

Basingstoke M.A.G.

Minutes

22/06/2011



Rep Keith:

Thanks to all MAG members and non MAG members who helped with the Bike Show last Saturday. Thanks to Winchester MAG, Southampton MAG and Salisbury MAG for turning up and supporting our show.

E-mails:

Red Tape Challenge - Transport: Response from the Motorcycle Action Group (UK):

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The Motorcycle Action Group welcomes the government's 'Red Tape Challenge' and looks forward to seeing a significant reduction in the range and intrusion of regulations in to the lives of motorcycle users and the consequent restrictions placed on motorcycling as a legitimate and useful means of transport.

MAG(UK) calls on the Roads Minister Mike Penning to remove those regulations that restrict the potential for motorcycling to serve both the individual and the national economy through the inherent mobility advantages of motorcycles as lighter, more fuel-efficient vehicles.

Many current regulations aimed at delivering socially useful goals do not deliver sufficient benefit to riders to justify their imposition on motorcycles and their users. Where motorcyclists do not significantly benefit from the operation regulations that benefit other classes of road user those regulations should no longer apply to motorcycle users

Most importantly, motorcycle users face a number of regulations that severely restrict individual freedoms and the exercise of free-choice.

MAG(UK) believes that the default position for regulation of individual mobility and choice of travel mode should be; no regulation unless there are proven benefits to riders, the principle of protecting personal choice should be paramount.

MAG(UK) notes the words of the Prime Minister David Cameron, describing the intention of the coalition government "to massively reduce the number of laws and regulations that frankly treat all of you like idiots".

Consequently, the following examples of regulation nominated for reduction by the representatives and officers elected by the 60,000 individual and affiliated members of MAG(UK) .

1. Compulsory Helmet Wearing - motorcycle user casualties (rates and numbers) for the periods immediately before and after the introduction of compulsory helmet wearing give a strong indication that this regulation did not deliver the benefit that was anticipated and has not justified the removal of free choice on this matter.

NB: this regulation lead directly to the founding of the Motorcycle Action Group in 1973, by riders who insist that it should be their right to make an informed decision on issues of personal safety. MAG does not oppose the choice to wear a motorcycle helmet, or any other item of apparel designed to improve personal protection, but is implacably opposed to the enforcement of on pain of loss of property or liberty.

Members and supporters of MAG have been prepared to suffer imprisonment over the years, most notably pensioner Fred Hill who died in prison while serving one of many terms for refusal to comply with this draconian denial of individual free-will.

2. Right-hand sidecar ban - this regulation was imposed without any evidential basis. There is no concomitant ban on cars or larger vehicles where the steering wheel is located

on the nearside. This regulation prevents both the trade and use of models of sidecar that riders tell us they wish to be able to use.

3. All regulations relating to motorcycle training and licensing contained in the EU Driving Licence Directives should be repealed in order to pave the way for a return to a sensible and sustainable system of rider testing.

4. Continuous VED and Insurance Enforcement regulations - these are proving to make life very difficult for riders wishing to buy, sell or temporarily lay-up a motorcycle. The onus on riders to annually declare SORN (rather than allow SORN itself to be continuous) presents a trap for the unwitting and has the potential to criminalise reasonable people. The intention was said to be to make life difficult for non-compliant vehicle keepers but the adverse impact on the wider population of compliant riders appears to be far greater.

5. Regulations imposing technical inspection of motorcycles - the Single Vehicle Approval system for motorcycles and current MoT test should be critically reviewed in preparation for motorcycles to be exempted as the proportion of motorcycle crashes where vehicle defects on the motorcycle are causal factors appears little different to other countries without such regulations.

6. Number Plate Supply - the regulation of number plate suppliers and imposition of design features such as name of supplier, BS marking, etc. were intended to restrict criminal use of vehicles and help to detect vehicle theft. Many riders have found these regulations to be unnecessary, costly and restrictive, the cost and physical size of number plates has been inflated beyond what is reasonable for motorcycles. There appear to be few, if any, proven benefits for motorcycle users especially since government resources to tackle motorcycle theft appear to have been largely eradicated.

7. Traffic calming measures that present physical obstacles to vehicles, such as speed humps and horizontal deflections, are potentially hazardous to motorcycle users as they are not designed with motorcycle dynamics in mind. Where these features cannot be removed there remains a need for revised regulations specifying the procedure that councils must go through when installing speed humps to ensure they are not hazardous to motorcycle users.

