



### MAG MEMBER GETS THE HUMP

Goldwing Owners Club and MAG member John Kent from Dinnington South Yorks, recently got the hump over the design and positioning of road cushions in the town, that seemed to have been placed without any regard to motorcycles.

A major concern for John is that at night and especially in the wet, the visibility of road cushions are not helped by the use of orange sodium streetlights, which seem to mask the white triangles painted on the road surface indicating the position of the cushions. But where would he start to highlight his concerns and more importantly, to get a resolution to the problem.

John started by sourcing the details of the Borough engineer but felt he needed to speak the language of road engineering before engaging in the language of humps, tables and vertical and horizontal calming.

So armed with information supplied from MAG Central Office, John phoned the Borough Engineer at Rotherham Council and was surprised that he knew his name (strange) and was genuinely interested in his views and input.

To his credit the Borough Engineer was in fact studying the recently released Government Motorcycling Strategy for the UK, which has guidelines regarding taking account of the needs of motorcyclists in Local Transport Plans (LTPs) and find ways to ensure their safety.

The Borough Engineer was aware of the soon to be published Institute of Highway Incorporated Engineers (IHIE) guidelines which will provide advice and good practice in local authorities and others involved in designing, maintaining and managing the road network.

He was also aware of MAG and acknowledged our input into government strategy!! Are we winning? Well in Rotherham it seems we are and top marks for at least one Borough Engineer who while not being a motorcyclist is making an effort to include motorcycles in his thought process.

But as they say, the proof of the pudding is in the

eating, so what practical solutions are being offered?

After an initial round of establishing credentials before settling in to some really meaningful discussion the Borough Engineer had noticed himself that the markings at the road cushions weren't easy to see under the orange sodium streetlights. There was a paint he had become aware of that was reflective and he intends to try this out by using it on the triangles present on the cushions.



Other road calming measures were discussed including the mix of "jut outs", cushions, tables, mini roundabouts, that have been trialled in the area and that more effective solutions were being looked at.

Work is being carried out at the moment to remove two sets of cushions, that are out side a school, on a bend AND immediately before a Zebra crossing in both directions! The whole lot is being replaced with a table on the crossing.

Tables that were constructed elsewhere have a gentle slope and are in tarmac not block. John suggested that he considers red tarmac for the new table outside the school and asked if he will monitor the traffic. He replied that not only does he go there regularly but has also conducted speed camera observations too to see if the traffic was slowing down.

He was also interested to get John's view on other road problems in the borough and a business like but friendly chat was conducted on many sites.

With an attitude and air of professionalism from one phone call, John is very optimistic for future dialogue on seeking riders' views on future projects.

So armed with the right tools, one rider, one motorcyclist and one phone call can put across the view from this side of the fence.

## SIMON MILWARD TRAGICALLY KILLED IN AFRICA



It is with great regret that we must tell you that Simon Milward, the former General Secretary of the Federation of European Motorcyclists Associations (FEMA) has died in a road accident in Africa while on a round the world charity fund-raising motorcycle ride.

Simon, who set out on what he called The Millennium Ride at the beginning of 2000 was raising funds for charities providing medical assistance via motorcycles in poor countries.

He had reached the West African state of Mali in West Africa on his way back to Europe when the accident occurred.

Details from the authorities are minimal at present but we shall post more on MAG's website as information becomes available.

Initiatives have been made to repatriate his body and we shall post bulletins on the website to advise of further arrangements.

Anyone wishing to recognise the selfless work Simon so enthusiastically committed himself to, may like to visit his website for details regarding donations to his charities.

[www.millennium-ride.com](http://www.millennium-ride.com)

All of us at MAG UK wish to express our sympathy to Simon's family and his many friends around the world. His loss leaves a huge gap in all our lives.

Ian Mutch  
MAG President

Federation of European Motorcyclists' Associations (FEMA)

The Federation of European Motorcyclists' Associations (FEMA) regrets to announce that its former General Secretary Simon Milward passed away following a road accident on the 4th of March 2005 near the city of Kayes in Mali (Africa). Simon was forty years old.

Simon Charles Milward was born on the 28th of January 1965 in Strete, South Devon, United Kingdom.

In 1989 Simon quit as quality control manager with a leading British reprographic printing company to concentrate on something he believed in and where he thought he could do something useful. Simon started a fulltime career working for the interests of motorcyclists with the Motorcycle Action Group United Kingdom.

In 1992 Simon established the Brussels headquarters of the Federation of European Motorcyclists (FEM) in Brussels and became FEM's General Secretary. Finding his way through the EU maze he started co-ordinating efforts towards specific legislative targets. This resulted in bikers being among the first citizens to benefit from the democratic changes of the

Maastricht Treaty and due to Simon's never ending work, FEM became a well-known and effective lobby group in the EU institutions. In 1998 FEM merged with the EMA (the European Motorcyclists Association) to form the Federation of European Motorcyclists' Associations (FEMA). Simon Milward became FEMA's General Secretary. Affiliated to FEMA today are 22 national riders rights organisations from 18 European countries.

On January 1st 2000 Simon left Europe to fulfil a lifelong dream: to ride his handmade motorcycle around the world on a humanitarian mission. His journey was supposed to last for 18 months, but it turned into a five year long odyssey. Simon was expected to arrive back in the UK around October 2005.

With the passing away of Simon Milward, the European motorcycle community has lost a true rider and a pioneer in the riders' rights movement. Simon always inspired those who have had the honour and the privilege to work with him and we will never forget him. We have lost a friend.

Our thoughts are with Simon's family and friends.  
FEMA

## THE SE REGION IS ORGANISING A MEMORIAL RUN FOR SIMON MILWARD.

SUNDAY APRIL 24TH LEAVING 13:00

The start of the SE Run will be in the Kent & Sussex Courier's front car park, Longfield Road, North Farm trading estate, Tunbridge Wells. (Just off the A21)

At traffic signals turn left A26 (signposted Lewes) A26 0.20 Junction with A267. At mini-roundabout turn left A267 (signposted Eastbourne) A267

"The Bull" public house. Ascend A267

Arrive at Frant ("The Abergavenny Arms" public house) A267 Start out at Frant, E Sussex. Follow signs Tunbridge Wells A267 A267

Mark Cross (Junction with B2100). Keep forward A267 Junction for Mayfield. At roundabout take 2nd exit A267 Five Ashes A267

Junction for Lewes. Turn right B2102 (signposted Lewes) B2102

Junction from Cross in Hand. Turn right B2102

Blackboys ("The Crown Inn"). Keep forward B2192 B2192

Holland ("Black Lion Inn"). At roundabout take 2nd exit B2192

Junction with B2124. At roundabout take 2nd exit B2192

Arrive at Ringmer (war memorial) B2192

Start out at Ringmer, E Sussex. Follow signs Lewes B2192 B2192

Earwig Corner (Junction with A26). At T-junction turn left A26 A26

Cuilfail Tunnel Roundabout (Lewes). At roundabout take 1st exit (signposted Newhaven) through Cuilfail Tunnel A26

