



May 2022 Network

A networking tool providing information for Activists and other interested parties.

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[Acknowledgments:- George Legg. Colin Brown. Lembit Opik. Michael Armstrong. Ian Churchlow. Pete Seymour. FEMA. MCIA. Julie Sperling. Motorcycle Riders Federation, USA. Plus anyone else I might have forgotten]

EDITORIAL

I was going to try and write, in my own words, an editorial on autonomous (self-drive) vehicles but I'll leave that to the experts – for me it's just a minefield. These vehicles are set to be let loose on Britain's roads later this year the whole concept of which I find totally bizarre and question 'why?' so I'll just settle for various quotes I've picked up during the month.

This appeared in the press just after Easter: *“MOTORISTS stuck in jams will be able to watch TV and check emails under new rules for self-driving cars. The autonomous vehicles could be on British roads within months under plans to be announced today. Drivers will be able to hand over control to their vehicle – although they must stay in a single lane and keep to below 37mph.*

[\[www.pressreader.com/uk/daily-mail/20220420/281496459833707\]](http://www.pressreader.com/uk/daily-mail/20220420/281496459833707)”

Wow, what could possibly go wrong? Who is liable in the case of an accident?

One of our Regional Reps, Pete Seymour, has come up with this information:-

“This come back to the proposed Act that I reviewed a few weeks back and was "advertised" in the press this week. Their proposal is that whilst it is under autonomous control the manufacturer will be liable.

This follows the US model of using superior resources to button down bad news and bung enough settlement dollars/pounds at the injured parties (plus the obligatory NDA) to shut them up. From memory it is item 10 of their agreed "10 Points of Principle". For the manufacturer it is the cheapest and easiest way to solve any problem.

The proposed Act will absolve them of any other liability other than financial settlement, i.e., even if they know there is a fault and allow it to continue, they are safe from any legal cases for say, negligence or criminal charges. The Law Council had the proposed Act reviewed by a legal buddy of (the ex-TRL pro-autonomous vehicle guy taken on the Highways England, name escapes me), who didn't seem to find anything wrong with it. Surprise not.”

And when such things as this appear from the Motorcycle Riders Federation in the States:-

“a recent story from San Francisco might open some eyes.

Last week a self-driving car was pulled over by police, and NO ONE WAS INSIDE. The vehicle was pulled over for operating without its headlights on, no doubt a safety concern. Yet after the police officer returned to his patrol car to confer with his partner, the self-driving car took off and fled before being pulled over again.

While it's hard not to laugh at the idea of a car with no driver fleeing the police, it does raise a major issue the MRF has been worried about, the lack of oversight and rush to deploy this new technology without proper oversight. Specifically, the MRF has pressed lawmakers to

require these auto manufacturers attest that their technology can read, respond, and react to all roadway users and more specifically that motorcyclists are accounted for.

Some in Washington D.C. seem to understand, Jennifer Homendy, the chair of the National Transportation Safety Board (NTSB) recently said about the deployment of this technology "We essentially have the Wild West on our roads right now." Adding, "It is a disaster waiting to happen." Its all quite frightening.

I'm not sure what the up-to-date information is but once upon a time these vehicles were reported as failing to recognise more vulnerable road users i.e. motorcyclists, cyclists etc., so I'll end this by quoting something our vice Chair, Ian Churchlow, said:- "We must be vigilant and ensure that 'vulnerable road users' are not the losers in this battle for road-space." We certainly must.

Finally. I look forward to Parliament changing MOT's from 1 year to 2. That would be a step in the right direction in my humble opinion.

That's me for this month. Ride free, AG

[Please submit any copy for the June edition to me aine@mag-uk.org by 25th May with the subject heading: Network]

POLITICAL REPORT – COLIN BROWN AND LEMBIT OPIK

Spring has been characterised by a combination of positive momentum within the motorcycle world plus odd policy pronouncements by the Department for Transport. The Motorcycle Action Group's Political Unit Lembit Öpik and Colin Brown, update you on what's been going on and what they've been doing to try and keep some sense in a mad, mad world.

Autonomous vehicle statement causes concern and confusion

In a worrying development, the Department for Transport has revealed its plans for yet another rule change to the Highway Code and traffic rules: this time in relation to self-driving vehicles. In their conclusions to their consultation on this they state: 'The government wants users of self-driving vehicles to be able to safely make the most of their vehicle's capabilities. Regulation 109 of The Road Vehicles (Construction and Use) Regulations 1986 prohibits drivers from being in such a position as to be able to see non-driving related content on 'television-receiving apparatus' while driving. We are modifying the application of this regulation. This is to enable drivers to view information of any sort on the in-built apparatus of their vehicle, provided their vehicle is driving itself and has been listed as an automated vehicle under the Automated and Electric Vehicles Act 2018 (meaning that it is a 'self-driving' vehicle). The in-built infotainment apparatus is designed to cut out such activities when the vehicle issues a request to resume control and so will assist in managing the driver's attention.'

However, they intend to keep the ban on using mobile phones, stating: 'a [review of re-search](#) suggests that performing activities not related to the driving task through handheld devices has a marked impact on the time drivers take to respond to transition demands. Handheld devices may also continue to display information after the transition demand is issued and further distract the driver. Therefore, no changes are being made.'

The difference between 'television-receiving apparatus' and 'handheld devices' is very blurred. After all, there must be a way of issuing commands to both devices, and if you can do that, you can use either for pretty much the same functions. The 'cut-out' aspect of the built in system may help a bit, but it's hardly going to keep a driver focussed and alert on road conditions.

MAG is contacting the DfT on this issue, seeking consistency here. After all, there's a risk we'll see accidents affecting riders because 'drivers' have been watching television and are psychologically 'switched off' from the road environment.

The Government also plans to shift some liability for autonomous vehicle accidents away from the driver and onto their insurance company. This risks a legal quagmire, which could make it much harder to get payment for accidents and acceptance of responsibility. At time of writing, we're still processing the Government's statements, and we'll let you know as soon as we have more to share.

MAG participates in inaugural UK Motorcycle Forum

The Motorcycle Action Group (MAG) and the Motor Cycle Industry Association (MCIA) met with others in the creation of a new, heavyweight forum to work with the motorcycle riding community. UK Motorcycling (UKM) is a forum designed to focus on the needs of riders plus the industry, and met for the first time on Thursday 7th April, 2022. The meeting agreed terms of reference and explored presenting a united front on those occasions when policy positions are aligned.

Lembit Õpik, MAG's Director of Communications and Public Affairs who attended the meeting said afterwards: 'MAG is very pleased to see the emergence of this body, and it is encouraging to cooperate with Tony Campbell and the MCIA on this initiative. It was stressed that this group is not about forcing a majority view on those involved. Differences are recognised and respected. At the same time, where common ground exists this will be enormously helpful to the mutual interests of those concerned.'

