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AGC 2005:		The Motorcycle Action Group (MAG) is urging Transport For London TFL to drop its plans to prohibit motorcycle taxi operations in the capital.
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It would seem that TFL are not just overreacting to a problem but are imagining a problem in order that they can over react to it.

MAG President Ian Mutch said, "The present intransigence over the issue represents the ascendancy of pedantic hysteria over common sense. We don't need a road safety czar to solve this one we need a Solomon. After he's sorted the taxi issue he can sort congestion at a stroke by taking a sword to cars and slicing them down the middle providing . . . motorcycles - voila!"

UK NATIONAL AUDIT OFFICE REPORTS ON VEHICLE CRIME REDUCTION.

The National Audit Office reported today that Home Office and other organisations' programmes have helped reduce thefts of and from vehicles by 30 per cent since 1999.

Comptroller Sir John Bourn says this is a significant achievement but added that there is nevertheless scope to reduce such crimes even further. According to the British Crime Survey 2003-04 there were 241,000 thefts of vehicles, 1.3 million thefts from vehicles and 543,000 attempted thefts of or from vehicles. In addition to the distress and inconvenience that vehicle crimes cause, Home Office research estimates that thefts of and from vehicles cost society around £2.1 billion a year. The British Crime Survey 2003/04 shows thefts of vehicles have dropped the most year on year - down 13 per cent - with theft from vehicles down six per cent compared to the previous 12 months.

In assessing the Home Office's efforts the NAO found that:

Good progress has been made in working with the motor industry to bring about new improvements in the security of vehicles. These improvements are likely to be the main reason for the reduction in thefts of vehicles.

- Steady progress has been made in improving police enforcement to deter criminals.

Detection rates remain low compared to other offences, but the introduction of the Automatic Number Plate Recognition system could lead to further significant improvements.

- Good progress has been made in raising public awareness of vehicle crime.

The NAO report recommends that:

- The Home Office encourages all hospitals and railway companies to make their car parks secure

- **The DVLA needs to improve the accuracy of its vehicle records (currently, 32 per cent of them are said to be inaccurate in some respect) to help the police identify stolen vehicles better**

- The Home Office needs to remind Local Authorities of their obligations to set up a register of motor salvage operators and the Department should explore further how it could co-ordinate its publicity campaigns more closely with local initiatives to tackle vehicle crime.

SMMT chief executive Christopher Macgowan commented, "The National Audit Office findings are a tremendous endorsement of the work vehicle manufacturers have done to make new cars more secure."

A gentle reminder here:

Many areas are now re-visiting that chestnut the Local Transport Plan for 2006—2011.

Given the added impetus of the last few budgets endorsing motorcycles and the recommendations for the last LTP it is well worth getting involved in the drafting of the new LTP which has to be done via consultation with stakeholders [Us, the road user]. Many councils still have not implemented the recommendations or the gold standard for secure parking as set by Sandwell Council and accepted as the standard through much of Europe.

The Sandwell Strategy can be accessed via the MAG website as can the MCIA resource pack.

Additionally your Regional Rep now has two CD ROMs which present MAG's wish list and arguments for inclusion in the new LTPs extra copies are available from the MAG Office and guidance on the MAG website.

MAG on the Dft website

The Compendium of motorcycling Statistics, published by the Department for Transport can be obtained at the following web site:

http://www.dft.gov.uk/stellent/groups/dft_transstats/documents/downloadable/dft_transstats_032250.pdf

Euro Trash**Issued 28th January 2005**

It's more Eurotrash says the Motorcycle Action Group (MAG) of the latest licensing proposals to come out of Brussels under the 3rd European Driving Licence Directive.

The European Parliament's Transport Committee has voted in favour of amendments to the directive in a poor effort to harmonize motorcycle testing and licenses across the EU.

The proposed changes also aim to create a safer testing regime for riders but simply moving the age limit for Direct Access to 26 does not make a safer rider. Nor does waiting until you are at least 19 years to ride a bike bigger than 125cc"

Brussels has created a hodgepodge of differing age limits to the licence structure for riders and in doing so, has denied riders the right balance between safety, mobility and access to Powered-Two Wheelers while failing to address the real issues of motorcycle safety.

MAG says that quick-fixes for safety by unreasonably limiting access to motorcycles will not work. Instead, MAG recommends a constructive approach featuring:

The introduction of long term education for road safety starting at school level.

High quality cost-effective initial rider training.

Raising the awareness of other vehicle drivers to motorcycles.

A re-focus on the relevance of experience rather than age.

MAG Director of Public Affairs Trevor Baird said, "There is a reluctance to look at the facts and an enthusiasm to reach for the unrealistic objective of a harmonised European motorcycle licence. There are big cultural differences between the European states and the 'one size fits all' approach isn't justified. Simply limiting younger riders to smaller bikes makes no sense either."

MAG is not alone, a Pan European front consisting of FEMA (Federation of European Motorcyclists' Associations) representing twenty two European riders organizations, the FIM (Fédération Internationale de Motocyclisme) and ACEM, the Motorcycle Industry in Europe, have been working in partnership by presenting a joint position paper and amendments to the directive.