Junction with A27. At roundabout take 1st exit A27 (signposted Eastbourne) In 1.2 miles over level crossing A27 Beddingham. At roundabout take 2nd exit A26 (signposted Newhaven) A26

(edge of) Tarring Neville A26

(edge of) South Heighton A26

Junction with A259. Turn left and follow signs Brighton A259

Cross swing bridge into A259

Arrive at Newhaven A259

Start out at Newhaven, E Sussex. Follow signs Peacehaven A259 Ascend A259

Peacehaven. In 0.5 mile at roundabout forward (signposted Brighton) A259  
Telscombe Cliffs. At roundabout take 2nd exit A259  
East Saltdean. At mini-roundabout forward In 0.5 mile descend A259  
Arrive at Rottingdean A259  
Start out at Rottingdean, E Sussex. Follow signs Brighton A259  
In 0.7 mile at roundabout forward A259  
Brighton Marina Village (on left). Take right-hand lanes (signposted Town Centre) A259  
Arrive at BRIGHTON (Palace Pier) A259



There will be a memorial service for Simon. At present this will be Saturday 7<sup>th</sup> May in Exeter. More details to follow.

## Daytime Running lights

### **MAG FORGES LINKS WITH DADRL**

For those of you who are interested in the issue regarding the enforced use of daytime running lights. Stephen Prowers from the BMF and MAG's National Research Officer; Elaine Hardy wrote two papers arguing against daytime running lights for FEMA. There is a website called Drivers against Daytime Running Lights <http://www.safespeed.org.uk/~dadrl/biker.html> which campaigns against DRL.

Having spent some time looking at the site, I found it impressive with a wide range of debate on the subject and the of road user groups. It is well worth visiting the site and arming yourself with the facts from the site for your debate with the bus operator in your area.

It may be worth noting that there is a big dispute on in France at the moment where the government is trialling use of DRL in wintertime. (November to March) If, as seems likely, they get their way, it may increase the likelihood of T Bliar's safety nannies getting similar ideas in the name of European harmony. Be prepared.

## Regional Affairs Meeting 12<sup>th</sup> February 2005

Meeting commenced 10:15am

### Apologies

Shan Tedder (East Anglia), Mike Baker (South West), John Thomson (Southern), Gary Olphert (Secretary Northern Ireland), Rick Phillips (Thames Valley), Simon O'Connor (Essex & Herts).

## Present

Ian Moore  
Ian Churchlow  
Justine Travis  
Archi Hipkins  
Ian Mutch  
Trevor Baird  
Andrew Davis  
Eddie Lowe  
Tony Carter  
Elaine Hardy  
Gerard Livett  
Steve Wykes  
Jane Chisholm  
Alan Waldron  
Tony Cox (TC)  
Paul Turner  
Robin Straughan  
Derwen Hinds  
Alan Woolley

Chairman  
Vice Chairman  
Finance Director  
National Network Communications Officer  
President  
Director of Public Affairs  
Acting Regional Rep – South Wales  
Regional Rep – West Midlands  
Deputy Regional Rep/ LGLO – South East  
National Research Officer  
Director & Regional Rep – Greater London  
Regional Rep – Scotland  
Regional Rep – Yorkshire  
Regional Rep – East Midlands  
Regional Rep – North West  
Regional Rep – Cumbria  
Regional Rep – North East  
NC Liaison – Western Region  
National Clubs Liaison Officer

## Minutes of last Meeting

The minutes of the last RAMs meeting were accepted with minor corrections.

Proposed Jane Chisholm, seconded Robin Straughan.

## Matters arising

Archi indicated that the current delay in processing and ratification of the RAMs and NC minutes means that minutes are not published for over two months. He believed that this delay gave less opportunity to carry out actions promptly and failed to keep the membership informed about the latest issues. It was agreed that minutes should be prepared within three weeks and ratified on the NC list to speed up the process.

Steve Wykes had prepared a draft framework for a Motorcycling Policy in Scotland for the Scottish Executive. This was to be agreed with the BMF in Scotland and put forward as a submission from the motorcycling community.

### Action Steve Wykes – Ongoing

Uncle Sol had prepared a CD-Rom presentation on the benefits of motorcycling in connection with Local Transport Plans for local Councils and the IHIE. Copies were distributed to Regional Reps. He was now looking at Gloucestershire's Local Transport plan in detail.

### Action Uncle Sol - Ongoing

Alan Waldron advised the NC that the move towards automatic policing of the roads was continuing in Nottinghamshire, with all but two of the force's Police Bikes having now been sold. This was considered to be a retrograde step, while proposals to use civilian volunteers to man mobile speed cameras, was a worrying development which is open to abuse.

Work on the new issue of Pink forms was now complete.

Action Uncle Sol – To provide master to Ian Jones, so that he can distribute ten forms to all regional reps.

New Foundation and Board e-mail lists with improved security had been created.

With renewed LTP action a Forum of bike forums was to be set up and co-ordinated through Nottingham MAG.

It was noted that with two recently appointed regional reps the NC required to produce an introductory pack detailing information necessary to facilitate attendance at the NC. There was also a need to mentor new reps to ensure that they could be brought up to speed quickly and efficiently.

It was also noted that communication with reps in a couple of regions had been problematic of late and it was suggested and agreed that the monthly e-mail check up should be re-introduced.

Around the Regions

National Network Communications Officer – Archi indicated that he had produced and sent out his first edition of network. He envisaged that network should primarily be used as a feedback tool for information from the NC to the regions. To this end NC minutes would be included in network once ratified. There was also a need to get information from and about clubs to provide an improved link to affiliated clubs and re-establish MAG communication.

Archi was thanked for his efforts and welcomed on board by the NC.

North-East – Robin indicated that Wear Valley MAG were currently struggling, but that a re-launch for the group was being planned. In contrast Darlington MAG were going from strength to strength, having raised £170 from their Christmas do. While they were looking at holding a “fix your bike day” to attract more novice riders to the group. They had also presented the council with information on secure bike parking. The North East stall is scheduled to be present at Bikewise and at an event organised by the Centurions.

Draft Local Transport Plans for Durham and Darlington are due to be published in March and will need to be reviewed.

Stormin the Castle had donated £35k from the proceeds of the 2004 rally to MAG and were proceeding with preparations for this year's event of 2<sup>nd</sup> – 4<sup>th</sup> September 2005. Hayseed Dixie have been booked as the headline band. Admission prices and policy have been reviewed following publicity put out by some bands last year, which promoted the event as a music festival. The organisers are emphatic that Stormin the castle is a bike rally and have accordingly set admission at £20 Pre book and £25 on the gate (If Available) with an insistence that all cars must be pre booked.

Western – The regional AGM had taken place with all committee member being re-elected for the coming year. Preparations for the Duk Dik Rally, scheduled for the Easter weekend, were well in hand, although assistance was sought to help man the MAG stall at the national Bikesafe launch in Cheltenham over the weekend of 2<sup>nd</sup> & 3<sup>rd</sup> April.

Cumbria - Whitehaven MAG were attracting new members at each meeting attracted by a good social side to the group, while also taking giving active support to MAG campaigns. Barrow MAG was also flourishing had raised £100 from their Christmas Party.

