



Network

September 2021

A networking tool for Activists and other interested parties

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For the October edition please submit copy to aine@mag-uk.org by 25th of this month with the subject head:- Network

EDITORIAL

There are two candidates up for election of Chair of MAG for the following year who are participating in a debate on 11th September which will be recorded for those of us who don't attend the debate will be able to access shortly after it finishes.

Being an electronic vote (please see the notice and first PR below) so no one has to move from their lounge. Please note the closing date for voting after the debate. The closing date is 20th September

It was very sad to read that YouthBike is no longer functioning (you'll read about this further on). This organisation has done so much for young riders in the past and its sad it can no longer keep going. Thanks to all of them for their wonderful work.

You'll see further on an Ad for 'Ferg's Book'. For those of you who didn't meet Ferg before he passed away you missed a real character – he was wonderful – one of a kind. I never saw him without a grin on his face. His book is on Amazon and I've downloaded it to my Kindle. All proceeds from this book, which is a great read, now go to MAG. It costs £2.99. Well worth the read.

Its interesting to see that the ICCT in the States is conducting a Consultation on the use of bio-fuels in transport. We need something like that in the UK. The insistence to plug, plug, plug (pardon the pun) electric vehicles is, imho, the biggest environmental disaster waiting to happen (a discussion for another day). Why, when there is a future in bio-fuels and hydrogen has the government tunnel vision to push only electricity in transport? Why, indeed.

Although, there is this :-

Press release: £91 million funding for low carbon auto tech including hydrogen engines and ultra-fast charging batteries

<https://www.gov.uk/government/news/91-million-funding-for-low-carbon-auto-tech-including-hydrogen-engines-and-ultra-fast-charging-batteries>. So there is hope!

By the time the October edition hits your screens we will have a new Chair for MAG, so I wish to thank Selina very much for being one of the fairest Chair's I've ever served with in this organisation. She deserves your personal thanks.

Selina wanted to step down at 2020 AGC but then – covid, lockdown, not lockdown, lockdown again and all the ultra confusing dictates of what everyone could and could not do – and she hung on to guide us through a very difficult time that no one could have foreseen.

That time hasn't always been easy for her but she hung on in there doing things as the constitution dictated and always in the fairest way.

So, thank you Selina, for being amazing during everything. I don't know how you are still sane honey. You've been an absolute star. Enjoy your retirement. See you soon.

Ride free, AG

[Acknowledgments: George Legg, Colin Brown, Lembit Opik, Selina Lavender, Julie Sperling, Spen, Steve Travis, FEMA, MCIA, plus anyone else I've forgotten]

CAMPAIGNS TEAM REPORT – LEMBIT OPIK AND COLIN BROWN

Weatherwise, it's been a bit of a wash-out summer. But the sun is shining on the Motorcycle Action Group's Political Unit, where they've been generating light and heat in the interests of riders' rights. Colin Brown and Lembit Öpik report on the latest news from the political frontline of motorcycling.

Leeds bus lane trial campaign development of national relevance.

One of the arguments made by officers of Leeds City Council for re-thinking the bus lane access trial had national implications. The claim was made that new guidance issued by the Department for Transport on cycle infrastructure design changes the Department's position on motorcycle access to bus lanes. We reviewed the documentation and came to an entirely different conclusion, but this was unsurprisingly ignored by LCC.

The only route left to us was to get the DfT to clarify its position on motorcycle access to bus lanes. We asked DfT contacts "has the DfT changed its position on motorcycle access to bus lanes since the publication in 2007 of Transport Advisory Leaflet 2/07 "The Use of Bus Lanes by Motorcycles"?"

The response was unequivocal:

"After liaising with colleagues on the issues you have raised, I have confirmation that the Department has NOT changed its position with regard LTN 1/20. We are very happy for you to pass on this message to Leeds City Council.

Officials here do not agree that LTN 1/20 conflicts with the TAL. We have no plans to update the TAL. Government remains neutral on this issue; LAs can permit motorcycles to access bus lanes but it is for them to make that decision. It is a judgment for local authorities to make considering many different local factors of which central government would not have detailed knowledge.

Government has been clear in the last year that active travel and better buses are priorities for them, which does mean local authorities have to think about how to use road space to deliver those aspirations. But there is nothing stopping them allowing motorcycles into bus lanes if they wish. It is perhaps worth re-iterating to Leeds CC about the productive meeting you had with Baroness Vere and the subsequent close working with officials to actively do more around motorcycling particularly around road safety where bus lanes can provide a safer space."

If you are debating bus lane access in your area and LTN 1/20 is raised feel free to use the above official response from the DfT in your favour, or contact Colin Brown for help.

Parliamentary Report released on electric transport agenda

As predicted exclusively in Network last month, an All-Party Parliamentary Group (APPG) has now been published regarding the proposed ban in 2030 on the purchase of new petrol and diesel vehicles. The APPG for Fair Fuel for Motorists and Hauliers has received plenty of coverage for the report, and it has caused responses for and against the content.

Motorcycles are featured in the report, as is MAG, because the Government is now planning to ban the sale of all new petrol-powered motorbikes by 2035. Copies of the report. You can read the report for yourself here:

<https://fairfueluk.com/appg-ff>

Please feel free to provide comments and ask questions – Lembit, who has been involved on its production as a result of the CHoice In Personal Transport campaign, which has been approved by National Committee, will be happy to hear from you.

Remember, the proposals of the Government are entirely motivated by the ‘Transport Decarbonisation Plan (TDP).’ They want to cut carbon dioxide emissions from vehicles, creating a ‘Net Zero UK’ by 2050. If the proposals go through, this ban will be mandatory. No more new petrol motorcycles or cars, period.

As stated in the previous Network, MAG chair, Selina Lavender has said MAG will “engage with the Government and the motorcycle industry in this process and will continue to robustly represent all the views and opinions of its members.

Once again, Lembit invites you to contact your local MP to see where banning of new petrol-powered motorcycles by 2035, and petrol and diesel cars by 2030. Please let him know what you discover.