Commenting on the MCIA's action plan and his strategy to deliver it, Tony Campbell, Chief Executive Officer of MCIA said: 'We're confident the constructive and collaborative approach with which we are taking the Action Plan forward with the DfT will stand us in good stead, not only for the urban settings in which our vehicles are used, but the wider sector too.' Mr Campbell regards the creation of UKM as delivering on Action Point 9 in this plan, and in regard to their wider strategic goals.

It was agreed to hold sessions to discuss the Government's proposed ban on petrol powered motorcycles from 2035. 'There are different views on what can and should be done about the ban – which MAG publicly opposes,' adds Lembit. 'However, everyone agreed we need to have the conversation. That's a mature approach to this difficult subject, and UKM is a very helpful forum to debate it.'

Transport Reality

Transport Reality – the multi-organisation group that's trying to inject some sense into the roar transport debate, has held a further series of meetings dedicated to getting to

databased answers relating to the merits and demerits of a ban on petrol internal combustion engines.

As well as a press event in Tooting, highlighting the issues relating to road restrictions and the Mayor's charging policies, the group has identified some core issues with the concept of banning petrol (and diesel) vehicles. Worse still, the shift to electric currently looks like it might increase the very emissions the green lobby are worried about.

If you'd like an update on the technical aspects of this debate, or if you have comments or proposals, please contact Lembit at: Lembit@mag-uk.org

If you are concerned about the environment, and have references and data to illustrate why you feel we should ban petrol vehicles, that information will be welcome too. The aim isn't to 'win' an argument – it's to get this right. We can only do that by having the best information and treating it objectively.

MCN takes an interest

A belated thanks to MotorCycle News, which has reported quite a lot of MAG's recent campaigning activities. This is the result of assiduous contact by colleagues in MAG, coupled to the importance of the things we're campaigning on. It's also evidence that serious stories get serious coverage.

Lembit continues to offer his assistance to anyone who is interested in contacting the media and would like some advice on how best to do it. The main thing to realise is that the media are always looking for useful stories that are of potential interest, so there's a mutual benefit to everyone if you contact local radio, the papers or magazines. To discuss this further, just call Lembit on: Lembit@mag-uk.org

Promising response to Open Road

You may have noticed a change to our magazine. The revamp follows discussions about updating the publication and energise the content. Initial signs are promising – with many more readers getting in touch as a result of the articles. Please do give your feedback and suggestions. The Political Unit is always happy to learn what you want us to write about and what matters to you in terms of the information you receive.

New Rider Hub Launches

Colin has been working with others at the National Young Riders Forum on the development of a New Rider Hub website. A one-stop-shop for new and young riders it aims to help them safely navigate life on the road.

The New Rider Hub has been created by the National Young Rider Forum (NYRF), as one of the recommendations of its research project titled 'Understanding Young Riders', published in 2021.

The project concluded that “the creation of a website or app aimed at young riders with key and accurate information regarding the different tests and what they can and cannot do, and lots of quick videos on maintenance would be extremely helpful.”

The website - which has been designed in a mobile-friendly way - contains a host of easy-to-digest information on a broad range of subjects from the CBT test, other training, maintenance, security and insurance.

Several of the other recommendations in the report are also linked to the new website such as engaging with the gig economy and promoting online theory-based and hazard perception resources.

There is also the facility for riders to directly ask questions to NYRF experts.

As part of the move, the NYRF social media has been rebranded to the New Rider Hub.

Please direct any new or prospective riders to the website here: <https://newriderhub.net/>

Default Bus Lane Access

The work to push for a uniform UK policy on motorcycle access in 'with-flow' bus lanes has begun.

At time of writing the finishing touches are being put on the national bus lane stocktake document. This should be available by the time you read this. There will also be a campaign video for sharing on social media which will also promote a petition raised by Dr Mirza Ahmad a Birmingham based barrister who believes that motorcycle access to bus lanes should be universal.

Please sign the petition here <https://petition.parliament.uk/petitions/614294>

Colin will seek meetings with DfT officials and Roads Minister Baroness Vere. Access to bus lanes was the number one priority that we gave to the Minister back in February 2021. No action seems to have taken place, so we will be demonstrating that we are not going to accept inaction on this issue.

As well as the work with the DfT Colin will be prioritising discussions with the councils where we have most to gain (Glasgow, Manchester, Nottingham and Leicester) as well as discussing with TfL how we get all London Boroughs to fall in line. Bus lane access is one area where even Sadiq Khan agrees with us!

Anti-Tampering Parliamentary Debate

The petition triggered parliamentary debate on anti-tampering proposals took place on 25th April. The previous reassurances that the intent is not to prevent legitimate modification was repeated as well as assurances that any legislation would not be retrospective. The formal response to the consultation which received well over 7000 responses is expected to be published in the summer.

We will await to see the detail of proposals when they are finally published. The question we need answered is who gets to decide what modifications are legitimate, and what will be the evidential bar to justify regulation?

We will bring you more news as and when it is available.

Ride To Work Day

Colin is working on campaign materials for this year's Ride To Work Day which falls on 20th June this year.

If you ride to work and are willing to appear in a campaign video, please get in touch with Colin (cbrown@mag-uk.org) as soon as possible.

VNUK regulation sacked

A Bill brought to Parliament by Peter Bone MP was passed on 25th April and now just needs royal ascent. The bill scraps the EU VNUK ruling that would have required all vehicles being used off road to carry insurance. Estimates showed that this would have added £50 to every insurance policy premium and most likely caused the motorsport sector to collapse. Neil Liversidge was first to flag the issue to motorcyclists and with the MAG National Committee in February 2015.

MAG PRESS RELEASES

MAG welcomes the sacking of VNUK.

A Bill to scrap the EU's 'Vnuk' motor insurance law passed through Parliament yesterday (Monday 25th April). MAG Chair Neil Liversidge is delighted that an issue he first flagged in February 2015 has finally been laid to rest.

Transport Secretary Grant Shapps has stated that the bill has sacked this "nonsensical EU rule". Vnuk would have increased insurance premiums in the UK by an average of £50 and potentially caused the collapse of the motorsports sector.

The Bill - introduced to Parliament by Peter Bone MP - scraps (in the UK) the EU ruling making motor insurance compulsory for vehicles being used on private land, as well as potentially a greater range of vehicles including those used in motorsports, agricultural machinery and light electric vehicles.

Vnuk would have also covered motorsports collisions potentially involving vehicles from go-karting to Formula One, which would have been treated as regular road traffic incidents requiring insurance.

Neil Liversidge said: "MAG was first to identify VNUK as a serious threat to motorcyclists, and especially to 'off-roaders'. We are glad to see that our campaigning has paid off, with a result made possible by the Government's greater freedom of action following Brexit."

