



January 2019 Network

A networking tool for Activists and other interested parties

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[Acknowledgements:- George Legg, Selina Lavender, Lembit Opik, Colin Brown, Julie Sperling]

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EDITORIAL

As per normal at this time of year (or with politicians concentrating – or not, as the case may be, on the 'B' word!!), its slim pickings on material for Network – hence a shortened version.

Around this time and towards Spring we try to bring you any information which becomes available to us if you think you might be travelling abroad. And, to start us off, for those of you planning to travel to or through Spain there's a bit of info further on in this edition.

It seems the arguments for and against the tactical manoeuvres used by police to stop/catch criminals on mopeds rages on with feelings quite high on whichever side of the fence you sit so I've included a piece I read from Visordown written by a serving police officer which you may find interesting.

Hopefully, we'll be able to unearth more information for you next month, however, just want to wish you "A very happy and healthy New Year to you and yours".

Ride free, AG

Network – Political Unit

2018 12 18

MAG's Political Unit, Colin Brown and Lembit Öpik had a productive end of 2018. Here's the latest from motorcycling's main lobbying team!

Shaun Bailey – the man who wants to be Mayor of London – meets MAG

MAG had the pleasure of meeting Conservative London Mayoral candidate, Shaun Bailey in December 2018. We discussed his view of charging motorcyclists who own older bikes the Ultra Low Emissions Zone charge (ULEZ). Shaun gave his view that he would exclude all motorcycles, based on the negligible environmental footprint these machines create. Shaun doesn't claim to be particularly experienced in terms of motorcycling, but he clearly demonstrated a willingness to learn. In fact, Shaun asked if we could arrange for him to have a ride on the back of a bike, which impressed Tim Fawthrop, MAG's London Regional Representative. We have in mind giving him the opportunity to try riding a bike through a training scheme. Our view is that Shaun is an ally of motorcycling, because he takes a common sense attitude towards transport generally. It's still two years until the next Mayoral election, but in the last weeks we have met the two candidates most likely to be the next Mayor.

Tactical Contact under debate

The process of 'tactical contact,' which is the method used by police to knock criminals off motorcycles, has been under discussion by MAG's National Committee. There are various quite complicated issues associated with this, and we expect to issue a policy position shortly. Thanks to everyone who has expressed a view on this matter, from a practical and a principled perspective.

Severn Bridge removes all tolls

After 52 years of charging road users to cross the Severn Bridges, the tolls were finally removed on 17th December, 2018. Bikers have been exempt from charging, despite a brief and unsuccessful attempt to charge riders. Now that everyone is exempt, there are grounds to introduce exemptions from road charges elsewhere. The Dartford Crossing and the proposed Silvertown Tunnel in London are two such schemes where charging remains controversial. The contradictions in policy indicate that there is no real clarity in political circles about what's right here. MAG expects the issue of charging to feature in the political activity of 2019.

Vision Zero limps forwards

The ideal of zero deaths or serious injuries has featured in various news articles, as campaigners call for extensive road safety measures to be implemented under this banner. London is trying to lead the UK on this, but it will inevitably arise elsewhere. Vision Zero has been adopted by Edinburgh and Liverpool, and the campaign group have branches across the country. Please let us know if you hear of similar schemes in your area – the idea of reducing casualties is laudable, but the pretence of reducing casualties to zero risks reducing our rights substantially. Ironically, cyclists have more to fear than other road users because their KSIs – that's 'killed or seriously injured' – per kilometre exceed those of motorcyclists. This fact tends to be ignored by campaigners, but it illustrates that there is a lack of joined up thinking, given that cycling is promoted and other forms of safer road use are being discouraged! The Vision Zero UK website states "We DO NOT campaign for high vis, cycle helmets, pedestrian barriers or other measures/laws that might deter vulnerable road users from getting about." Maybe they will be in favour of repealing the motorcycle helmet law?

London Road Safety Council

We are working on developing relationships with the 2WheelsLondon group, part of the London Road Safety Council. They want to engage with us on issues such as bus lane access and have a healthy concern for the Vision Zero concept that Road Safety Officers are required to adopt. Recently they carried out research highlighting the diminishing funding and resource applied to road safety across all London boroughs. Our contact with this group has all the makings of a healthy and productive future.