West Midlands ‘reimagining’ transport with more motorcycles! - WMLTP5 Green Paper

If you live or even occasionally ride through the West Midlands please take the opportunity to respond to the public engagement survey for their new local transport plan. You have till Friday 24th September to get this done and for once there is a real opportunity to support motorcycling. The initial ‘about you’ options are the usual disappointing round of tick boxes that “other” motorcycling, but persevere because section 4 of the survey includes an option to rate your support for “Shifting our choice of vehicle to a powered two wheeler (e.g. motorbike).

This is the first ever transport plan survey that we have found that actually includes modal shift to motorcycles as a potential option for consideration. Colin has been working behind the scenes, meeting the planners in Transport for West Midlands, and MAG Central have submitted a detailed response, but this will be greatly enhanced by a number of general public respondents supporting the modal shift to motorcycles option.

If you only answer one local transport plan survey this year, please make it this one.

You can find the details of the green paper and a link to the survey here:

<https://staging.tfwm.org.uk/who-we-are/our-strategy/green-paper-2021/>

The survey closes at midnight on 24th September.

Please don’t forget to let us know of any LTP consultations in your area. We try to spot them all, but inevitably some slip through the net.

Motorcycle Theft – it’s time for this wheel to start squeaking.

Colin has held a number of disappointing meetings over the last month with Police and Crime Commissioners, London’s MOPAC (Mayors Office for Policing and Crime), a representative of the National Vehicle Crime Working Group and Home Office policy

advisors. The attitude of all these contacts, despite the polite expressions of concern, is that motorcycle theft is not a priority. Colin sums this up in an email response from the Home Office that stated “Though we aim for this work to positively impact upon theft levels for all vehicle types, based on available data, the decision has been taken to primarily focus on thefts of/from cars and vans, which are at higher proportionate levels than that of motorcycles.” MOPAC officers suggested that we lobby PCC’s which is odd given that they effectively report to a PCC – London’s Mayor encompasses that function.

Colin is undaunted in the face of all the deflection, but it is time for MAG members to get vocal with their elected PCC’s and MP’s. We need all MAG members to write to their local Police and Crime Commissioner to ask that motorcycle theft is given higher priority. Also write to your local MP to ask why the Home Office is prepared to allow a minority group to suffer disproportionate levels of harm. As motorcyclists we are up to eight times more likely to suffer theft of our vehicles than any other vehicle owner. This is an injustice that needs to be addressed at a national level.

Colin has prepared template letters for MPs and PCCs here:

MP: [https://wiki.mag-uk.org/images/e/e9/Template Bike Theft Letter for MPs 202108.pdf](https://wiki.mag-uk.org/images/e/e9/Template_Bike_Theft_Letter_for_MPs_202108.pdf)

PCC: [https://wiki.mag-uk.org/images/2/2b/Template Bike Theft Letter for PCCs 202108.pdf](https://wiki.mag-uk.org/images/2/2b/Template_Bike_Theft_Letter_for_PCCs_202108.pdf)

MSP: [https://wiki.mag-uk.org/images/9/98/Template Bike Theft Letter for MSPs 202108.pdf](https://wiki.mag-uk.org/images/9/98/Template_Bike_Theft_Letter_for_MSPs_202108.pdf)

You can find your PCC’s details here: <https://www.apccs.police.uk/find-your-pcc/>

You can find your MP’s details here: <https://members.parliament.uk/FindYourMP>

NB Scotland do not have PCC’s so please write to your MSP.

<https://www.parliament.scot/msps>

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E10 ‘almost certain to be with us’ this year

Lembit has determined from informal sources that the Government is the new alcohol based E10 [is almost certain to be with us in 2021.’ He believes the Department for Transport is dead set on introducing E10 this year. Remember older motorbikes might suffer with the increased ethanol content of the fuel. We’ll keep reminding you to check if your bike can take it here:

<https://www.gov.uk/check-vehicle-e10-petrol>

Parliamentary Questions and Debates

As always, George Legg, MAG’s political researcher, is hard at it delivering great information about motorcycle relevant debates in the political sphere of the UK.

‘There’s a recurring pattern,’ says Lembit. We keep seeing questions about road surface quality, e-scooters, smart motorway issues and cycling investment. I’ll provide a definitive summary for September, as we’ll have enough data to give a good view of the overall trend. Please let Lembit know if there are issue you want to raise by contacting Lembit Öpik at:lembit@mag-uk.org

Road surface problems?

A recurring issue in the motorcycling world is the problem of road surfaces. You already know this. Every rider has experienced that heart-stopping moment when the ground lets you down.

To this end, Lembit invites you to get active with the local authority in your area to fix the worst of these problems. Why now? Because the Government is handing out hundreds of millions of Pounds to get road surfaces improved. Of course, it's never going to be enough to fix decades of underinvestment. But you *have to be in it to win it*. and for that you've got to tell your local authority where the biggest road surface issues are.

If you've got any questions on how to do this, send a message to Lembit at: lembit@mag-uk.org

'I've been a Councillor myself,' remarks Lembit, 'so I know how it works. Those who call out for road repairs the most get the most road repairs. Simple! Let those people be us, the riders.' Please do something about the poor state of your local roads, and take advantage of money that has to be spent – we only need to make sure it's spent in the right places to save you from road surface related spills.

IMPORTANT NOTICE: AGC 2021 will NOT take place as a virtual event

National Chair election 2021

Saturday 11th of September 2021 live 'in person' debate with the two Chair applicants

Neil Liversidge and Tim Fawthrop

Venue: Shrewley Village Hall,

75 Shrewley Common, Warwick CV35 7AN

The candidates will take questions from the floor and answer questions submitted in advance. The event will be recorded (sound only) and made available to members for a limited time.

Manifestos for both candidates are in the latest issue of The ROAD.

Routes to vote: the following options are now open unless otherwise stated;

Use the database (self-serve) or email central-office@mag-uk.org or telephone 01926 844 064 (manned 10am-3pm, Mon-Fri, answer-machine outside of these hours) or post MAG, Unit C13 Holly Farm Business Park, Honiley, Warwickshire CV8 1NP

Live event: registration is now closed.