MAG aligns with MP's confession in Anti-Tampering debate.

Conservative MP confesses to a love of riding and driving petrol engine vehicles.

The Motorcycle Action Group (MAG) warmly welcomes Steve Baker's remarks in the anti-tampering debate.

After the petition opposing the anti-tamper proposals received over 112,000 signatures, the debate was held in Westminster Hall yesterday (Monday 25th April).

"I want to begin with a confession which, these days, I think is increasingly socially unacceptable: I enjoy driving. I enjoy riding a motorcycle. I love petrol engine vehicles."

Steve Baker went on to make a passionate defence of the interests of motorcyclists who love the experience and existential rewards of riding.

The response to the debate from Minister Trudy Harrison repeated the Government line that there is no intention to prevent legitimate motorsport activities, nor prevent restoration, repairs or legitimate improvements to vehicles such as classic cars or motorbikes.

“We don’t intend our proposals to negatively impact businesses involved in these activities either.” Harrison stated.

“What we intended to do with this is prevent tampering that can have serious health and environmental consequences.”

The consultation received 7,891 responses and the full response is expected to be published in Summer 2022.

Ms Harrison said:

“Members of this House can absolutely seek reassurance that the proposals will not prevent all forms of vehicle modification. That is not the intention, it is certainly not my intention, and we are carefully considering the scope of the policy to ensure that it does not prevent legitimate alterations or modifications including repair work. As the Minister with the responsibility for the future of transport, my role is to ensure that we have a regulatory regime that is fit for the future, and which will achieve our vision of a better, greener UK, and to achieve this we are now conducting a series of regulatory reviews to consider how transport regulations need to change to make journeys faster, safer, easier, and more secure.”

Commenting after the debate, MAG Director of Campaigns & Political Engagement, Colin Brown, said:

“As was mentioned during the debate, the devil will be in the detail. Whilst reassurances are being given, we shall have to wait to see the detailed proposals when they are finally drafted. It was reassuring to hear that the concern over potential unintended consequences has been taken on board and will be considered. We just need to see if the conclusions reached match our view of what is legitimate, not that of an overzealous nanny state. I share Steve Baker’s love of driving and riding petrol-powered vehicles - and that includes modified ones. That should never be considered socially unacceptable and certainly not outlawed.”

new MAG campaign for default bus lane access.

The Motorcycle Action Group (MAG) is today launching a new campaign for default bus lane access. New research shows that motorcycles can currently use 48% of all ‘with-flow’ bus lanes in the UK. MAG say it is time for local authorities to stop debating and start delivering.

MAG has released a new report that for the first time collates UK-wide information on motorcycle access in bus lanes. The report shows that of the 159 local transport authorities with bus lanes, just 56 allow motorcycle access.

Report author Colin Brown said:

“This research has revealed the successes of three decades of campaigning by MAG on this issue. Given the complexity and stumbling blocks placed between a coherent national policy and a totally unnecessary exclusion of motorcycles from bus lanes, we have done well to gain access to 48% of the nation’s bus lanes. We have also shown the ludicrous situation where access permissions change along certain routes or in opposite directions on the same road. We have had three decades of expensive local trials but the overwhelming result of all

these is that motorcycle access to bus lanes is not a problem. It is time for a consistent default access for motorcycles, just as already exists informally for pedal cycles.”

A petition has been raised by Birmingham-based barrister Dr Mirza Ahmad asking the Government to require local authorities in England to permit motorcycles in bus lanes. MAG is asking motorcyclists - and indeed all road users - to sign the petition.

Firstly, MAG is calling for a further meeting with Roads Minister, Baroness Vere of Norbiton. The Minister previously asked MAG to list its top five priorities. Bus lane access was the issue that MAG members voted as their first ask.

MAG will then approach decision-makers in Wales and Scotland to promote the sensible approach taken in Northern Ireland. The Department for Infrastructure allows motorcycle access in all bus lanes in NI.

Finally, MAG has vowed to redouble efforts with key authorities that still do not allow access. MAG is already pushing for meetings with Glasgow, Manchester, Nottingham and Leicester, as well as discussing with Transport for London (TfL) how best to get London Boroughs to accept a common policy.

Colin Brown said:

“Even Sadiq Khan agrees that all London boroughs should allow motorcycle access. TfL adopted a blanket policy on all red routes, but many boroughs are still opposed to motorcycle access. If we can get Glasgow, Manchester, Nottingham and Leicester on board that would be another 60 miles of access. Of course, if these councils are smart, they will back our calls for default access as this would save them money and there would be no argument for yet more trials.”

ENDS

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

Notes for Editors

New MAG research on the extent of bus lane access is covered in its report - Motorcycle Access to Bus Lanes: UK Stocktake 2022. Access the report here: https://wiki.mag-uk.org/images/6/65/Bus_Lane_Stocktake_2022.pdf

The petition raised by Dr Mirza Ahmad can be found here: <https://petition.parliament.uk/petitions/614294>

[Below is an extraordinary piece of work from Michael, particularly the work that went into collating the number of MPs in each area]

What's the biggest threat to motorcycling?

Which is how I introduced myself at a motorcycle club coalition meeting just recently and then I stated my name and that I was a Regional Rep.

The feedback was good with suggestions of "The Government", increase in the petrol price, potholes and a few other suggestions. Until one person came forward from the Christian Motorcycling Association with the answer of which I was looking for APATHY!

This is because that all the previous suggestions were issues but not the threat and that's because either bikers don't know what the issues are or that they won't do anything about it. Or as Albert Einstein eloquently put it "The world is a dangerous place to live; not because of the people who are evil, but because of the people who don't do anything about it".

So what can we as a biker community do about it?

We can do a demonstration!

Is what I normally get back as a reply, so let's have a closer look at that option because bikers are willing to do this.

So, somebody has to organise the demonstration in the first place but let's assume that is all done. The next factor is how long it will take:

Getting into your riding gear, 20 mins.

Going to the demonstration, up to an hour. Doing the demo, two hours (maybe longer if the banter is good). Journey back home, up to an hour. Wash the bike and get changed, 40 mins and then get onto Facebook to tell your mates all about it. Total time: six hours.

So, what will this achieve, you'll get noticed by the public if you get your publicity right and the Government will notice you too but they'll come back with the same response "What do you want?".

And that's when you will have to engage with them and their preferred way is in writing, so let's have a closer look at that option.

So, normally it can take up to half an hour to write out a good email for your MP but MAG being MAG The Political Team and the National MAG Political Group will have already taken care of that on a national issue but more about the National MAG Political Group later.

So, the next step is to find out your MP's email address, you can easily find this out by doing a search with:- find my MP.

Then store it in your phone under MY MP (5 mins).

After that just copy and paste the template email into your email account. Input the MP's name at the top and then add your name and that you're a MAG member with your address at the bottom (5 mins). Finally put your MP's email address at the very top and send.