The sound of silence

In keeping with engaging with key organisations involved with the emissions debate, MAG has reached out to the United Nations Environmental team, the World Health Organisation and Client Earth to compare our analysis and their analysis of motorcycling's contribution to reducing emissions and achieving the targets. So far, we've had no response. Perhaps they're very busy. We'll keep trying.

Pushing for modal shift

Work to push our agenda of promoting modal shift to motorcycles gathers pace, despite a setback in Scotland where Transport Scotland cancelled a meeting at just 1 hour's notice. We continued discussions with Glasgow City Council and will make sure that Transport Scotland don't get off the hook. A meeting is due in Ipswich in early January, and a dialogue will be opening in Manchester in the New Year. We are still pushing for meetings in Wales, the West Midlands, Cambridge, and Bath. If you know of contacts in your local area and can secure meetings please do ask for support from the political team, and don't forget the AG policy document on the subject which you can download from here: https://wiki.mag-uk.org/images/c/cf/Promoting_Modal_Shift_to_PTWs_August_2018_%282%29.pdf

MAG PRESS RELEASES

[Yes, I know Xmas has gone but the sentiments still stand]

'Wishing you all a Merry MAG Christmas' . This version: 2018 12 21

The Motorcycle Action Group (MAG), the UK's leading voice for riders' rights, wraps up 2018 by offering a great big 'thank you' to its members for their support during the year and wishing them many miles of happy riding in the year ahead.

MAG Chair, Selina Lavender, said "This year we have continued to deal with a number of ongoing issues, including moped-enabled crime and clean air charges such as the London ULEZ and various city CAZs. MAG remains committed to working with all the relevant authorities to help resolve these issues and more. The main reason we are able to engage with the authorities and gain the successes that we do is because of our fantastic members. So 'thank you' to each and every one of you for your support over the past year – we couldn't do it without you. I wish you all a very happy festive season and look forward to helping you to take MAG forward in 2019."

Lembit Õpik, MAG's Director of Communications & Public Affairs, added "MAG has had some tangible successes during 2018, and we will continue to build on these in the year ahead. We can only do this because of our loyal members so I'd like to say a massive 'thank you' to you all because you make MAG what it is: the country's leading riders' rights organisation. Every single one of our members should be proud of their contribution."

MAG's Central Office will be closed over the Christmas period from Monday 24th December at 11:30 so this is your last chance to buy someone that MAG membership they deserve for Christmas!

The Office will reopen on Wednesday 2nd January at 09:00, but you will still be able to join on-line at <http://www.mag-uk.org/en/membership/>. You can also amend your details through the self-serve option or by emailing central-office@mag-uk.org. Normal office hours are 09:00 to 17:00.

MAG praises tolls precedent at Severn Bridges

MAG has welcomed the 'kept promise' of removing all tolls from the Severn Bridge crossings, after 52 years of charges.

MAG has spoken in support of the removal of crossing charges at the two bridges which connect South Wales with England, after over half a century of tolls. These charges, which have not applied to motorcycles, were applied to traffic for decades, causing delays and creating a considerable additional cost to road users.

MAG's Director of Communications & Public Affairs, Lembit Öpik, has highlighted the importance of this decision: 'at a time when other parts of Britain are doing their best to impose new toxic taxes and crossing charges on our vehicles, it is pleasing to see a much more common-sense approach at the Severn Bridges. This removal of tolls was promised many years ago, and they've kept that promise.

'By contrast, there is an on-going debate in many of the country's cities about introducing taxes on the pretext of reducing pollution – and some of these threaten motorcycles. Also, we are engaged in discussions about possible charges for various Thames crossings. You don't make the world noticeably healthier by slapping additional costs on road users who have little or no alternative to using their vehicles, largely in the pursuit of employment obligations.

'The Severn Bridge decision is a role model for the rest of the UK and we hope it is a sign that ever-higher road user charges have an alternative, which removes what amounts to a stealth tax from connecting economically significant parts of Britain.'
Contact MAG at 01926 844 064 or central-office@mag-uk.org

I'd like to thank We ride London for this piece on their facebook page. I'm using it because it may affect some of you.