MAG has lobbied UK MEP's in the European Parliament's Transport Committee and has met representatives of the UK government to state its position together with other rider groups, representatives of the motorcycle industry (MCIA) and the Motorcycle Rider Training Association (MRTA).

MAG calls on the European institutes to listen to the rider lobby, Antonio Perlot, Secretary General of FEMA said, "Our objective is to contribute to the identification of an approach to Powered Two-Wheelers insuring the coexistence of safety and mobility, through an effective and affordable licensing scheme. The Transport Committee of the European Parliament is also proposing a revolutionary approach, shifting the emphasis from testing to training."

MAG will be lobbying MEP's and MP's in earnest prior to a European Parliament vote on the directive in February and will be asking riders through in its political activists arm the 'Email Army' to respond.

Notes:

1. Details of the Initial Rider Training Project are available at www.initialridertraining.com

2. Subscribe to the Email Army at www.lists.mag-uk.org/mailman/listinfo

Action Briefing UK *Consultations - MAG Campaigns - News*

The ever increasing consultations from Government departments continues at full steam.

Two of the most recent consultations to appear on the MAG radar are from the DfT on prosecuting uninsured drivers from vehicle records, with an exemption if you have SORN'ed (Statutory Off Road Notification) your vehicle and the DVLA to charge a fee for SORN declaration, plus an annual registration fee when you tax your vehicle.

What links these two consultations is the reliance on information gathered when declaring SORN.

Now nothing is easy for the DVLA when trying to update their records especially last years introduction of a new style Registration Certificate (V5C). During the period 6 January to 27 June 2004 anyone expecting a registration document when they -

- a.. Purchased a new/used vehicle
- b.. Applied for a duplicate document
- c.. Notified DVLA of a change of details was issued with the new style Registration Certificate.

From 28 June 2004 the new certificate was sent automatically to vehicle keepers shortly after they taxed their vehicle, using their renewal reminder form (V11), or making a SORN declaration.

By the end of June 2005 the majority of registered keepers should have received a new style registration certificate. An extensive publicity campaign will be launched in May 2005 to encourage all vehicle keepers who have not received the new Registration Certificate to inform DVLA. From 1 July 2005 all existing V5 registration documents will be invalidated.

However, you cannot SORN a bike that was last taxed BEFORE 1998, so you can't get a new V5, so you can lose your reg. number and then have to pay for an age related plate as and when you get it back on the road.

But there are ways round an immovable object and that's by submitting a change of the colour of the bike. It is a legal requirement to inform DVLA of the change so they have to issue a new V5, so you keep your original reg.

But the catch is, if the new proposals for charging for SORN are introduced, you will have to pay an annual fee, plus the present system of annually declaring SORN you will face an automatic fine if you do not renew the SORN declaration.

So you need to play it smart in the face of bureaucracy to tie in the paperwork as you are ready to roll out onto the road and ride into the sunset.

Suggested questions to ask your MP /respond to the consultation document regarding the Department for Transport's proposal on uninsured vehicles.

Background

The proposals put forward by the DfT are:

- 1) The detection of uninsured driving will be significantly enhanced by the expanded use of Automatic Number Plate Recognition (ANPR) technology which will enable the police to make roadside checks on vehicles against relevant databases, including the Motor Insurers' Database (MID);
- 2) An earlier consultation paper proposes empowering the police to seize and, in appropriate circumstances, to dispose of, vehicles driven by uninsured drivers. According to the proposal, an additional preventative scheme would be required to deter drivers from becoming uninsured, not needing police intervention. This scheme entails continuous enforcement of insurance requirements from the record.

Introduction of continuous insurance

The consultation aims to introduce a system which will effectively be used to prosecute ALL uninsured vehicles from the record, which in reality will be their keepers. This includes when the vehicle is "off the road" and will rely on a combination of MID records and ANPR technology for immediate checks. This would enable prosecution irrespective of whether the keeper is actually using the vehicle on the road or keeping the uninsured vehicle on private property.

However, Third Party Only is a legally-binding contract in law of "cover" for exposure of the covering company to a risk. If the driver does not take his vehicle on the road, then no insurance company is exposed to any risk whatsoever. The "customer" or policy holder may be forced by law to pay for risk cover (a service or contract) which does not legally exist and will be fined or punished for not handing over cash to an insurance company for such a non-existent risk. Such a scheme turns motor insurance into a form of tax paid to a private company with no benefit whatsoever to the victim.

Question One) Is the government considering changing the motor insurance contract between insurers and policy holders into a tax? If not, what measures will the government put in place to ensure that the motor insurers will not take advantage of continual insurance to increase their revenue streams?

TPO Insurance is compulsory but insurers are entitled to oblige motorists to buy Fully Comp. or TPFT as well.