South Wales – Andrew was trying to get the feelings of members in the area. Derwen was asked to assist in helping set up an EGM for the region to ratify Andrews appointment and try to get some regional office bearers to assist him in the

region. Jane Chisholm was asked to provide a draft copy of a calling notice letter.

North West – The MAG Stall had been in attendance at GMEX. While Blackpool MAG and Manchester MAG had raised £200 & £100 respectively from their Christmas do's. Mobile Chaos (Lancaster) MAG were due to hold their Fred Hill run on the 13<sup>th</sup> February, while members in the region were also helping out on the Wirral Egg run to New Brighton on the 6<sup>th</sup> March.

West Midlands – Kennet MAG had raised £500 from their Christmas party, while Black Country MAG had raised £200 at their AGM. As a consequence of these and other fundraising events West Midlands had been able to donate £2500 to MAG UK. The Fred Hill run was due to go to the National Motorcycle Museum this year as a gesture of support to the rebuilding work taking place.

A bike forum was being set up in Worcester and Eddie requested a NC observer to attend their AGM scheduled for Saturday 5<sup>th</sup> March at Black Country MAG's venue in Dudley. Paul Turner to confirm availability, Derwen volunteered his services as a reserve.

South East – TC announced that Brighton MAG had closed, but that Medway MAG were now attracting 40 to 45 members per meeting. Beachy Head and East Surrey MAG were also functioning satisfactorily. Hastings MAG were due to have a stand a Custom Bike show on March 2<sup>nd</sup>, while a rock night was planned for the 21<sup>st</sup> May. Members from the South East would also be helping out at the Pissed Indian Rally which would help boost funds and raise MAG's profile in the area. Medway MAG were trying to organise a MAG Bikesafe event at the Warren near Bromley on the 17<sup>th</sup> July.

Shepway Council are trying to close down a mini motor-cross site on the grounds of unregulated building of the humps, following prompting from the Folkestone and Hyde MP Michael Howard, despite police support for the venture. TC to contact Uncle Sol with full details for advice on how to proceed on this matter. TC also asked if he had NC backing to continue to pursue this matter, and unanimous support was given.

TC reminded the NC that the draft IHIE guidelines were still embargoed until their official launch on 17<sup>th</sup> April.

Yorkshire – Membership fallout in Huddersfield and Halifax Groups was a matter of concern, with some members of the groups being less than positive about MAG, though a re-launch of Halifax group was planned to try and inject some enthusiasm.

Wakefield and Leeds groups are on a roll and planning ahead, with Leeds working closely with affiliated clubs.

Into the Valley is scheduled for the weekend of 29<sup>th</sup> April - 2<sup>nd</sup> May, the Farmyard 17<sup>th</sup> – 19<sup>th</sup> June and the Yorkshire Pudding Rally takes place on the 15<sup>th</sup> – 17<sup>th</sup> August. The region is attending several bike shows including those in Leeds and Bradford, while marshalls are being provided for the Doncaster custom bike show, with Pete Walker arranging camping.

Andy Timms is closely involved with ensuring that motorcycles are catered for in the Local Transport Plan for the small Yorkshire Towns.

East Midlands – An EGM had been arranged for Friday 18<sup>th</sup> February to help bolster support and activity in the region, with all members being contacted by mail. Nottinghamshire MAG have changed venue to a good biking venue and are attracting new members as a result and are looking to organise activities in the spring.

The council are now supporting Nottinghamshire bike forum and Andy Timms is active in trying to set up forums in Derby and Leicester.

Work on the web-site is continuing with support for the diesel spills campaign gaining support. A trade fleet in Derby has been provided with diesel stickers for all their vehicles, while a presentation on diesel spills is due to be made to Haliburton.

Plans are well in hand for the Hellish at the Mellish Rally on 27<sup>th</sup> to 30<sup>th</sup> May.

Due to the disbanding of the Nottinghamshire bike section Notts Advanced Motorcyclists have been approached to see if they can assist with Bikesafe.

Scotland – Preparations are in hand for the MAG Scotland egg run on 27<sup>th</sup> March, this run continues to grow in size and with the presence of the MAG stall it is hoped to cash in on the goodwill created.

Aberdeenshire MAG are due to hold their Stri Son Soarsa Rally on the 22<sup>nd</sup> to 24<sup>th</sup> April, while Edinburgh MAG's Ag OI Anns an Achadh Rally is scheduled for the 3<sup>rd</sup> to 5<sup>th</sup> June.

Greater London – Uncle Sol gave a presentation of his CD-Rom regarding motorcycles and Local Transport Plans. He was thanked for his hard work and the professionalism of the presentation, which is to be sent to all councils.

Action is also being taken to counter the GLA's proposed ban on Taxi bikes. Despite an exemplary safety record it is proposed to ban their use on safety grounds. This is seen to be an overreaction to a none existent problem and is compounded by their decision to allow bicycle rickshaws. TfL are reviewing camera enforcement on their Red Routes, while Westminster Council, who are anti bike, have been given a presentation countering their unfounded comments based on the GAGM recommendations.

Meeting closed at 1.15pm.

#### NEW LOCAL GROUP

West Norfolk MAG is one of the newest local groups:

West Norfolk MAG meets weekly at the Sportsman (pub) in the front bar on Wednesday evenings from 7.00 pm onwards. Business usually starts at 8.00 when most members have settled

in with a pint of preferred beverage. The Sportsman is on the A10 at West Winch, near King's Lynn, Norfolk approx half a mile away from the junction of the A10 and the A47 at the Hardwick roundabout/flyover.

We are a mixed bunch, with a variety of rides; cruisers, sports, sports/tourers, trikes, classics and even a custom scooter/sidecar outfit! Anything goes, we're not bothered what's ridden, what gender/colour/nationality people are - if they're interested in bikes and biking they're welcome.

Events planned for the coming season include: BSE Mad Cows Easter Egg Run, The Lion Rally, Mid-Lincs 9th Birthday Party, running a stand at a new bike orientated charity rally in Mildenhall Suffolk (run by a BMF affiliated club - invited of course!) and attendance at various other rallies planned. A group holiday in France is also planned for late August with the intention of riding the Millau Bridge - even if I am scared of heights.

Chrome side up,  
Val (yeah, I ride a Harley!)

#### SKID IN THE DRY -THE TALE OF STONE MASTIC ASPHALT.

There is an apparent increase in the use of Stone Mastic Asphalt [SMA] in the repair of road surfaces because of its properties, in that it can be laid thinner than traditional 'Hot Rolled' asphalt, has better lateral drainage properties; reducing the risk of aqua-planing, is more resistant to rutting and produces less noise from tyres going over it.

#### ADVANTAGES

1. SMA provides a textured, durable, and rut resistant wearing course.
2. The surface texture characteristics of SMA are similar to OGA so that the noise generated by traffic is lower than that on DGA but equal to or slightly higher than OGA.
3. SMA can be produced and compacted with the same plant and equipment available for normal hot mix, using the above procedure modifications.
4. SMA may be used at intersections and other high traffic stress situations where OGA is unsuitable.
5. SMA surfacings may provide reduced reflection cracking from underlying cracked pavements due to the flexible mastic.
6. The durability of SMA should be equal, or greater than, DGA and significantly greater than OGA.

