to add new people to our regular team, checking tickets, directing the bikes, working gates and a whole host of other jobs essential to the smooth running of such a large event.

As well as having your event ticket refunded after 12 hours worked over the weekend, a limited edition T-Shirt after 8 hours and food voucher every 4 hour shift worked, you still have time to enjoy the event.

Clubs, Family and friends can generally work the same hours leaving you the same party times off shift

A great way to support a local event, run by volunteers, especially if you are on a tight budget.

fill in the online application form at www.storminthecastle.co.uk

A day in the life of aMarshall

After waking in the private Marshall's compound to the dulcet tones of the resident peacocks, I tiptoe through the tulips.....well, dandelions, but you get my drift.....to the showers. Lovely, hot and powerful. But enough about the Committee members, after climbing into seven layers of clothing (you never know), I run around to Debbie Doughnut's for one of her wonderful breakfast butties. Debbie is so fab she will remember your name by the end of day one, and with the grub paid for in return for four hours of rocking the Hi-Vis look, what more could a girl want?

With breakfast comes the usual cuppa, served by the lovely Michelle, then off to Marshall Control to report for duty and shed a couple of layers (is that the sun I see before me?). And, so to work. Car park, camping field, main gate, Holy Joe's (another cuppa but don't tell Lindy) and everywhere in between. Lost your mate? No problem. Lost your tent? Mmmm....I'll have you a wager, my friend, I bet it's green or blue :-). But one thing's for sure, we never stop until we are happy that all is well. Actually, we never stop. And if I can't help, I know a man who can. Somewhere along the line I will have shed another layer or two as the sun always shines on Stormin...eventually.

When the bands have played and the bar has closed (hang on.... does it close? I'm sure it did last year at some point) you'll find me bimbbling around the fields making sure all our lovely guests are safe, and happily debating who will win this year's loudest snorer award.

And so to bed, with the sarnie Debbie saved me and a cup of cocoa. Okay, Okay, maybe I will have a natter and a tinnie with my mates...but the bit about the sarnie was true!

What will tomorrow bring? I don't know it all, but what I do know is that it will bring friends old and new, hugs, handshakes, laughs, a certain amount of insanity and a feeling of community that keeps people like me coming back year on year. Oh yeah, and Greg.....now that's another story ;-)

<http://www.triumphmotorcycles.co.uk/news-and-events/news/Global/2015/May/Important%20Safety%20Recall>Important Safety Recall – Rear Suspension Unit on Certain Daytona 675 R ABS, Speed Triple R ABS and Speed Triple 94 models.

France and Hi-Viz

<http://www.visordown.com/motorcycle-news--general-news/france-requires-bikers-carry-high-vis-vests/26708.html> BIKERS in France will be required by law to carry a high visibility jacket or face a fine of up to a 135 €.

From January 1, 2016 French police can demand bikers show a yellow bib (or gilet jaune as it might be marked) with failure punishable by an 11 € fine, escalating to nearly £100 during a breakdown.

Contrary to rumours, there is no obligation in the decree to wear the vest at all times, only to carry it on the bike or person.

Changes to the three-wheeler licence – from the Telegraph.

New rules which make it more difficult for motorists to drive tricycles have caused surprise among the UK's three-wheeler manufacturers.

Driving licence legislation for three-wheelers changed dramatically this January with a mandatory motorcycle licence requirement and minimum age of 21 years for all new licence holders intending to drive tricycles, whether they be motorcycle or car-based such as the new **Morgan** Three Wheeler or Triking. A consultation document on these fundamental changes was circulated, yet we understand it wasn't sent to the UK's 12 three-wheeler manufacturers.

All of those we contacted expressed surprise and astonishment at the licence changes. "We were surprised when informed by a customer of the pending changes to the three-wheeler licencing regulations," said Steve Morris, managing director of the Morgan Motor Company. "As the UK's leading manufacturer of three-wheeled vehicles we would have

welcomed the opportunity to have been consulted by the DVLA during their decision making process. Our involvement may have resulted in a more reasonable outcome...”

Richard Oakes, proprietor of Blackjack, makers of the Zero three-wheeler, also wasn't consulted and said “Whether intentional, or just muddled thinking, this action on licensing by the DVLA could diminish the activity of three-wheeler drivers and manufacturers to zero, over time. No wonder we weren't consulted. So much for the philosophy of choice! – Looks like a duck?”

<http://www.telegraph.co.uk/motoring/motorbikes/10043638/Changes-to-the-three-wheeler-licence.html>

[I cannot see any reason for this – what would Del Boy have done? Seriously, this could see the end of yet another lucrative British industry due to a seeming lack of short sightedness by a bureaucratic department all of which could have been avoided using the consultation process. When will these people realise that damage can be avoided by merely engaging with the experts in their respective field? AG]

HARLEY-DAVIDSON'S Street 750 will go on sale in the UK this September, the firm has announced.

It's one of two new smaller-capacity models, the other being the identical-looking Street 500, which were unveiled at the Eicma Milan show in 2013 as Harley's first all-new motorcycle 'platform' in 13 years.

Both use a liquid-cooled V-twin engine, of 749 and 494cc respectively.

At the time of the unveiling, Harley said the only European markets to see the 750 in 2014 would be Italy, Spain and Portugal, with other countries having to wait until 2015.

Confirmation that it's now our turn came at a press test ride of Harley-Davidson's new prototype electric bike, the [LiveWire](#). A spokesman said during a press briefing that the Street 750 would be in UK dealerships by September.

Prices in Europe range from €7,350 (£5,280) in Spain to €7,800 (£5,603) in Italy.

The Street 500 is aimed primarily at emerging markets including India.