So, ten minutes versus 6 hours and you still go out on your bike anyway.

National MAG Political Group:

So, my advert for this was in the last edition of The Road magazine, so I will be succinct.

MAG needs everyone to become a Constituency Campaign Co-ordinator and by that way hopefully every MP will get at least one letter to promote motorcycling and don't forget that letter will be most likely pre-written for you.

What I need are Political Group Member's (PGM's) who will be the information runner's from the central group to your regions and local MAG Facebook pages. This will consist of template letters, petitions to sign and consultations to fill in and then find out the response and bring it back to the central group.

How many volunteers do I need?

Between 4 to 10 for each region depending on the size of the region and how many MP's that it has. That should make a "core" of about 150 MAG activists and currently it's just over 30, so we do need more. For those who aren't on Facebook, we do have a WhatsApp group as well in support.

How many letters does it take and how often?

So, starting with the Political Group Members' (PGM). We will cover between 75-125 MP's most of the time on a monthly basis and that will show the government that we haven't gone away and that we consistently lobby our MPs for riders' rights.

Now for the Constituency Campaign Co-ordinators.

You can lobby your MP as much as a PGM if you like but it can be better to keep you in the reserve for the "Big Push". That's when Parliament is having a vote to make a change with motorcycling. If the change is good, we might want to thank our MP's but if it isn't. That's when we challenge it by lobbying at least 326 MP's out of the 650 because that's the number of MP's to win a vote and that could happen between three and six times a year.

So, once you have sent your letter, we need you to go back to the Facebook post and say: Letter- sent and the MP's name and again if you receive a reply.

Petition- signed.

Consultation- completed.

And that's how we will know how effective we are.

Politics is a numbers game:

A MP might reply to just one letter and especially if they're newly elected but it might take up to ten because we are in competition with other lobbying groups too or maybe the MP is a Minister, so they normally require a few more.

So, when a vote is involved and if we require the MP to rebel against the government's decision. We will need that MP to receive between fifty to a hundred letters against the proposed bill. (hence we need the feedback if you have sent a letter and received a reply).

And finally, how many MP's are in my region?

Scotland (59)
Northern Ireland (18)
Wales (40)
Cumbria (6)
Lincolnshire (12)
Western (23)
London (73)
South East (45)

North West (69)
South West (30)
Southern (22)
North East (29)
Eastern (29)
East Midlands (19)
Herts and Essex (27)
Thames Valley (17)
East Anglia (16)
Yorkshire (51)
West Midlands (59)

UK total (650)

Michael Armstrong. Regional Rep and Political Officer. Cumbria MAG.

Michael keeps us apprised of latest correspondence with one of his MPs

“I thought with Trudy being a Cumbrian MP, I should drop her a quick note:

Trudy Harrison MP (Transport Minister),

I just wanted to say from a Regional Rep of Motorcycle Action Group point of view that I enjoyed watching the debate live on Parliament TV. All of the MP’s put forward their cases, for and against on the subject matter. The government’s response came from your good self and reading between the lines, I hope to see some realistic proposals contained within the full government’s response to the consultation this summer.

We in M.A.G. look forward to seeing the report in full and to the next round of lobbying our MP’s off the back of it too.

Yours sincerely, Michael Armstrong, Regional Rep., Cumbria M.A.G.”

Motorcycle Industry Launches Elite Rider Training Initiative

MCIA News: 27th April 2022

The **Elite Rider Programme**, created by MCIA, road safety and training experts,



government departments and respected, associated organisations launches today. The aims of the initiative are to increase the number of riders undertaking post-test rider training, and to motivate riders to ride considerately toward other road users and the environment.

Road Safety continues to be a major challenge for the sector, with 20% of all killed and seriously injured road users being Motorcyclists, whom in-turn only represent 1% of road miles travelled. As vehicles on the road move to electric, we are also seeing increasing pressure on noise, not just from motorcycles but also high- performance cars, it is for these reasons industry and the wider sector have come

together to make every effort to improve rider safety and to encourage riders to be more socially aware.

To support the Elite Rider Training Initiative, the [Elite Rider Hub](#) is being launched. This platform will be a “one stop shop” where riders will be able to find a wealth of information and support to improve their skills. The Hub contains information and contact details of the nationally available post-test rider training schemes, with advice for riders, and links to book training. This makes it easier for riders to identify the most suitable post-test training opportunities. This will benefit many road safety professionals and industry colleagues who can point riders to the Elite Rider Hub, rather than listing numerous links to different post-test training providers.

With such a broad range of organisations* supporting the initiative, bringing with them a wealth of knowledge and expertise, there has never been such a large group so focussed on working together to ensure riders can easily access information and services, to improve their riding and make them safer road users.

Tony Campbell MCIA CEO says: *“As an industry we believe that better trained riders will be safer riders and post-test training will be the best way to address this. Improving our road safety record will be key to the industry’s future. However, this is not just the riders fault, therefore MCIA will continue to pressure Government on what can be done to improve infrastructure, safe road space and the training of other road users, we will also be calling for improved awareness campaigns to ensure Motorcyclists are more considered by other road users”.*

Visit the website at www.eliteriderhub.co.uk

Notes:

The MCIA is the industry body that represents the UK Motorcycle and wider L-category sector which includes: motorcycles, tricycles and quadricycles, typically with zero or low-emission power.

The L-Category sector is an obvious answer to traffic congestion, air quality and the decarbonisation of personal mobility and road transport.

***Elite Rider Group – Project Group Members**

MCIA, and its member companies
Department for Transport (DfT)
Driver and Vehicle Standards Agency (DVSA)
National Highways
RoSPA
IAM RoadSmart
Motorcycle Press (Bauer Media, Mortons Media)
Road Safety GB (RSGB)
National Fire Chiefs Council (Biker Down)
Doc Bike
National Motorcycle Dealers Association (NMDA)
Mental Health Motorbike
Driving Instructors Association (DIA)
National Motorcyclists Council (NMC)
Motorcycle Action Group (MAG)
British Motorcyclists Federation (BMF)
Honda, Kawasaki and BMW rider training schemes

Phoenix Motorcycle Training
The Motorcycle Experience (TME)
Shiny Side Up Partnership (SSUP)
National Young Rider Forum (NYRF)
BikeSafe London

The graphic is a grey rectangular background with four white sticky notes pinned to it. The top-left note has a pink tab and features the 'RIDE TO WORK' logo with a city skyline and the text 'Save the date! 20th June 2022'. The top-right note has a teal tab and lists 'Next Network deadline 25th May', '***', and 'ROAD deadline 15th May'. The middle note has a purple tab and lists 'Parliament Recess Dates' with 'May rises 28th April—3rd May' and 'Whitsun rises 26th May—6th June'. The bottom-left note has a light blue tab and shows four different colored caps (blue, red, blue, black) with the text 'The sun is out! Time to get a new MAG cap www.mag-uk.org/shop/'. The bottom-right note has an orange tab and says 'MAG Travel It's back! New and Improved and fully flexible www.magtravelinsurance.com'.