Great by the sounds of it.

So,

Why is it banned in Eire for roads other than 30mph maximum speed restriction?

Why are the British Horse Society [BHS] up in arms about it?

So what exactly is stone mastic asphalt and why is it being used?

According to the powers that be here in Britain it lasts longer, though possibly not so says NRA of Eire.

Why is Derbyshire County Council issuing warnings over its use?

Why is the National Roads Authority [Eire] 'Not yet convinced of its benefits'?

#### DISADVANTAGES

1. Increased material cost associated with higher binder and filler contents, and fibre additive.
2. Increased mixing time and time taken to add extra filler, may result in reduced productivity.

3. Possible delays in opening to traffic as the SMA mix should be cooled to 40°C to prevent flushing of the binder to the surface.
4. Initial skid resistance may be low until the thick binder film is worn off the top of the surface by traffic. In critical situations, a small, clean grit, may need to be applied before opening to traffic.

Gary Fitch, of Kent County Council and member of the County Surveyors Society (CSS) told NFU Countryside: "SMA is a relatively new road surfacing material that has become available to UK highway engineers during the last ten years. It is one of a number of materials available to engineers for repairing road surfaces and its particular benefits include high durability, low noise and reduced spray characteristics. It is most likely to be used on more heavily trafficked roads.

"The durability characteristics are due to the material having a high bitumen binder content which when newly laid can result in lower skidding resistance than would be expected with other materials. However, tests have shown that early life skidding resistance is within acceptable limits.

"In the light of the publicised problems with horses slipping on SMA, the County Surveyors Society is considering the extent of the problems and has set up a working group to try to resolve them. Depending on the outcomes from the working group, CSS will advise local highway authorities on measures to be taken (if any) when applying SMA on roads that experience high equestrian usage" Tests on a newly-laid type of road surface have revealed motorists could skid on it - not in the wet, but in dry conditions. But File On 4; a BBC programme that investigated the problem and that of overbanding found that skid resistance tests were conducted in the wet and on surfaces that were worn down, but that tests in dry conditions were overlooked.

Derbyshire County Council is now alerting local authorities across the country and putting up signs where the surface is laid.

Concerns were first raised about SMA, after two car accidents in different areas of the county.

When Derbyshire police carried out tests in dry conditions they found that newly-laid SMA had "lower than expected" skid resistance.

## Weathered-in

John Fern, from the county council, said: "These skid tests are carried out in the worst possible scenarios at high speeds. If motorists are driving carefully there won't be a problem, but we believe warning signs will make drivers aware of the risks." Experts from the Berkshire-based Transport Research Laboratory to test the road surface under skidding conditions. They discovered that once the surface is "weathered in" the skid resistance does improve.

Derbyshire County Council's member for environment and transport, Councillor Walter Burrows said: "We believe we're the first authority in the country to investigate potential problems with SMA when it's newly laid."

The police have already said that skidding played no part in the two accidents but it was only when testing took place in dry conditions that the problem was identified.

After suspending use of SMA, the material is being used again, but with warning signs placed in the area until sufficient cars have passed over it to wear it in.

SMA has only been used in Ireland in the last two years. However, close monitoring has indicated the possibility of a

faster deterioration of surface texture than traditional materials.

Local Authorities in Eire have been instructed by the NRA to confine usage of the new process to 30 m.p.h. zones as a positive safety measure.

The NRA's rigorous performance requirements ensure that No Hazard is presented for drivers at any location where SMA has been introduced.

Wear and tear of road surfaces with declining skid resistance is a normal feature of the life cycle of all roads. The NRA's experience with modified Stone Mastic Asphalt indicates the *possibility of a faster loss of surface textures than is the case with the traditional road surface material*, Hot Rolled Asphalt, which could have implications for the future skid resistance performance of the roads concerned.

The possible shorter operational life of modified Stone Mastic Asphalt, if not rectified in further development and testing of the material, would have road maintenance cost implications. The NRA has thus decided that further use of the material should be restricted until product development establishes that surface texture performance over an acceptable life cycle can be guaranteed.

## 'Gentle hiss'

Sergeant Jim Allen said he experienced grave difficulties when conducting routine skid tests in optimum conditions on a Derbyshire road newly laid with SMA. "It was a sunny day in August. I jumped on the brakes and the car just kept going and going. Instead of the scream of tyre on road and a cloud of smoke there was just a gentle hiss as I passed over the road, and I skidded far further than I ever expected to."

Concerns about grip have also been raised in Holland and Germany, where SMA was pioneered in the 1960s, in.

Notably The Department for Transport would not be interviewed for the BBC's File On 4 programme on the subject. But, in a statement it said: "A number of factors would have to come together to make a road unsafe, including volumes of traffic, speeds and the nature of the road itself...Just because roads have reached a level requiring further investigation, it doesn't necessarily mean they are unsafe."

The government would not accept that road repairs are in crisis, saying it was committed to spending more than £31bn over a 10-year period.

Where have we heard that before?

The following site has an idiot guide to SMA and a notable comment:

<http://www.highwaysmaintenance.com/SMAIaypics.htm>

*I feel it is necessary for me to suggest to you that when the words "SMA" are used to describe a material, especially if "SMA" and "Clause 942" are mentioned in the same breath, to be cautious. The lack of knowledge as to what actual attributes a material needs to possess to be correctly described as a stone*

*mastic asphalt is causing confusion in marketing some proprietary bituminous mixtures. This incorrect use of terminology may be due to a lack of knowledge, or sad to say it could be being used by the "marketing boys" to gain an advantage over competitors when advertising the products for which they have been asked to create marketing material. I know I am not alone amongst engineers and technicians who know a little bit about bituminous materials, that the content and information provided in some modern bituminous material advertising leaves us less than impressed.*

And notably he does not argue against SMA when laid properly.

All food for thought.

## Well Done NCP

National Car Parks (NCP) is trialling a new secure parking initiative specifically tailored for motorcycles in its Aldersgate car park in central London. From 14 March, motorcycle and scooter users will be able to park their bikes off the street in the dry, reducing the risk of damage to their vehicles and use specialist units, which have been specifically designed to improve security.

NCP have removed the car parking bays from the entrance level of the car park and in their place 90 high security purpose built anchor units have been installed. NCP are also investing over £16,000 to improve access and convenience. The entrance barriers have been shortened and a designated motorcycle lane has been introduced with improved markings and signage.

All the bays are clearly marked and two electronically configured pay and display machines have been installed for ease. These new facilities will also be offered at a price of £2 per day.

Bob Macnaughton, Chief Executive of NCP said:

"We are very excited by this new scheme which will give motorcyclists more choice and piece of mind when their park their bikes. This initiative is fully supported by the Corporation of London who want to see a reduction in crime and vandalism against bikes. If this trail is successful we envisage providing a similar service across London and the rest of the UK."

