

# Network

May 2014

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

<b>Editorial</b>	<b>2</b>
<b>MAG President:</b> Please order "It Means So Much" by Stranger by clicking <a href="http://www.amazon.co.uk/gp/product/B00J9Y3YBK">http://www.amazon.co.uk/gp/product/B00J9Y3YBK</a>	<b>2-3</b>
<b>Campaigns Report – Leon &amp; Lembit</b>	<b>3</b>
<b>Bikes in Bus Lanes – collection data – Owen Morris</b>	<b>3-4</b>
<b>Unlit traffic calming &amp; the idea of an Activists Conference – Stevie B</b>	<b>4-5</b>
<b>Rare Triumph 3TA Twenty One 'Bikini' – help get this bike reunited with its owner.</b>	<b>5</b>
<b>Driver and Vehicle Standards Agency (DVSA) launch. Comments on EU vote to reduce vehicle noise. Bad road conditions.</b>	<b>5-7</b>
<b>Potholes. DVSA - Review of theory test fees. MCI announces Dates and Venue for motorcycle off-road experience 2014.</b>	<b>7-8</b>
<b>Hands-free calls at the wheel on the rise, as confusion about dangers persists. Rider Magazine reports on the TWIST campaign. HGV blind spot technology tested to improve safety for vulnerable road users.</b>	<b>8-10</b>
<b>Contacts List.</b>	<b>10-11</b>

**Acknowledgments:** George Legg. Team 'Double L' (Lembit & Leon). Trevor Baird. Stevie B, Huddersfield. Owen ([bikesinbuslanes@outlook.com](mailto:bikesinbuslanes@outlook.com)) Morris. Rowan Publications. IAM. TfL. Selina Lavender. Julie Sperling. RAC. MCI. And anyone else I've forgotten.

## EDITORIAL

After an extremely successful Group Conference in Blackpool which sees MAG moving forward ever more positive in the fight for Riders' Rights, its been great for me to hear from members in response to my plea for using Network as the Activists networking tool its meant to be.

Included in this edition are two important pieces of prose on Bikes in Bus Lanes Data collection and unlit street furniture/traffic calming from Owen Morris and Stevie B of Huddersfield respectively.

Bikes in Bus Lanes data should have been collected from the word go. Not only is it an important part of Riders Rights history but can also be an essential lobbying tool assisting those fighting for the same in their City. If you've been successful, please provide Owen with the information he requires to collate this important information.

As an addendum to April's edition of Network I sent information concerning an incident Leon had witnessed local to him which resulted in 'life changing injuries to a PTW rider'. I can't emphasise enough the importance of you all taking this issue up locally. Your action in doing so could save a riders life. Huddersfield Activist Stevie B has already begun his homework and found his Council sadly lacking.

Please remember that Councils have a duty of care.

If you feel like letting us know the outcome of any of your negotiations with Councils then please email me.

I really wish, though, that hearing from Adrian Nicolle had been under different circumstances other than that his extremely beautiful and rare Triumph 3TA Twenty One 'Bikini' had been stolen. Adrian is offering £1000 reward for its return and conviction of the thief.

Add to all of this an in-depth email/conversation with my dear friend Trevor (RighttoRide) Baird on information he can let me have for future editions, all in all this is one happy Network Editor.

Finally, I promised you at AGC I would start to include the Contacts list again at the end of each edition. A list is included, not the final one because its very much a work in progress, however, its a start – thanks to Selina and Julie.

Ride free, Aine

**"In the April edition I printed a lengthy article on mandatory clothing. May I suggest we see if things develop in the foreseeable future before anyone gets overly excited about this."**

Please contact me with anything for Network on [AnneGaleMAG@aol.com](mailto:AnneGaleMAG@aol.com)

### **MAG President, Ian Mutch:**

Sick of the nanny state? Weary of the health and safety culture sucking the spirit out of the nation? MAG is a bikers' organisation but we fly a flag for everyone who thinks the way we do about interfering busybodies dictating to us about how we live our lives.

MAG has been going forty years and funds a non stop professional lobbying effort that is now headed up by former Lib Dem MP Lembit Opik, once described as the most libertarian MP in Parliament.

MAG is a responsible organisation but accepts that risk is part of life. Britain did not become Great by being terrified of risk.

Now MAG is promoting a new single release that will bring us huge income to finance our work if it charts. We have two weeks to hit 45,000 sales. It only cost 69p to download the track from the web.