RIDE TO WORK
Save the date!
20th June 2022

Next
Network deadline
25th May

ROAD deadline
15th May

MAG Notice Board

Parliament Recess Dates
May rises 28th April—3rd May
Whitsun rises 26th May—6th June

The sun is out!
Time to get a new MAG cap
www.mag-uk.org/shop/

MAG Travel
It's back! **New** and **Improved**
and fully flexible
www.magtravelinsurance.com

FEMA

Belgian motorcyclists go for safety

Fema News: April 4, 2022



Belgian research identified eight types of motorcyclists; which type are you?

To better profile the Belgian motorcyclist, a representative sample of 3,000 Belgians over the age of 16 were interviewed about their use of motorcycles and other powered two-wheelers.

The Belgian road safety research organisation [Vias](#) studied powered two-wheeler use in Belgium. They identified eight kinds of motorcyclists, but more important, they analysed who the motorcyclists are, how they behave, what their experiences are, how well they are trained, and what their views are on subjects as road safety, intelligent transport systems, et cetera.

First the types of motorcyclists. According to Vias there are eight profiles:

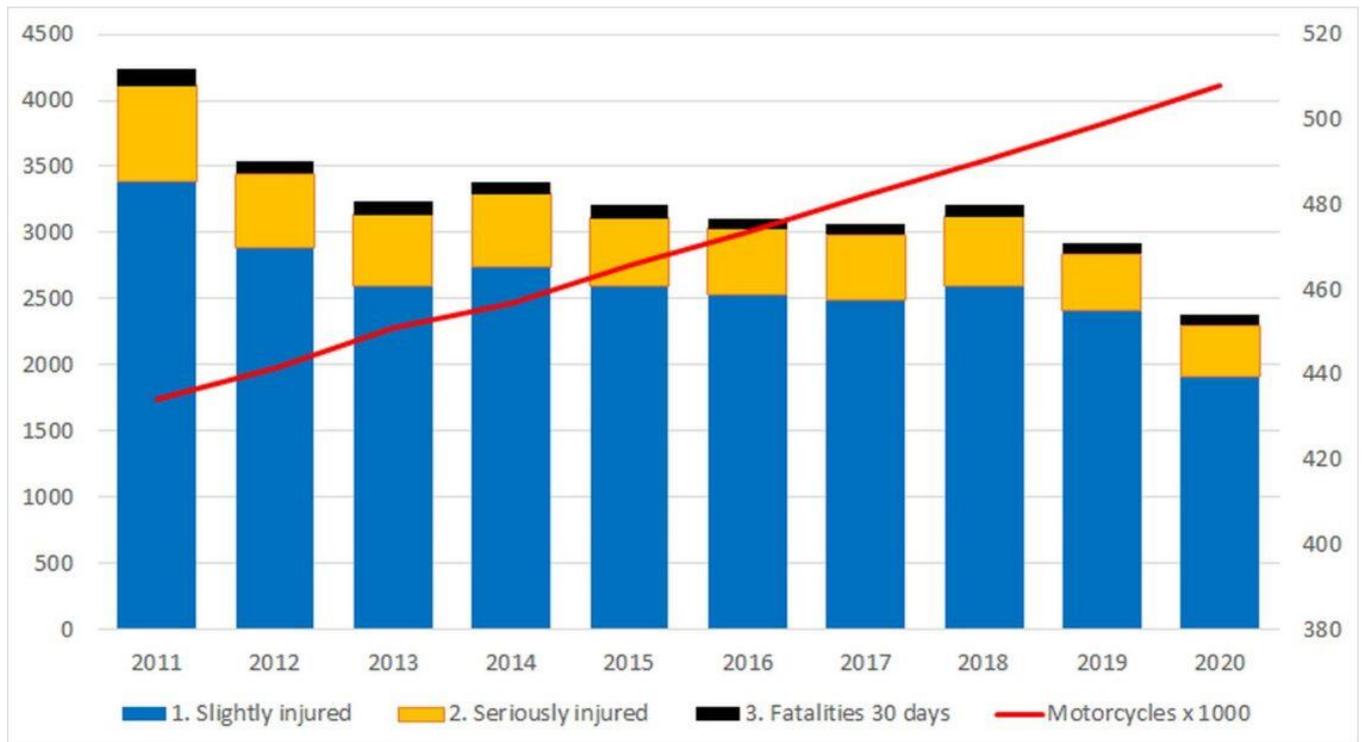
1. **The Time optimizer:** uses the powered two-wheeler (scooter) to optimize travel time during the good season (11,6%).
2. **The 'Time-for-me' seeker:** in the peak of the family-work life / travels mainly by car and takes the powered two-wheeler to gain time in his personal life, powered two-wheeler offering time for him/herself (18,8%).
3. **The Unconditional:** uses car or powered two-wheeler equally often, rides for all purposes, in all conditions, in all environments, all year long, whenever he/she 'feels' like it (9,5%).
4. **The Good-Vibe seeker:** uses the powered two-wheeler when the weather allows it in order to get a good feeling / the PTW is equally often used as other alternatives to replace car trips (14,2%).
5. **The 'I want it all' rider:** wants the best (including experience) of mobility options depending on his/her needs (18,2%).
6. **The Multimodal rider:** uses the powered two-wheeler (scooter) along with other mobility alternatives as an alternative to cars during the good season (11%).

7. **The Day-to-Day rider:** uses mainly a powered two-wheeler, every day for any kind of needs and in all weather conditions (7,5%).
8. **The Life-long experience rider:** has been riding most of his/her life or whenever he/she could afford to have a powered two-wheeler / travels mainly by car and rides when comfortably acceptable (9,2%).