Jeroen Weimar, Director of Transport Policing and Enforcement, Transport for London added:

"It is good for London and good for motorcyclists to get more two wheeled transport on the capital's roads. We are very pleased to see NCP trialling this innovative scheme which will make it easier for motor bike and scooter riders to get into the City with peace of mind that their vehicles will be securely parked."

- A Motor cycle or scooter is stolen every 14 minutes in the UK

- One Motorcycle is stolen for every 40 on the road – twice the theft rate of cars
- Over 36,000 machines are stolen every year – 56% of which are scooters
- It only takes a profession thief 14 seconds to steal an unprotected machine
- From April 2003 to March 2004 there were 583 recorded acts of crime or theft on vehicles within the City of London. The City of London arguably have one of the highest rates of crime against vehicles in the country
- In 2002/3 there were 2,366,000 recorded crimes against motor vehicles (Bikes and Cars) across England and Wales. Of these 663,000 were attempted thefts, 278,000 were thefts and 1,425,000 were theft from or against a vehicle
- The Home Office and Police are running a high level secure your motor campaign recommending that rider secure their bike to something solid that can't be moved. The new facilities are recognized as the best available.
- 50% riders do not lock their machines properly
- There are 0.2 million journeys a day done on a motorized two wheel vehicle
- 16,000 people enter central London by this mode of transport during peak times of travel (0700 – 1000)
- 2% commuters use Motorbikes or similar vehicles
- Since the introduction of the Congestion charge the number of bikes in central London has risen by 696
- There has been a slight rise in NO2 levels since January 2003, encouraging more people to use a more environmentally friendly more of transport.

MAG hopes this is the beginning of sensible parking plans for motorcyclists, giving us the same choice as car drivers regards safety and security. Lets hope the NCP scheme is eventually filtered through all their car parks and others follow by example.

For more information contact

Tim Cowen (National Car Parks) on 0207 290 2345

e mail: [tim.cowen@ncp.co.uk](mailto:tim.cowen@ncp.co.uk) or

Philippa Mathewson (London Communications Agency) on 020 7479 2830

e mail : [pm@londoncommunications.co.uk](mailto:pm@londoncommunications.co.uk)

## Nothing in the Budget

The latest budget has failed to maintain the fiscal incentives for people to get out of cars and onto bikes in the interests of saving fuel and roadspace.

While it would be naïve to imagine that the Chancellor is going to backpeddle on this budget it does no harm to keep the pressure on to keep things moving in the right direction.

You might like to reproduce the accompanying letter or reword it and send it to Mr Brown.

Rt Hon Gordon Brown MP  
Chancellor of the Exchequer  
HM Treasury  
1 Horse Guards Road  
LONDON  
SW1A 2HQ

ministers@hm-treasury.gsi.gov.uk

Dear Rt Hon Gordon Brown MP

As a member of the Motorcycle Action Group I am disappointed that the recent budget does not reflect the positive environmental contribution which motorcycles make as compared with cars.

A recent consultation document contained recommendations to set tax bands in order to better reflect the environmental impact of motorcycles. This continued the theme, which began with the 1999 Budget, of encouraging motorists to use more environmentally friendly vehicles by offering fiscal incentives for them to choose smaller-engined vehicles, and those with low CO2 outputs.

In 2002 the Chancellor announced new VED rates for motorcycles which reflected the environmental impact of different types of machine relative to each other and relative to cars.

It also included a reduction in VED for all motorcycles over 150cc, or approximately 630,000 (66%) of a total fleet of 955,000 at the time it was introduced. The owners of machines, between 251-400cc, saw their VED reduce by £35 a year – nearly 54%.

This trend does not have been sustained in the latest budget.

The Advisory Group on Motorcycling (AGM), to which the Motorcycle Action Group was a major contributor, suggested that the Government should consider what fiscal mechanisms could be employed to encourage riders to take post-test training in order to cut the accident rate. It suggested an exemption from, or a reduction in, VED, for those who undertake post-test training.

Unfortunately this advice has not been acted upon.

I note with interest that Lembit Öpik MP (Montgomeryshire) has asked a Parliamentary question, on what plans you have to apply the one per cent. discount for environmentally friendly company cars to environmentally friendly motorcycles.

Yours sincerely

All replies received please copy to Trevor Baird MAG Public Affairs at MAG Office or email [public-affairs@mag-uk.org](mailto:public-affairs@mag-uk.org)

## MAG Challenges TfL Gimmicks

The Motorcycle Action Group (MAG) will fiercely defend the hard won exemption from congestion charging that Transport For London (TfL) members want to see withdrawn. If this proposal makes progress then MAG will consider giant demonstrations along the lines of the 1988 Hyde Park protest against leg protectors.

MAG Director of Public Affairs Trevor Baird said, "The reasoning behind the threat smacks of desperation. Confounded by the reality that bike accidents are falling, our critics are now complaining that they're not falling fast enough; there's just no pleasing some people."

MAG is also concerned about other elements of the package of measures suggested by TfL to further reduce motorcycle accidents.

MAG has fought against safety' gadgets like leg protectors and airbags before and to see these false panaceas being revived is deeply worrying. Road safety is all about attitude rather than clutching at gimmicks which are likely to be counter productive.

Intelligent Speed Adaptation (ISA) devices, to keep motorcycles to the speed limits is something MAG will never accept, as to withdraw direct control of motorcycles is to destroy the whole principle of private transport.

MAG President Ian Mutch said:- "MAG has worked feverishly in the cause of safety but we will not accept safety at any price. Life is about choices and balancing pleasures and responsibilities but ISA is definitely a step too far."

## A STREET, A TRACK, AN OPEN ROAD

The Motor Cycle Industry Association (MCI) has ripped up the rule book for the production of its new DVD, A Street, A Track, An Open Road designed to get riders thinking about their own skills and experiences.

MCI has produced the DVD as part of its 19 point safety strategy and commitment to reduce rider casualties. It is unique in that it is not a typical training product but has been produced in real-life documentary format and features experienced riders mentoring each other to try and meet three special challenges.

Three riders committed over a week of their lives to live together, to take part in this film and undertake three different challenges.

It features *World Super Bike* rider *Chris Walker* and one of the judges is the current WSB champion James Toseland. The widely recognised biker *Suzi Perry* also features and narrates the film.

Video diaries, dramatic footage, tips from experts, humour, laughs and loads of bike action in three different locations create a DVD which will help motorcyclists develop their skills.

The MCI welcomes the support from the Road Safety Minister *David Jamieson* who said, "We welcome all sensible initiatives to encourage motorcyclists to improve their skills and to ride safely. Our message is clear, good skills save lives, and racing is for the track, not the public road"

The Department for Transport have shown their support by permitting the MCI to use the THINK logo and the 'Perfect Day' road safety advert has been included at the end.

Initially, the DVD will be distributed free with all new bikes. People will be able to order it online at the new website [www.stordvd.com](http://www.stordvd.com). It costs £3.00 and any profits will go to the industry charity BEN.