"So, thank you, We Ride London. AG"

Euro 3 Compliance Info

One of our members has found out how to see if your older bike is actually Euro 3 compliant, see below:

Good news, I've copied and pasted the result of the riders outcome - " ULEZ has accepted the documentation and my bike is now ULEZ exempt! The NOx figure is what TFL care about and the 1200GS has a figure of 0.038 whereas the maximum allowed is 0.15 (EURO3 standard) so it is way under.

Process for 1200GS

You will need the homologation paper for your bike, it is based on the VIN number I am afraid. I got mine from BMW homologation department (email eccoc@bmw.co.uk) after sending through a copy of my V5, filling in a form and paying £120.00. If you email them they will send you the form you need to complete.

Once you have the homologation certificate you send that along with a copy of the V5 to TFL (there is a link on the website for applying for exemption) and you should receive notification in a few days.

If you have a friendly BMW dealer try ask them for the homologation papers, it may save you £120.00!

Other < 2006 bikes

What I did is contact eccoc@bmw.co.uk for the emission figures for the bike in question. You should get a table with the emission figures, the important one is the NOx. If the NOx is under 0.15 then you need to decide if you want to pay the £120.00 for the homologation papers. TFL require the homologation papers to grant you exemption." This may also work with other manufacturers.

Vacancy: Sub-Editor in respect to publication of The ROAD

Job description:

MAG requires a sub-editor, to be employed on a contractual (paid against invoice) basis for an initial term of 12 months.

The role will involve working directly with the current Editor to assist in the production of MAG's bi-monthly membership magazine, The ROAD.

Hours will be flexible, but are envisaged to be approximately equivalent to two per week plus two days in the week leading up to print (six issues per year).

Must have experience in all aspects of sub-editing/editing, including:

- . working with Quark Express (can be provided)
- .checking copy for layout, corrections, etc;
- . ensuring advertisements are current;
- . ensuring deadlines are met;
- . liaising with the Executive Officer to identify potential improvements to the magazine.

Additional duties may include creating pdfs and loading pages to the printers' site.

Remuneration:

£500 per issue (paid against invoice)

Duration of contract:

Initially 12 months (reviews at 2, 4 and 6 months) with the potential to be extended.

Application:

Please email central-office@mag-uk.org expressing why you are interested in the role and attaching a CV.

News from the European Transport Safety Council

Transport ministers aiming to weaken new road infrastructure safety rules

ETSC is warning that a weakened version of new EU road infrastructure safety rules, set to be agreed by national ministers of transport on Monday, will do little to improve road safety. ETSC is calling for MEPs in the European Parliament to demand more wide-ranging and effective rules when negotiations begin on the final legislation early next year.

In a text set to be approved at the Transport Council meeting in Brussels, EU Member States have introduced weaker language on three key elements of the European Commission's proposal from May 2018, which could substantially weaken the potential of the new rules to reduce deaths and serious injuries on European roads.

The legislation in question is an update to existing EU safety requirements that currently only apply to major European motorways known as the Trans-European Transport Network (TEN-T) of roads. The existing requirements ensure governments carry out regular road safety audits, identify high-risk sites and prioritise safety when building new roads. 18 EU Member States already apply the rules to other roads on a voluntary basis.

The European Commission had proposed to extend the rules to all primary roads in the EU. ETSC and other organisations have been calling for main urban and main rural roads to be covered, as many more people die in collisions on these types of roads than on motorways.

But transport ministers want each individual Member State to choose which of its roads are subject to the rules, leaving the possibility that some would propose the bare minimum, or only roads that already meet high safety standards.

The European Commission had also proposed to develop general performance standards for road signs and road markings across Europe. ETSC urged for these to take the form of legally-binding minimum performance standards. But transport ministers are effectively dismissing this proposal by calling for the Commission to produce a report on the issue

instead. A high standard and consistency of road signs and road markings across Europe could be an important issue for higher levels of automation, when cars increasingly take away control from the driver under certain circumstances. Proposals for network-wide risk assessment have also been weakened in the text that could be adopted on Monday.

