

Network

JUNE 2014

A networking tool for Activists and other interested parties

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An appeal for volunteers to help marshal at The Farmyard Party, a reminder that it's only 5 weeks until the event and you can get in Thursday (read on for more details) : This year all volunteers for the MAG stand must be on the marshal rota which is kindly being put together for us by the MAP Marshal controllers. This will help the stand to ensure cover is maintained and under the very same marshalling instructions and benefits etc of all the FYP Marshalls. Anyone who is interested in manning the MAG stand or walking around promoting MAG at any time over the FYP weekend PLEASE complete a marshal form (here's the link <http://www.farmyardparty.com/farmyard-party/marshals-info>) and submit it to MAP.

Editorial.

Above request for Marshalls for the Farmyard - go on, you know you want to!

Hi Viz - yep, it seems to be back on the Agenda and some of you may have seen a letter in MCN from our President which prompted some rather heated and interesting replies. In this edition I've included one man's view of riding in Switzerland where hi viz isn't seen much and where PTW (powered two wheeler) riders are far more prolific than here.

I'm personally concerned that there are no stats proving hi viz is beneficial in preventing an accident and yet there are all these people condoning it. It has been pointed out that, if other road users aren't looking for you in the first place, they won't see you whatever you're wearing or even if you're not wearing anything! (Debatable!). We seem in danger of becoming a nation of bright yellow - why would you notice when everyone looks the same, whatever the colour. But, hey, what do I know?

The IAM (Institute of Advanced Motorists) have conducted a poll of their members where 49% think protective clothing should be compulsory. Whilst I'm not surprised at this result, it being an in-house poll and all that, I'm wondering where these people - Hi Viz and Protective Clothing compulsion - stand on 'freedom of choice' or whether they might prefer to reside where everyone wears khaki suits and has the same haircut. My personal view, of course.

Your Campaigns Team, Leon Mannings and Lembit Opik, (or Team Double L as I affectionately refer to them) are working flat out. There is so much going on at the moment.

Armadillos? Yep, you're probably thinking like me - a kind of cute critter with a suit of armour covered in scales. True, Armadillo is Spanish for little armoured one and they have a voracious appetite for anything from insects to small vertebrates and plants. Unfortunately, because people love eating them in the Americas, where they mostly hang out, all but one species is endangered. I wish the Armadillos I'm referring to and which have now appeared in Salford were endangered, because, looking at the pictures they're an accident waiting to happen for riders of PTWs. Makes me shudder just looking at them! This lunacy has got to stop. How can Councils justify installing road furniture for the safety of one group of road users whilst endangering that of another? Councils, remember, have a duty of care. They're accountable.

Unsurprisingly, the most drivers don't want 20mph limits - another survey from the IAM at: <http://www.iam.org.uk/images/stories/policy-Research/iam%2020mph%20survey.pdf>.

As for 'Autonomous Emergency Braking Systems' - don't even get me started!

Ride free, AG

[Acknowledgments: George Legg. Trevor Baird. Leon Mannings. Dave Hammond. Dave Wigham. Rowan Publications. Stevie B. Owen Morris. And anyone else I've forgotten]

Material for Network: subject heading Network to AnneGaleMAG@aol.com

News from MAG's Transport Policy Advisor, Dr Leon Mannings

I just want to update you all on the current situation regarding **the deregulation Bill**.

As you'll know, an amendment was proposed which would have effectively banned powered two wheelers from the majority of Britain's by-ways.

Lembit and I engaged with the MP who was proposing this extreme measure, and we brought the TRF into those meetings too.

The amendment was not carried forward into the legislation. Furthermore, the MP who was proposing the measure is now a member of MAG!

Today, (Wednesday 14th May) the bill is, again, being discussed in the House of Commons. Technically, this is called the 'Report Stage and Third Reading.' There was a risk that the amendment could again have been proposed today. We have checked to ensure it has not been put forward. Essentially, this means that, as far as the House of Commons is concerned, the danger has receded – for now.