## UPDATE ON CHALLENGE YOUR PARKING TICKET

As we know, the Bill of Rights 1689 states: *"That all grants and promises of fines and forfeitures of particular persons before conviction are illegal and void,"*

and Lord Justice Laws in the Metric Martyrs Case (Supreme Court of Judicature February 18th 2002) stated: *"The special status of constitutional statutes follows the special status of constitutional rights. Examples are the Magna Carta, the Bill of Rights 1689...." "Ordinary statutes may be impliedly repealed. Constitutional statutes may not."*

It appears therefore, that the Inland Revenue has no lawful authority to impose a 'fine' or a 'charge' without referring the matter to the courts. No wonder their lawyers are in disarray. They have commented that this could see them in the courts for years.

They are worried about a domino effect.

We are awaiting for information from the DVLA who are also abusing the process with SORN notices...an administrative body demanding £80 fines! Sorry, but if the Metric Martyrs Judgment is correct, they are up against the same problem.

If anyone wishes to start retrieving information from these bodies then just use the Freedom of Information Act 2000... <http://www.hms.gov.uk/acts/acts2000/20000036.htm>

Once these bodies... *Local Authorities* and their decriminalised parking regimes, *Inland Revenue*, *DVLA* realise that the public are going to invoke their rights under the Bill of Rights and refuse to pay on a massive scale (we have had over 3000 hits on the relevant sites in a week) then the Government will be forced to address the issue. Either we are right or the Metric Martyrs conviction is unsafe.

Also, Charles Clarke and his 'terrorism' problem is now attempting to override Magna Carta.

*"NO FREEMAN shall be arrested or detained in prison or deprived of his freehold or outlawed or exiled or in any way molested . . . except by the lawful judgment of his peers."*  
*Magna Carta, 1215.*

Our Constitution has never been under such scrutiny.

Courtesy of Neil Herron

## 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](mailto:east-yorks@mag-uk.org)

## DONATION

At the West Midlands AGM 15th March Derwen Hinds received a cheque on behalf of the MAG Foundation for £512 from Kev Lolly, Coventry MAG Rep.

Even though not a MAG member, Bryan Morton, 54, a friend of Coventry MAG & supporter of the Heart of England Rally, died of a heart attack on Boxing Day and wanted a collection (rather than flowers) to go to a Motorcycle Charity.

Kev had the bright idea of the MAG Foundation & Bryan's widow agreed.

Thank you Bryan's widow and many thanks to Kev.

## AFFILIATED CLUBS

Clubs will soon be receiving renewals for MAGMAX Club Affiliation.

For 2005/2006 we have put together a revamped package for clubs, which includes a lower affiliation rate for smaller clubs (under 25 members), links on the MAG UK website for your clubs website and a freedom of choice to choose public liability insurance for your clubs events with extra insurance cover available for Hired in Plant.

Still within the package is the block booking advance-ticket discounts for *MAGMAXimum Fun Events*. These include

- Aberdeenshire MAG
- Edinburgh & District MAG
- Into the Valley
- Farmyard Party

- Lion Rally
- Heart of England
- Stormin' The Castle
- Yorkshire Pudding Rally

Check Streetbiker and the MAG UK website for more events offering various discounts.

The changes come into effect from 1st May 2005 but you can contact the MAG office before then to renew or find out further details.

MAG UK  
PO BOX 750  
Rugby  
CV21 3ZR

Tel: 08704448448

Email: [central-office@mag-uk.org](mailto:central-office@mag-uk.org)

MAG SPORT RACING 2005 [www.magsport.com](http://www.magsport.com)

**Duncan Baillie** with MAG Sport from 2002 when he was awarded the MAG Sport sponsorship fund in memory of Joey Dunlop as a newcomer to the TT races on the Isle of Man.

Duncan fulfills his ambition in 2005 to race more on the roads than short circuits. Duncan says, "The atmosphere is more relaxed, I think because there is less panic than short circuits and the adrenaline buzz is a longer slower build up, which lasts longer too."

So when John McLaughlin and Billy McKinstry asked Duncan to race the two JML bikes in the Irish Road Race National Support class for the 2005 season he just had to say yes!

The team is run by Billy McKinstry, with a vast experience of Road Racing with the main sponsorship from John McLaughlan Transport, Donegal. With a splattering of other sponsors that have assisted Duncan in his success during the past several seasons. Including in 2004 a podium finish at the Ulster GP and achieving his goal of a 110mph lap at the TT which gave him a race average speed (including pit stop) of 108.6mph, and two finishers medals.

In his first full season on Irish Roads, Duncan will contest the Irish National Road race Championships, running a GSXR 600 and a ZXR 400 in the 249-750cc and 201-400cc Support Classes, respectively.

This first season on Irish roads will be used to gain experience, but Duncan is hoping for some good results to reward the team's faith in giving him the rides.

The first race of the season will be the Cookstown 100 on the 30th of April.

After this there are 11 further Road Races to be contested, so a full season awaits the team.

So look out for the two yellow JML / McKinstry bikes with number 7 on the Irish roads in 2005, because as Duncan says, "I'm out to win !"

**Mark Castle** in a similar vein with the rest of MAG Sport Racing continues to improve his performance, catching the eye of sponsors leading to better machinery and moving up a competitive notch.

In his third season as a MAG Sport rider Mark will be riding a Yamaha XTZ 686 in the Water-cooled class of the British Supermono Championship for the Rampisham Garage Racing Team.

The move to the Water-cooled class comes after the team purchased the machine at the end of last season. Mark successfully rode in the Air-cooled class over the past 3 seasons on a Spondon-Rotax with a best overall result of 3rd in the championship. The team are hoping for a top 3 finish for Mark in his debut season in the premier class.

Mark's association with S&S Tuning continues in 2005 and the team are planning to compete in the Northwest 200 Road Races in Northern Ireland. Mark will ride his own Honda RVF 400 NC35 in the 400 race and a Honda CBR 600 RR in the 600 Race. Both bikes will be prepared by Kev Spurr and Andy March of S&S Tuning

Having had a podium finish in the 2004 Ultralightweight Manx Grand Prix and beating his own personal best lap time in the Junior Race, hopes are high for 2005. Mark will once again have the expert backing of S&S Tuning to prepare the race bikes.

**Alex Gault** with MAG Sport since 2002 steams ahead for 2005.

In 2001 a trip to Italy resulted in Alex being awarded the title of official British ZPF rider, by none other than Pier Franco Zanetti, owner and founder of the ZPF factory, and the man responsible for introducing "Valentino Rossi" to the sport of minimoto back in 1990. Zanetti is widely regarded as the creator of the most exclusive minimotos in the world. Alex raced ZPF in 2001, 2002 & 2003 and still regards Pier Franco and his family as very good friends.

2003 seen Alex make the move to motorbikes. With the help of E.P. Barrus, Alex contested the "Junior Racing Associations" Formula 80 Championships on a Motohispania RX 70. In a fantastic debut season Alex lifted the JRA crown. Breaking a few records on the way – First time the champion had come from outside of England and the first time the championship had been won on any other bike than a Cagiva, which had dominated the series since its conception.