Do not attend event unless already registered as you will be refused entry.

Submit question(s) to Live event: now closed.

Voting: NO voting will take place at the live event. Voting is via one of the routes detailed above. Note: Those votes not submitted directly to the database, will be entered by Central Office against your membership number, on your behalf. **STRICTLY one vote per member.** Voting is now open and will close at 23:59 Monday 20th September.

Result: The vote result will be announced on Saturday 25th September 2021 (the original planned date for AGC 2021).

****Your membership MUST be current to participate. Membership will be verified by Central Office. Include your name and membership number in all correspondence ****

To print a Postal Voting form link: <https://bit.ly/Vote-Chair>

MAG PRESS RELEASES

MAG arranges debate for incoming Chair candidates.



The Motorcycle Action Group (MAG) has arranged for a debate to take place between the candidates for a new Chair, despite having to cancel its Annual Group Conference for a second year due to the Covid-19 pandemic.

There are two candidates for the position of Chair, and a debate and Q&A has been arranged so that the candidates can showcase their Manifestos and answer any questions submitted by the membership.

Members can submit questions in advance using MAG's 'self-serve' database <https://membership.mag-uk.org/selfservice/login.php>. Any member unable to access this should contact Central Office, who will provide a passkey to their self-serve account.

Alternatively, they can contact Central Office via email, by post or with a phone call (see below for full contact details). Any questions must be submitted no later than noon on Wednesday 1st September 2021.

There will be provision for a limited number of delegates to attend the debate and members must reserve their place by no later than noon on Wednesday 1st September 2021. If the limit is reached prior to this date, reservations will close early. Members should note that entry will be strictly by prior arrangement only and there will be no entry to anyone simply turning up on the day. Number restrictions are in line with the venue's fire and safety policies.

Current Chair of MAG, Selina Lavender, said "I'm very pleased that, despite having to cancel our Annual Group Conference for a second time, we will be able to conduct a debate between the candidates for a new Chair, thereby providing our members with the opportunity to give them both due consideration prior to voting."

Voting will be strictly limited to one vote per eligible member, and all votes will be registered against membership numbers. Votes can be registered using the self-serve database, or by using the voting slip included with the latest edition of The ROAD (this can also be downloaded at <https://bit.ly/Vote-Chair>).

Voting opens at 00:01 on Wednesday 1st September 2021 and closes at 23:59 on Monday 20th September 2021. The outcome will be released on Saturday 25th September 2021, which is the date that the 2021 Annual Group Conference would have taken place.

MAG challenges accuracy of police motorcycle theft statistics.

02/08/2021 in National Police Force Bike Theft Rankings / News by Colin Brown



The Motorcycle Action Group (MAG) continues to challenge the accuracy of police motorcycle theft statistics. The third National Police Force Bike Theft Rankings document, published today, covers thefts in 2020. Generally lower crime rates during the pandemic are reflected in the motorcycle theft data. Motorcycle theft fell by 30% compared to 2019. Certainty in the reported theft figures supplied by many forces remains low.

MAG collates data from Freedom of Information requests placed with all police forces in the UK. The results clearly show that London remains the undisputed hot spot for motorcycle theft. London's theft rate is double that of the next worst area for which data is available.

The document reveals some surprises. Gwent Police have reported the second worst theft rate in the country, and Northumbria Police report a 95% reduction in thefts. Northumbria becomes the best ranked force in the UK after languishing in 30th position in 2019.

MAG has previously revealed errors in some forces' records, and the 2020 data sets have reinforced the need to use caution when trying to draw conclusions from the data.

Director of Campaigns & Political Engagement, Colin Brown, said:

“It is a source of great frustration that data for the most basic of questions is unreliable. Accurate reporting is vital to understand any type of crime. The number of reported thefts should be a figure that is easy for any force to report accurately. Yet we see forces issuing figures and then claiming they are wrong, as well as a handful of forces that simply refuse to provide any data whatsoever. We started this process to help everyone understand the issue more fully. Our plan was to provide more detailed information as the process developed. Sadly, we are still unable to do the most basic level of analysis comprehensively.”

MAG is engaging with police forces and Police & Crime Commissioners wherever it can. It is also lobbying for a meeting with the Policing Minister, Kit Malthouse, to get the issue of accuracy in reporting put under the microscope.

Colin says:

“We will persist. Tackling motorcycle theft is a priority close to the heart of all riders. The response to it could be vastly improved with clear and accurate intelligence.”

The full reported facts for 2020 can be found in the National Police Force Bike Theft Ranking document at: <https://bit.ly/TheftRank2020>.

MAG'S UTUBE CHANNEL.....is waiting to hear from you.....

Did you know MAG has a utube channel?

Spen is waiting for any material you think would advance MAG on social media:- It has now reached 102 subscribers can please send content in to Spen so he can upload it and spread the word of MAG on Social media.

<https://www.youtube.com/channel/UCRxA1ljzPhFxMR-uhUtneBg>

NATIONAL YOUTH BIKE

Very sad news from Selina:-

A message from Tony:

NATIONAL YOUTHBIKE. www.youthbike.com

E-mail: nationalyouthbike@yahoo.co.uk. Registered Charity Nos: 1114724

16/08/2021

Dear bikers and friends alike,

It is with sadness that I have to inform you that the National Youthbike Charity is going to close as soon as we can conclude our business. This includes selling our display trailer and some smaller items. Once all the bills have been paid, we will start to distribute the residual finances to groups that are working with young people especially those that are involved with motorcycling.

National Youthbike was started twenty-five years ago, and its name then was the National Youth Custom Bike Building Competition. This name was too cumbersome, so it was changed to National Youthbike and at this stage it was registered with the Charity Commission and had a constitution formally accepted. Thank you Wendy Coy for the hard work that you did for the charity.

Over the twenty-five years we estimated that we have worked with at least five thousand young people from all over England, Wales, and Scotland. At one time we were approached by a group in Iceland who wanted permission to start up a group there based on our model. One event that we were very proud of and that was a full programme on television was dedicated to a National Youthbike Finals Weekend. This is still available on YouTube for all to watch.