Please order "It Means So Much" by Stranger by clicking <http://www.amazon.co.uk/gp/product/B00J9Y3YBK>

***Come on Guys – please order this, its .79p and could make so much difference to the amount of lobbying MAG can do on your behalf, Ed.***

### **CAMPAIGNS REPORT – Leon and Lembit**

Leon and Lembit had very productive meeting with the senior DfT officers responsible for road safety and cycling.

Issues discussed included:

1. The need for a review of 'Safety Audit' procedures in the light of the Bedford scheme passing through the audit system.
2. The need for some simple mini guidelines to clarify the critical differences in dynamics of road use by PTWs compared to; bicycles and cars.
3. The merits of improving the balance of DfT funding between cycling and motorcycling.
4. The merits of reviewing options for a nationwide policy approach regarding PTW access to bus lanes
5. News that a quinquennial review of road accident reporting will happen next year – and an invite for input from MAG

It also looks like the ongoing concerns I've been raising at senior level in TfL about the adverse impact on bikers of narrowing road space with mandatory cycle-only lanes have led to progress.

A major TfL funded cycling safety scheme in South London has now been implement with 'advisory' cycle lanes that allow shared use with bikers – rather than the mandatory ones in the original proposal.

#### **Bikes in Bus Lanes – Important Data**

I received the following from Owen Morris.

“Further to our conversation at AGC, it turns out that there is, as yet, no such central store of data for PTW access to bus lanes. I intend to change that.

I have set up this email address as a contact point, I will also be setting up a dropbox or similar to act as the repository for the information.

John Mitchell has approved this idea, Leon and Lembit will hopefully find it provides them with a resource that doesn't take their time and effort.

I, therefore, need to hear from any reps who have had success with getting PTW access to bus lanes. If they could send relevant information to me to build the database it would help to get it rolling.

I may need to contact them in the future for more details or contact points so I can check on progress or similar.”

***This is extremely important data that should have been collated from the outset when Bristol became the first City to allow PTWs into Bus Lanes but never was.***

***Data collected by Owen will be an extremely valuable tool for anyone wanting to lobby their Council to get Bikes into Bus Lanes.***

***He can only collate this information if those of you who've been successful get back to him. The email Owen has set up for this is:- [bikesinbuslanes@outlook.com](mailto:bikesinbuslanes@outlook.com)***

From Steve B, Huddersfield MAG:

“Relate this to the trip hazard the Bedford roundabout scheme was about to cause and the Addendum Anne sent out to April's edition concerning traffic calming and road furniture.

Years ago Highway Engineers came up with the idea of installing islands in the middle of the road to separate oncoming traffic streams, and or, act as refuges for pedestrians crossing the road. They were put on roads deemed to be higher accident risks. These obstructions have to be marked and lit at night as do road works, skips etc, for reasons which are blindingly obvious ! You cannot improve safety for one group of road users at the expense of another.

They are generally an obstruction to bikers filtering through traffic.

Here in Huddersfield we have a huge amount of them where the illuminated bollard does not work or has gone missing, leaving an unlit island in the middle of the road, difficult to see in dark and or rainy conditions. This is more of a hazard to all road users and more importantly that filtering biker (you!) than the road was before it's installation. Think of that Bedford trip hazard, this phenomena has been with us for a generation and is more deadly as it's very widespread.

We are encouraging Huddersfield MAG members to report them to the Council and are monitoring to ensure the works are carried out and we are not getting the fob off.

I've appraised John Mitchell and Leon Mannings about our campaign, drawing that parallel with the aborted Bedford scheme which they have both accepted and see us as a pilot scheme for a project which they are considering rolling out as a National Campaign,

I went out in the dark three weeks ago and in just two hours logged 97 that were faulty. I am in dialogue with the Senior Lighting Engineer at the moment who has promised to get them fixed, there are many others and they will be getting reported, we want them fixed before the clocks change again and daylight is diminished.

If they don't get fixed we have some direct action tactics but are exploring the diplomatic channels first.”

Stevie has also floated the following idea:-

“I visited the AGC a fortnight ago in Blackpool. I was particularly keen to get Leon & Lembit's update on the campaigns MAG is running and planning, that's where my personal interests lie.

There was a lot of necessary debate on other issues at that meeting, and the time for their input was thus limited, rather a shame I thought.

I wonder if there is any scope for an 'Activists Conference', where perhaps people from the NC along with perhaps the Campaigns/Political Rep and a couple of colleagues from each Group could get together for a day one weekend, with the sole agenda item being campaigns and tactics etc, talking things through and the adoption of a common and united approach?