Some other findings are:

- Today's market shows a popularity for small cylinder capacity powered two-wheelers and more urban powered two-wheelers (mopeds <50cc, scooters >50cc) with a growth in electric variants (as long as there was a purchase premium). Large motorcycles seem to lose their appeal.
- The majority of powered two-wheeler trips are short-distance leisure trips (<500km), followed by home-to-work (commute) trips. Professional use of powered two-wheelers remains infrequent.
- About 40% of the motorcyclists and moped riders ride without passing a formal test (A licence received automatically with the B license up to and including 1988); the younger riders are trained the best and undergo the most continuous training.
- Users tend to avoid unfavourable riding conditions (night, bad weather, winter conditions).
- Unilateral accidents (for example loss of control of the vehicle) are more frequent compared to multilateral accidents based on self-reported accidents by the riders. This proportion is the opposite of what is found in police reports (and statistics) and can be explained by the fact that many of these unilateral accidents do not necessarily lead to an accident report if the rider is unharmed.
- In general, motorcyclists (>50cc) are informed and aware of the risks associated with motorcycling. They disapprove risky behaviour.
- Among the behaviours that are considered to be dangerous by motorcyclists are found: doing stunts (wheelies, skids, etc.), driving when feeling tired or after consuming alcohol. A majority of the riders considered these activities as dangerous.
- Among the behaviours that are considered to be the least dangerous are seen: filtering traffic at low speed, modifying the motorbike for comfort or more power, riding with an audio system, riding without a fluorescent jacket.
- Motorcycle users are still very reluctant towards the advent of in-vehicle technology and consider it to be extremely distracting; they are however more positive about M2V (motorcycle to vehicle) communication technologies that allow better visibility of motorbikes in traffic (cf. the functionalities developed by the industry in the context of [V2V](#) (vehicle to vehicle) communication).
- Despite the low number of riders that followed a training and passed a test and a growing number of riders of A1 motorcycles who are allowed to ride a light motorcycle in Belgium after two years' experience as a car driver and four hours training (after that they receive a 'code 372' on the B-license), the number of fatal accidents and accidents with injuries has much decreased, as is shown in the graphic.

Compared to 10 years ago, the number of injured has decreased by 44% and the number of deaths by 54% (from 132 to 61). The objective safety of motorcyclists has improved over the past 10 years.



Motorcyclists injured or killed in accidents in Belgium and development motorcycle park (sources: Vias, Statbel)

Despite the decline of fatalities and injuries, the French language spokesman of Vias concluded that riders who already have an A-license without passing a test and new riders with a code 372 on the B-license should pass a test before being allowed to ride a motorcycle. Because this view is not supported by the outcome of the survey, we asked Vias to comment on this and to express their view on the supposed need for a test for existing license holders. Vias did not answer to our questions.

The Vias study is available in [French](#) and in [Dutch](#).

Written by [Dolf Willigers](#). Top photograph by [Wim Taal](#). This article is subject to [FEMA's copyright](#)

German motorcyclists fight for open roads

FEMA News: April 6, 2022

On Saturday May 14, German motorcyclists will stand up against road closures for motorcycles by organising a demonstration in the Feldberg area.



The Taunus is a mountain range in Hesse, Germany, located north of Frankfurt. The tallest peak in the range is Großer Feldberg at 878 meters.

With horror, disappointment and annoyance, the motorcycle associations in the German region of Hochtaunus have had to take note of more planned 'temporary' road closures exclusively for motorcycles in the Feldberg area (click [here](#) for a previous article on this subject).

The motorcyclists' response will be a large demonstration on Saturday May 14th. The demonstration starts around 11.30h at the district office of the Hochtaunus district, Ludwig-Erhard-Anlage 1-5, 61352 Bad Homburg vor der Höhe. From there a motorbike parade will ride to the Sandplacken/Feldberg.

The motorcyclists are demonstrating against the motorcycle bans for several reasons:

Testing until the result fits

The temporary closure of the route in 2022 (every second weekend of the month, from April up to and including October) is dubbed a 'test' by the district council. This is now the second (alleged) test of a route closure only for motorcycles after a test closure that had already been carried out in 2019. In his press release of 26 March 2019, the District Administrator, Ulrich Krebs had promised (quote): "The test blocking is open-ended... We will sit down with everyone involved and look at and evaluate the findings from the data collected in May and September (2019)." To date, however, this promise has not been kept. There was no open, transparent discussion of the results with the motorcycle associations. This creates the impression that the authorities will keep 'testing' until they get the result they want.

Motorcyclists' solutions are consistently ignored

The German motorcyclists' organisation (and FEMA member) BVDM wrote to the district administrator and the mayors of Schmittgen and Oberursel, as well as all parties in the district council in March 2021 (before the start of the motorcycle season) and proposed constructive, effective measures to solve the problem and asked for a meeting. Politicians never complied with this request. The letter was never answered. Therefore, the motorcyclists interpret the current regulation as an 'authoritarian' affront. There is no attempt to engage motorcyclists and citizens in problem solving.

Breach of word by local politicians

The district administrator's road closure is obviously supported by the mayor of the municipality of Schmittgen (Julia Krügers, CDU) and the first city councillor of the city of Oberursel (Christof Fink, Bündnis 90-Die Grünen). In the 2021 local election campaign, both politicians had promised the motorcycle associations in writing that route closures would only be considered as a 'last resort' if other measures were proven to be ineffective. Milder, alternative measures (which the motorcycle associations had even submitted in writing) were not and are not carried out or tested in a verifiable manner. This breach of word by the politicians also outraged the German motorcyclists. On behalf of the district association of

the CDU (Christian Democratic Union) in the Hochtaunuskreis, on 18 June 2020 Markus Koob (district chairman of the CDU in the Hochtaunuskreis, member of the district parliamentary group and member of the Bundestag, the national parliament) made the following statement (quote): "... However, I do not think blanket driving bans on Sundays and public holidays for all motorcyclists are appropriate. These are the days when motorcyclists can primarily pursue their hobby and of course also have the right to be allowed to do their tours with legally purchased machines."

Not a single one of the party politicians has called for, examined or proposed alternative measures. The ordered road closures are a confrontational setting of the 'last resort' without even considering alternative measures.

The vast majority of motorcyclists have a great deal of understanding for the problems of noise-plagued residents caused by the illegal behaviour of some motorcyclists. That is why the BVDM is not committed to a so-called 'temporary noise break' as a solution to the problem, but to a permanent and sustainable reduction in noise emissions.

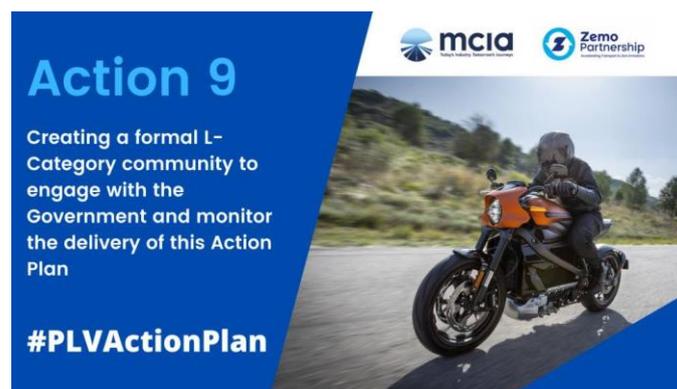


Several motorcycle associations are working together for the demonstration on May 14th. For the latest information about the demonstration, go to the [BVDM website](#).

Written by [Wim Taal](#). Top photograph courtesy of. This article is subject to [FEMA's copyright](#).