Over the past few years, we have seen the numbers of groups wanting to take part in our scheme dwindle to a few per year. This has been due to pressure being put onto schools to concentrate on academic subjects and at the same time, being squeezed financially. Also, at this time government cuts to local authorities have meant that they have cut the funding for Youth services, which was never a statutory provision. All over the UK, youth clubs have been closed and professionally qualified youth workers were made redundant.

We would not have lasted for twenty-five years if it was not for the support of a number of motorcycling organisations. These include MAG, BMF, The Christian Motorcycling Association. Too many motorcycle clubs to mention here. However, a couple do come to mind. West London Harley-Davidson Riders Club, The Shim Whittlers motorcycle club. Our thanks go out to all these Groups. One company that has helped the charity is the Fat Skeleton biker gear company. Thanks, Paul and your staff. Like so many other motorcycling based organisations National Youthbike organised its own Rally. This was both a fund raiser and a way of getting publicity for the charities work. Peter and Jane and the team at Cabourne Parva allowed us to take advantage of their superb event site to host the Fat Skeleton Blues and Bikes Weekends. For this we are most grateful.

One thing that we ought to mention is that a group that was an offspring of the National Youthbike charity was Warrington Wheels which was very successful in that area.

Over the twenty-five years, not one of the trustees and volunteers have been paid and in the majority of cases have paid their own expenses to get to events to bring publicity to the charity. My thanks go out to all our trustees, both present and past, for their hard work and dedication.

I would like to thank all the group leaders who spent thousands of hours helping young people to create some wonderful motorcycle creations. In this section I would like to give my gratitude to all trustees both past and present for the many hours that they have given over the years. Lastly, I would like to pay my respects to the young people who took part in Youthbike projects and stayed the course to complete their creations.

Thank you to our web-master Spen for helping us techno-phobes keep the website going.

Yours Sincerely, A.E.Nightingale Chairman of the National Youthbike Charity.

A.E.Nightingale BA, Dip Y.C. IBBA

<https://www.facebook.com/groups/116257708406913/posts/4687992367900068>

FEMA

Filtering in France is allowed again, thanks to bikers' protests

FEMA News: August 10, 2021



In France, as part of an experiment in 21 departments, filtering – or lane splitting – for motorized two and three-wheelers is allowed again from 2 August 2021, on highways and expressways.



Across France on Saturday 20 February 2021, bikers demonstrated with the French national motorcyclists' organization FFMC (Fédération Française des Motards en Colère), to demand the legalization of motorcyclists filtering between lanes of slow moving or stopped traffic. An official experiment ended on 31 January (Photograph: Pierre Orlic/MotoMag).

A earlier five-year experiment in 11 French departments, allowing motorcyclists to

filter between lanes of slow moving or stopped traffic, ended in January 2021. Filtering – or lane splitting – was never officially regulated by French law, but is tolerated.

On 20 February 2021, following the end of the filtering experiment, the French motorcyclists' organization [FFMC](#) put 20,000 motorcyclists in the street. FFMC has been asking for the legalization of this very widespread and above all very proven practice since 2011. On 25 February, at the initiative of the Road Safety Delegation (DSR), the FFMC (a member of FEMA), met the Interministerial Road Safety Delegate on this subject.

The new experiment, lasting three years and over a larger geographical area, will concern the following departments: Bouches-du-Rhône, Haute-Garonne, Gironde, Hérault, Isère, Loire-Atlantique, North, the Rhône and the metropolis of Lyon, the Var, the Alpes-Maritimes, the Drôme, the Vaucluse, the Pyrénées-Orientales and the entire Île-de-France region. It will be the subject of signage in these regions.

Filtering can be practiced by respecting the following rules:

- The practice is authorized on highways and two-carriageway roads separated by a central reservation and equipped with at least two lanes each, where the maximum authorized speed is greater than or equal to 70 km/h.
- Traffic between lines of vehicles at a standstill or moving at a very low speed is practiced on the two lanes, having the same direction of movement, the most to the left of a roadway.
- The lateral space between vehicles traveling on the two leftmost lanes of a roadway must be sufficient.
- Filtering is practiced at a maximum speed of 50 km/h, with a differential of 30 km / h compared to other vehicles.
- None of the traffic lanes on the road is under construction or covered with snow or ice.
- Before traveling in inter-lanes, the driver warns other users of his intention.
- Motorized two or three-wheelers must not force the passage.
- It is forbidden for a filtering vehicle to overtake another filtering vehicle.
- When traffic becomes more fluid and vehicles are traveling at more than 50 km/h on at least one of the two lanes, the two or three-wheeled motor vehicles must resume their place in the tracks.

The department of road safety indicates that a communication campaign will be implemented to inform about its implementation.

Source: [MotoMag](#). Top photograph courtesy of [MotoMag](#).

France's President Macron: 'No Technical Motorcycle Inspections Now'

August 16, 2021



French president Macron postponed the implementation of the European Union's requirements for periodic motorcycle inspections.

France's transport ministry hit the brakes on an order for the nation's army of motorbikers to get their machines tested every two years, after President Emmanuel Macron got wind of the plan. "Now is not the time to bother the French public," said an aide to the president who asked not to be identified, adding that the government was "already asking a lot" during the Covid crisis.

A decree had been issued on Wednesday 11 August 2021, ordering regular roadworthiness tests for motorbikes from 2023, in a long-delayed move to bring France into line with EU legislation.

Macron's move to rescind a decree issued by his own government comes after four weekends in which hundreds of thousands have taken to the streets in anger over new rules obliging everyone to show a "health pass" to enter cafes or travel on inter-city trains. The latest measure had sparked fury among bikers' associations, which have shown their willingness in the past to stage their own mass protests.

"The ministry agreed with the federations to meet after the (summer) holidays for a broad exchange over the different issues," a ministry spokeswoman told AFP. The so-called technical control, which has been in place for cars in France since 1992, would have been required every two years for the motorbikes.