HOWEVER, the whole process is repeated again in the House of Lords. Lembit and I are working to keep close tabs on this, so that it isn't introduced with devastating consequences for off-road riding. The time commitment to do all this is significant, but the stakes are so high that we judge it essential to the interests of riding that this amendment does not get passed.

To summarise, a very positive result in the Commons so far, and a watching brief to follow events in the Lords.

Armadillos arrive in Salford – Good for cyclists, not for powered two wheelers (PTW).

Just when we've got on top of raised curbs in the middle of roundabouts, Salford come up with these. Bet you'd love to hit one of these Armadillos in the wet at night.....



http://www.salfordonline.com/localnews_page/49557-armadillos_arrive_in_salford__.html

"This madness has to be fought against. PLEASE make your views known to the councils concerned"

<http://madcyclelanesofmanchester.blogspot.co.uk/2014/02/salford-armadillos-fail-spectacularly.html>

If as a Rep or Activist you didn't receive this, [here is an important message from Leon:](#)

"I'm trying to specifically email all Reps/activists who may be interested/involved in two key issues in Greater Manchester, but if I've left anyone off the list of addressees, please forward to them and cc L&L so we know for next time. And, apologies if I've double sent to you.

1. Proposal to spread 'killer Armadillos' across Manchester, starting with trials that have already gone live.

<http://madcyclelanesofmanchester.blogspot.co.uk/2014/02/salford-armadillos-fail-spectacularly.html>

http://www.salfordonline.com/localnews_page/49557-armadillos_arrive_in_salford__.html

MAG Action so far:

I've just made my first direct contact re proposals to spread the use of 'killer armadillos' to delineate cycle lanes in Salford and across Manchester.

Spoke to Lee Evens who is in charge of the trial projects and had a cordial conversation – albeit one in which it soon became clear that the adverse impacts of narrowing road space for bikers with new trip hazards had not been considered.

Good news is that he sounded very receptive to input from us regarding our over arching concerns;

e.g. We don't have a problem with 'Advisory' Cycle Lanes (delineated by dashed lines) as PTWs are not excluded from them.

BUT: We are very concerned about 'Mandatory' Cycle Lanes (delineated by solid lines or hard engineering including kerbs or armadillos) as this cuts road space for bikers which inevitably makes it more dangerous on relatively narrow UK roads. Doing so with 'killer kerbs' or 'killer Armadillos' is part of what I call the second generation of cycle schemes that are unfair and unacceptable to bikers – and wrong.

Following my extensive chat with Evans this morning he has already sent me details of where the trial sites are at present as promised which seems like a positive start to what I hope to be a productive dialogue.

Here is his email which has useful background and links:"

'Leon, Further to our telephone conversation earlier today, attached is some background information on the CCAG project, and the links to the consultation pages for the Armadillos that we are currently trialling on Salford. I am very happy to receive any comments from the motorcyclists group on these, to input into our consultation process.

The CCAG grant of £20 million from the DfT (2013-2015) is the first phase of Greater Manchester's Vélocity plans, Vélocity 2025 is the vision for a healthy, safe, sustainable city that people want to live and work in. The aim is to increase the proportion of trips by bike to 10% of all journeys by 2025. Following the CCAG grant, there is a commitment to long term investment in cycling across Greater Manchester up to 2025, which will be funded through public and private sector sources. The attached pdf's give more information on the Velocity programme, further information is available on Transport for Greater Manchester's (TfGM's) website <http://cycling.tfgm.com/Pages/Velocity.aspx>

There are 2 sites in Salford where we are currently trialling the Armadillos cycle lane separators. The website has the full details, as discussed it would be helpful for comments from local users if this is possible. <http://www.salford.gov.uk/schemeconsultations.htm>

6th May from the MAG Chairman – Tougher sentences for banned drivers.

In a move announced today, the government has changed its policy on causing death or injury on the roads through driving while disqualified. Now, if the person who caused an accident leading to someone's death, was found to be already disqualified from driving, then the driver will face up to 10 years in jail.