With no other distractions going on, and as a smaller group of 'specialists' probably with a greater chance of success, I would add that Leon and Lembit ought to be a part of it too.

For example, the Bus Lane Campaign, some Groups have had success, others done not so well, draw those successful points together and go forward with them, nationwide, and instead of the sporadic nature of what we do right now.

Please let me have your feedback on this and if the consensus is that this is viable I'm quite happy to take it to NC for their consideration – Anne – subject heading: Activists Conference

### **£1,000 reward**

My Triumph 3TA Twenty One 'Bikini' motorcycle has been stolen from my home in Winterslow, near Salisbury since Easter Sunday, probably during the last 24 hours (21st/22nd April 2014).

Whoever stole it obviously doesn't realise what a distinctive motorcycle it is, add to that I will pay a £1,000 reward for its return and conviction of the thief.

Registration number - EWD 720 C. Matching Chassis and Engine number - 3TA-H-39564.



This is an extremely rare and distinctive motorcycle with less than 4,000 miles on the speedo in it's 49 years in safe hands.

Please share this everywhere you can. [Adrian Nicolle. adrian.nicolle@nicolle-associates.com](mailto:adrian.nicolle@nicolle-associates.com)

### **Driver and Vehicle Standards Agency (DVSA) was launched today**

---

Roads Minister Stephen Hammond has launched the Driver and Vehicle Standards Agency (DVSA) today (Wednesday 2 April 2014).

DVSA replaces the **Driving Standards Agency (DSA)** and the Vehicle and Operator Services Agency (**VOSA**). It will be responsible for setting, testing and enforcing driver and vehicle standards in Great Britain and employ more than 4,000 staff.

Each year DVSA:

- conducts 1.5 million theory tests and 1.6 million practical driving tests
- regulates 28 million MOT tests and 46,000 driving instructors and **motorcycle** trainers
- carries out 137,000 roadside inspections
- tests and inspects 790,000 commercial vehicles
- issues 87,000 goods and passenger vehicle operator licences

**Roads Minister, Stephen Hammond said:** "The creation of DVSA builds on the vital work that has already been done to improve road safety and offer modern, cost effective services for motorists. The merged agency offers the opportunity to increase efficiency and further explore ways of providing innovative, convenient services."

**DVSA Chief Executive, Alastair Peoples, said:** "By bringing testing and standards services into a single agency we will make life easier for customers by putting them at the heart of the services they rely on and providing a more coherent approach to service delivery."

---

### **National Franchised Dealers Association - Comments on EU vote to reduce vehicle noise**

"The NFDA are pleased to hear today's announcement that the European Parliament has voted in favour of a Commission proposal to decrease vehicle noise", commented Sue Robinson, Director of the National Franchised Dealers Association.

The favoured vote which will be applicable for both passenger cars and light commercial vehicles will mean that noise volume will see a significant decrease of 25%. The noise levels of new vehicles will be measured by a new and more representative test method.

It was also proposed that electric and hybrid electric vehicles will be fitted with sound generating devices, which would make these cars safer for pedestrians and visually impaired persons. The move will be carried out over a transitional period of 5 years.

**Robinson continued,** "It is encouraging to hear today's proposals in what is slowly becoming a cleaner, greener more environmentally friendly industry. The move has recently been tested and proven following the introduction of quieter engines in F1 cars.

"There has also been a great amount of public demand for electric vehicles to omit a noise to add safety value for pedestrians, and so the NFDA supports this proposal fully. The move will increase road safety and undoubtedly help avoiding road-accident injuries"

---

### **Plummeting road condition leaves drivers deeper in trouble**

The AA has carried out a survey of over 23,911 of its members which found that the overall road condition in the UK has plummeted over the winter. While 29% of respondents reported their local roads in a terrible condition in October 2013, that had risen to 40% by March 2014.

Through its Streetwatch survey programme, the AA has revealed that while 18% of the panel reported their local roads in excellent condition in October 2013 this had fallen to 11% by March 2014.

Main roads fared no better with 34% rating them as terrible compared to 24% last October and those rating them excellent fell from 20% in October to 13% now.

Trunk roads did not escape the impact of the very wet winter with a decline of 10% rating their condition as excellent between October and now.

Motorways too saw satisfaction fall with 41% rating their condition as fair before the winter compared to only a third (33%) now.

