



September 2023 Network

A networking tool providing information for Activists and other interested parties

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EDITORIAL

Blanket Speed Restrictions A scary thought!!

Michael Armstrong, MAG National Political Officer, sent me a post lifted from the Wirral fb page and which I'll produce at the end of this as it is a good example of what you can do if you are faced with similar. You may feel the wording can help if the same insanity is plaguing your area.

Every which way the tax and insurance paying road user is being penalised because successive governments have, by virtue of giving us the most pathetic public transport system in the Northern hemisphere, made us reliant on personal transport. Then, once they have us by the short and curlies, begin to penalise us either via our pockets or severely restricting our freedoms.

Now, I'm not saying speed limits are restricting our freedoms. They were designed for a purpose in designated areas where there is road use. 30 mph, for instance, in urban areas is sensible. 20 mph outside schools and other areas where people are vulnerable is also sensible. 70 mph on a motorway etc., debateable - I've ridden multiple times in Europe on autobahns and felt far safer where the limits are higher.

We have to ask ourselves why Councils feel the need for imposing blanket 20mph limits. It could be because they have let our roads (for which we pay tax!!!) get so bad 20 mph will mean less claims for severely damaged vehicles due to their negligence. It could mean that by 'blanket' restrictions they are so lazy and ineffectual at their jobs that, rather than assessing individual areas to make informed judgements, their attitude is 'let's just make it across the board - easier' or it could be their attitude is that constituents are so gullible, accepting and thick they'll take anything we hand out.

Who knows how their pathetic little minds work? And why is it many councils seem to have this drive to impose draconian rules on people's every day lives?

What I do know is if there were more organisations like MAG and ABD and those organisations were full to the rafters of members saying "we've had enough" we would probably not have these impositions on our daily lives because councils would know they had a fight on their hands and face accountability.

The UK is not meant to be a dictatorship but a democracy where the ordinary people say what is going to happen - in theory that is you and me. Of course, we have that choice at the ballot box, however, the thing is are those who submit manifestos always as honest as they should be? I think recent history has taught us otherwise. And, what qualifications do they have to make major decisions that have repercussions in our every day lives? Or is it that once they

get that tiny bit of power does a dictatorial nature spring to the fore having lain dormant until their newly invested 'power'?

This is what started my September rant:- <https://www.wirral.gov.uk/20mph>.

And, "Below is a copy of a Facebook post on the Wirral MAG page. Their council is proposing a 20 MPH blanket speed restriction for the whole of the Wirral peninsula. Similar measures could be implemented near you, so see the below text useful for constructing a similar template email for your council.

Hi there, this is a letter a group of us have formulated. We are thoroughly cheesed off with having a blanket 20mph limit imposed on over a thousand roads on the Wirral. We have approached the council and they aren't listening. So, have a read and if you agree please copy the text and link to your MP, and Mark Harper Transport Secretary and the Pm, using the link below.

Paste the wording into the email adding your name and address so the MP knows you are their constituent, and let them know how you feel. Please, send it do something!! 😊

Dear

I am writing to let you know of my concerns over Wirral Borough Councils (WBC) handling of the rollout of 20mph regulations.

In my opinion there is a lack of any meaningful consultation through out the process so far. One local newspaper, with a circulation of only 25,000 households, has reported on the proposals with links to WBC website on how to complete the survey. There has also been a sponsored advert on Facebook linking to the same survey. The borough has an electorate of approximately 244,000. There were 946 responses to the first stage rollout, of which over two-thirds objected to the proposals in some way.

I have further concerns on the choice of roads. It is understandable to have 20mph limits on narrow side roads and outside schools, however an imposition of this limit on main thoroughfares is questionable. Reduced speeds will cause congestion, affect travel time for bus services, mobile carers, emergency services, hospital passenger transport and may even adversely affect some self-employed livelihoods.

On consideration, would tax payers money be better spent on education of road users, in particular pedestrians, school children and cyclists and addressing the bigger problem of accidents caused by drink/drug drivers.

I would like at this time, in the run up to the next general election, to ask for your support in asking WBC to put a hold on the blanket implementation of these proposals and to request that a more suitable and sufficient consultation takes place.

Yours sincerely. *(They sent this to all their MPs plus the PM.)*

The following is a note from Michael Armstrong re the above: "When I first saw this example of political engagement on the Wirral MAG Facebook page, it gave me a sense of pride that as an organisation that we are heading in the right direction.

Many thanks to Wirral MAG.

(Note: if you were a part of Liverpool MAG Facebook page, please consider joining the Wirral MAG Facebook page 🗂️ 🤝 😊)."

I echo Michael's thanks to Wirral MAG. Good luck and keep us posted.

Before I sign this editorial off, I just want to briefly touch on a couple of other things.

You may have seen on the news the container ship which caught fire losing 3000 cars it was carrying due to one of the 50 EVs on board bursting into flames. Not to forget that one of the crew lost his life.

At least one carrier company is refusing to transport EVs due to how volatile and unpredictable they are and 3 more whose companies didn't take the same decision have lost ships either to the bottom of the ocean or them being completely gutted. How easily these vehicles combust is truly frightening. The thought of this happening on a passenger ferry does truly not bear thinking about.