While it is too late for Brian Hampton whose actions led to the death of Jade Clark in

Dorset, or the many others whose lives have been taken due to someone who should not have been on the road, MAG supports the change. MAG's National Chairman, John Mitchell says, "This change is a victory for common sense. MAG will still keep the pressure on to change the sentencing guidelines for all cases. It is wholly unacceptable that someone who should not be on the road in the first place can cause someone's death, then get away with a metaphoric slap on the wrist in the form of a short prison term".

Response from Sadiq Khan MP, Labour's Shadow Justice Secretary, to the Government's announcement on sentencing for banned drivers:

"Those driving without insurance that cause serious injuries or deaths should be properly punished. The Government also needs to assure the public that they have enough space in prison to cope with the increased demand. The current shortage of space and increased overcrowding on their watch has led to serious problems in our prisons."

Hi VIS?

I'm in Switzerland doing stuff and fairly busy, but I do get a chance to get into town now and then, cough, cough. I don't know the rules and regs for riding here. I don't have my bike with me (hard to get on the plane). And, given the fast pace of driving around here and my lack of knowledge of the roads I wouldn't actually go through town on a bike, I'd be a hazard to others, unlike the newly qualified girls and boys on their bikes and scooters that ride like old experienced London despatch riders.

Ok, here's a thing. Here in Geneva and down in Monteux there are bikes, scooters of every description, they are HUGLY popular with everybody. There are far more bikes on the road here than at home and a greater mixture of the type of riders. Now, scooter riders ride with a kind of heavy fabric leg cover that is fitted to the fairing and covers their legs from the elements. Motorcycle riders tend to ride in Armani, Hugo Boss, Versace, surprising few wear dedicated bike gear (and its tipping been down here this morning).

Nobody wears His-Vis, they just don't; may-be it is not high season for Hi-Vis fashion I don't know. Talking to the riders at CERN (and there's lots of them) bike accidents are quite rare. Now given the traffic here is simply MAD, frantic and fast and you have buses, trams, tram lines in the road, bizarre junctions and random lanes you would think that bikers would need every safety aid going, but oddly HI-Vis is not seen as needed or even useful. And they seem to have a much lower accident SMIDSY rate than at home (but that's anecdotal I have no evidence).

Biking is not seen as dangerous but as a vital, useful and important transport mode.

Dave Wigham, Durham MAG

The effect of two novel lighting configurations on the conspicuity of motorcycles – Trevor Baird

The TRL (Transport Research Laboratory) – yes that same TRL who many years ago proposed a specific design of motorcycle leg protectors, that MAG fought against and won.

At that time – 1994 - research by the motorcycle industry showed that the design of the leg protectors was only beneficial in 25% of accident situations and actually detrimental in 50% of accidents. Worse still the effects of the leg protectors on head trajectory and deceleration would lead to increased severe and fatal head injuries.

The TRL was involved in aims to develop solutions for tampering prevention measures on L-category vehicles (motorcycles) – during the Type Approval Regulation proposals from the European Commission.

The TRL say that they are an internationally recognised centre of excellence providing world-class research, consultancy, product testing covering all aspects of transport.

For motorcycling one could say that they delve into our safety, after all we are recognised as vulnerable road users who perhaps need protected from ourselves and others!

Anyway the TRL have recently reported on the findings from a roadside observation study in which participants were invited to observe a section of road (60kph limit) in Albany, Auckland, New Zealand, while a trial motorcycle was ridden past their position (average approach speed 55.7kph) displaying either a single headlight, a 'V' lighting configuration with the headlight and LED lighting on the raised mirrors of the motorcycle, or a 'Y' configuration which added LED lighting on the front forks.

Night-time observations were also undertaken in which the motorcycle was detected approximately three-quarters of a second earlier with the 'V' lighting and approximately one and a quarter seconds earlier with the 'Y' lighting than with the headlight alone, but only when the participants were instructed to search the scene for motorcycles (as opposed to reporting the things in the scene that grabbed their attention).