8. Parking regulations - where these prevent sensible parking of motorcycles on the pavement, as is common practice throughout Europe, they should be modified or removed.

9. Regulations preventing the use of Bus Lanes and Advanced Stop Lines by motorcycles should be scrapped.

10. Regulations promoting excess and confusing traffic signage and unnecessary road side and carriageway apparatus, which has the potential to cause or exacerbate rider casualties, should be modified to ensure the road provides a good and consistent level of grip without avoidable obstacles.

Response Red Tape Challenge - Transport: Response from the Motorcycle Action Group (UK) :

Nich has had an acknowledgement from the Red Tape Challenge team that they got our submission.

The DfT have three months to deal with all the issues raised so Nich is going to try to get a meeting with officials to explore our concerns (otherwise they'll probably gloss over them), that should allow us to expand on some of the issues (eg; Andy Carrott pointed out a couple of things that could have been highlighted, similarly the noise-limit issue wasn't spelt out but falls under technical inspection item).

Nich's phrasing 'enforcement on pain of loss of property or liberty' was questioned which he has expanded on as follows "if you get nabbed for not wearing a helmet the penalty is a £30 fine with no penalty points, but ultimately - if like Fred Hill you want to oppose the law by not paying the FPN - you are liable for non-payment of the fine which then leads to higher fines / bailiffs seizing your goods / prison depending on how far you want to take it. Of course it rarely gets that far, but I was trying to show the draconian lengths that the helmet regulation can reach."

Think! campaign comes back on air:

A new THINK! campaign to help cut the number of motorcyclists killed and injured on Britain's roads was launched today by Road Safety Minister Mike Penning

Despite accounting for only 1% of traffic, motorcyclists make up around 19% of casualties on Britain's roads with many of these collisions happening at junctions and involving another vehicle. This campaign will put motorcyclists centre stage in a bid to encourage drivers to look out for bikers by placing the focus on the person behind the helmet.

Mike Penning said:

"Britain has some of the safest roads in the world but around nine motorcyclists were still killed on the roads each week in 2009.

"As a biker I know how much fun motorcycling can be and what a practical way it is to get around, but it is unacceptable that so many motorcyclists are dying on our roads and I want to tackle this.

"While many drivers may take extra care at junctions, they often don't see bikers and this is a major factor in motorcycle casualties. That is why our THINK! campaign aims to remind drivers to think about the biker, not just the bike, so that we see fewer of these needless accidents."

In 2009, 78% of motorcyclists killed and seriously injured were in collisions involving another vehicle and 67% of these collisions occurred at junctions, often with the driver of the other vehicle failing to see the motorcycle.

The THINK! campaign will include national radio adverts which will run from Monday 20th June which will be supported by drive time radio sponsorship and nationwide petrol forecourt advertising. There will also be Facebook activity aimed at motorcyclists and online adverts reminding drivers to look out for bikers.

The figures are startling and although improved training for riders is important, it is clear where the focus of attention should be if the government is serious about cutting casualties.

MAG applauds the new Think! campaign but reiterates that the onus of responsibility should not be placed on the victim, but rather the perpetrator and awareness of all road users should be central to driver training.

Compulsory Dayglow:

The BMF are catching up...

Mike from Cornwall has been emailing Chris Hodder, BMF, on their stance on the Dayglo (HiViz) issue.
I just got this...Red

An answer at last! Will contact Chris Hodder to suggest they support our protests etc. Mike.

Dear Mike,

Cathy asked me to reply to this for you.

I can confirm that the BMF opposes compulsory hi-viz vests for motorcyclists. There is literally no evidence to support that hi-viz works to reduce right of way violations. The BMF is also supporting riders in France as this will have a major effect on UK riders travelling overseas as most trips across Europe involve France at some point; in fact many BMF members probably spend more time riding in France than they do the UK.

I have heard the Irish government are looking at the issue, but I do not know how close they are to legislating.

dayglow and haircuts:

Here's an angle for you:

An item on Radio Two news at 11 am told us that a school has banned certain styles of haircut but this may be illegal as it is discriminatory. Reason being that the hairstyles in question are worn by members of different gangs, enabling their easy identification. .