Ellen Townsend, Policy Director of the European Transport Safety Council said:

“If transport ministers continue with this position, they will be doing precious little to change the status quo: 25,000 deaths a year on EU roads, with virtually no improvement over the last three years. We strongly urge the European Parliament to put forward a text that substantially improves road safety in Europe and hope that this will be reflected in the final deal agreed on this legislation early next year.”

The text to be agreed by transport ministers on Monday would still need to be negotiated with members of the European Parliament following a vote in the institution’s transport committee which is due to take place on 10 January.

[And the following – just what MAG argued back in the day amongst other things when it comes to DTRLs!]

Daytime running lights cause night-time danger RAC research reveals

Daytime running lights on vehicles, which have been required to be fitted on all new EU cars and small vans since early 2011 to improve road safety, may be causing unintended confusion for other drivers, according to research carried out by the RAC.

Designed to make cars more visible to other road users in daylight conditions, daytime running lights automatically switch on when the engine is running and switch off when the main headlights are turned on.

They are not designed to help drivers see where they are going, but are there purely to enable other road users to see the vehicle. This is why they are considerably dimmer than dipped headlights.

But while all new vehicles have to have daytime running lights at the front, it is not a requirement to fit them at the rear, yet some manufacturers choose to do so. And, it is this issue that appears to be causing confusion and frustration for road users in dull driving conditions as many drivers don’t turn on their dipped lights or sidelights, perhaps mistakenly thinking that because they have daytime running lights on automatically at the front the same applies to the rear lights.

An [RAC Opinion Panel survey of 2,061 motorists*](#) found that more than six in 10 (62%) claimed to see other cars and vans driving in dull overcast conditions without any rear lights on, while they noted these vehicles did have lights on at the front. Fifteen percent of those surveyed had not noticed this and nearly a quarter (23%) were not sure.

RAC road safety spokesman Pete Williams said: “This is potentially a very worrying finding as it implies that many motorists are driving without any rear lights believing that because they have running lights that switch on automatically at the front, they are also on at the rear. Alternatively, and arguably just as concerning, these drivers could simply have decided the light conditions were not bad enough to merit turning on their dipped lights or sidelights.”

Asked if they knew whether the car they drive most frequently had daytime running lights nearly half (47%) stated that their vehicle did not, 29% said theirs had them at the front only, 14% said they had them at both the front and the rear, and somewhat worryingly, 8% knew they did at the front but were unsure about the rear.

- **Daytime running lights: everything you need to know**

Daytime running lights originate in the Nordic countries where winter light levels are usually low, even in the day. Sweden was the first country to require them, making them mandatory on 1 October 1977. This no doubt explains why in 1984 the Volvo 240 became the first vehicle on UK roads to have daytime running lights.

Studies into the effectiveness of daytime running lights regarding road safety have had varying results. An American study from 2008 put the figure at a modest 0.3 per cent, however when the EU investigated the issue in 2003 it suggested there was a likely reduction in multi-party collisions of between 5% and 15%.

While EU law required all cars and small vans produced since 2011 to have daytime running lights, trucks and buses were not included in legislation until August 2012. Vehicles produced before these days do not have to be retrofitted.

Pete Williams added: “While daytime running lights are clearly bringing a very valuable safety benefit to the UK’s roads, it would be good for every driver to take just a few minutes to make sure they know whether the vehicles they drive have them or not.

And if they do, then check to see if they have them at the rear as well as the front. That way those that don’t have them at the back will be far more likely in poor daylight visibility to switch on their dipped lights to make their vehicle more easily seen from behind.

“We strongly urge everyone to carry out this check as those few minutes could make an important road safety difference.”

* Survey carried out with 2,061 members of the RAC Opinion Panel

Course will help practitioners engage with motorcyclists

The London Road Safety Council is hosting a one-day interactive workshop next month as part of its efforts to improve the safety of motorcyclists in the Capital.

The London Road Safety Council says that while powered two wheelers (PTWs) offer ‘low cost mobility’ and can play a ‘key part’ in reducing congestion and improving air quality, riders are significantly over-represented in casualties statistics.

Figures from RoSPA show that riders of PTWs, per mile travelled, are around 38 times more likely to die in a road crash than car occupants.

The workshop takes place at the Brent Civic Centre on 30 January 2019 and is designed for anyone wanting to engage effectively in behavioural change work with PTW riders.