Read more: <http://www.visordown.com/motorcycle-news-new-bikes/harley-davidson-street-750-coming-to-uk/26707.html#ixzz3bdBUllxw>

Around GB

Derbyshire:

If you like to trail ride in Derbyshire then pay attention to the following, Peak Trail Riders need you to help by signing the petition.

https://www.change.org/p/derbyshire-county-council-highways-authority-remove-the-traffic-restriction-orders-on-chapelgate-roych-long-causeway-and-leys-lane?just_created=true.

Peterborough MAG

What a great weekend was had on the MAG stand at the 1st MCN Festival of Motorcycling at Peterborough Arena (Showground).

Thanks to those that helped over the weekend including young Tom who helped raise £200.00 on the raffle which was won by David Jenkins...a very nice leather Jacket donated by MCN.

£200.00 has now been donated up to Eastern Region MAG, thanks to all that bought tickets.

£12.65 was dropped in our collection tin & welcome to the 10 new members who signed up over the weekend along with one joint renewal.

A steady stream of visitors came to the stand both days & was good to see Yorkshire & Wycombe MAG members visit the stand along with Dr Leon Mannings.

Big thanks go to MCN for making it possible for us to be there.

Roll on next year! Tink Peterborough MAG Rep.

Potentially Lethal Helmets

<http://www.visordown.com/motorcycle-news--general-news/dangerous-helmet-warning/26665.html>.... BIKERS are warned to check their helmets after a man was sentenced for selling 'potentially lethal' Chinese motorcycle helmets online.

Shocking photos released by Trading Standards show the damage incurred by the counterfeit lids after they failed safety tests. Any biker in an accident wearing these helmets would have received an impact 'six times more forceful' than permitted by law, Trading Standards officers reported.

2015 Tyre Safety Month to be launched at briefing

The theme and materials for Tyre Safety Month 2015 will be revealed by [TyreSafe at its annual briefing](#) on 9 July at the National Motorcycle Museum, and anyone with an interest in road safety is invited to attend free of charge.

Tyre Safety Month takes place annually each October. In 2014 more than 500,000 posters, leaflets and other campaign materials were distributed to the public during Tyre Safety Month.

Events held around the country include awareness days with local police and fire services, tyre pressure audits at business car parks, free tyre safety checks by TyreSafe approved dealers, and press and social media activity.

The briefing on 9 July will include presentations from police, fire services, highway authorities and road safety partnerships, who will explain how they've supported Tyre Safety Month in the past and how they intend to do so in 2015.

Michelle Watkins, senior road safety officer at Central Bedfordshire Highways, will be demonstrating the [interactive safety car OSCAR](#) at the briefing.

Michelle Watkins said: "The Tyre Safety Month materials are always a fantastic help for our campaigns and the briefing brings all different kinds of people into the same room. Everyone comes away buzzing with ideas and equipped with everything they need for Tyre Safety Month and beyond."

Stuart Jackson, chairman of TyreSafe, said: "Tyre Safety Month 2014 was a massive success. Events were held across the country and they had a great impact on the public awareness of tyre safety. We fully expect Tyre Safety Month 2015 to build on this reputation."

<http://www.roadsafetygb.org.uk/news/4266.html>

<http://www.tyresafe.org/other-information/tyresafe-industry-briefing-2015>

I know the following article mentions 'cyclists' and not motorcyclists, however, interestingly, I showed this to 2 people to see their reaction, because I'm not always a fan of road safety gb's take on things, who both said "replace cyclists with motorcyclists or include motorcyclists with cyclists and they've probably got it right"

Experiment lifts lid on where drivers are looking

A study which used eye tracking technology to monitor driver behaviour found that the drivers involved in the experiment failed to notice 22% of cyclists on the road, despite them being in clear view.

[Direct Line Car Insurance](#) commissioned the eye tracking experiment to establish where motorists' eyes are focussed. Participants wore special glasses that pinpoint the exact focus of the eye by tracking microscopic movements in the cornea. The experiment suggests that much of the time drivers' vision is focused on "clouds, buildings and passers-by".

The driver participants also failed to see 15% of motorcyclists, but in contrast spotted all but 4% of pedestrians who stepped into the road without using a crossing.

The study suggests that motorists who use sat nav devices are less likely to spot a cyclist than those who do not – 24% of cyclists were 'invisible' to drivers using a sat nav, compared to 19% for those not doing so.

Female drivers spotted fewer cyclists than their male counterparts, with 26% of cyclists unseen by women and 17% unseen by men. The same applies to younger drivers, with 31% of cyclists not seen by motorists aged 20-29 years, compared to 21% for those aged 50-59 years.

Vicky Bristow, spokesperson for Direct Line, said: "For the first time we know exactly where people focus their eyes when driving and the results are frightening. UK roads are busy and congested and as a result millions of cyclists are going unseen.

"Blaming motorists seems like an easy option, but this issue can only be really addressed if both motorists and cyclists accept responsibility.

"Encouraging all road users to be extra vigilant will certainly improve road safety but tackling an issue of this scale really requires top-down change.

"Successive governments have encouraged local authorities to adopt policies to make cycling safer, but our research highlights that this issue is still widespread."

- See more at: <http://www.roadsafetygb.org.uk/news/4374.html#sthash.bpjtUp1N.dpuf>

How Motorcycle Riding Improves Physical Health

This blog post is dedicated to every rider who's sick to death of those "motorcycles are so dangerous" conversations, to every mother who's convinced her son or daughter is insane for riding, and for anyone who needs a really good excuse to go out and buy a bike. The bottom line is that riding a motorcycle is a form of low-impact exercise that improves muscle tone, can assist with weight loss, and has a multitude of health benefits. These health benefits include but are not limited to:

<http://goodworkswellness.com/how-motorcycle-riding-improves-physical-health/>

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