You may also have read how a certain Mayor is making life even more difficult for already struggling residents by expanding his ULEZ zone to include greater London. I read somewhere that he is the third most guarded person in the UK. I don't know if its true but I wouldn't be surprised because he must be the most hated person in the country right now. Richard Whittington he certainly isn't!!

Finally, Annual Group Conference, 23 September is hosted by Taunton MAG who put on the amazing Tone Tea Rally so the After AGC Party will be great. See Advert on page 12 and see you there.

Ride free, be safe, AG

Copy for the October edition should hit my desk by 25th September please to aine@mag-uk.org. Subject heading: Network

MAG's Position Statement on the Climate Change Debate

MAG accepts Earth's climate is changing and has been since the planet formed. With the population growth of modern times, it would be surprising if humanity had not contributed to that change. The resulting issues must be thoroughly considered, and the policies developed in response should be based on sound information. All legitimate interests must also be given fair consideration. That can only happen if the debate is free, open, fair, and honest. Suppressing free speech, as some parties are attempting, is unacceptable in a democratic society, and in practical terms, rushing to a conclusion and then attempting to close down the debate, is not the best way to identify or solve any problem. Indeed, it is likely to result in worse outcomes. The IPCC itself has stated that there is considerable uncertainty as to what difference human activity has made to the climate and has warned against narratives exaggerating the anthropogenic effect.

MAG's Position

- MAG believes that choice in personal and public transport is an essential element of a free society and opposes any measures that restrict or have the effect of restricting that choice to any form of elite.
- MAG supports investment in and improvement of public transport systems to encourage a voluntary reduction in the use of private vehicles. Specifically, MAG calls for the construction of a nationwide 24/7 fully electrified public transport system (trains trams and trolleybuses) and investment in the new infrastructure required to support the same, including, specifically, a fixed bridge and/or tunnel link to Northern Ireland.
- MAG considers that the threatened ban removes the commercial incentive for development of new/improved internal combustion engine (ICE) technology and synthetic fuels, thereby effectively halting development of the ICE.
- MAG welcomes developments in green propulsion technology and fuels, believing that more choice allows society to select the vehicle and fuel source appropriate to their individual needs. MAG says, "Let the free market work."
- MAG opposes the forced scrapping of serviceable vehicles, either by legislation or financial coercion as is currently being practiced by London's Mayor, as counterproductive, discriminatory, and hostile to those on lower incomes.
- MAG holds that internal combustion engine-powered vehicles (ICEVs) should continue to be freely available for purchase so long as there is a market for them. Motorcycling is arguably the most efficient and least polluting way of using fossil fuel power, and it should therefore be encouraged by policymakers.
- MAG holds that motorcycles are part of the solution to the environmental challenges we face. As a single-track vehicle that takes up little road space, produces a negligible proportion of overall emissions, and with a relatively modest price

point, the motorcycle offers enormous advantages and efficiencies. Just a 10% switch of users from cars to motorcycles would reduce congestion by 40% with a commensurate overall reduction in emissions of all pollutants.
(Source - The Belgian Transport & Mobility Leuven Study).

UK National Security and that of the Free Liberal Democracies

Forcing a wholesale shift to battery electric power threatens the UK's national security along with that of the entire free world, by giving countries that are both aggressive and expansionist the added advantage of tremendous economic savings, at the same time as they themselves refuse to adopt economically crippling emissions reduction targets.

Conclusion

MAG has never denied that climate change is a reality. Earth's climate has changed constantly and will no doubt continue to do so. However, how our modern way of life has contributed to this change over the last 250 years is a legitimate subject for debate, as is the degree to which change can be ameliorated by abandoning an energy source that has been of enormous benefit to humanity. It is perfectly legitimate for us to engage in the climate debate, and we shall continue to do so, however loudly the enemies of free speech, reasoned argument, and critical thinking may protest.

The National Committee, The Motorcycle Action Group, 27 August 2023

POLITICAL REPORT – COLIN BROWN AND LEMBIT OPIK

There's trouble brewing for Mayor Sadiq Khan as he implements his hated tax on older vehicles. Meanwhile, Britain is beginning to look like the rank outsider in trying to ban new petrol vehicle sales. MAG's Political Unit, Lembit Öpik and Colin Brown, report on developments in a country experiencing increasing disconnect between the governors and the governed.

ULEZ popularity meltdown for London Mayor

With the forcible expansion of the loathed Ultra Low Emission Zone (ULEZ) in London, Mayor Sadiq Khan's popularity is falling through the floor. According to a YouGov survey, Khan now has an overall popularity rating of minus 12 points, with his unpopularity soaring to minus 24 point in Outer London.

There are a number of factors causing this, such as his total failure to deliver on any of his promises to cut knife crime. However, the centrepiece of his failure is Khan's insistence on extending the already unpopular ULEZ area to blight the lives of millions more people in the

city. Anyone with an older vehicle that doesn't fulfil the arbitrary emissions targets that he has set will be taxed £12.50 for every single day they turn the key on their vehicle.

Naturally, this affects the least wealthy the most because they can't least afford to replace their vehicles. It is widely accepted that Khan's virtue signalling ULEZ farce cost the Labour Party the Uxbridge by-election. However, he appears uncaring about the political consequences of his scheme – and the fact that a majority of respondents to his consultation also opposed ULEZ.