Daytime detection was much earlier than night time detection, and detection was much earlier when participants were asked specifically to search for motorcycles.

Quoting from older studies the TL say:

Motorcyclists have been shown consistently to be at a high risk of being involved in road collisions

Often such collisions involve another vehicle violating the path of a motorcycle at a junction or intersection.

TRL say from some studies:

It is known that two key factors contributing to such collisions are the relatively low conspicuity of motorcyclists, and the relative difficulty that other road users have in judging the time it will take a motorcycle to reach their position (time to collision or TTC).

What would you say to the TRL, considering the answer is already in the text - *detection was much earlier when participants were asked specifically to search for motorcycles?*

Download the full report – you will need to register with TRL - <http://tinyurl.com/q4zfk07>

TRL is at - www.trl.co.uk

Autonomous Emergency Braking Systems. What's your opinion on that? For me, its another accident waiting to happen. See the Early Day Motion below and if you're as concerned as I am for the safety PTW riders then, please, contact your MP expressing those concerns.

Parliament - Early Day Motion (EDM) 1310 - Autonomous Emergency Braking Systems

“That this House congratulates Thatcham Research for its Stop the Crash campaign to raise about the safety benefits of autonomous emergency braking (AEB) systems; notes the growing body of research that AEB reduces the occurrence of low speed crashes by around 20 per cent as well as being important in mitigating the effects of higher speed crashes; and welcomes the initiative taken by esure Group in offering motor insurance premium reductions to encourage people to purchase cars fitted with AEB as standard in order to support safety on UK roads.”

Thatcham say, “Using technologies such as radar, lasers and optical sensors to identify other vehicles and in many cases pedestrians, AEB automatically applies the brakes if the driver does not respond in time, to avoid or mitigate a collision, saving countless lives, injuries and inconvenience.”

How motorcycles – scooters – mopeds – fit into this system is not quite made clear, maybe an email or letter to your MP, especially if they have signed the EDM, to find out their understanding on how we would interact with these vehicles fitted with AEB might be appropriate?

<http://www.parliament.uk/edm/2013-14/1310>. <http://www.thatcham.org/aeb>

Consultation – Cutting The Number Of Road Markings And Signs

Plans allowing councils freedom to cut the number of road markings and signs were announced on the 1st May 2014 by Road Minister Robert Goodwill.

The consultation which also contains proposals for clearer road markings and new low-level signals for cyclists which will help improve safety on the roads.

The proposals will reduce the number of signs that the Department for Transport will need to authorise and streamline the approval process for councils, cutting regulation.

Roads Minister Robert Goodwill said: “The number of signs have soared from 2 million in 1993 to over 4.6million today. This is causing unnecessary clutter in our towns and cities.

“The proposed changes will mean greater flexibility for councils to cut the number of signs, whilst ensuring consistency and making sure our roads are even safer for cyclists and motorists.”

The changes will mean road users will have signs that are easier to understand and could cut clutter on the roads. The proposals will also look to relax regulations for parking bays and yellow-box junctions to give local councils greater flexibility in designing road layouts and markings.

The Department for Transport also plans to introduce a range of measures to help local authorities make roads safer for cyclists and encourage more people to take to 2 wheels. These include:

- bigger cycle boxes at traffic lights to make it safer for cyclists at junctions
- low-level traffic light signals and filters that give cyclists a ‘head start’ on other traffic
- the roll-out of shared crossings for pedestrians and cyclists which allow those on a bicycle to cross the road safely
- removing the ‘lead-in’ lanes at advance stop lines, which force cyclists to enter a cycle box alongside the kerb

The department has worked closely with local councils, traffic authorities, sign makers and consultants to revise the Traffic Signs Regulations and General Directions (TSRGD), which offers clear guidance to local councils on road signs and markings.