2004 and the move to the 125Gp class seen Alex lift the Junior Racing Association's 125 Gp championship in its inaugural year on his Moto-roma / Honda, and also the Preston and Districts Open Single Cylinder Championship where he still holds the lap record for the class at the Three Sisters track.

2005 is going to be another exciting year; Continuing Alex love of the exclusive; he has signed a three year contract with the Italian company Malaguti, which gives him the opportunity to move to Moto-Gp in 2006. As Alex prepares to contend the British 125Gp Championships on another extraordinary Motorcycle; One of only Five Malaguti Gp125 Bikes in the world.

## BIKERS ARE VOTERS HISTORY

Operation Twistgrip, the campaign run by MAG in 1991-92, changed the way that politicians addressed the concerns of motorcyclists at the 1992 General Election.

In 1996-1997 MAG followed this successful campaign with the launch of "Bikers Are Voters" and campaigned for policy change at Government level by targeting individual election candidates and seeking their views on biking issues. The political parties were made to realise that bikers had opinions which deserved to be listened to, had grievances which needed to be addressed and had votes which they were prepared to use.

With the general election on the horizon there was no guarantee that motorcyclists would get the fair deal that they deserved under the new legislature, in fact many policy statements made no mention of motorcycling's role in transport policy. In order to redress the balance there was the need to ensure that before the election, every candidate knew about MAG, knew about motorcycling, realised that we had real voting power and expected the new Parliament to positively include motorcycling in future transport policy.

We had the ideal opportunity to influence the motorcycling views to our future Parliamentarians.

Bikers Are Voters was the campaign that reinforced the biking message during this election campaign.

We asked every UK motorcyclist to put questions to candidates and that we wanted answers.

The questionnaire was sent to MPs and prospective parliamentary candidates as they became known, in a 'campaign pack'.

It was in the interests of the individual candidates that they gave firm specific commitments to those of us whose support they sought.

MAG was then able to analyse the answers to lobby the newly elected MPs on motorcycling issues.

The result was that the three main UK parties published mainly pro-motorcycling policies and the new Government took motorcyclists' views into account when it published its subsequent Integrated Transport White Paper on the Future of Transport, "A New Deal for Transport: Better For Everyone", recognising that mopeds and motorcycles could provide an alternative means of transport for many trips and that they offered an affordable alternative to the car.

However, the government concluded that these advantages were dependent on a number of factors and that the role of motorcycling in an integrated transport policy raised some important and complex issues, including safety and environmental impact.

Recognising that it required advice, the government listen to riders and in 1999 established the Advisory Group on Motorcycling (AGM). The final report to Government was published in August 2004 and the recommendations assisted the Government to publish a National Motorcycle Strategy in February 2005.

The strategy will now form the keystone for initiating present and future motorcycle policies by setting out a programme of action. Including better training to take skills to a higher level, improving rider and driver attitudes and behaviour, improved motorbike design, better designed and maintained road infrastructure and smarter traffic management process.



Today motorcycling has never had a more positive light in Government policy and motorcyclists' views considered at the very highest levels of Government.

It's the moment of truth for motorcycling as we work with Government and the motorcycle community to implement the strategy to local government and government agencies.

This has not been megaphone diplomacy but steady work in partnership to set out a clear programme of action for the future of motorcycle policies in the UK.

But we need to be ever vigilant as motorcycling continually faces a "vision zero" tolerance to accidents and the promotion of road safety through constrictive legislation.

MAG exists primarily to protect the rights of motorcyclists to enjoy riding without undue interference in the form of excessive legal requirements, particularly where those requirements interfere with the fun and exhilaration of riding motorcycles.

The demo runs and protests that have shaped MAG over thirty years have been useful tools leading MAG to the engagement we now have with authorities and politicians.

So as the 2005 general election looms we must not forget the roots of the megaphone diplomacy that has shaped MAG since 1973

## Uninteresting Fact

What happens to MPs when a general election is called? Members cease to be Members once Parliament is dissolved. During the period of the dissolution ex-Members, even if standing for re-election, are not allowed to enter the Palace of Westminster or use any of its facilities. Members continue to be paid up until polling day as do Members' staff.

What happens to the Government when a general election is called?

The Government continues in office until the results of the election are known. The new Prime Minister will announce his cabinet soon after polling day.

*Source: Royal Encyclopedia. Ronald Allison & Sarah Riddell (Eds). Macmillan. 1991*

**The Motorcycle Action Group  
Annual Group Conference  
9th April 2005**

Agenda Commencing 10:30AM

- 1. Opening of AGC by National Chairman. Ian Moore
- 2. Formal introduction of National Vice-Chairman and hand-over of Chair.
- 3. Adjourn AGC and open MAG UK Ltd. AGM. Ian Churchlow

**{ AGM Agenda }**

- 1. Report by Chairman of the Board. Ian Moore
- 2. Company Secretary's report. Ian Moore
- 3. Finance Director's report. Justine Travis
- 4. Finance questions (questions related to period only.)
- 5. Reappointment of Auditors.
- 6. Proposals.
- 7. Resignation and Election of Directors (including Finance Director).
- 8. Summing up (Chairman of the Board's declaration).

**{ Close AGM. Re-open AGC }**

- 4. 1 minute silence for Simon Milward Ian Mutch
- 5. Foundation Report (informational update only) Foundation Trustees
- 6. National officers reports:
  - 1. Network Liaison Officer Archi Hipkins
  - 2. Clubs Liaison Officer Alan Wooley
  - 3. Research Officer Elaine Hardy
  - 4. Questions to National officers (related matters only.)
  - 5. Director of Public Affairs report. Trevor Baird
  - 6. Questions (relating to report only).

**{ Adjourn AGC.  
BREAK FOR LUNCH  
Re-open AGC. }**

- 7. Guest speaker address Brando Tamayo of British Association for Immediate Care (BASIC's) Speaking on Basics and the IMbike project
- 8. **Motions**

**Proposal 1**

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.

7vi 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.

## Proposed by National Committee

### Proposal 2

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

6iv 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.

6v 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

### 9. Proposals

#### **Election of National Officers**

National Chairman. (Ian Moore)

National Network & Communications Officer. (Archi Hipkins)

National Clubs Officer. (Alan Wooley)

National Research Officer (Elaine Hardy)

10. Presidents Address.

11. Any Other Business

1. The Motorcycle Action Group shall endeavour to secure the continuing use of two stroke engines in motorcycles Proposed S Newman, Seconded M Baker 63247

12. Awards

Steve Tannock Award

Richard Tegg Award

Honorary Life Membership

**The Freedom Award**

The Chairman's Award

13. National Chairman's closing address.

{ **AGC close.** }  
{ **(No later than 5.0 pm.)** }

## Evening Entertainment

Commencing at 7:30 until 11:30pm in The Stockmans Lounge.

Disco and live band featuring Lip Service

(The Stockmans Lounge will also be open during the day to serve light refreshments).