Khan's limited understanding of the science behind his own policy has repeatedly revealed itself. Neither he nor his staff are able to credibly explain why there is any merit in this pompous attempt at imposing health solutions without any proper scientific justification. It remains to be seen what the impact is on his chances of re-election. The informal opinion is that if another credible candidate were to present themselves, Khan would lose. With an unknown Conservative candidate in place, Khan's only hope is that the others aren't high profile enough to beat him. However, there is now no doubt that Khan is a very poor choice for motorcyclists in London, and it is unlikely many road users will back his re-election. MAG continues to force the issue, and as we do, we find that the only thing ULEZ is good for is raising money from road users, at the price of our liberties, our travel costs and our cherished older machines – for who will pay £12.50 per day, every day to ride to work on their 20 year old Honda CG125?

And they KNOW ULEZ is pointless: coercion and deception revealed

MAG has long criticised the scientifically illiterate nature of the research carried out, primarily by Imperial College London, into emissions and motorcyclists' contribution to them. Indeed, a number of years ago, Colin Brown and Lembit Öpik visited a Dr Gary Fuller at the College to challenge some of the farcical claims he was making about the impact of bikes to London's air. All these years later, we still haven't got a response – and we know why: because he made the claims up.

Now we have further evidence of the collusion between a once great academic institution and the London Mayor.

Note that the Mayor Khan has claimed ULEZ will cut asthma and diseased lungs – especially in children. They claim the science says so. But now, in yet another scandalous revelation, Khan and his people have applied serious pressure on scientists to correct results that prove the opposite. Private emails reveal Shirley Rodrigues, Deputy Mayor for Environment and Energy, tried to force a rewrite of conclusions of studies that question the health benefits of the ULEZ policy as a whole.

Imperial College London's Environmental Research Group was paid over £800,000 by City Hall since 2021, including £45,000 for a report on the 'future health benefits of mayoral air-quality policies.' Ludicrously, this stated that ULEZ would increase Londoners' life expectancy, and said pollution deaths were highest in outer London.

Ironically, another department at the very same University - the Department of Civil and Environmental Engineering – totally blew these claims out of the water. They said that since the ULEZ was introduced in inner London in 2019, nitrogen-dioxide was down a mere three per cent, with no measurable impact on ozone and particulate matter at all. So Imperial College (the part not paid by Khan) contradicted Imperial College (the part paid by Khan) on the central claim about what ULE would do to Londoners' health. If pollution didn't go down, then health wouldn't go up.

Rather than admitting the scam, Khan's person Rodrigues wrote to Professor Frank Kelly, head of Imperial's Environmental Research Group, to say she was 'disappointed' with the release of the bombshell report. Amazingly, Kelly then agreed to issue a rebuttal statement, using phraseology supplied by Rodrigues herself – saying ULEZ helped to 'dramatically reduce air pollution'. Apparently, Kelly's team even tried to stop the Imperial press office releasing the embarrassing research.

And so we see evidence of what MAG has been stating for years: ULEZ is a scientifically bankrupt scheme which will generate no measurable health improvement, but which will impoverish countless riders and drivers in the city.

Our next step is to continue the fight against ULEZ, making this a political pariah for any politician stupid enough to agree with the expansion. It is also important for us to use this as a salutary warning for the rest of the country: when it comes to ULEZ schemes: *you shall not pass*.

How's it going with contacting MPs?

Last month Lembit appealed to you to contact your MPs during the Parliamentary Recess. You still have time to do so – to ask them about their plans to support biking, oppose ULEZ and reject the ban on internal combustion engine sales from 2030 onwards. Please do so, as this is a good time to hold them to account. For details on how to do it, contact Lembit at: Lembit@mag-uk.org

Together Association Summit

The politically independent Together Association is holding a major launch on September 29th 2023. MAG is heavily involved with providing the transport element of the agenda. The event will take place at 19.00-21.30 at Central Hall, Westminster, SW1H 9NH. If you'd like to attend, you'll find details here, including ticket details: <https://togetherdeclaration.org/2nd>

Lembit will be attending on our behalf too.

You'll find out more on the Together Association here: <https://togetherdeclaration.org/>

Operation Earthquake keeps building momentum

Thanks largely to the superlative efforts of MAG Political Unit team member Michael Armstrong, Operation Earthquake is going from strength to strength. The aim is to prevent any ban petrol and diesel-powered Internal Combustion Engine (ICE) private vehicles by 2035. Please help us turn the screw on our politicians. As things stand, the rest of Europe is waking up to the impossibility of banning ICE machines – and privately many of them accept the policy is pointless anyway.

The UK continues to endure a bidding war between Conservative and Labour about who can be the most green, regardless of the damage this does to people's livelihoods, standard of living or credibility. It's up to MAG and our allies to put a spanner in the ICE-ban works, and we're doing OK. With your help we can make this a key General Election issue.

Go here for more details: <https://operation-earthquake.mag-uk.org/resources/>

Contact Lembit Öpik if you'd like to discuss your progress, get help or make suggestions.