MCIA and Zemo Partnership fire the gun on delivering the Action Plan

MCIA News: 6th April 2022



A high-level meeting with senior Department for Transport officials yesterday marked the start of the delivery phase of MCIA and Zemo Partnership's Action Plan, [Realising the Full Potential of Zero Emission Powered Light Vehicles: A Joint Action Plan for Government and Industry.](#)

In the first of what will be a series of meetings to monitor progress against each of the Plan's actions with the Department, MCIA and Zemo are pleased to have progressed Action 9: *The creation of a formal L-Category community to monitor the delivery of the Action Plan.*

In addition to what will be quarterly meetings with the DfT, MCIA is also pushing ahead with ensuring the rider community is involved in the development and delivery of the Plan's actions. 'UK Motorcycling', a forum set up to consider the needs of the industry and riders, will meet this Thursday for the first time to agree common ground and put forward a unified position on key policy areas where possible. Similarly, Zemo Partnership will be coordinating the development of a community focusing on larger L-category vehicles, such as L6 & L7, and what's required for their benefits to be fully realised.

Commenting, Tony Campbell, CEO of MCIA said:

"Today's meeting was a welcome step in the right direction for the PTW industry. We're confident the constructive and collaborative approach with which we are taking the Action Plan forward with the DfT will stand us in good stead, not only for the urban settings in which our vehicles are used, but the wider sector too in terms of the role leisure motorcycling can and must play on the road to net zero.

"We're looking forward to continuing our work with DfT in realising the full potential of our vehicles as part of this landmark Action Plan."

Notes for Editors:

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

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

For more information about the work of the MCIA and Powered Light Vehicles, or to interview MCIA CEO, Tony Campbell, please contact Gina Evans at g.evans@mcia.co.uk.

March Powered Two-Wheeler Registration Figures

MCIA News: 7th April 2022



MCIA have today released the March registration figures for L-category vehicles. Showing a small yet encouraging increase in registrations of 3.9% against pre-pandemic 2019, for the first quarter. Within this figure the fully electric segment again goes from strength to strength, now occupying 7% of the total market.

Electric vehicles have no doubt been a beneficiary of recent fuel hikes, this, combined with the flexible, social and

environmental factors of using a powered two-wheeler (PTW) will no doubt see the electric sectors' continued growth throughout the year.

It is not just fully electric that enjoys significant growth as many segments of the Motorcycle Market are charging ahead in 2022. Adventure, Custom and Touring Motorcycles all seeing massive growth as riders upgrade their pride and joy to the latest bike. The sector is also attracting new riders to the community both for leisure and the low cost of transport.

Tony Campbell, CEO of MCIA said "To see registrations back to pre-pandemic levels is a real positive. Leisure riders are embracing the change in season and it's encouraging to see new riders turning to both electric & petrol PTWs as their transport choice. We will continue pushing forward to deliver the actions of the sector Action Plan to remove barriers to riding, and to promote Powered Two Wheelers as a significant and climate friendly transport & leisure option".

More details about March PTW registrations [can be found here.](#)

Please credit **MCIA** when quoting this information.

2030 Petrol/Diesel Ban: APPG Fair Fuel For UK Motorists And Hauliers Report Released

All Party Parliamentary Group (APPG) report provides the scrutiny that has so far been avoided by the government.

For some time now the ABD has been working diligently with FairFuelUK, the Motorcycle Action Group, GWPF, and other significant stakeholders to produce a definitive report for the FairFuel All Party Parliamentary Group for UK Motorists and UK Hauliers. FairFuelUK's Howard Cox, the architect of the report, is backed by the RHA and Logistics UK. Howard has closely consulted the ABD personnel to produce, as Craig Mackinlay, the APPG Chair says "*probably one of the most authoritative reports on the subject ever written. Howard says: "We have listened to thousands of road users, from cyclists, bikers, motorists, through to our vital frontline and essential much undermined and undervalued commercial vehicle drivers, to publish a true representation of the facts, economic consequences and public opinion towards the Government's un-consulted 2030 ban and the push for us ALL to drive electric."*

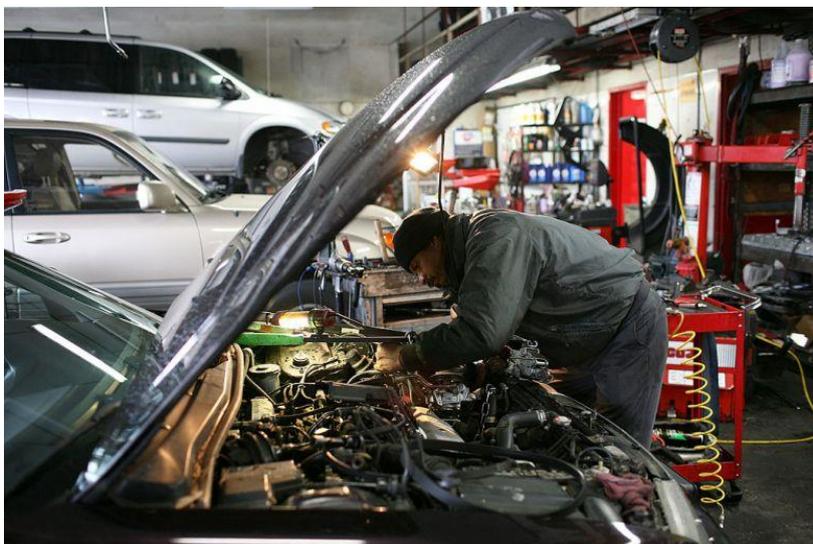
This report alerts government to the pitfalls associated with an inadvisably hasty, imprecisely costed, inadequately analysed, uncritical adoption of Net Zero policies; and, in particular, with the 2030 “cliff-edge” cut-off for sales of internal combustion engined vehicles (ICEVs). Entitled: “What does the 2030 fossil fuelled new vehicle sales ban really mean to the economy, environment, and UK’s 37m drivers”, the report is available here: <https://fairfueluk.com/APPG-FFUK/> and its findings are totally corroborated by the results of a comprehensive survey of the opinions of some 50,000 road users.

Its primary policy recommendations are outlined below; along with the identification of those policy areas which currently lack clarity, and require further full investigation:

- 7 Practical means to lower emissions without banning new diesel and petrol vehicles by 2030.
- A plethora of expert opinions on recent Government edicts, effective ways to reduce emissions, and for the circumnavigation of any economic doomsday scenarios.
- Several questions of the Government on behalf of UK’s 37m drivers, as to the viability and cost of the Government’s unexpectedly early 2030 target date for banning new fossil fuelled car and van sales.
- A ‘cradle-to-grave’ review of Electric Vehicles compared to Petrol/Diesel driven Transport. Highlighting safety, production, electricity supply and practicality of EVs.
- Querying whether the Government has yet truly identified a fair and equitable replacement for £35bn of annual Fuel Duty and VAT.
- The largest ever survey of road user opinion, that backs a series of recommendations from the APPG, regarding meeting the need for vehicle emissions abatement without the adoption of Government’s evidently very electorally unpopular current road user policies.
- A better way to lower vehicle emissions than using ineffective ‘Pay to Pollute’ policies and “cliff-edge” vehicle sales bans.