TPO insurance is compulsory, which means that it cannot be subject to competitive market forces. In normal conditions of supply and demand, what makes a product competitive is the fact that the consumer is not obliged to buy it - which means that the vendor/trader has to adjust the prices to meet market conditions. To exacerbate the problem, according to the Insurance Ombudsman, motor insurers are not obliged to offer third party only insurance as a stand alone product. A potential policy holder can be forced to take comprehensive or third party fire and theft as part of the 'package' if the insurance company so wishes. Because of the mandatory factor of TPO insurance, this creates a situation whereby policy holders are completely at the mercy of motor insurers.

Question Two) Is the government intending to make changes to allow vehicle keepers to be able to buy Third Party Only cover, without any obligation or pressure by insurers to buy the remaining products (comprehensive or third party fire and theft cover)?

In Great Britain, because the person is insured, this is inconsistent with the ANPR system and will exacerbate the problem by allowing motor insurers tremendous powers of selection to increase premiums.

In this country, a person driving a specific vehicle has TPO insurance, not the just the vehicle. This is not the case in most other countries where only the vehicle is insured for TPO. If only the vehicle has TPO, then anybody with a valid licence can drive it, but clearly if the *person* is insured, this ultimately gives the insurers tremendous powers of selection to make the absolute maximum amount of profit. However, the ANPR system would be "driven" on the concept of the vehicle being insured.

Question Three) Is the government considering changing motor insurance from insuring both the person and vehicle to insuring the vehicle only, in order to reduce the powers of selection of motor insurers and ensure that the ANPR system can be applied correctly?

DVLA data and conflicts of interest and abuse.

Section 22 Vehicle Excise and Registration Act 1994 gives the Secretary of State extensive powers in respect of registration particulars, because a complimentary function of registration is to support the detection and prevention of road traffic offences.

Thus, the particulars contained in the register are made available for use by a local authority and the police or, on the payment of a fee any person who can show to the satisfaction of the Secretary of State that he has reasonable cause for wanting the particulars to be made available to him.

Significantly the Secretary of State has further powers in that he may sell information derived from particulars contained in the (DVLA) register to such persons and for such price and other terms he thinks fit, if the information does not identify any person or contain anything enabling any person to be identified. It is on this basis that vehicle check companies have developed, notably HPI and EXPERIAN who capture information in respect of the vehicle from many sources and provide a profile of the vehicle which for a fee is available to a prospective purchaser/enquirer'. The ownership of a company such as HPI by Norwich Union (a major motor insurer) could lead to a conflict of interest because it opens up the opportunity of accessing DVLA data by the back door and possible manipulation of the data for profitable interests.

Question Four) Can the government ensure that information from the DVLA register cannot be obtained and manipulated by the insurance industry to their advantage in order to restrict, eliminate policy holders or increase the cost of premiums to policy holders identified by ANPR as TPO insurance evaders?

The extent of Insurance and VED evasion

On page five of the document "Vehicle Excise Duty Evasion 2004 published by the Department for Transport, Table 2a (Evasion in traffic, by tax class, Great Britain, 2004) there is a significant drop in VED evasion for motorcycles – from 22.9% in 2002 to 14% in 2004, with the comment that "Surveys of VED evasion have always shown a wide variation in evasion across the tax classes. Typically, evasion is highest among motorcycles and lowest among public transportation vehicles". Upon reading Appendix E (Estimation Error) on page 21 of this document, there is a clear indication of the reason for the variation between the two surveys used in 2002 and 2004 which explains why motorcycles have a "high" level of evasion. "All estimates given in this report necessarily have some uncertainty, as they are based on a statistical survey with a limited sample size. (...) Uncertainty is high for motorcycles because there is a combination of relatively high estimation errors and a large stock." In other words they just do not know what the level of VED evasion for motorcycles was in 2002 AND in 2004.

Question Five) In consideration of the uncertainty of VED evasion, can the government ensure that the DfT are certain about the extent of insurance evasion?

Accuracy of DVLA data

A National Audit Office survey of drivers and vehicle keepers in 2003 for the Operational Research Unit of the DfT, estimated the level of inaccuracy for driver records to be as high as 34%. (Eight percent of records had one error, two percent had two errors and 21 percent of records had three or more errors). For vehicle records, the level was estimated to be 32% inaccurate which is the equivalent of about 10.5 million vehicles. (17 percent of vehicle records had one error, seven percent had two errors and eight percent had three or more errors).

According to the DfT, overall evasion represented an estimated 5% of vehicles on the road or 1.25 million policies which according to the insurance industry cost them an estimated £230 million per annum.

Question Six) In consideration of the high level of inaccuracy of DVLA data, how can the government guarantee that they will get their proposed scheme right the system and that it will not lead to unfair convictions?

Social Exclusion

Public transport is inefficient and expensive. (e.g. a train from Coventry to London in peak time costs £83 compared to £10 for a motorcycle and £15 to £20 in petrol for a car). Motor insurance is prohibitive for younger motorists and motorcyclists. If the reason for the choice of cheap, efficient transport is hampered by companies charging unreasonable prices for trains and buses and high rates of insurance, *with the support of government*, then surely this would inevitably lead to unfairness and a distortion of the market and undue hardship for those that can least afford insurance.