Devised by Transafe Network, the agenda explores:

- The differing nature of P2W safety issues in different areas
- Differing safety issues for different demographic segments
- How to identify which demographic you are working with
- How to successfully engage with your target audience
- How to measure the success of your intervention using outcomes rather than outputs

The course will be delivered by Saul Jeavons from Transafe Network, and Paddy Tyson, former campaigns manager at the Motorcycle Action Group.

The course fee is £150 plus VAT – for more information, or to book a place, [contact the London Road Safety Council via email](#).

You may want to visit some of these sites if of interest:-

Guidance: Motorcycles that can be used for motorcycle riding tests (Updated 5 December 2018)

<https://www.gov.uk/government/publications/list-of-motorcycles-that-can-be-used-for-riding-tests>

Research and analysis: Driving test changes in 2017: impact summary

<https://www.gov.uk/government/publications/driving-test-changes-in-2017-impact-summary>

Scotland: Questions regarding road maintenance and compensation costs: EIR release

<https://www.gov.scot/publications/foi-18-03094/>

Closed consultation: Scotland: fixed penalty notices for road traffic offences (Updated 10 December 2018)

<https://www.gov.uk/government/consultations/scotland-fixed-penalty-notice-for-road-traffic-offences>

NI: Approved Driving Instructor and Approved Motorcycle Instructor Update 2018-19

<https://www.infrastructure-ni.gov.uk/publications/approved-driving-instructor-and-approved-motorcycle-instructor-update-2018-19>

The Driving Licences (Amendment) (Northern Ireland) (EU Exit) Regulations 2018

<https://www.gov.uk/eu-withdrawal-act-2018-statutory-instruments/the-driving-licences-amendment-northern-ireland-eu-exit-regulations-2018>

FOI release: Potholes and road defects on Highways England road network

<https://www.gov.uk/government/publications/potholes-and-road-defects-on-highways-england-road-network>

Guidance: Plug-in motorcycle grant: eligibility and applications

<https://www.gov.uk/government/publications/plug-in-motorcycle-grant-eligibility>

Statistical data set: Motorcycles (VEH03) (updated 13 December 2018)

<https://www.gov.uk/government/statistical-data-sets/veh03>

Official Statistics: Driver and rider testing and instructor statistics: July to September 2018
<https://www.gov.uk/government/statistics/driver-and-rider-testing-and-instructor-statistics-july-to-september-2018>

Telling the Shadow Home Secretary how it is:-

<https://www.visordown.com/news/general/serving-police-officer-schools-diane-abbott-police-tactics?fbclid=IwAR2xBRON3bzj86Seng6MQR0MRZxwDJWck-CDPxy7MqlAsqUUXggTfMQ07bU>

From The House

moped : 1 Written Answer

=====

Written Answers - Home Office: Police Pursuits: Motorcycles (12 Dec 2018)

<https://www.theyworkforyou.com/wrans/?id=2018-12-04.198761.h&s=Moped#g198761.q0>

Andrew Rosindell: To ask the Secretary of State for the Home Department, what assessment he has made of the effectiveness of tactical contacts to reduce*moped* enabled crime.

F E M A

Will there be a place on the road for historic vehicles?

byWimTaal - December 5, 2018



'Securing the future of our motoring heritage', that is the title of the policy paper that was presented by the European Parliament Historic Vehicle Group (EPHVG): Historic Vehicle Group:

http://www.bernd-lange.de/imperia/md/content/bezirkhannover/berndlange/2016/historic_vehicle_group.pdf

Bernd Lange: “There is a future for the motoring heritage, but it will take some effort to avoid measures and legislation that makes it impossible to keep using historic vehicles. The historic vehicle movement and legislators need to continue to work together to ensure that the motoring heritage continues to have a place on the roads of the future”.

The policy paper was presented by Bernd Lange, Member of the European Parliament for the S&D group and FEMA’s general secretary DolfWilligers was present.