It seems to me that requiring one group of road user to wear a coloured garment which will tell others immediately what type of vehicle he prefers even when he is not operating the vehicle, (nowhere to put the dayglow while you walk about when you reach your destination). I believe that some members of the public will see the wearing of dayglow as marking motorcyclists out for "special treatment" in much the same way that Jews were forced to wear a yellow diamond on their back in prewar Germany. Enforced use of dayglow must be at least as discriminatory as the haircuts, as above and therefore possibly illegal. Mike Baker. Cornwall.

Messages to motorcycle trainers:

Dear colleague,

There are two important messages being issued today via DSA Direct.

The first message is about protective clothing to wear for the practical motorcycle test, and will be issued to motorcycle trainer subscribers.

From 1 July, DSA's examiners might tell those candidates who arrive inappropriately dressed that their test won't go ahead. However where possible they'll give them the chance to find appropriate clothing within the time available. Read the full message on DSA's corporate website <<http://www.dft.gov.uk/news/news-items/dsa-news-20110616>>.

The second message is about searching for casual hire sites to conduct the module one test. This will be issued to all driver and rider trainer subscribers.

To improve accessibility for those candidates having to travel long distances to take the module 1 test, DSA is looking for additional casual hire sites in the following areas:

- * Mid and West Wales
- * East and West Yorkshire
- * Cumbria
- * Stoke-on-Trent

DSA may consider other areas for casual hire sites, although this will depend on location and demand. DSA will be asking driver and rider trainers to get in touch with the agency if they know of any suitable sites which are ready to use. Read the full message on DSA's corporate website <<http://www.dft.gov.uk/news/news-items/dsa-news-20110617>>.

*Driving Standards Agency * | Engagement and communication

Websites: direct.gov.uk/drivingtest

<<http://www.direct.gov.uk/drivingtest>> | businesslink.gov.uk/transport

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<<http://www.dft.gov.uk/dsa/emailalerts>>

DSA reminds motorcycle candidates to wear appropriate clothing:

From 1 July, DSA's examiners might tell those candidates who arrive inappropriately dressed that their test won't go ahead. However where possible they'll give them the chance to find appropriate clothing within the time available. As a general guide the following is an indication of the minimum level of clothing acceptable:

- motorcycle boots
- sturdy footwear or boots that provide support and ankle protection
- textile or leather motorcycle trousers
- heavy denim trousers
- heavy denim jacket with several layers underneath
- textile or leather motorcycle jacket
- motorcycle gloves

The following are examples of clothing that are not acceptable:

- lightweight training shoes
- canvas basket ball trainers
- any form of clothing with areas of exposed skin
- shell suit or lightweight tracksuit
- distressed ripped jeans
- lightweight fleece or hoody
- no gloves or skiing gloves

[Read the full article on DSA's corporate website.](#)

Crackdown on uninsured driving gets underway:

New laws to tackle uninsured driving will be enforced from today.

Under the new Continuous Insurance Enforcement law it's an offence to be the keeper of an uninsured vehicle, rather than just to drive when uninsured.

From today, registered keepers identified as having an uninsured vehicle will be sent a letter telling them that their vehicle appears to be uninsured, and warning them of the consequences if they fail to take action. Those who don't act on this warning - either by taking out insurance or declaring their vehicle off the road - will receive a £100 fine and could have their vehicle clamped, seized and destroyed. They may also face a court prosecution.

All drivers can check their vehicle is recorded correctly for free at askMID.com

Under the new system:

- DVLA will work in partnership with the Motor Insurers' Bureau to identify uninsured vehicles
- motorists will receive a letter telling them that their vehicle appears to be uninsured and warning them that they will be fined unless they take action
- if the keeper fails to insure the vehicle they will be given a £100 fine
- if the vehicle remains uninsured - regardless of whether the fine is paid - further action will be taken. If the vehicle is on public land it could then be clamped, seized and destroyed; alternatively court action could be taken, with the offender facing a fine of up to £1,000
- seized vehicles would only be released when the keeper provided evidence that the registered keeper is no longer committing the offence of having no insurance and the person proposing to drive the vehicle away is insured to do so

Vehicles with a valid Statutory Off Road Notice (SORN) won't be required to be insured.

For more details, visit direct.gov.uk/stayinsured

Vive le Demo!

Although I am about to upload some photos to MAG's facebook page from the weekend in France, please have a quick look at the story below.