Question seven) What actions will the government take to provide more efficient, cheaper public transport and reasonably priced TPO insurance to eradicate social exclusion?

MID data

Professor Greenaway explains in his report to the Secretary of State for Transport that, "Current guidelines agreed between MIB and DfT have set a target for 95% of policies being uploaded to the MID within 14 days of being issued, by 2005. MIB estimates that in fact only 84% of policies will be on the MID within this time period. Moreover, at the 95th percentile the current upload delay for recent months was 80 days in February 2004 and 54 days in March 2004. Furthermore, although there are penalties for non-compliance, including fines and even prosecution, as yet, no insurer has been subject to the latter".

Professor Greenaway recommends that permitted intervals between an insurance policy being issued and details uploaded in the MID should be reduced from 14 days to 7 days by the end of 2006 with a target of 100% compliance. He has moreover, recommended that a target date by which real time data entry will be implemented should be set, at no later than the end of 2008.

Clearly, the motor insurance companies need to be more compliant within the regulations of the MID and in order to aim for this compliance, investment of time and personnel would be a financial burden, that would inevitably be passed down to their policy holders. It would also create financial and operational difficulties for smaller insurance companies and lead to a more restrictive market. Furthermore, MAG is seriously concerned about these delays in updating records, considering that a target date for real time data entry to the MID is the end of 2008.

Question eight) What measure will the government introduce to ensure that insurance companies will not increase their premiums to pass on the cost to the consumer?

Also, what measures will the government introduce to effectively penalise non compliant insurance companies with regards to MID data entry?

Impact on criminality

The proposal for continuous insurance would criminalise only those who would normally be inside the law (because they would not be using the vehicle on the road – which is the whole purpose of third party insurance).

This will not stop criminals, which according to the Jill Dando Institute and the DfT, is a substantial part of the reason for continuous insurance. Because the criminal hardcore will simply declare false information and should they get stopped, will just let the police take the car and crush it before disappearing. In fact one of the ways the criminals get around this is by buying very cheap cars at auction for say £500. They don't tax or insure these vehicles and considering the low value, it doesn't matter if the vehicles are taken off them - they just go and get another one. There is no apparent audit trail of these vehicles sold by auction houses or insurers who sell D category written off vehicles to auction houses.

Furthermore, if enforcement depends on systems such as ANPR the crux of this legislation in making any difference whatsoever is enforcing it. Once a criminal has learned about ANPR they could simply start "cloning" vehicle registrations from legal drivers, which is what they are already doing to avoid fines from speed cameras.

Question nine) As it is apparent that there are no accurate figures to identify the number of evaders of VED or TPO insurance, could the government at least confirm whether there are any realistic figures to indicate the extent of criminals who do not tax or insure their vehicles?

Also to be considered are classic bikes and the difficulties that owners would face under the new proposals (as they cannot SORN a bike or car that was last taxed BEFORE 1998, so can't get a new V5, therefore would lose their registration number and then have to pay for an age related plate as and when they get it back on the road). Presumably with continuous insurance they would be liable to a fine or see their vehicles taken away and crushed. Also, there are many hundreds of show bikes out there which only come out on a handful of occasions. These bikes are usually taxed and MOTed but are impossible to insure for use on the road as they are so highly modified. Presumably these owners face similar difficulties – unable to insure because of the cost of insurance i.e. the insurance companies charging extremely high premiums or even refusing to insure – which frequently is the case with motorcyclists – especially after an accident.

Question Ten) If it's not possible to SORN a vehicle that was last taxed before 1998 (e.g. vintage cars or motorcycles), and if the insurance companies refuse to insure or charge exorbitant amounts of money for policies (e.g. show motorcycles or cars) or even when people have been involved in accidents and refused insurance. Will the owners be fined and do they risk having their vehicles taken from them to be crushed?

The consultation document can be found at:

http://www.dft.gov.uk/stellent/groups/dft_rdsafety/documents/page/dft_rdsafety_033114.hcsp

MAG full response is available at:

<http://www.mag-uk.org/content/campaigns/consultations/motoinsurance/MAGresponsetoDfTconsultationonuninsuredvehicles.pdf>

And action document on the Campaigns section of the MAG website.

Responses should be sent to Tom Roberts in the Department for Transport at the address given in Paragraph 5 below, and must reach the Department by 12.00 noon on Friday 25 February 2005

A brief of the continuous taxation consultation can be found at:

<http://www.mag-uk.org/content/pr/2004/november/magdvlafees.pdf>

Manifestos for AGC 2005

NATIONAL CHAIRMAN

Ian Moore.

Member no. 97145 life

I have been in the chair for 18 months now, and I am still learning.

The Chairman's job, as I see it, is to promote active discussion at meetings, to guide and advise, to have a casting vote in the event of a tie, to nurture ideas and to be a point of contact for the outside world.

The organisation is run democratically by the NC and thus by the ordinary members, not by one person.

We now have the best NC and Board we have had for many years, and we are looking forward to the day when we will have full representation from all the regions.