ICE ban consultation

In line with the Government's floundering approach to getting rid of petrol machines and replacing them with electric ones, they're currently holding a consultation about that threatened ban on petrol motorcycles. Lembit Öpik is leading the work on the formal response. Feel free to have your say in your own words. Everyone is entitled to make their submission. The more bikers respond, the more influential our voice will be. You'll find the link here:

<https://committees.parliament.uk/work/7846/electric-vehicles/>

The closing date is 15th September 2023. You snooze? you lose.

One more thing...

Well done to all who contributed to the Anti-ULEZ demo at Box Hill on Sunday, 20th August 2023 – especially 'ULEZ Phil.' You'll find a full report in the next edition of Open Road.

Parking charges continue to spread

Colin supported GL MAG and Save London Motorcycling at meeting with a Royal Borough of Kensington and Chelsea councilor and officers to make the case against more motorcycle parking charges. This has enabled us to mitigate to some extent the form of the original proposals but there will be more work to do to get to a solution that we would consider acceptable. This is yet to be formally announced or go out to consultation, but will add to the growing list of London Boroughs hopping on the parking charges bandwagon.

By the time you read this the parking charges survey will have closed, but we are keen to hear and discuss your opinions on how we tackle this growing issue that is on track to become a national issue.

Dodging the potholes

Colin and Stafford and District MAG rep had a productive meeting with Staffs Councilors and Officers days after an event where we showcased a Pothole Pro machine. The display certainly made an unusual conversation starter at a road safety event, and Colin bagged an interview with the Council's Highways portfolio holder. See the interview here:

<https://youtu.be/G22QHruUBI8?si=IR3yuD9jFKMniVKS>

Colin has been in touch with the Institute of Highways Engineers to investigate the training syllabus for the The Highway Safety Inspectors Training and Certification Scheme. Hopefully there will be more to report on that detail soon, but it is clear that money is going to be the biggest factor in improving the roads.

If you have not already done so, please sign the petition and ask everyone you know to do the same. This is hardly a motorcycle only issue, and yet with just a month to go before the petition closes we are still a long way off the minimum of 10,000 signatures to force a response.

Sign the petition here: <https://petition.parliament.uk/petitions/634995>

Keep your eyes open for more news on the Resurface Our Roads campaign in the coming month.

Bus Lane Access in Ipswich?

Colin supported a local MAG member with a meeting with Suffolk County Council to discuss bus lane access. It was a pleasure for once to meet two senior transport officers who both ride motorcycles. Perhaps unsurprisingly there was little resistance to the idea once we got past the usual smoke screens. We may be hitting them at an opportune moment - with the Council's local transport plan under review, now could be the perfect time to get some traction.

There is a national lesson here. There are going to be many local authorities discussing transport policy due to a delay in official new guidance from the DfT on what needs to be included in Local Transport Plans. We can expect a flurry of new transport plans as soon as the DfT guidance is released, so if you don't already have access in your area, now is a good time to push for it.

And yes, Colin is talking to the DfT to see if he can influence the DfT guidance.

20's Plenty... of Nonsense

Wirral MAG have taken the initiative of producing their own local template letter for riders who want to oppose proposals for a 20 MPH blanket speed restriction for the whole of the Wirral peninsula. This is the kind of grass roots activism that can get great results and will always be supported by the political unit.

We released the second Ask MAG video featuring Michael Armstrong showing how to engage with politicians at events. (see the video here: <https://youtu.be/qJ1t-RQAS-s?si=LEQues81W0L7GtW5>)

If you have other areas that you think an information video with advice on best approaches and how to make things happen would be useful then why not "Ask MAG"? Colin is considering one for bus lane access campaigns, but are there other subjects that you want help with? Let Colin know and we will see what we can put together.

YouTube Army

Thanks to all those that have subscribed to the MAG YouTube Channel recently, but we need more. If you have not done so already please subscribe, like and share our content to as wide an audience as possible. This is not just vanity, more awareness for MAG can only

help us raise the profile of riders' rights. And if we get to 1000 subscribers we will have the option to switch the adverts off!

Find the channel here: <https://www.youtube.com/@MotorcycleActionGroupMAG>

Fighting Motorcycle Theft

We now have two Fight Motorcycle Theft Meetings in the diary – Manchester on 21st September, and exactly one calendar month later Hull on 21st October.

Manchester will see Deputy Major of Greater Manchester; Police, Criminal Justice and Fire, Kate Green on the panel, while Hull will host Police and Crime Commissioner Jonathan Evison

Policing is supposed to be apolitical. Every citizen and group should be able to expect the same level of service and protection from the Police, but as a minority group do motorcyclists get equal service? Is the political prioritisation of policing working for us or against us? We need to make our voices heard so that no matter what colour rosette the politicians wear, they all accept that more needs to be done to combat motorcycle theft.

If you can make it, please do come along to one of the meetings. We have created a platform so that you can be heard – please make use of it.

Details of the Manchester event here: <https://mag-uk.org/event/fight-motorcycle-theft-manchester/>

Details of the Hull event here: <https://mag-uk.org/event/fight-motorcycle-theft-hull/>

MAG PRESS RELEASE

New MAG survey seeks opinions on motorcycle parking charges.