Claims for pothole-related damage to cars have risen five-fold in early 2014 compared with the end of 2013. Insurers are taking an average of 173 insurance claims per week, compared with 33 per week over November and December last year, suggesting that the extreme weather has left the roads in a pretty poor state.

---

## **Pothole Problem**

The Institute of Advanced Motorists has revealed that Motorists are unhappy with pothole performance and says the government has got a long way to go to convince drivers that they have the pothole problem in control.

Research released on 10<sup>th</sup> April revealed 67 per cent of motorists think that they are doing a bad or a very bad job of maintaining the nation's roads.

Almost two thirds (65 per cent) of female drivers believe that the government is doing a bad or very bad job, but the figure increases for male drivers 69 per cent unhappy with the current state of the roads.

There is a clear lack of communication between the motoring public and local councils. A third of drivers (34 per cent) think that their council is cutting spending on road maintenance but 60 per cent of drivers don't know if budgets are being cut, suggesting councils are performing poorly on informing and engaging with local residents. Over half of drivers (52 per cent) think that local councils are doing a bad or very bad job of looking after local roads. Fifty-seven per cent of males and 49 per cent of females believe their council is doing a bad or very bad job.

---

## **DVSA - Review of theory test fees**

A consultation on changes to theory test fees has been launched today.

The cost of the driving theory test could be cut by 25%, saving learner drivers £14.5m a year.

The proposals, which could save learner drivers in excess of £100m over the next 9 years, are contained in a public consultation on changes to theory test fees. The plans would see the cost of a car driving theory test fall by £6 in October this year, taking the cost of a test from £31 to £25, with a further drop of £2 planned in October 2015.

The consultation follows the government's commitment to reduce the cost of motoring. It also sets out proposed reductions for **motorcycle**, bus and lorry theory tests.

---

## **MCI announces Dates and Venue for motorcycle off-road experience 2014**

The group behind the Motorcycle Off-Road Experience (MORE) is giving another 400 people the chance to try off-road riding for the first time.

A four day mini 'try out' festival will be held at the AMCA's track - Bevercotes in Nottinghamshire, between Friday June the 20th and Monday June the 23rd. Places for either a morning or afternoon session will be allocated on a first come first served basis with booking via an online system, run by the Motorcycle Industry Association's (MCIA) contact centre.

The booking system will go live at 10am on Saturday 10th of May.

In response to requests from female rider groups, there will be a dedicated 'women only' session on the morning of Friday 20th of June.

A charge of just £25 will be made for each booking, which includes all equipment, training and bikes.

What's different to previous years?

- The day for 'live' registration has been moved to a Saturday instead of a weekday, to make it easier for people who work during the week to register.
- The venue has been moved further north to Nottinghamshire (last year it was in Northamptonshire), to make it more accessible for people living in Scotland and the north of England, though it is open to anyone from any part of the UK over the age of 16.

Trainers include Dave Thorpe for Honda, Mick Extance for Kawasaki, Ady Smith for KTM, Neil Prince for Suzuki and Barry Johnson for Yamaha.

Wannabe off-roaders are advised to book as soon as the registration opens, as most places for last year went within the first sixty minutes of going live.

A dedicated website [www.rideoffroad.co.uk](http://www.rideoffroad.co.uk) explains the formula of the event and introduces the trainers, manufacturers and sporting bodies behind it.

---

### **Hands-free calls at the wheel on the rise, as confusion about dangers persists**

The **RAC** has voiced 'severe reservations' about the safety of new all-lane running schemes which will turn the hard shoulder into a permanent live traffic lane on many sections of England's busiest stretches of motorway.

Eight miles of the M25 between junctions 23 and 25 became England's first 'Smart' section of motorway with traffic running permanently on the hard shoulder on Monday 14 April.

The scheme is one of 10 Smart Motorway All-Lane Running schemes planned by the Highways Agency to increase capacity and reduce congestion. Another version of the Smart Motorway scheme known as Dynamic Hard Shoulder Running is in operation on sections of the M42, M1, M6 and M5 where the hard shoulder is temporarily used as a running lane during busy periods.

Under the new all-lane running schemes, however, the hard shoulder would be permanently used as a running lane and only closed to traffic via overhead and verge mounted signs in the event of an incident.

The RAC's main safety concern for traffic using the hard shoulder permanently centres around the fact that emergency refuge areas will be further apart in sections of these schemes (up to 2.5km apart) than the Hard Shoulder Running ones (500-800m apart).