As part of the consultation, the department is also holding 9 events across Great Britain to explain the improvements and proposed changes to over 700 practitioners. Details about the event can be found at the Institute of Highway Engineers .

The consultation closes on 12 June 2014.

Open consultation- Traffic Signs Regulations and General Directions 2015

<https://www.gov.uk/government/consultations/traffic-signs-regulations-and-general-directions-2015>

Update from Stevie B – Remember in the last issue Stevie wrote that he had been out riding one evening and found 97 unlit/unmarked traffic calming in Huddersfield? Here’s an update:

“ Good dialogue with Highways Engineer has been established. He thanked us for our input in reporting these matters, agrees and shares our concerns, understands fully our point of view and he has undertaken to get any we report mended ASAP and urges us to keep reporting and if not repaired in timely fashion then to contact him direct.

I think that’s a result

At the moment we're allowing him time to work through those reported so far and I can see many have been done

Next step is to make it easier for all Huddersfield MAG members to report, coming up with a template so they can fill it in and then report to me, then I will deal with the Council, some seem reluctant to play the game though they attend meetings and nod at the right time!"

[I think this is a great result. I can't emphasise how important this is. Very much a local issue and a bit of observation and reporting on your part could save lives. AG]

Remember also Stevie's suggestion for an '**Activist Conference**'? So far only one person has taken this up. Get back to me if you're interested and I'm happy to take it to NC for their consideration. AG.

bikesinbuslanes@outlook.com – Please get back to Owen (Bikesinbuslanes) Morris if you have successfully campaigned for this. Owen is collating all the information which should have been done from 'go'. Thanks.

And a relevant message from Leon:

Bikes in Bus Lanes -

"Anyone who wants access for bikes in bus lanes in their area can be heartened by the fact that the Department for Transport has now standardised the sign for PTWs (powered two-wheelers), and has accepted one for use by ALL UK Local Transport Authorities.

So if anyone pushing for bikes in bus lanes, etc. is told that 'there may be an issue over agreeing PTW signage'... you can confidently tell them that that is no longer true, or utter crap! – depending on your negotiating style and relationship with the officers concerned.

If you have a bus lane (or one is being proposed) in your area and bikes are being excluded, get organised! All around the country, MAG branches are overturning such road bans on a regular basis.

MAG has quite a large amount of evidence in favour of getting bikes in bus lanes, as part of the solution to congestion. Don't let the councils fog you off, saying they have to spend the next year or so researching the matter – as they are spending council tax payers' money reheating the same pot."

And, from Dave Hammond, Eastern Region on bus lanes:-

Just waiting for a change in the Traffic Orders then Motorbikes will be allowed to use the Bus Lanes in Peterborough (With the exception of the dedicated bus roads) and all future Bus Lanes within the City will allow motorbikes by default. Work done by Peterborough MAG.

[Excellent, Guys. AG]

Motorcycle Clothing Rip Off Britain

Recently the BBC programme Fake Britain, fronted by presenter Matt Allwright, a man who seems to be able to hop onto a bike in one bound, exposed the dangerous fake motorcycle safety wear on sale to British consumers.

An example was a full leather racing suit in Yamaha colours, sold on ebay and manufactured in Pakistan. The programme asked riders opinions on the suit, they asked Yamaha and the programme took the suit to Dainese in Italy for testing.

The result was not only was the suit fake but it was dangerous, failed abrasion test, stitching failure etc., etc.

The programme also looked at fake/counterfeit poor quality helmets being sold on-line. Back with Dainese, who also make helmets for AGV, the programme tested a fake AGV helmet which was purchased online and made in China. The genuine helmet after five drop test remained intact, the fake just fell to pieces.

So the moral of the story is – well watch the programme on You Tube at - <http://ow.ly/wtYfi> and let us know!

Norwegian Rider 'Tested' The Guardrail Under-Ride Protection

Our rider's organisation in Europe, FEMA – Federation of European Motorcyclists Associations reports that our colleagues in Norway at the NMCU say that their “Vision Zero Motorcycle Road” developed with their road authorities has saved a riders life.