We have the biggest political clout we have ever had and our research is coming to fruition. I would like to continue this work, to make MAG and the MAG Foundation the most respected organisations in the Motorcycling community.

Proposed by Tony Cox membership no. 114555

Seconded by Andrew Meredith membership no 77250



FINANCIAL DIRECTOR

Justine Travis Member no. 97513

I am an IT Project Manager for a leading IT services company so have been managing large projects and budgets for over 6 years.

I am the Wakefield MAG treasurer, Yorkshire Pudding Rally treasurer and Yorkshire region secretary which takes much of my spare time.

I have been Finance Officer for MAG since April 2004 after being elected at the AGC and became Finance Director in June 2004. It has been a learning curve in 2004 but I hope to achieve greater control over MAG's finances now I have seen a full year's operation and plan to work with the Board to achieve savings and better use of MAG's finances to promote motorcycling in future.

Proposed by Jane Chisholm member no.106527

Seconded by Ian Mutch member no. 003



RESEARCH OFFICER.

Elaine Hardy Member no 116837

Over the last three years I have worked with MAG to gather information for my thesis (which focuses on the misuse of crime statistics by organisations with vested interests).

The generosity and support from MAG members was overwhelming, so I wanted to repay MAG with what I do best - research!

The position of National Research Officer was created last year to provide background information needed to present MAG's case within Government Committees and Advisory Groups. Since then, I have undertaken the role of National Research Officer on a voluntary basis.

To date, the research I have undertaken for MAG has included: a report on motorcycle crime, (which was used as the basis for presentations to police and government conferences and the MAG Foundation motorcycle crime seminar); a critique of the MAIDS report published by ACEM and the EU Commission; a critique by the EU Commission on Daytime Running Lights; a response to the Department of Transport on uninsured vehicles. The role also covers representing MAG within FEMA and the UK Motorcycle Crime Reduction Group.

I believe that research underpins the fight against the restriction of Riders' Rights. Any document using safety as a potential means to restrict Riders' freedom must be challenged.

This includes findings of reports that promote restrictions to rider conduct and to the appearance or characteristics of the motorcycle, especially when the conclusions aim to accommodate the failings of other road users or road infrastructure.

Any change in legislation that has the potential to restrict Riders' freedom must be challenged, because it is a fundamental right that an individual should be able to choose the best and most efficient means of transport that s/he needs.

Research provides facts to address these challenges.

For these reasons I would like to be elected as the National Research Officer.

Proposed by Derwen Hinds, Member no. 75432

Seconded by Ian Moore, Member no. 97145



Manifestos for AGC 2005

DIRECTORSHIP OF MAG (UK) LTD

Gerard Livett Memb no. 92282

I have been a member of the board of MAG (UK) Ltd since June 2004, and am seeking ratification from this AGC.



I believe that the function of the board is to ensure the smooth running of the business side of MAG.

Without a sound business base, the political lobbying that MAG engages in would not be as effective as it is. I can bring to the board of MAG (UK) Ltd my experience of running a business.

For the past four years I have run my own small legal services business, firstly as a partnership, and for the past two years as a limited liability company, of which I am both a company director and secretary.

I have also been a local MAG officer (treasurer and rep of Northish London MAG) for many years and am currently the Regional Representative for Greater London.

I would like to think that my MAG, business and legal experience would be an asset to the Board of MAG (UK) Limited and to furthering the aims and objectives of MAG.

Proposed by Ian Mutch Member 003

Seconded by Christine Harris Member 92282

CLUB'S LIAISON OFFICER

Alan Woolley member no. 112017

Having taken on this role provisionally in May of 2004 my aim is to build on the existing network.



My intention is to set up a network of local and regional clubs officers within MAG groups to liaise with the clubs in their areas.

The development of a healthy relationship between MAG and all motorcycle clubs is, I believe, key to the fortunes of MAG. I hope to increase the number of affiliate clubs and encourage the members of those clubs to become full individual MAG members.

Proposed by Paul Turner membership no 116205

Seconded by Alan Waldron Member 113429

NETWORK LIAISON OFFICER

Archi Hipkins member 90809 Life



I have been involved in communication both inter and intra organisationally for a number of years, both within MAG and professionally.

I believe that one of MAG's most effective tools of communication has been Network and often when this has not been available in the past to members and reps we quickly get to "Well what is going on?"

Having once again got to having a little more time I want to put that to good use for the benefit of MAG by taking up this role which I believe requires thoughtful presentation of facts, without network becoming a personal diatribe of the editor.

Therefore, I would be working along with the NC and authors of submitted articles to present a balanced and honest briefing document.

Additionally to maintain the register of reps.

Proposed Robin Straughan 103901

Seconded Chris Muncaster 83081

Bikers Are Voters (BAV)

MAG is gearing up for it's Bikers Are Voters campaign

As the UK general Election looms on the horizon, the AGC will not be the only place where you can make your vote and opinions heard.