FFMC's Jean-Marc Belotti (photograph courtesy of Le Parisien).

In the spring, thousands of motorcyclists had demonstrated across France against the proposed implementation of the technical control, asking the government to win an exemption from the European directive. Jean-Marc Belotti of the Federation of Angry Motorcyclists ([FFMC](#)) said he was satisfied with the u-turn. “We’ll see if we can provide solutions in terms of road safety,” he added. Bikers say technical failures are more often the result of inattention, late reactions or speeding rather than technical issues. Some road safety groups had welcomed the move, saying it was particularly needed in an age where motorbikes and scooters were being used in the booming home food delivery sector.

Source: [euractiv.com](#). Top photograph courtesy of [Acko](#)

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

MCIA News: 6th August 2021



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

Continuing from the positive year to date, July has proven to be yet another impressive month for the sector, where the month closed at **12,437** new registrations. Whilst this is **11.6%** down when compared to July 2020, last year the market in July was over 40% up compared to 2019, meaning July 2021 still represents a **25%** growth over what would be considered a normal year, as in 2019.

The first seven months of 2021 are now tracking at a positive **21%** compared to the previous year, within this figure, there is fantastic growth from most key segments but with particular strong performance in Adventure, Modern Classic, Touring and Scooters styles.

Electric Powered Two Wheelers (e-PTW) continue to break all previous sales records by recording yet another “sales busting” performance. Year to date e-PTW sales have exceeded **3,300** units, which is three times the volumes at the same point in 2020.

Following the publication of the Government’s decarbonisation plan, where the sector is finally being recognised as a key part of the future of transport, MCIA will be working very

closely with key departments to ensure the opportunities for growth in the sector can be fully realised.

Tony Campbell, Chief Executive of MCIA said: “The year continues to impress, whilst Industry was expecting a buoyant market, we have been surprised at just how good the figures are. 2020 was small capacity / light weight product dominated as users looked for a safe and socially distance method of travel, 2021 is proving to see incredible growth across all segments.”

See the full statistic breakdown at; <https://www.mcia.co.uk/press-statistics>

Bikers urged to stay safe

RSGB: 25 August 2021



Powered two wheeler riders are being reminded to ride safely as part of a new campaign by Carmarthenshire County Council’s road safety team.

Yellow ‘ride safely’ signs have been installed at key locations around the county that are widely used by bikers, reminding them to take extra care:

<https://newsroom.carmarthenshire.gov.wales/2021/08/motorbikers-urged-to-stay-safe/#.YR-XCI5Kg2x>

They can be seen on routes including the A4069 Llandovery to Llangadog, the A484 Pwll to Burry Port, the B4304 at Penclacwydd, Llanelli, and the A4066 Laugharne to Pendine.

As well as a reminder about safety, the signs also display a grid reference sticker to help emergency services pinpoint an exact location in the event of a collision.

Carmarthenshire County Council’s road safety team organises several safety initiatives for bikers including free motorcycle training courses with Dragon Rider Cymru and Biker Down Cymru.

Their latest initiative is in response to figures that show the high prevalence of motorcycle casualties on Wales’ roads – particularly in rural areas.

Between 2017 and 2019 there were 1,755 motorcyclist casualties across Wales with 743 killed or seriously injured.

Cllr Hazel Evans, Carmarthenshire County Council, said: “Everyone using our roads should do so responsibly, with respect for the environment, weather conditions and other road users.

“We know that some stretches of roads are particularly popular with bikers, so we’ve targeted these areas with new signage as a reminder to remember their safety.”

Ferg’s World



£2.99

After the untimely death of Fergus O’Connell (MAG’s erstwhile Clubs Officer and all-round good guy), Ian Cook along with Mr Mutch’s help compiled and published an eBook of Ferg’s columns for The ROAD. All royalties now come to MAG.

This can be found on Amazon but please use www.smile.Amazon.co.uk and opt for MAG Foundation as your chosen charity—at no extra cost.

Link now on MAG’s online shop

Next
Network deadline
25th September

ROAD deadline
15th September

Registered for live
Q&A debate
for MAG Chair
election?
Call the office
01926 844 064

Parliament Recess Dates
Now on Summer recess
and returns 6th September

Conference rises on
23rd September and returns
18th October

Not received the latest
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MAG Monthly Prize Draw Winners

August – to be drawn 2nd September

July – Pen of Ashy de la Zouch

June – Adrian of Tewkesbury

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April – Liam of Sudbury

March – Mr Jones of Cardiff

February – Alex of Cambridge

January – Ian of Aberdeen

Christmas Prize Draw Winner

Tony of Exmouth

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

E10 fuel – A few views which may help

I have to admit to using super E5 in both the Harley and my car. Not very green? I get far more mileage so I think the hit in both my pocket and the environment is traded off. AG

This is what I put in the September newsletter for Wakefield MAG it's not definitive but may help:

As hopefully you are already aware, the UK is switching to E10 petrol from 1st September 2021. E10 refers to premium or standard petrol that contains up to 10% renewable ethanol, which is added to reduce overall carbon dioxide (CO₂) emissions. Prior to 1st September, the maximum volume of ethanol allowed in petrol in the UK was 5% by law. This percentage is rising to a maximum of 10% in a further effort to combat the climate impact of fossil fuels. E10 has been widely available in Europe for a few years now, and in the US for a good number of years. Most petrol cars, motorcycles and mopeds used on UK roads are fully compatible with the fuel. However there are a number of vehicles that the fuel shouldn't be used in. Most of these are older or 'classic' models, but there are some contemporary models affected. The DVLA has created a [vehicle compatibility checker](#) to help you determine if your vehicle is affected by this change. Not all vehicles are listed so the recommendation is to consult the handbook (if you have one for a classic), the manufacturer or in the case of defunct manufacturers, the owners club. If in any doubt, the recommendation is to use super unleaded E5 fuel which is still widely available, albeit, more expensive.

Why might my vehicle not be compatible with E10?