This means motorists who break down on an all-lane running stretch will often find it impossible to reach an emergency refuge area and, therefore, have to stay in a live running lane until it is closed to traffic by the Highways Agency. Despite extensive CCTV coverage, the RAC believes this will inevitably lead to lives being put at risk and has been highlighting concerns for some months.

RAC technical director David Bizley said: "The RAC has raised concerns with the Highways Agency about

the added risk arising from increased distance between emergency refuge areas, and we are disappointed so far at the absence of action to address them.

"Dynamic hard shoulder running has proved to be very successful in terms of reducing congestion at peak periods and has a good safety record. Indeed, so far, these sections of motorway have proven to be significantly safer than a conventional three-lane motorway with a hard shoulder. However, we believe the greater distance between emergency refuge areas creates an unnecessary risk to the safety of any motorist breaking down in lane one on an all-lane running section."

Eighty-four per cent of drivers surveyed by the RAC felt that the hard shoulder was important in breakdown and accident situations and 82% said they would feel 'very concerned' if they broke down in lane one - formerly the hard shoulder - of a four-lane/all-lane running section of motorway.

Nearly half of people surveyed (46%) were in favour of the introduction of permanent all-running lane sections on our motorways to increase capacity in congested areas, but 61% altered their views when they were informed that risk assessments showed they would be at greater risk of being killed or injured in a breakdown situation.

---

### **Rider Magazine reports on the TWIST campaign, developed by the Cambridgeshire & Peterborough Road Safety Partnership which urges post-test training**

A series of short animated films and a database of regional training courses and safety information for bikers aim to encourage PTW riders to enhance their skills

The TWIST campaign, developed by the Cambridgeshire & Peterborough Road Safety Partnership (CPRSP), first launched in May 2013. The main element of the initial campaign is an animated video which has attracted almost 27,000 views on YouTube. The light-hearted film shows some of the daft and dangerous things that can get bikers into trouble – and encourages them to enhance their skills to make them better and safer riders.

The second phase, TWIST2, comprises a series of four shorter films which this time focus on the mistakes that drivers make which can have serious implications for riders. The films challenge riders to learn to anticipate mistakes made by others.

The first of the new films (see below) went live on Friday 4 April and the others will be released at three weekly intervals during April and May 2014.

As part of TWIST2, the project team has built a database of local and regional training courses and safety information for bikers. Road safety officers from across the UK have been invited to submit information for inclusion in the database.

Matt Staton, from the CPRSP, said: "While we've developed this campaign for use here in Cambridgeshire and Peterborough, the films will be viewed on YouTube by bikers across the UK and further afield.

"As such, in order to maximize the campaign's effectiveness it seemed logical to include details of local and regional training for bikers across the UK."

Link to video: <https://www.youtube.com/watch?v=FzG2cZWTvTA>

## HGV blind spot technology tested to improve road safety (part)

A new project funded by Transport for London (TfL) will independently test blind spot safety technology, which can be fitted to Heavy Goods Vehicles (HGVs) to help reduce the risk of collisions between HGVs, pedestrians and cyclists.

One of TfL's top priorities is to reduce by 40 per cent the number of people killed or seriously injured on London's roads by 2020. Recently, the Mayor and TfL published six commitments which, working with a range of partners, are guiding initiatives to deliver this. In particular, action is being taken to prioritise the safety of the most vulnerable road users: pedestrians, cyclists and **motorcyclists**.

The new safety initiative, which builds on TfL's work into Construction Logistics and Cyclists' Safety, will be carried out by the independent Transport Research Laboratory (TRL). The project will evaluate the effectiveness of the full range of blind spot safety technology in spotting pedestrians and cyclists. This includes camera monitoring systems, optical and radar detection systems and other sensors fitted to HGVs.

The findings will then be used to create new and detailed performance criteria, such as the distance objects can be detected, how easily the equipment detects vulnerable road users, and how reliable the equipment is, to allow for independent testing and evaluation of products on the market today.

Companies will be able to use the new standard testing criteria to make a more informed choice about the types of safety equipment they invest in for their fleet vehicles. It will also help ensure a wider take-up of the best equipment while encouraging further innovation from product developers, helping to save lives both across London and more widely across the UK.

TRL has now contacted more than a dozen companies across the UK, inviting them to take part in the evaluation and to become one of the first suppliers to be accredited using this approach. Once completed, the research will be made available to download from the TfL website and be used by the operators and manufacturers of HGVs and suppliers of safety technology.