We will be asking every local MAG group, bike club and individual biker in the UK to highlight biking issues, and reinforcing the message by asking each and every prospective parliamentary candidate for his or her views on motorcycling issues via letter writing, email and to respond to a Bikers Are Voters questionnaire.

We are presently working on the BAV campaign and to start the campaign off, what questions would you like to ask MP's and candidates on motorcycling issues?

Email your questions to public-affairs@mag-uk.org or send them to the MAG Office.

Bikers Are Voters website is at

[Http://bikersarevoters.mag-uk.org/](http://bikersarevoters.mag-uk.org/)

AGC 2005

Proposals

Proposal 1

That the wording of sections 7 and 8 of the constitution be amended to read as follows:

7.iiia Regional representatives, their delegates or other duly elected person, elected by their respective regions.

7.vii To appoint any National Officer or Regional Representative (or equivalent) in an emergency or where it is not practicable to fill any vacancy by election at the group conference.

8.ii MAG members living in the regions listed below shall decide the best structure for the effective management of their region, subject to approval by the National Committee. Each region shall elect a Regional Representative, or an officer to represent the region on the National Committee. No MAG member shall participate in elections for regional committee members in any region other than that in which they reside.

The National Committee shall determine any dispute as to the region in which a member is entitled to vote in an election.

8.iv Only regional representatives, or other duly elected persons, shall enjoy voting rights on National Committee business, (as distinct from Board business) save where the Chair shall exercise a casting vote in the event of a tie.

Proposal 2

That section 6 of the constitution be amended to read as follows: -

6 iv A simple majority shall decide all questions, except as laid down below with regard to the dismissal of Directors, which shall require a minimum of at least half of the Directors, plus one, voting in favour.

6 v The Board shall be empowered, subject to at least half, plus one, of its members voting in favour, to dismiss and replace with a candidate of its own choosing, any Director whose presence on the Board is deemed not to be in MAG's interests. Any such action shall be subject to ratification by the next NC meeting on a simple majority vote. Any replacement Director appointed by the Board shall be subject to election at the following AGC for a term expiring on same date that the Director replaced would ordinarily have been due for re-election.

6 vii All Directors shall be elected for a four- year term

Proposed by National Committee.

MAG Products

MAG official merchandise is available via mail order.

All the usual MAG products are available from T-Shirts, Fleeces, Sweatshirts, Patches, Stickers and Baseball caps.

If you are thinking of producing products for your region or local group give Anji a ring first, as she has the contacts that may give you a cheaper deal on quality products.

Contact Anji at: Tel: 0870 225 8352, Mobile: 07793 207 119 or
e-mail east-yorks@mag-uk.org



EVENTS **MAG Events – Affiliated Clubs - MAG Supported Events**

Taken from MAG UK Website events at www.mag-uk.org

March

5 West Midlands MAG **West Midlands MAG AGM** - The Park Inn, George Street, Woodsetton, Dudley, West Midlands DY1 4LN. 13:30 start. Information: Eddie on 0870 774 3543 / 07970 303528

10 Greater London MAG **London MAG Social Night** - Ace Cafe, Ace Corner (off North circular road), Stonebridge, London NW10 Meeting Starts 8:30pm

18-20 Southampton MAG **Beaver Bash** - The Bold Forester, Soberton. Contact Rose for a map. Back to basics rally. Tickets: only £4 each. Tickets/Information: Rose Mob: 07919000635 or 01329237035.

19 South Hants MAG **Southants MAG Easter Egg Run** - Run leaves from the public carpark/veiv point in front of the Churcillian Public House. Run leaves 12:30 aiming to arrive at 13:00. All are welcome, hopefully the sun will shine and we will beat the 100 bike mark! Information: 02392 436979

26 Essex MAG **Easter Egg Run (Essex)** - Meeting at Shoebury East Beach at 11.30 for a 12.00 departure, or outside the Liberty Belle, Southend Sea Front, for a 12.15 departure. In aid of The Children's Adventure Playground (Basildon). Bring an Egg or a Toy. Information: 01702 305739 / 01245 604262 / 07901571101

27 MAG Scotland **Easter Egg Run** - Kelvin Way to the Royal Hospital for Sick Children at Yorkhill, Glasgow. Bring along an Easter Egg for the kids and/or a donation for Yorkhill Children's Foundation. Information: 0141 881 4817

27-28 Reading MAG **Shepherds Hill Bike Show & Evening Party** - Reading Rugby Club, Holme Park Farm, Sonning Lane. Off the A4 Maidenhead Road 1 Mile east of the A329M/A4 Junction. FREE parking, £1 to enter your bike, disabled FREE, all bikes must be ridden, no exceptions. Stinking good party in the evening, live bands, raffle etc. Tickets: FREE. Information: 0118 954 5888

April

9 MAG **MAG Annual Group Conference 2005** - The Cattle Market, Salisbury, Wiltshire. The Conference will start at 10:30 and close at 17:00 with a break for lunch. In the evening a party will be held in the Cattleman's Hall comprising of a live band and disco. Party starts 20:00 entry to the party will be free to Conference delegates. Camping is available. Other accommodation may be obtained through Salisbury Tourist Information Centre Tel: 01722 334956