The Motorcycle Action Group (MAG) has launched a survey to gather opinion on motorcycle parking charges. Many local authorities are looking to introduce charging for motorcycle parking bays despite the provision being sub-standard. MAG is searching for the best possible outcome for riders.

Free motorcycle parking has traditionally been the norm in the UK. Recently there have been increasing numbers of local authorities making moves to introduce motorcycle parking charges. These plans often propose entirely disproportionate and unreasonable charges and meet great resistance from riders.

MAG argues that increasing attempts to disincentivise car use in congested city centres is being applied illogically to motorcycle parking. Motorcycles help reduce congestion and emissions and should be encouraged.

The fact remains, however, that motorcycle parking options are sub-standard and rarely provide for the security needs of the transport mode. Motorcycle theft is disproportionately impacting motorcyclists, and MAG is finding evidence that this is also having a significant impact on road safety statistics.

If motorcycle parking charges are going to be enforced, then MAG contend that revenue

must be invested into bringing the parking bays up to an acceptable standard.

MAG's Director of Campaigns & Political Engagement, Colin Brown, said:

"We are exploring attitudes of the riding public in this thorny area. It seems that councils are hell-bent on pushing motorcycle parking charges, which is illogical, but in the face of this stupidity we may be able to find a sensible balance that delivers a better outcome for all, including motorcyclists. We cannot and will not stand back and allow motorcyclists to become simply another revenue source for Councils, but proportionate charges that are re-invested into the infrastructure may be more palatable. We need to gather views and opinions of the riders who will be impacted as a first step to a sensible outcome. Councils seem unable or unwilling to do this, so we will do it for them."

The short survey will only take a couple of minutes to complete and there is room for comments and thoughts to be added.

Please complete the survey at <https://www.surveymonkey.co.uk/r/Z2NQ3VB>

ENDS. Contact MAG at 01926 844 064 or central-office@mag-uk.org

Annual Group Conference

September 23 @ 12:00 am

AGC 2023 is coming to the South West

If you've never been to an AGC what can you expect?

A chance to meet the NC, Directors, Chairman and Staff.

A chance to find out first hand how the organisation works.

A chance to get involved and meet other members.

A chance to have your say.

A chance to network and party with friends old and new.

This year we're tightening our belts, the pandemic hit our finances but AGC is for the members. The meeting and party is going old school, we'll be in a field with marquees.

Somerset ploughman's for lunch with free tea and coffee throughout the weekend.

You can arrive from midday on Friday 22nd September, there's a food van on site.

Free camping, after the meeting, free party with live music, sorry the bar's not free but it's well stocked with local beers and ciders.

If you don't like sleeping in a tent, campers are welcome and there are plenty of Premier Lodges, Ibis and Holiday Inns all within about 30min driving.

What's the catch? It's simple you just need to be a member **so don't forget your membership card.**

If you have any questions about the venue or requirements regarding the food please email: taunton-rep@mag-uk.org or message Sarah Poole on 07780960869.

Directions: Nearest post code is TA9 3RH.

The site is accessible from the layby just off the A38 opposite "The Woodpile" in West Huntspill

Leaving the M5 at Junction 23 follow the A38 through Pawlett towards West Huntspill. As you drop down the hill go past the crematorium and take the next left into a layby. "The Woodpile" is on your right just past the turning with the entrance to the layby just before the tyre garage.

FEMA

Testing And Improving Road Friction Is Crucial For Motorcyclists' Safety

- **FEMA news** August 7, 2023



Sufficient grip is crucial for motorcycles, because motorcycles (normally) have just two wheels: lose grip with one and you are already in trouble. Losing grip not only means sliding but also possible loss of balance and a crash. This is why it is important that the skid resistance measurements of the road authorities meet our needs too, which isn't the case now.

FEMA's Dolf Willigers and SMC's Maria Nordqvist have written a technical report, which includes clear recommendations to road authorities on how to test and improve road friction.

Loss of grip can occur when a road surface has lost some of its friction because of wear, because of the weather (water, snow, ice) and because of bitumen bleeding, badly executed repairs, manhole covers, road markings, wrong choice of aggregate, gravel, spillage and similar. Uncontrolled skidding due to inadequate surface friction and poor visibility due to splash and spray have been found to be the two primary causes of wet weather crashes with skidding alone contributing to 15% to 35% of all wet weather crashes.

There is a need for new and improved methods to measure the road surface skid resistance. Partially, and in the future perhaps entirely, this could be solved by making use of camera- and 3-D scans as are already used in several countries.

The report 'Road surface friction and motorcycling' can be found [here](#).

Written by [Dolf Willigers](#)

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

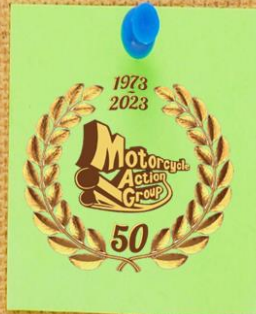
This is brilliant 13 mins of your time well spent on ICE, BEV's and hybrids. Real science.