I estimate 'only' 5000 riders made it to Lille in Northern France, where Nich Brown and myself met the organisers and were told the "the Police are not so very OK with us". But the Paris Demo was 4 times the size and the other big cities were the same. It was the lead story on the French National News.

Non to Dayglo, non to a ban on bikes over 7 years old and non to new speeding laws.
NON!

We had some quite emotional French riders thank us for coming across the Channel to show Solidarity, so we may get the some French support in Birmingham on 2nd July

> <http://ukfrancebikers.com/2011/06/18/france-completely-paralysed-by-al-most-100000-bikers/>

In Lille the protest used parts of the motorway network to great effect.

Because the police permitted it if the bikes kept moving, not surprisingly, the riders parked up on the main A1 to smoke a Gauloise.

I had a moment to note that they are using non-slip overbanding...

Just a little French video to stir the soul!

From Paddy - for those of you and your members who Facebook.

http://www.facebook.com/1/67006xsQZM9d56EdhJdPLgQ2kVA/www.dailymotion.com/video/xjdyk4_manifestation-des-motards-en-colere-le-18-juin-2011-a-paris_auto

'TT' motorcycle race campaign starts on Isle of Wight:

Campaigners say the Isle of Wight could host motorbike road races

Motorcycle enthusiasts have started a campaign to bring TT-style road races to the Isle of Wight.

The proposal is to create an event similar to the TT "tourist trophy" races run on the Isle of Man.

The annual Manx festival attracted 37,000 visitors and generated £20m of income this year.

Campaigner Kara Rann said: "When you see the passion and enthusiasm, it's something the Isle of Wight is missing out on and it would certainly benefit".

A Facebook page set up by the campaign attracted 425 supporters in 36 hours.

The group has identified possible race routes which "avoid any villages" and plans to approach the council for backing for the idea.

'Considerable obstacles'

Parliamentary approval is currently required to allow local authorities to suspend the Road Traffic Act for high speed road races.

Campaigners are pinning their hopes on the ongoing government consultation over deregulating the process.

The Isle of Man races began following special legislation on the island over 100 years ago.

Tim Glover, sports editor on Manx Radio said: "There are considerable obstacles which would need a lot of political goodwill if it was to get off the ground on the Isle of Wight."

The idea has drawn mixed opinions on the island.

Jackie Parry, a tourist guide, said: "Anything which brings business to the Isle of Wight is great, but the state of some of the roads is a concern."

With three competitors and four motorcyclists killed during this year's Isle of Man TT festival, Ms Rann insisted health and safety was paramount but admitted that accident levels may deter people from road races.

She said: "It is part of road racing and riders and spectators know the risks."

Councillor George Brown, Isle of Wight Council deputy leader said "We would be happy to consider any proposals for high profile events that would extend the island's tourist season and make a meaningful contribution to the island's economy without compromising the island's natural beauty and charm for which it is famous."

A.O.B.

Cheryl: 2nd July Brum Demo.

Cheryl: Its time again for adopting a animal.. Nominations in by end of month. Vote first week of July.

Colin: 13th July, Motts are having a open day. Looking at having the MAG stand there.

Miller: Looking at booking some where for our Christmas meal.

Greg: Just become a step granddad . A little girl born today.

Keith: Chinnor Bike Day 1st-3rd July. Wycombe MAG Princes Risborough Berks HP27 9QE.

2011 Events

June:

3Bs Rally. 24th-26th June. Bordon.

July:

Help for Heroes: Sunday3rd, Gosport – Popham Air field. Contact Kev 07990 878596.

Basingstoke MAG ride out to Donkey Sanctuary Sidmouth. 9TH July.8am at the Royal Oak.

Andycap Rally. 15th-17th July At Wells, Somerset.

South West Bike Day. 15th July. At Wells, Somerset.

Basingstoke MAG Ride out to Ace Café Show at Brentwood – 31st July. Time of meet to be arranged near the date.

August:

The Bull Dog Bash. 11th -14th August.

Popham Bike Show. 21st August.

September:

Rog and Lyn Charity Run: Sunday 25th September.

November:

Southern Region AGM. Held at the New Queens Head Winchester.8pm

2012.

Basingstoke MAG 2012 AGM. 22nd March, 8pm at The Royal Oak.