- Corrosion - in long term storage, fuel containing Ethanol can become acidic and cause corrosion of aluminium, zinc and galvanised materials, brass, copper and lead/tin coated steels. Ethanol is also hydroscopic meaning it attracts water, causing rust and running problems

- Material compatibility - Ethanol's high solvency can cause problems with many seal and gasket materials used in fuel systems as well as with fibre glass resins. Besides a risk of fuel leaks, rubber components and resins can become partially dissolved, producing deposits that could foul carburettor jets. Higher bioethanol content in E10 petrol could dislodge deposits in older engines and fuel systems. Replacement components made with Ethanol-compatible materials are generally available however
- Combustion - Ethanol's higher volatility can contribute to 'vapour lock' issues in older vehicles when operating temperatures are higher. Ethanol can also affect cold start performance.

Even if your bike is not compatible with E10, the odd tankful if it is used quickly, generally won't produce any issues. The problem is greater with older bikes as generally these are laid up in the winter, usually with a full tank as that used to stop the tank rusting. This is the scenario that is likely to cause most damage with E10 petrol.

There are lots of additives widely available also so it's best to do some research beforehand so you know what steps to take to avoid potential damage to your pride and joy. The additives I've looked at stop the ethanol and pure petrol separating over time but don't remove it so you will get suffer the problems listed above. There are also numerous videos on YouTube about removing ethanol from petrol and it doesn't look too difficult - this action reduces the octane rating of the petrol however so you may need to use an octane booster additive if you go down this route for your classic. Again, best recommendation is do some research to protect your pride and joy.

I've got a Jawa 2 stroke and I've been told by Dave Angel of F2 motorcycles (who's a bit of a Jawa guru) they will run very hot on E10 petrol, so need to add 10ml of 2 stroke oil to each litre of E10 petrol (even though it has an oil pump) to combat potential seizure but I'm using super E5 in all my bikes and just have to take the hit in the pocket.

Cheers, Steve Travis. Wakefield MAG Rep.

Also, from Bennetts

What is E10 fuel and is it safe for your bike?

The Government has announced that it wants to adopt E10 petrol – with 10% ethanol content – as the standard grade on UK forecourts in 2021 but it's a move that could impact huge swathes of the motorcycling community.

Announcing a new consultation on plans to replace the current normal 'premium unleaded' with a higher-ethanol E10 formulation, Transport Secretary Grant Shapps said: "The next 15 years will be absolutely crucial for slashing emissions from our roads, as we all start to feel the benefits of the transition to a zero-emission future.

"But before electric cars become the norm, we want to take advantage of reduced CO2 emissions today. This small switch to petrol containing bioethanol at 10% will help drivers across country reduce the environmental impact of every journey. Over-all this could equate to about 350,000 cars being taken off our roads entirely."

It's clear from his words, and from the [consultation document itself](#), that the Government's focus is purely on cars, with little or no thought to the impact that such a change will have on motorcyclists.

What is E10 fuel?

At the moment, standard 'premium unleaded' (the 'premium' tag is a hangover from the days when lower-octane fuels like two-star were still available) is actually 'E5', which means it's gasoline that's allowed to be mixed with up to 5% ethanol – which is simply alcohol under another name.

The proposed E10 fuel, which is already offered in some European countries and the USA, increases the allowed percentage of ethanol to 10%. Because ethanol is a renewable fuel, made from crops rather than distilled from crude oil, and reduces CO2 emissions, it's seen as greener than purely oil-derived petrol formulas.

How much would E10 fuel reduce emissions?

According to Government figures, the existing E5 fuel reduces UK road transport CO2 emissions by 888,000 tonnes per year (2018 figures), and moving to E10 could cut another 700,000 tonnes of CO2 emissions per year.

The same document gives the impression that E10 is vastly better than normal petrol, saying: "Using bioethanol in place of fossil fuels can reduce CO2 emissions by around 65% for an equivalent volume of fossil fuel."

Impressive though they sound, the numbers don't actually give any perspective. So let's try to add some here:

- CO2 emissions from UK transport in 2018 totalled 121.4 *megatonnes* in 2018. That's 121,400,000 tonnes. As such, if E10 could cut emissions by the maximum 700,000 tonne figure that the Government quotes, it will equate to a reduction in transport-based CO2 emissions of less than 0.6%. And of course, transport only accounts for a fraction of CO2 output. Government estimates put the UK's total at 364.1 million tonnes in 2018, which means a 700,000 tonne reduction represents a reduction of less than 0.2%.
- Taking *other* greenhouse gas emissions into account, the UK's total output was equivalent to 448.5 million tonnes of CO2 in 2018. That means that even with the best possible reduction associated with E10, it could only lead to a reduction of around 0.15%
- Looking at the statement: "Using bioethanol in place of fossil fuels can reduce CO2 emissions by around 65% for an equivalent volume of fossil fuel," the key part is the second half of the sentence: *equivalent volume*. Since E10 only increases the maximum ethanol volume by 5% over existing E5 fuel, its best possible reduction compared to the status quo is 65% of 5%, which is 3.25%.

While it's true that every little helps, it's worth noting that those numbers don't take into account any CO2 emissions that might be associated with the growing, harvesting and production of ethanol, either.

On top of that, there's the issue of fuel consumption. E10 fuel contains less energy than the same volume of E5 or pure petrol, and as a result engine's burn more of it to achieve the same performance. Lab tests have shown that [E10 increases fuel consumption by an average of 3%](#) compared to current E5 fuels, and a test by What Car magazine in 2014 discovered fuel consumption [rose by as much as 10% on some vehicles](#).

The Government's own impact statement doesn't put the figures that high, but it does note that costs will rise, saying: "Introducing E10 will add to fuel costs paid by motorists. Moving from E5 to E10 is estimated to reduce pump price petrol costs by 0.2 pence per litre. However, as the energy content of the fuel will also decrease, motorists will have to buy more litres of fuel. Overall fuel costs for petrol cars are therefore estimated to increase by 1.6% as a result of moving from E5 to E10."

Of course, any percentage increase of money spent at the fuel pumps will see a corresponding growth in tax revenues for the Government. Fuel duty revenues at the moment stand at £28 billion per year, or 1.3% of national income, so even a small increase in petrol usage adds up to a significant tax windfall for the Government.