TED on bevs:- <https://www.youtube.com/watch?v=S1E8SQde5rk>

MAG Notice Board

Next
Network deadline
25th September

OPEN ROAD deadline
15th September



50th Anniversary
products are now in
stock please order
online
[www.mag-uk.org/
shop/](http://www.mag-uk.org/shop/)



Please like and
subscribe
[@MotorcycleActionGroupMAG](https://www.youtube.com/@MotorcycleActionGroupMAG)

Parliament Recess Dates
Conference—19th Sept to 16th Oct
Christmas—19th Dec to 8th Jan 24

AGC

23rd September
12:00
Somerset ploughman's
for lunch
free tea & coffee
Free camping onsite gate
opens midday on Friday
22nd September.
Free AGC after party with
live music, bar stocked
with local beers and
ciders. Don't forget your
membership card!

Nearest postcode TA9 3RH site
accessible from the layby just off
the A38 opposite 'The Woodpile'
in West Huntspill

FIGHT MOTORCYCLE THEFT!



Kent ✓

Birmingham ✓

Hertfordshire ✓

Manchester

Hull

Nottingham

Leeds

London

Cardiff

Edinburgh

Firbank Pub and Kitchen
Firbank Road
Newall Green
Manchester
M23 2YP

6pm Thursday
21st September

Motorcycle parking
Refreshments available

Confirmed speakers are:

Kate Green, Deputy Mayor of Greater Manchester; Police,
Crime, Criminal Justice and Fire
Greater Manchester Police

Colin Brown, Director of Campaigns and Political Engagement, MAG

All enquiries: central-office@mag-uk.org

Bikers from Blackpool Motorcycle Action Group meet local MP to discuss electric vehicles - <https://uk.style.yahoo.com/bikers-blackpool-motorcycle-action-group-143001232.html>. Dave Smart.

28 July 2023-2-min read



MAG Members and local MP Paul Maynard (Photo: Submitted)

Blackpool Motorcycle Action Group (MAG) accepted a kind invitation from Paul Maynard MP for Blackpool North and Cleveleys to discuss the upcoming 2030/35 ban on the sale of new internal combustion engine vehicles. Blackpool MAG members Mark Williams, Dave Smart and David Craik attended the meeting on July 26 and had a good discussion with Paul Maynard about the adverse impact of the whole life cycle of electric vehicles on the environment, the economy and the future daily functioning of society. The likelihood that the UK will be unable to meet the 2030 and 2035 timescales was also discussed. Paul Maynard offered to ask a Parliamentary Question about progress towards the 2030/2035 dates and will forward the answer to MAG pending further discussion.

Mark Williams, the Local Representative for Blackpool MAG commented that it was good to speak to an MP who understands the real issues that people will have to face with the current focus on a future of only electric vehicles to the exclusion of all other forms of greener vehicle power.

Blackpool MAG meets at 7:30pm on the 1st Wednesday and 3rd Tuesday of each month at the Victoria Hotel, Cleveleys FY5 3PZ and always extends a warm welcome to new attendees.

Motorcycle Action Group (MAG) is the representative voice of riders in local and national government. It campaigns in Local and National Government in support of motorcycling and is not aligned to any political party or ideology making it possible for politicians and officials of any party to work with us. MAG passionately defends all that is good about biking. Formed in 1973 and now with 8000 Full Members and 56,000 Affiliated Members, it is a democracy, operating across the UK through 60 Local Groups, one of which is Blackpool MAG.

www.mag-uk.org

Get an emissions sticker or risk a fine driving abroad this summer, warns RAC

RAC



9th Aug 2023

With UK travellers embarking on millions of trips by sea and Channel Tunnel this summer, the RAC is warning drivers taking their own cars abroad to be aware of local air quality regulations, and if needed buy the correct windscreen sticker before they go – or risk a nasty fine of up to €180 (£154).

In France, the most popular destination for UK drivers, a total of 12 different areas across the country now restrict car movements based on how polluting vehicles are, with some locations much stricter than others.

But unlike in the UK's clean air zones, visitors to these parts of France must also ensure they have a specific sticker – called a Crit'Air Air Quality Certificate – displayed on their windscreen.

Whether a car is permitted to drive into a low emissions zone or not depends on how polluting it is, and therefore which of six different stickers it needs.

The cleanest electric and hydrogen vehicles require green Crit'Air '0' stickers, while at the opposite end of the spectrum the most polluting diesel vehicles need dark grey Crit'Air '5' ones.

As of July, two new locations – the cities of Bordeaux in the south-west and Clermont-Ferrand in central France – require drivers to display the right Crit’Air sticker for their vehicle. But in 10 other locations, stricter regulations mean that only vehicles that have specific stickers, and are therefore deemed clean enough, are permitted.

- [Crit’Air clean air stickers – your guide for driving in France](#)
- [Driving abroad? Be prepared, take out European Breakdown Cover](#)
- [Channel Tunnel – car and driving video guide](#)

Unsurprisingly, Paris is the strictest city, allowing only cars that bear Crit’Air ‘0’, ‘1’ or ‘2’ stickers to use certain roads and certain times from this summer, followed by the Aix-Marseille-Provence region, Toulouse and Reims that permit only vehicles with Crit’Air ‘0’, ‘1’, ‘2’ or ‘3’ vignettes.

UK drivers have to ensure they have the right Crit’Air vignette displayed on their windscreens before they leave for France – these need to be [ordered in advance via the official French Government website](#) as they cannot be bought locally.