**Manifesto for the position of Chairman**

*Ian Moore [Mem No. 97145 life]*

**MANIFESTO FOR THE CHAIRMANSHIP OF THE MOTORCYCLE ACTION GROUP  
Annual Group Conference 2005**

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 organization 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 [Mem No. 114555]*

*Seconded by Andrew Meredith [Membership No. 77250]*

**Manifesto for the position of Financial Director**

*Justine Travis [Mem 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 to promote motorcycling in the future.

*Proposed by Jane Chisholm [Mem No.106527]*

*Seconded by Ian Mutch [Mem No.003]*

**Manifesto for the position of National Network Liaison Officer**

*Archi Hipkins [Mem No.90809 Life]*

I have been involved in communication at 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 and to maintain the register of reps.

*Proposed by Robin Straughan [Mem No. 10390]*

*Seconded by Chris Muncaster [Mem No. 8308]*

**Manifesto for the position of Club's Liaison Officer**

*Alan Woolley [Mem 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 club's 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 member of those clubs to become full individual MAG members.

*Proposed by Paul Turner [Mem No. 116205]  
Seconded by Alan Waldron [Mem No. 113429]*

### **Manifesto for the position of National Research Officer**

*Elaine Hardy [Mem 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 [Mem No. 75432]  
Seconded by Ian Moore [Mem No. 97145]*

### **Manifesto for Directorship of MAG (UK) Ltd.**

*Gerard Livett [Mem 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) Ltd and to furthering the aims and objectives of MAG.

*Proposed by Ian Mutch [Mem No. 003]  
Seconded by Christine Harris [Mem No. 92282]*

## APRIL

### 2-3 Gloucester Constabulary National Bikesafe

**Motorcycle Show 2005** - Cheltenham Racecourse. Free expert tuition from some of the UK's top instructors will be available, including over 60 police motorcyclists from all over the country and trainers from large manufacturers. The ride outs will cover a variety of local routes. Assessed rides can be made on the latest motorbikes from several major manufacturers. The event will include visits from top superbike riders Michael Rutter and Karl Harris, who both ride for Honda, as well as displays by other leading manufacturers including Suzuki, Ducati, Kawasaki and Harley Davidson. And with free entry there will be something for young and old alike, with displays from scooter and mini moto suppliers to custom bikes and vintage clubs for enthusiasts. More information on the BikeSafe event can be found by visiting [www.bikesafe.co.uk](http://www.bikesafe.co.uk) or [www.gloucestershire.police.uk](http://www.gloucestershire.police.uk)

**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

**6-8 West Oxon MAG No Room at the Inn** - Clanfield Football Club, Clanfield, Oxfordshire. Tickets: £8 advance, £10 o.t.g. Available From: Rob, 26, Holford Rd, Witney, Oxon, OX28 5NG. Information: 0845 4581794 / 07905003585

**6-8 MAG Belgium 2nd Indoor Festival of European Motorcyclists** - at Flanders expo in Ghnet, Belgium. Normal entrance fee 10,00 Euro. Riders with a valid membership card of a FEMA organisation pay only 8,00 Euro. Camping free for all FEMA members with a valid membership card. Guarded bike parking 3,00 Euro. For more information, look at the MAG B website [www.mag.be](http://www.mag.be) If you have any questions, email to [president@mag.be](mailto:president@mag.be) If you are attending the event please email [public-affairs@mag-uk.org](mailto:public-affairs@mag-uk.org) so we can advise MAG Belgium of numbers from the UK attending.

**8 Greater London MAG AGM** will be held at the Ace Cafe, North Circular Road, starting at 14:00. Contact: Gerard Livett 0870 774 3557 [greater-london-region@mag-uk.org](mailto:greater-london-region@mag-uk.org)

**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** - Tunstall Riding Centre, Tunstall Lane, Nunthorpe, Middlesbrough. Tickets: Prebook £10, OTG £15, Car Parking £5. Available From: Middlesbrough MAG, 61 Merlin Road, Boyd Estate, Middlesbrough, TS3 8EB. Information: 01642 210159

**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

**14 Leeds MAG, GEMCC, Team Sober & East Leeds Lions Leeds Motorcycle Show** - West Leeds Sports and Social Club, Redshaw Road, Leeds 12. Leeds Mag demo run from Squires at Sherburn in Elmet to the show, depart Squires 12.30. Show open from 12.00 (free entry) show wot u rode. Night do with 2 bands Tickets: £5.00. Tickets Available: At the show, ring 07731 569961. Information: 07818 027434

**15 Medway MAG Medway MAG AGM** - The Beacon Court Tavern, 128 Canterbury Street, Gillingham, ME7 5TP. Strats 12 Noon. Information: Jon Perry 07092 171056

**21 Past It MCC (MAG Affiliated Club) Birthday Bash** - Stoke Works Club, Weston Hall Road, Stoke Prior, Bromsgrove, Worcestershire, B60 4AL. Info: Ron 01527872589 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 11946 (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 Scaford Drive, Wollaton, Nottingham, NG8 1DT. Information: 0771 955 0859

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National Communications Officer	Archi Hipkins	0870 774 3559	communications-officer@mag-uk.org
National Treasurer	Justine Travis	0870 774 3537	finance-officer@mag-uk.org
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South West	Mike Baker	0870 774 3538	south-west-region@mag-uk.org
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Yorkshire inc North Lincs	Jane Chisholm	0870 774 3549	yorkshire-region@mag-uk.org

# Into The Pink

**Into the Pink Summer Party**

**At The Red Admiral, Gosforth, Cumbria.**

**On Saturday 4th June 2005**

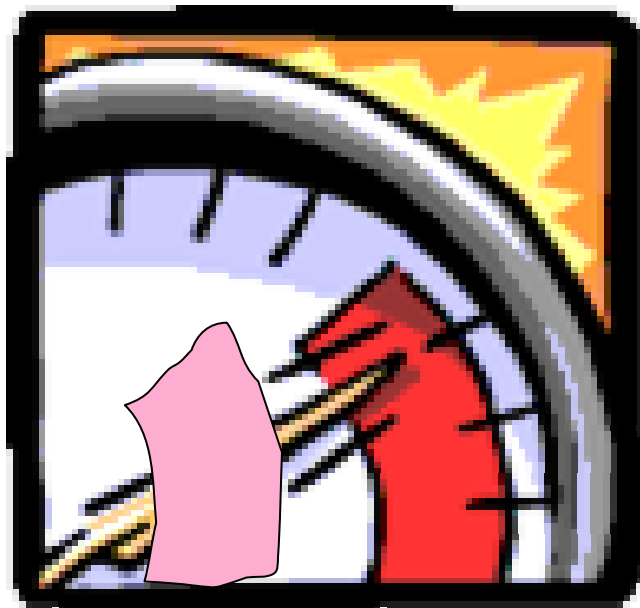
**200 Limit – Booking recommended**

**Tickets £6.00 pre-book, £8.00 on the door**

***Make Cheques payable to “West Cumbria  
MAG” and send SAE to: PO Box 30, Egremont,  
Cumbria. CA22 2YD.***

For more info Contact:

**Anne 07766 165 597 or Caroline 0787 920 6938**



[www.cumbriamag.com](http://www.cumbriamag.com)