What are the problems with E10 fuel?

Even if the emissions benefits are relatively minimal, a switch to higher ethanol content petrol could still have benefits. After all, ethanol is renewable and the UK's own billion-pound bioethanol production industry is currently operating below its potential capacity, so jobs in the industrial and agricultural side could be secured by using more of it.

However, adding it to petrol doesn't come without a price, both figuratively and literally.

Ethanol might mix with petrol and burn, but there's no guarantee that every bike will be able to use an E10 mix. The current E5 standard was adopted because it was considered that a 5% ethanol ratio was the maximum that engines and fuel systems designed for conventional petrol could safely deal with. Rising above that figure brings risks, particularly to older vehicles.

The Government's own consultation document says "...vehicle compatibility has been the main barrier to the introduction of E10 so far. Not all vehicles have been approved by their manufacturers for use with fuel with more than 5% ethanol. This is because higher blends of ethanol can cause corrosion of some rubbers and alloys used in the engine and fuel systems of some older vehicles."

It goes on to dismiss the problem by focussing on people's everyday cars and saying that as they're scrapped and replaced with newer models the problem will diminish. The document says: "While there are currently around 400,000 cars that fit the description, this figure is expected to halve by 2021. At that point, these vehicles will represent less than 1% of the total car parc."

You'll notice there's no mention of motorcycles, and that's the issue.

Among the problems with ethanol is the fact that it prefers to burn at a different air/fuel ratio than petrol. On a vehicle with fuel injection, a three-way catalytic converter and a lambda (oxygen) sensor in the exhaust, that's not necessarily a problem, since the exhaust sensor can tell the fuel injection to compensate. Most cars have had such kit for the last 20 years, but on bikes emissions laws have been slower to catch up, so many didn't adopt the same technology until around 2010. Since the *average* bike in the UK is 14.7 years old, a vast number come from the days before manufacturers had considered the use of ethanol fuels.

That's not E10's only problem, either. Ethanol is hygroscopic, which means absorbs and mixes with water, even drawing it in from the air around it. That's one of the reasons it can cause corrosion, since it means parts of fuel systems that were never designed to be in contact with water are suddenly exposed to it. On top of that, ethanol is a solvent and that means rubber, plastic and fibreglass parts that were designed to be in contact with pure petrol can melt once exposed to E10. Since many bikes have plastic fuel tanks, that's a worry. A few years ago, there were issues in America – where E10 has been in use much longer, with bikes including Ducati Monsters, Sport Classics and Multistradas suffering distorted plastic fuel tanks as they reacted to ethanol in the fuel.

How else can E10 fuel cause problems for my bike?

Although the water-attracting properties of E10 aren't necessarily a massive problem if you're constantly using a vehicle and running through tanks of fuel, they can be amplified when a vehicle is left unused with petrol in the tank.

That's a particular issue for bikes, since many are either laid up over winter or used sporadically with long idle periods. During that time, E10 has a reputation for going stale and undergoing 'phase separation' when vehicles aren't used. That means the ethanol falls out of solution with the petrol as it absorbs more water. The result could be an engine that won't start until the fuel is replaced, and some suggest this phase separation can take place in as little as three months.

Octane vs energy

Ethanol has a higher octane rating than petrol, which might lead you to think that more of it will lead to a power boost. But sadly, that's not likely to be the case.

While the term 'high-octane' is synonymous with speed and excitement, and pure ethanol has a rating of 108 RON (Research Octane Number), that doesn't mean that E10 fuel will have more energy than existing unleaded. In fact, quite the opposite.

Octane affects how fuel burns rather than how much energy it produces. A higher octane rating means a fuel that will burn in a more controlled way and at a lower temperature, which is good for high performance engines as it allows higher compression ratios or more boost to be used. But while ethanol is high octane, its energy density is lower than gasoline. Where petrol has an energy density of 34.2 MJ/L (megajoules per litre), ethanol's is only 24 MJ/L. E10 petrol's rating is 33.18 MJ/L, so notable lower than 'pure' petrol's.

Ethanol's higher octane could be used to make engines better, but you'd need to design the engine specifically to achieve that – with a higher compression ratio or increased turbo boost to take advantage of its higher octane rating and its combustion chamber cooling properties. The Koenigsegg CCXR supercar makes 20% more power on E85 (85% ethanol fuel) than it does on normal gasoline, but it's designed to do that, with different injectors, fuel lines and piston rings as well as increased supercharger boost pressure. On the downside, the lower energy density of E85 means the CCXR guzzles more of it than the gasoline drinking Koenigsegg CCX version.

Without making mechanical changes to maximise performance from the higher octane of ethanol, you're left only with its lower energy density, giving less performance *and* worse economy.

How do I know if my bike can use E10?

For newer bikes, E10 shouldn't be a problem. It's been used as a standard fuel during EU test procedures since 2016, so anything made more recently than that is likely to be fine.

The European Motorcycle Industry Association, ACEM, some years ago [asked its members which models are compatible](#), and we've included that at the bottom of this page.

For a more comprehensive service, the Dutch website e10check.nl provides a search function to check what models can or can't use E10. Unless you're fluent in Dutch you'll probably need to run it through Google Translate, but it's a valuable resource, nonetheless.

What if my bike can't run E10?

Although the Government hope to introduce E10 as the new standard in 2021, there is still a consultation period before that happens. That means there's a chance for everyone to have a say by completing a response form on the Government website [here](#), where you can also download the full consultation document and the impact assessment.

However, with strong environmental and industry backing for the adoption of E10, and the vast majority of car drivers being largely unaffected by the change, it's likely that it will become the new 'standard' fuel in the place of the current premium unleaded.

The consultation paper says: "At present, the main barrier preventing suppliers from introducing E10 is that there are some petrol vehicles which are not approved for E10 use. Consequently, consumers need to be informed in a coordinated manner and be fully engaged with the change. In addition, the provision of E5 needs to be guaranteed for those vehicles not approved for E10 use."