10 Salisbury MAG **4th Spring Surprise Bike Show** - Salisbury Livestock Market, Netherhampton Road, Salisbury. "Show What You Brung" format. Bar, food and band. Coming to AGC? Why not take in the show as well. From 12 noon. Ticket Pricing FREE. Information: 01794 342062 / 07970 363520

14 Greater London MAG **London MAG Social Night** - Ace Cafe, Ace Corner (off North circular road), Stonebridge, London NW10 Meeting Starts 8:30pm

24 Southampton MAG **Bike Show & AGM** - The Cricketers, Chestnut Avenue, Eastleigh, Hants. Bike show starts 12 noon until 4pm. The AGM will take place after the show. Free entrance. Information: Mob: 07919000635 or Land 01329 237035.

29-1 East Yorkshire MAG **Into The Valley** - Fridaythorpe, East Yorkshire. Camping Friday & Saturday nights in Scenic Valley, Bars, Food Vans & Trade Stalls, Bands & Disco Friday & Saturday Night, Free wood for campfires, Ride Out Saturday Afternoon, MAG Discount: ITV Products discount to all FULL MAG members. Full Members: £3.00 vouchers (Bar and ITV products) Affiliate Members: £1.00 Voucher (Bar and ITV products) **BRING YOUR CARD**. Tickets: £10 Pre-Book, £15 on the gate. To pay by Visa call :- 0870 225 8352 PLEASE NOTE THERE WILL BE A SMALL TRANSACTION CHARGE. Cheques payable to: East Yorks MAG, PO Box 255, HULL, HU10 6WU (Must include S.A.E) No Cars, No Vans, No Pedestrians, No Excuses. No Colours to be worn. Information: 0870 225 8352

May

4 Mid Lincs MAG Horncastle Bike Night - The Black Swan. Boston Road, Horncastle, Lincs. Starts: 6:30pm onwards. One of Lincolnshire's biggest and best bike nights. Free Entry.
Information: 01205 357841

12 Greater London MAG London MAG Social Night - Ace Cafe, Ace Corner (off North circular road), Stonebridge, London NW10 Meeting Starts 8:30pm

13-14 World's End MCC (MAG Affiliated Club) The 4th Short Weak End Rally - The Sun & Anchor, Steeple, Essex. Live Rock Bands, Disco, Rideout, Lots of Silly Games, All proceeds to Helen Rollason Cancer Fund & New Steeple Village Hall. Tickets: £6 Advance, £8 on gate (under 16s free). Available From: 34 The Bentleys, Southend-on-Sea SS2 6UJ. Information: Noddy - 07901 571101 or Stig - 07850 737970

13-15 Middlesbrough MAG The Number One Rally - Information: www.thenumberone.org E-Mail: rallysec@thenumberone.org

13-15 Mid Lincs MAG Mid Lincs MAG Birthday Bash - The Golfer's Arms, West Ashby, Horncastle, Lincs. Friday night relax in comfortable surroundings (sofas!), enjoying good company, real ales, and good value food. Saturday take part in our charity run (more details below) then party the night away with one of the best discos around. Tickets: £6 pre-book (before 8th April), £8 on the gate. Available From: Mid Lincs MAG. PO Box 120, Boston, Lincs, PE21 9WD. Information: 01205 357841

13-15 NABD (MAG Affiliated Club) You've Been Nabbed 14 - Astle Park, Chelford, Cheshire, off J18 of the M6, 2mils past Jodrell Bank Radio Telescopes. Bike/trike show by 100% Biker magazine, 10 Bands, 2 Discos, Comedy Club, Strippers, kids rides, loads of trade stands, cheap beer. Tickets: £14.00. Available from: NABD, Unit 20, The Bridgewater Centre, Urmston, Manchester, M41 7TE. Information: 0870 759 0603

14 Mid Lincs MAG Hedgehog Care Charity Run - The Golfer's Arms, West Ashby, Horncastle, Lincs. Meet 1:00pm, Depart 2:00pm. Our annual charity run (a ride through the beautiful Lincolnshire Wolds) in support of Spike and his friends. Please bring tins of cat food, old towels/bed linen, cotton buds or bric-a-brac. Make a weekend of it and stay over for our Birthday Bash (details above). Information: 01205 357841

21 Past It MCC (MAG Affiliated Club) Birthday Bash - Stoke Works Club, Weston Hall Road, Stoke Prior, Bromsgrove, Worcestershire, B60 4AL. Information: Ron 01527 872589 or 07967 911751

21 MAG South East The 1st Ram's Revenge Custom Show and Party - East Grinstead Rugby Club, Saint Hill Road, East Grinstead, RH19 4JU. Midday onwards, The Beer Monsters and STEViE (one bloke, one Mandolin) have confirmed. Tickets: £7.00. Information: 07855 111946 (eve).