To read the policy paper go to: http://www.fema-online.eu/website/wp-content/uploads/documents_library/securing_the_future_of_our_motoring_heritage.pdf

The paper emphasizes the importance of motorized vehicles in our history and the need to preserve them as important part of our heritage. The EPHVG also thinks it is important to keep these vehicles moving. The paper deals with the challenges that owners of historic vehicles face in their attempt to preserve and use their vehicle on the road, be it a car, motorcycle, truck, bus or agricultural vehicle.

Issues that are at stake are road safety, emissions, sound, low emission zones, connected and in the future automatic driving cars, maintenance and economic aspects. The paper gives the view of the working group to these aspects and the way to deal with them and secure the future of the ownership and use of historic vehicles. Mr. Lange stressed the importance of a proper definition of historic vehicles, to be able to get some kind of standardization of measures all over Europe, e.g. the admission of historic vehicles to low emission zones.

Most important part of the event was a presentation by professor Bert van Wee of the Technical University Delft (Netherlands) about some of the most important aspects. Van Wee studied these aspects for cars, because there are no such studies for motorcycles. However, in our opinion, what is said about cars goes for motorcycles too, only with different figures.

Safety – Van Wee spoke first about safety aspects and concluded that although historic vehicles lack the passive and active safety features of modern vehicles, there are less fatalities per million cars or per kilometre because of driver compensation, slower cars and use in better circumstances. In the view of Van Wee cars in general will be safer, partly as a result of the development of automated vehicles. Automated vehicles will always need to share the road with non-automated vehicles and even non-connected road users, which in the end the road will be safer for all cars, including historic vehicles.

Environment – The next aspect mentioned was the environment. Indeed, historic vehicles have much higher emissions of pollutants per kilometre. The biggest problems are NOx and PM (particulate matters). CO2 is not the largest problem, and in view of the small share of historic vehicles in traffic no problem (yet). To look at it as emission per kilometre is just one way to do that. Other angles can be to look at spending, and then it turns out that CO2 (in fact cost of fuel) is just a small part. Policies to reduce emissions need to be effective, efficient and fair, and mainly focussed on toxic emissions like NO2 and PM. For cleaner air we need lower limits. Historic vehicles cannot comply with these standards, but because of their limited numbers and use, to forbid them would be too blunt. A solution can be found in charging per kilometre. A moderate tariff (in terms of € 0,10 per kilometre) would not hurt the owner of a historic vehicle and is an incentive to make limited use of the vehicle.

‘There is a future for the motoring heritage’.

Congestion – The third aspect that Van Wee has studied is congestion. This will not be a problem as the share of historic vehicles will be very low in the future: even though the number of historic vehicles is rising, the share is still increasing. Also the participation of historic vehicles in mixed traffic (with automatic and connected driving cars) should not be a problem. Only when automatic driving cars will become the standard, it could become a problem. However, with an average lifespan of seventeen years for cars and the automated cars still not being made for the general public, this will take many decades. Another aspect of this is that historic vehicles are as a rule not used during rush hours, but mainly in the weekends and with fair weather.

Jobs – The last aspect that was studied and discussed by professor Van Wee was jobs. In the European Union 100,000 to 140,000 people are professionally involved in the upkeep of historic vehicles. In the future, it may be a problem to find qualified mechanics who know how to maintain and repair older vehicles. It might be necessary to put some effort in searching and training mechanics who are familiar with historic vehicles. Of course, when it is no longer possible to keep the rolling heritage on the road, these jobs and others that are connected with historic vehicles will disappear. In the vision of Van Wee that shouldn't be to much of a problem, because the money that is now spent on historic vehicles will be spent on other expenditures.

Thinking of holidays and taking the bike abroad?

Spain to lower urban and rural speed limits

The Spanish Minister of the Interior Fernando Grande-Marlaska has announced that the country's directorate general for road traffic is working on a plan to reduce urban speed limits to a default of 30 km/h and is also planning to lower the 100 km/h out of town limit.

The plans, which also include new measures to improve the safety of vulnerable road users, were announced at an international conference organised by ETSC's Spanish member the Mapfre Foundation.

The minister said that the urban speed limit plan had come in response from calls from cities such as Madrid, Bilbao, Zaragoza, Malaga and Valencia.

And, again, in Spain:-

Spanish driving rules: <http://www.n332.es/ebook/SpanishTrafficLaw-Part12.pdf>

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