One of the measures on the road are under-guard sub-rails mounted on the corrugated steel beam barriers in dangerous outer curves.

In April this year, Even Elseth, an experienced Norwegian rider, slid off his bike, overturned, hit the sub-rail – and walked away completely unharmed.

Mr Elseth was out riding his Yamaha R1 on the road (Fv32) he is 50 years old and has had his motorcycle licence since he was 16. He also has a road racing license and regularly attends track days, he also lives close to Fv32, so he knows the road.

The collision happened in a tight corner where he suddenly lost the front wheel and the bike low-sided. There was the possibility that the front wheel lost grip on a strip of old oil spill.

The actual corner is fitted with under-ride protection (sub-rail) made of welded PVC tubes. The left turn corner is uphill and so sharp that when Mr Elseth slid off he did not skid more than 3-4 meters before he and the bike went straight into the sub-rail. The bike first, followed by Mr Elseth, who says he thinks he hit the PVC sub-rail back first, he was wearing full riding gear.

So one riders story of surviving an off which may have happened for a variety of reason, wearing full riding gear but in the main can we say, saved by protected infrastructure?

Source - www.fema-online.eu

AROUND GB (and Ireland)

West of Scotland - Magazine Launched To Help Keep Bikers On Right Track

A magazine aimed at motorcyclists, both local and visitors, who ride on roads in the West of Scotland is being distributed free of charge throughout the area in an initiative supported by the 12 local authorities, Police and Fire Service. This project delivered through Road Safety West of Scotland, is intended to encourage riders to improve their skills, increase their awareness of road hazards and make sure their bike and equipment is in good order.

The magazine, called Scottish Biker is written for bikers by bikers and aims to give information on all aspects of riding, from getting started on basic skills, more advanced training and tips on maintenance and equipment. It includes popular routes and links and covers the types of issues that bikers may come across, from the skills of cornering to where to get a cup of coffee!

Councillor Robert Steel Chair of Road Safety West of Scotland said, "The roads in the West of Scotland are understandably very attractive to motorcyclists from all parts of the country and beyond. We are delighted that riders come to enjoy our scenery and our roads, but we have concerns at the number of motorcycle casualties we have seen in recent years.

"Motorcyclists are roughly 35 times more likely to be killed in a road traffic accident than car occupants, per mile ridden. We hope this magazine will help to focus the attention of bikers on all aspects of their riding.

Original Source – Download the Magazine at - www.roadsafetywestscotland.com

Ireland Texting Banned

Our friends at MAG Ireland recently reported that texting while driving has now been 'completely prohibited' in their country.

Although many people assumed texting was already banned, the existing law referred to hand held devices and had a legal grey area where the driver was using the device to text while it was in a cradle.

Ireland's, Minister for Transport Dr. Leo Varadkar announced that a new law was formally signed banning texting while driving effective from May 1st.

MAG Ireland rightly say that they, "Welcome this decision as a positive step in eliminating the lethal practice of drivers texting while driving."

Mobile phone use by other vehicle drivers surely must be the scourge for bikers everywhere on this planet?

Original Source – MAG Ireland - www.magireland.org

ACEM New Secretary General

ACEM the European Association of Motorcycle Manufacturers (ACEM) has announced the appointment of Antonio Perlot as its new Secretary General, with effect from 1 May 2014.

Mr Perlot was appointed at the ACEM General Assembly in March 2013 and will replace Jacques Compagne (61), who after 10 years at the helm of ACEM will be taking his retirement at the end of July 2014. Mr Compagne will take on the role of Senior Advisor to the ACEM Secretary General and Executive Committee.

An Italian-Swedish national, Mr Perlot (43) has substantial experience in the motorcycle sector and EU interest representation. Between 2001 and 2006, he worked for the Federation of European Motorcyclists' Associations (FEMA), first as Campaigns Officer, then as Secretary General. Prior to that, he worked as an EU public affairs consultant representing clients from different industry sectors and, before then, in the NGO sector.