While one option is to allow petrol stations to stock E5 alongside E10, that isn't likely to be taken up. In Germany, where both fuels are offered, just 10% took up the E10 option. Such a move would also be a hurdle for fuel stations that don't have enough pumps or underground tanks to add another type of fuel to their offerings.

Instead, it's likely that anyone who either can't use E10 or doesn't want to take the risk will have to cough up for more expensive super unleaded, which will remain at the E5 ethanol level.

The consultation paper says: "We recognise that some motorists, particularly owners of classic and cherished vehicles, would still need access to E5. For that reason, this consultation is also proposing to require that the higher octane "super" grade, available at many filling stations, remains E5. This means petrol with a lower ethanol content would still be widely available after E10 is introduced."

With super unleaded currently costing around 12p per litre more than normal, 'premium' unleaded, that means a typical 16-litre tankful would cost around £2 more for every fill-up.

For ACEM's E10 compatibility list please go to the website:- - <https://www.ben-netts.co.uk/bikesocial/news-and-views/news/2020/march/what-is-e10-fuel-and-is-it-safe>

And/or <https://www.gov.uk/guidance/e10-petrol-explained>.

NEW HIGHWAY CODE GIVES PRIORITY TO CYCLISTS AND PEDESTRIANS

Road users on foot and bike are to gain greater priority over cars at junctions and crossings due to new Highway Code changes, the Department for Transport (DfT) has announced.

Currently, drivers are only required to give way when someone steps onto a crossing, while pedestrians are told they shouldn't start to cross until vehicles on the road have stopped.

The new rules – due to be published this autumn – will strengthen right of way for pedestrians on pavements and when crossing, or waiting to cross, the road.

The updated Code will also give cyclists priority at junctions when travelling straight ahead, as well as issue guidance on safe passing distances and speeds.

Plus, a "hierarchy of road users" will ensure the more high-risk modes of transport have the greatest responsibility to reduce the danger they pose to others.

This move – which comes as part of the government's new £338 million fund to boost cycling and walking – intends to help accommodate and maintain the increase in active travel during the pandemic.

Transport Secretary Grant Shapps said: "Millions of us have found over the past year how cycling and walking are great ways to stay fit, ease congestion on the roads and do your bit for the environment.

"As we build back greener from the pandemic, we're determined to keep that trend going by making active travel easier and safer for everyone."

He added that the funding package will enable more people to make "sustainable travel choices" that make our "air cleaner and cities greener".

The investment will also be used for infrastructure upgrades, including hundreds of miles of high-quality cycle lanes, as well as walking schemes.

- **A guide to overtaking safely on the road**
- **15 simple things you can do as a driver that could save a life**
- **Road crossings – what’s the difference between zebra, pelican, puffin and toucan crossings?**

RAC head of roads policy, Nicholas Lyes said: “These proposals should make cycling and walking safer, and this is to be welcomed. A concerted effort must now be made to communicate the changes to drivers because as we know, many do not read the Highway Code for long periods after passing their test.

“Ultimately, the aim should be to ensure that everyone using the roads understands the new rules, because any confusion is likely to lead to avoidable collisions.”

The updated Highway Code will affect England, Scotland, and Wales, while Northern Ireland has its own version.

Biker Down! Cymru goes online

RSGB 10.17 | 10 August 2021 | [Motorcyclists](#)



A new online version of the Biker Down! Cymru course has recently been launched, thanks to Welsh Government funding.

Biker Down! Cymru is a free three-hour course for motorcyclists to enhance their knowledge and broaden their experience in dealing with collisions that may require first aid at the road-side.

It consists of three modules:

- Incident scene management
- Casualty care
- The science of being seen

The course is delivered by Mid and West Wales Fire and Rescue Service and is available free of charge to residents and road users of Carmarthenshire, Ceredigion, Pembrokeshire and Powys.

Following completion of the online course, participants will be invited to attend a venue in one of the local authority areas listed later in the year to complete the first aid and helmet removal elements as this can't be covered online.

It is not a requirement for participants to be a biker to book a place on the course, anyone is welcome to take part.

The next online course will take place on 31 August 2021 and will be delivered online through Microsoft Teams. Details of how to book are [available via the Road Safety Wales website](#).

WEBSITES YOU MAY WISH TO VISIT

ACTS: PACTS Response to the Law Commission Consultation on Automated Vehicles
<https://www.pacts.org.uk/news-and-publications/pacts-response-to-the-law-commission-consultation-on-automated-vehicles/>

ICCT: Increasing the use of biofuels in transport: Consultation paper on the Sustainable Biofuels Mandate . <https://theicct.org/news/increasing-biofuels-in-transport-NZ-jul2021>

RAC: Drivers face higher repair costs if UK approves ban on aftermarket parts
<https://www.rac.co.uk/drive/news/motoring-news/drivers-face-higher-repair-costs-if-uk-approves-ban-on-aftermarket-parts/>

Guidance: Driving in the EU (Last updated: 2 August 2021)
<https://www.gov.uk/guidance/driving-in-the-eu>

RAC: Pedestrians and cyclists given right of way in new Highway Code
<https://www.rac.co.uk/drive/news/motoring-news/pedestrians-and-cyclists-given-right-of-way-in-new-highway-code/>

ABD: Recommendations to Government regarding the 2030 “cliff-edge” cutoff for the sale of ICEV
<https://www.abd.org.uk/fairfuel-appg-for-uk-motorists-and-uk-hauliers-report/>

Press release: Highways England announces £200m investment to improve roads across the south west of England
<https://www.gov.uk/government/news/highways-england-announces-200m-investment-to-improve-roads-across-the-south-west-of-england>

Press release: UK government launches plan for a world-leading hydrogen economy
<https://www.gov.uk/government/news/uk-government-launches-plan-for-a-world-leading-hydrogen-economy>

FOI release: All lanes running Smart Motorway scheme

<https://www.gov.uk/government/publications/all-lanes-running-smart-motorway-scheme>

Press release: National Highways wants your views on future road investment

<https://www.gov.uk/government/news/national-highways-wants-your-views-on-future-road-investment>

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