<https://www.abd.org.uk/2030-petrol-diesel-ban-appg-for-uk-motorists-and-hauliers-report-released/>

Could the annual MOT be scrapped under new Government proposals?



In a move to tackle the ongoing cost of living crisis, the Government has announced a series of proposals to help people across the UK – including changes to MOT rules.

Drivers could be about to save more than £55 a year – with the annual Ministry of Transport (MOT) Test set to be scrapped and replaced with a check every 2 years.

The idea was shared with senior party members by Transport Secretary Grant Shapps at a Cabinet meeting earlier this week.

With inflation at a 30-year high, the fuel crisis, supply chain issues relating to the Russian invasion of Ukraine, and household bills rising at alarming rates – the Prime Minister urged MPs to look for ‘innovative ways’ to find solutions to the

Following the announcement, there have been calls from the Labour Party and industry bodies to not go ahead with the plans due to the safety of all road users.

Commenting on the suggestion that vehicle MOTs could take place every two years, rather than annually, RAC head of policy Nicholas Lyes said: “The purpose of an MOT is to ensure vehicles meet a basic level of safety for driving on our roads. Shifting it from annually to every two years would see a dramatic increase in the number of unroadworthy vehicles and could make our roads far less safe.”

Under current regulations, every car that is more than 3 years old must have an up-to-date MOT certificate every year. The standard cost for cars is around £55 and £30 for motor-bikes.

- [Driving without an MOT - what's the risk?](#)
 - [MOT Checklist and Comprehensive Guide](#)
 - [Over a third of drivers fail MOT for skipping these simple car checks](#)
 - It is important for UK drivers to understand that no official changes have been implemented and the current rules remain in place.
 - If someone is [driving without an MOT](#) – there are a lot of risks to be aware of.
 - It is illegal to drive a vehicle without a valid MOT certificate. The only exception is when the car is being driven to its MOT test – just as long as the test has been booked and the driver has proof on them.
 - Also, if a driver owns a vehicle that they no longer want to drive on a public road – then you must complete a [SORN](#) form.
-

Here are the PTW Q&As for March – George Legg

3 March 2022

motorcycle : 1 Written Answer

Written Answers - Department for Transport: Electric Vehicles: North West

2 Mar 2022

Trudy Harrison: ...the public to help reduce the up-front purchase price of EVs. These grants have been in place for over a decade and in 2020 Government announced a further a £582 million for the plug-in car, van, motorcycle and taxi grants to 2022/23, and additional funding for targeted incentives has been made available in November 2021. Since 2011, the plug-in vehicle grants have supported over 430,000...

12 March 2022

motorcycle : 1 London Mayoral question

Questions to the Mayor of London - ULEZ in Lambeth (2): ULEZ in Lambeth (2)

10 Mar 2022

Sadiq Khan: ...the ULEZ daily charge if they drive in the zone. Affected drivers can choose to walk, cycle or use public transport, use a car club or change their vehicle rather than pay the charge. My car and motorcycle scrappage scheme, which ran from October 2019 to November 2021, helped low income and disabled Londoners scrap their older, more polluting vehicles and has proved extremely popular,...

16 March 2022

road safety : 1 Commons debate

Quad Bikes

15 Mar 2022

Judith Cummins: ...; to make provision about the registration of quad bikes; to make provision about the dangerous and anti-social use of quad bikes; and for connected purposes. The Bill will promote safe use of road-legal quads and reduce the number of off-road quads on our streets by making the wearing of helmets compulsory, making necessary the installation of vehicle immobilisers, making registration of...

WEBSITES YOU MAY WISH TO VISIT

ETSC: 100 German cities want the right to set 30 km/h limits

<https://etsc.eu/100-german-cities-want-the-right-to-set-30-km-h-limits/>

NMC: Parliament to debate Anti Tampering proposals

<https://www.uknmc.org/news/parliament-to-debate-anti-tampering-proposals>

RSGB: Survey suggests 'alarming' number of motorists unaware of Highway Code changes

<https://roadsafetygb.org.uk/news/survey-suggests-alarming-number-of-motorists-unaware-of-highway-code-changes/>

Statistical data set: Motorcycle riding test data by test centre (Last updated: 7 April 2022)

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

RSGB: Tory peer calls for ban on cyclists and e-scooter riders using mobile phones

<https://roadsafetygb.org.uk/news/tory-peer-calls-for-ban-on-cyclists-and-e-scooter-riders-using-mobile-phones/>

Zero motorcycle follow-up: a rot on the culture of ownership & repair

<https://www.youtube.com/watch?v= NMx5NYOiyA>

guidance: Self-driving vehicles listed for use in Great Britain

<https://www.gov.uk/guidance/self-driving-vehicles-listed-for-use-in-great-britain>

Form: Rights of way: order making authority checklist (Last updated: 19 April 2022)

<https://www.gov.uk/government/publications/rights-of-way-order-making-authority-checklist>

Drivers to be allowed to watch TV as they travel under new Highway Code shake-up

https://www.somersetlive.co.uk/news/uk-world-news/drivers-allowed-watch-tv-travel-6973082?fbclid=IwAR03bzV5vFc5fEYZ_9tP6Hw9shuO4GtP99FYxOaxLyZ_rXbpFB6DAi2WkBY

RAC: Government's plans for changes to the Highway Code to permit 'self-driving' cars - RAC reaction

<https://media.rac.co.uk/news/governments-plans-for-changes-to-the-highway-code-to-permit-self-driving-cars-rac-reaction-446379>

Consultation outcome: Safe use rules for automated vehicles (AV) (Last updated: 25 April 2022)

<https://www.gov.uk/government/consultations/safe-use-rules-for-automated-vehicles-av>

Guidance: Object to a public right of way order (Last updated: 27 April 2022)

<https://www.gov.uk/guidance/object-to-a-public-right-of-way-order>

RSGB: Government ponders changes to MOT frequency

<https://roadsafetygb.org.uk/news/government-ponders-changes-to-mot-frequency/>

RSGB: Post-test training 'a crucial part of a rider's development'

<https://roadsafetygb.org.uk/news/post-test-training-a-crucial-part-of-a-riders-development/>

RAC: Could the annual MOT be scrapped under new Government proposals?

<https://www.rac.co.uk/drive/news/motoring-news/could-the-annual-mot-be-scrapped-under-new-government-proposals/>

Casting doubt on the wisdom of leaping to battery power

<https://www.autoexpress.co.uk/news/357817/new-green-ncap-emissions-ratings-cast-doubt-electric-cars-green-credentials>.

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