ACEM, the Motorcycle Industry in Europe, is the professional body representing the interests and combined skills of 14 manufacturers of L-category vehicles (mopeds, motorcycles, tricycles and quadricycles) producing more than 30 brands, and 18 national associations out of 15 European countries, employing over 125,000 people.

And as we know FEMA represents rider's rights of which MAG is one of the founding members and continues to have a say on European issues through FEMA's representation to the European Parliament and its institutions. Both FEMA and ACEM have worked together in the past, although perhaps having differing opinions on various issues at times but a relationship that deserves mutual respect.

FEMA - www.fema-online.eu

Original Source - www.acem.eu

IAM Calls For Safety Rating On Motorcycle Clothing

Road safety charity the IAM (Institute of Advanced Motorists) is calling for protective motorcycle clothing to have clear labelling for the amount of protection it gives. The call comes after IAM research shows that motorcyclists find it difficult and time-consuming to find the right clothing at the right price.

The IAM say that eighty-five per cent of motorcyclists, whether this is just IAM members or other motorcyclists and what age groups is unclear, consider protection the most important factor when purchasing motorcycle clothing. This was closely followed by sixty-seven per cent of respondents who saw comfort and fit as an important factor.

The IAM state that, "Nearly every motorcyclist who took part in the research had spent time researching protective clothing but 43 per cent of respondents felt the right information was only available if you look hard enough. Motorcyclists are willing to pay for top quality gear as only 30 per cent of respondents consider price a priority."

Other IAM research results included from the 700 respondents to the survey:

- 71 per cent of respondents believed the brand partly contributes to the effectiveness of protective clothing.
- 60 per cent said the torso was considered the most important part of the body requiring protection. 46 per cent said hands and legs.
- 90 cent of motorcyclists stated that they always wear motorcycle protective clothing when riding.
- 48 per cent of respondents believe that protective clothing (other than the use of a helmet) should be compulsory.

IAM chief executive Simon Best said: "The industry must introduce a safety labelling for clothing like the SHARP rating for helmets. Not only will it provide better guidance on the best way to stay safe on the roads, it will give motorcyclists clear and unbiased information and advice that they need. The current situation is confusing and relies too much on promotional information to be of any real use in making a judgement."

What does not seem to be included is, considering the wetness of the UK's weather, is how this factor and labelling of protective/waterproof clothing effects rider choice. A rider might be protected but nothing worse than having soggy wet clothing. It might be also interesting to see what the results would be if a different set of riders where asked the same questions?

Original Source - www.iam.org.uk

MAG UK Central Office:

MAG UK, PO Box 750, Warwick CV34 9FU Tel: 01926 844064 Fax: 01926 844065 Email: central-office@mag-uk.org

Executive Officer	Julie Sperling	central-office@mag-uk.org
Membership Administrator	Carol Ferrari	membership@mag-uk.org
Director of Communications & Public Affairs	Lembit Opik	central-office@mag-uk.org
Transport & Policy Advisor	Leon Mannings	central-office@mag-uk.org

NATIONAL OFFICERS

National Chairman	John Mitchell	chair@mag-uk.org
National Vice-Chairman	Selina Lavender	vice-chair@mag-uk.org
National Finance Officer	Patrick van Aalst	finance-officer@mag-uk.org
Network Co-Coordinator	Anne Gale	AnneGaleMAG@aol.com
President/ <i>TheROAD</i> Editor	Ian Mutch	theroad@mag-uk.org
National Reps Liaison Officer	Position Vacant	nrlo@mag-uk.org
National Clubs Liaison Officer	Oliver Rose	clubs-officer@mag-uk.org
Events (Shows and Stands)	Neil Stevenson	events@mag-uk.org
Director of TMAGL	Pete 'Veece' Davison	central-office@mag-uk.org
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
REGIONAL REPS		
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
OTHER CONTACTS		
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