<b>MAG UK Central Office:</b>		
<a href="mailto:central-office@mag-uk.org">MAG UK, PO Box 750, Warwick CV34 9FU</a> Tel: 01926 844064 Fax: 01926 844065 Email: <a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>		
Executive Officer	Julie Sperling	<a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>
Membership Administrator	Carol Ferrari	<a href="mailto:membership@mag-uk.org">membership@mag-uk.org</a>
Director of Communications & Public Affairs	Lembit Opik	<a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>
Transport & Policy Advisor	Leon Mannings	<a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>
<b>NATIONAL OFFICERS</b>		
National Chairman	John Mitchell	<a href="mailto:chair@mag-uk.org">chair@mag-uk.org</a>
National Vice-Chairman	Selina Lavender	<a href="mailto:vice-chair@mag-uk.org">vice-chair@mag-uk.org</a>
National Finance Officer	Patrick van Aalst	<a href="mailto:finance-officer@mag-uk.org">finance-officer@mag-uk.org</a>
Network Co-Coordinator	Anne Gale	<a href="mailto:AnneGaleMAG@aol.com">AnneGaleMAG@aol.com</a>
President/ <i>TheROAD</i> Editor	Ian Mutch	<a href="mailto:theroad@mag-uk.org">theroad@mag-uk.org</a>
National Reps Liaison Officer	Position Vacant	<a href="mailto:nrlo@mag-uk.org">nrlo@mag-uk.org</a>
National Clubs Liaison Officer	Oliver Rose	<a href="mailto:clubs-officer@mag-uk.org">clubs-officer@mag-uk.org</a>
Events (Shows and Stands)	Neil Stevenson	<a href="mailto:events@mag-uk.org">events@mag-uk.org</a>
Director of TMAGL	Pete 'Veece' Davison	<a href="mailto:central-office@mag-uk.org">central-office@mag-uk.org</a>

Director of TMAGL	Graeme 'Scouse' Hoose	central-office@mag-uk.org
Director of TMAGL	Neil Liversidge	central-office@mag-uk.org
Director of TMAGL	Phil McFadden	central-office@mag-uk.org
Director of TMAGL	John Mitchell	central-office@mag-uk.org
Director of TMAGL	Paul Turner	central-office@mag-uk.org
Director of TMAGL	Patrick van Aalst	central-office@mag-uk.org
<b>REGIONAL REPS</b>		
British Independent Islands	Position Vacant	british-independent-islands-region-rep@mag-uk.org
Cumbria	Paul Turner	cumbria-region-rep@mag-uk.org
East Anglia	Selina Lavender	east-anglia-region-rep@mag-uk.org
Lincolnshire	Andy Carrott	lincolnshire-region-rep@mag-uk.org
Eastern	Dave Hammond	eastern-region@mag-uk.org
East Midlands	Juliet MacVe	east-midlands-region-rep@mag-uk.org
Greater London	Position Vacant	greater-london-region-rep@mag-uk.org
Herts & Essex	Mick Southgate	herts-essex-region-rep@mag-uk.org
North East	Dave Wigham	north-east-region-rep@mag-uk.org
Northern Ireland	Steven O'Kane (Acting)	northern-ireland-region-rep@mag-uk.org
North Wales	Bill Hughes (Acting)	north-wales-region-rep@mag-uk.org
North West	Tony Cox	north-west-region-rep@mag-uk.org
Scotland	Steve Wykes	scotland-region-rep@mag-uk.org
South East	John Mitchell	south-east-region-rep@mag-uk.org
Southern	Tim Peregrine	southern-region-rep@mag-uk.org
South Wales	Phil McFadden	south-wales-region-rep@mag-uk.org
South West	Tracy Smith	south-west-region-rep@mag-uk.org
Thames Valley	Gareth Lewis	thames-valley-region-rep@mag-uk.org
Warwickshire	Roger Ford	warwickshire-region-rep@mag-uk.org
Western	George Legg	western-region-rep@mag-uk.org
West Midlands	Eddie Lowe	west-midlands-region-rep@mag-uk.org
Yorkshire	Wayne Rooney	yorkshire-region-rep@mag-uk.org
<b>OTHER CONTACTS</b>		
MAP Ltd: Yorkshire region event organiser	Pete Walker	maphq@maphq.karoo.co.uk
Official MAG merchandise	Neil Stevenson	events@mag-uk.org
The MAG Foundation - Trustee contact	Paul Turner	info@mag-foundation.org