27-30 North Devon MAG Lee Bay Bike Weekend - Lee Bay Hotel, Lee, Nr Ilfracombe, North Devon. Come and enjoy the famous Lee Bay experience. 3 nights in the glorious surroundings of this picturesque hotel tucked away between the fringe of Exmoor and the wild Devon Coast. Be prepared to sample the many pleasures enjoyed by previous rallyists at this event; band, Disco, walks along the coastal paths, guided ride out across Exmoor National Park and as many cream teas as you can manage. Leave the tent at home! Ticket price is on a room only basis per person per night, deposit payable at time of booking. All meals can be taken at the hotel either bar meals or, for the first time at this event, a full restaurant menu will be available, including full English breakfast. Take advantage of the bank holiday and enjoy 4 days in Devon. Book early as this is a popular rally and rooms are limited. Tickets: £15 (per person, per night) room only. Tickets from: 01271 867600. Information: 01271 324111

27-30 Nottinghamshire MAG Notts MAG Mellish Rally - Mellish Rugby Club, Nottingham. Disabled facilities, 24 hour toilets, showers, camping. Tickets: Pre-book MAG members £6, NABD or MAG Affiliated club members £7, Non-MAG members £8. On-the-gate tickets are ALL £12. Available From: Notts MAG, 4 Scalford Drive, Wollaton, Nottingham, NG8 1DT. Information: 0771 955 0859

To get your event listed, please fill out the event submission form and return to MAG Central Office via Post or FAX: 0870 444 8449

Or check out the Events List Submissions Page on the MAG UK web site www.mag-uk.org

Event Submission Form – MAG Events – Affiliated Clubs - MAG Supported Events

To get your event listed, please fill out the form and return to MAG UK PO BOX 750 Rugby CV21 3ZR or
FAX: 0870 444 8449

Or check out the Events List Submissions Page on the MAG UK web site www.mag-uk.org

Event Name	
Organiser (MAG Group/Region or Club Name)*	
Start Date day/month/year	
End Date day/month/year	
Your email address*	
Your contact Phone Number*	
Website or page URL	
Enquiries Email	
Location Map URL i.e. (StreetMap / MultiMap)	
Enquiries for Event Phone Number	
Tickets available from (optional)	
Ticket Pricing	
Event Location Where its happening	
Additional Information e.g. Fancy dress compulsory	

*required information

All MAG events including Affiliated Clubs events are listed free on: MAG UK Website - Streetbiker – Network.

You can also send a flier for your event which will be inserted in Network.

MAG and supported events will be included free of charge.

Affiliated Clubs please contact MAG Central Office for details.

STOLEN MOTORCYCLE CASH REWARD

Bike: Honda NX650 Dominator

Colour: Blue/Green

Reg Number: L837 MRR

Frame Number: RD025606167

Engine Number: RD02E5606885

Extras:

Security: Alarm

Stolen From: Nuffield Road, Coventry, CV6 7HW

When: Wednesday, 10th November 2004

Additional Information: Purple handlebar ends & frame.

Bike: BMW R1200 GS

Colour: Teal Blue & Silver

Reg Number: NH04 XDE

Frame Number: WB10307A94ZN29757

Engine Number: 2806388

Stolen From: Durham, Co Durham

When: December 2004

Bike: Armstrong MT500

Colour: Green

Reg Number: B25 NNP

Frame Number: MT000052

Engine Number: 212502

Stolen From: Bexhill Road, Stockport, SK3

When: 11pm 8th December – 7am 9th December

**£1000 CASH REWARD
MAG Theft Line 0870 4448 448**

CONTACTS

Central Office, P.O. Box 750, Rugby CV21 3ZR

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Please be aware that with the exception of the Central Office Staff - Public Affairs - Streetbiker Editor all of these people are volunteers with 'day-jobs'. Consequently, they may not be available to receive or return phone calls during office hours. In many cases, e-mail may be a more effective form of communication.

Middlesbrough/Cleveland MAG

The Number One Rally

**13th
14th
15th
May
2005**



**Tunstall Riding Centre:
Nunthorpe
Middlesbrough**

Tickets
Pre-Book £10
On The Gate £15
Cars £5 (Free)
Cheque & SAE to:
Middlesbrough MAG
61 Merlin Road
Boyd Estate
Middlesbrough
TS3 8EB

For Information Call John & Jacque 01642 210159

West Midlands Motorcycle Action Group presents

The Heart Of England Rally

1st - 3rd July 2005

Excellent Venue:
Stoke Prior Sports & Country Club,
Weston Hall Road,
Stoke Prior
(signed from M5, J5)

Live Music:
Fri: Cracked Actors
Sat: Crazy Legs
Vincent Flats
+afternoon acoustic set

Bike Trophies
Trade Stalls
Silly Games
Raffle
Children's
Entertainment

Tickets: £10 pre-book or £12 o.t.g.
(Last Pre-book date: 17th June - Buy 10, get 1 free.)
MAG members: show your membership card at the gate for free raffle entry

Info: Eddie 0870 7743543/ 07970 303528
www.westmidlandsmag.org.uk

In support of MAG(UK) - the leading riders rights group