The cost is €4.61 (around £4), and the sticker is valid for the life of the car. The RAC is aware of unofficial third-party sites that charge six times as much for the same sticker, which drivers should avoid at all costs.

Any driver found to be driving in a low emissions zone and not complying with the local regulations – by either not displaying a sticker at all or by driving a car that’s too polluting – risks a fine of €68 (£58), which rises to €180 (£154) if not paid within 45 days.

Fines will increase up to €750 (£640) next year when camera-based enforcement begins.

And while France has the Crit’Air vignette scheme, it’s far from being the only other European country with increasingly strict emissions regulations.

Switzerland has the Stick’Air vignette scheme – similar to that in operation in France – while cities in Spain require ‘DGT’ stickers.

One country’s sticker is not valid in another, so if a driver plans a road trip covering several nations they need to ensure they have the appropriate sticker for each.

- [Top 16 tips for driving through France in 2023](#)
- [European fuel prices – petrol and diesel in Europe](#)
- [Ferry or Eurotunnel? Choices for crossing the English Channel](#)

RAC Europe spokesperson Rod Dennis said: “Many UK drivers will be familiar with clean air zones such as the London Ultra Low Emission Zone, but they should also be ready to encounter them abroad this summer. It’s vital anyone travelling to Europe does their homework to see whether an emissions-based windscreen sticker is needed – and give themselves enough time to order one before their trip.

“In France, six years after Crit’Air emissions stickers were first introduced in a bid to improve air quality, there are now 12 locations where British drivers’ movements can be restricted based on how much their cars emit. As time goes on, the regulations also get stricter and within a few years all but zero-emission vehicles will be banned from some city centres.

“So, every driver visiting a region covered by the Crit’Air scheme needs to ensure they’ve bought the right sticker for their vehicle from the official French government website and displayed it on their windscreen before they leave the UK. Stickers correlate with the Euro emissions category of the vehicle they’re driving and are valid for the life of the vehicle.

“Anyone without the right sticker or driving a non-compliant car into a low-emissions zone, risks an on-the-spot fine. These €68 penalties are issued by local police officers in France but as early as next year camera-based enforcement will begin meaning maximum fines will rise to a holiday budget-busting €750 (about £640).

“Drivers visiting cities in other European countries, including Spain, Italy and Switzerland, also need to check whether they’re affected by any low emission zones before embarking on their trips.”

The RAC carries [comprehensive guides to driving to other European countries](#), including France, as well as an explanation of the [French Crit’Air scheme](#). Best-in-market [European breakdown cover](#) is also available.

Research “utterly damning” about the state of UK roads

Road Safety GB: 7 August 2023



An overwhelming majority of drivers think the roads they’ve driven on in other European countries ‘put the UK’s potholed-plagued streets to shame’, a new survey shows.

[According to the RAC Europe survey](#), 72% of drivers who have experience of driving abroad think the condition of roads – such as the number and severity of potholes – is worse in the UK than in other countries, with just

8% saying the UK fares better.

Additionally, 62% say roadside litter is less of a problem abroad, compared to the 7% who think the UK roads are the cleanest.

In fact, of the 14 different aspects of roads and driving the RAC asked drivers to compare between the UK and other European countries, the UK comes out better on just one – the ease of understanding road signs, with 38% of drivers saying they find this more straightforward at home than abroad.

Nearly half (49%), however, believe there is little or no difference and 13% say they find foreign road signs clearer.

Rod Dennis, RAC Europe spokesperson, said: “This research is utterly damning when it comes to the state of many of our nation’s roads when we compare them to the pristine ribbons of asphalt that can be found just across the Channel.

“We’ve said for years that given the amount drivers pay in tax, it’s verging on the ridiculous that they have to endure no end of potholes when driving at home.

“It’s clear from what drivers have told us they seem to forget all about potholes once they’ve left the UK, with unanimous agreement that foreign roads are simply better.”

On the issue of motorway driving speeds, around half (53%) of respondents said they see little difference in the number of people driving excessively fast whether they are at home or abroad, but a third (32%) still said the problem was less prevalent in other countries.

While half (51%) said they can’t tell the difference between the standard of driving of UK drivers and their counterparts elsewhere in Europe, 28% still felt foreign motorists drive better – compared to a fifth (21%) who think UK motorists do.

Overall, four-in-10 drivers felt the experience of driving abroad is better abroad than it is in the UK, with only a quarter (24%) saying they prefer getting behind the wheel at home.

Interesting piece on another forum, CNN Technical Director (allegedly) saying they'll beat the climate change idea to death spreading fear, "as fear sells". <https://youtu.be/qGxQ41EQQdQ>

This excellent article by Julie Burchill of The Spectator applies as much to bikes as it does to cars: [The sinister truth about the war on cars | The Spectator](#)

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“A fine line between enjoying motorcycling responsibly and pushing the limits”. Road Safety News GB



Motorcycle ‘legend’ and TV presenter Henry Cole is the face of a new publicity campaign aimed at motorcyclists in Devon and Cornwall.

Henry, who is best known for his eccentric antics on ITV’s ‘The Motorbike Show’ and ‘Find It, Fix It, Flog It’ on Channel 4, fronts the powerful new campaign from the [Vision Zero South West](#) road safety partnership.

The video, filmed at his famous shed studio in Oxfordshire, sees Henry read a letter from Cornish motorcyclist Jason addressed to his mother, apologising for his actions in the wake of a real-life motorbike crash in the county.

The collision, which Jason admits was caused by him ‘showing off’, left him badly injured and scarred, unable to enjoy his favourite hobbies of surfing, skating and playing football.

In the course of the letter, we hear Jason’s regret for pushing the limits and for not wearing protective clothing, which may have changed the course of his life.

Henry Cole said: “As soon as I heard about this project I was happy to support it. It’s heart-breaking that more motorcyclists are being killed and seriously injured, and anything I can do to help prevent that is a no-brainer.

“Motorbikes give you an unparalleled sense of exhilaration and freedom, and I have spent much of my life promoting this wonderful industry.

“But there’s a fine line between enjoying motorcycling responsibly and pushing the limits of your own experience, which could easily turn a fun day out into a tragedy.”

The campaign comes after 16 people were killed and 187 seriously injured in collisions involving motorbikes on the roads of Devon and Cornwall in 2022.

It is just one of a host of projects being delivered by Vision Zero South West to reduce motorcycle collisions.

These include a pioneering operation using drones to monitor motorbikes and cars on high-harm routes across both counties, a series of educational videos in conjunction with motorcycle YouTubers RiderCamTV and the procurement of a state-of-the-art motorcycle training simulator – the first of its kind in the UK – which will be used to provide free advanced and hazard awareness training.

Adrian Leisk, Devon & Cornwall Police head of road safety, and also chair of the Vision Zero South West enforcement committee, said: “Despite motorcyclists making up less than 1% of overall traffic, they account for roughly a third of all serious and fatal collisions in our area.

“But it’s important to highlight that these aren’t just numbers, these are people’s loved ones – parents, sons, daughters, friends and partners – and each tragic message we deliver leaves a devastating impact with them which will stay with them forever.

“Motorcyclists are extremely vulnerable road users, not least because they have considerably less protection than drivers of cars or other vehicles in the event of a collision. Preventing any further unnecessary loss of life is our top priority.

“I’d like to thank Henry Cole for kindly agreeing to be part of this important campaign. He is a well-known and much-loved figure in the motorcycling community and I hope his involvement will help this powerful message spread far and wide and, ultimately, help us save lives.”

This does waffle on a bit but bear with because this puts the argument in terms I think you’ll all appreciate.

<https://youtu.be/XBpcyJeHmww>

FIGHT MOTORCYCLE THEFT!



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Alexandra Pub Function Room
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**1-3pm Saturday
21st October**

Marshalled motorcycle
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Confirmed speakers are:

Humberside Police and Crimes Commissioner, Jonathan Evison
Police Officers from the Humberside Force
Colin Brown, Director of Campaigns and Political Engagement, MAG
Further Speakers TBC

All enquiries: central-office@mag-uk.org

WEBSITES YOU MAY WISH TO VISIT

Nobel Prize Winner on our side: <https://twitter.com/NetZeroWatch/status/1684869940367511553/photo/1>

<https://dailysceptic.org/2023/08/12/its-a-manufactured-consensus-scientist-admits-to-spreading-alarm-about-climate-change/>

<https://www.bostonherald.com/2023/08/16/moore-battery-fires-on-rise-is-it-time-to-ban-electric-vehicles/>

Press release: Government launches call for evidence on parking charge limits to protect drivers

<https://www.gov.uk/government/news/government-launches-call-for-evidence-on-parking-charge-limits-to-protect-drivers>

NI: The Parking Places on Roads (Motor Cycles) Order (Northern Ireland) 2023 No. 115

<https://www.infrastructure-ni.gov.uk/publications/parking-places-roads-motor-cycles-order-northern-ireland-2023-no-115>

News story: North East to benefit from new funding for hydrogen transport

<https://www.gov.uk/government/news/north-east-to-benefit-from-new-funding-for-hydrogen-transport>

AQN: It's time to act on Lithium-ion battery safety in micromobility

<https://airqualitynews.com/cars-freight-transport/lithium-ion-battery-safety-in-micromobility-back-under-the-microscope/>

News story: Government re-launch THINK! campaign in continued drive to improve road safety

<https://www.gov.uk/government/news/government-re-launch-think-campaign-in-continued-drive-to-improve-road-safety>

RAC: Get an emissions sticker or risk a fine driving abroad this summer, warns RAC

<https://www.rac.co.uk/drive/news/air-quality/get-an-emissions-sticker-or-risk-fine-driving-abroad-this-summer-warns-rac/>

AQN: House of Lords electric vehicle inquiry launches with a Call for Evidence

<https://airqualitynews.com/local-government/house-of-lords-electric-vehicle-inquiry-launches-with-a-call-for-evidence/>

LGA: Pothole repair funding in UK has reduced more than majority of other OECD nations – LGA analysis

<http://www.local.gov.uk/about/news/pothole-repair-funding-uk-has-reduced-more-majority-other-oecd-nations-lga-analysis>

RSGB: New motorbike trial to combat speeding

<https://roadsafetygb.org.uk/news/new-motorbike-trial-to-combat-speeding/>

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