

Basingstoke M.A.G.

Minutes

12/05/2011



Rep Keith:

Welcome: B, Zim, Phil, Dave, Geoff, Jen, Simon, Ben and the others that I did not get around to see.

E-mails:

[Committee] [PR] 2011-05-05 The 14th MEP Ride: Members of the European Parliament take electric bikes for a spin; Motocross World Champion Joël Smets in electric off-road bike:

May 8th, 2011

Press Release - Federation of European Motorcyclists' Associations (FEMA)

MEP Ride 2011 opens Clean Week 2020 featuring E-Bike and E-Scooter European election and Joel Smets on electric motocross bike

On May 5th rider Members of the European Parliament gathered in Zolder to open Clean Week 2020. Zolder became for one weekend THE ecological heart of European mobility with the European e-Bike and e-Scooter of the Year election and large and smaller brands presenting their greenest cars and two-wheelers.

Read the full Press Release attached in English, or online at the following address:
<http://www.fema-online.eu/uploads/documents/MEP%20Ride/MEP%20Ride%202011/PR-20110508-FEMA-MEP-Ride.pdf>



PR-20110508-FEMA-MEP-Ride.pdf

Your Campaign, Your Say - [No To Bike Parking Tax]:

As the elongated Easter holidays pass, it's back to the campaign trail, so let get straight to the important diary of events

WESC

Tonight's club will be, once again, bathed in warm sunshine, so please come and add your physical support to our hardy regulars determined to ensure that everyone knows we are still here, and still campaigning. Meet either Villiers Street, WC2 at 5.30pm, Trafalgar Sq at 6pm or Sherlock Holmes Pub on N'humberland Ave at 7pm.

Why is this so important? Quite simply, the potential green light been given by the UK Courts to all Councils to be able to not only charge for motorcycle parking in order to stifle or dampen demand (whether that demand genuinely exists or not) but to also end the "discriminatory treatment of motorcycles over cars" ie "Cars pay, why shouldn't motorcycles?" threatens to have a huge impact UK-wide. Whilst the counter-

argument is simply "Bicycles don't pay, why should motorcycles?", estimates predict that a UK-wide implementation could cost fellow motorcyclists £93m each year.

"Your Campaign, Your Say" - Sunday 15 May 2011, 12.15pm, Rudolf Steiner Theatre

As promised in the event of a negative result, we have organised a meeting open to all NTBPT campaigners to come and express their views as to how the campaign should be taken forward. This meeting will take place at the Rudolf Steiner Theatre, 35 Park Road, London NW1 6XT from 12.15pm.

The main purpose of the meeting will be to hear from our new lead Barrister, Mr Jonathan Crystal of Cloisters Chambers who will explain the process of taking our claim to the ECJ, and who will also hold a question & answer session.

Thereafter, the second main issue is the election for the role of Chairman. Again, as previously mentioned, whilst personally confident that our legal case was strong enough, the fact remains that not only was this confidence misplaced, but a huge number of you were asked to donate extraordinarily large sums upon it, for which I must take full responsibility. Of course, whilst the case may be in my name, our taking it to Europe is in no way dependent on my being Chairman of the campaign itself.

Furthermore, perhaps some new & fresh ideas and impetus may come from others within our ranks, and thus not only do we encourage others to put themselves forward, we guarantee all will be given equal hearing at this meeting. Please [contact us via the form on our website](#) should you wish to stand.

After this, the floor will be open to the house in another q & a session about the way our actual campaigning should continue.

NB:- if there is a particular motorcycle group or organisation you would like to be invited to this event, please [let us know](#).

M25 - the Great Lap of London - June 25, 2011

Leaving Ace Cafe London, Ace Corner, North Circular Road, Stonebridge, London NW10 7UD at 10.30am on Saturday 25th June 2011 & travelling along the M40 before going anti-clockwise around the M25, we hope to arrive back at the Ace Cafe for 4.30pm. As usual, we will be stopping at Clackett Lane, Thurrock & Sth Mimms services to pick up those wishing to join en route.

The aim of this demonstration is the same as the WESC in sending a message to (1) all bikers as to the potential green light been given by the UK Courts to all Councils, and (2) all other Councils thinking if adopting a a similar scheme that we are watching and will resist.

Whilst we hope to bring you our promotional literature (professionally designed and printed by our usual volunteers for which we are extremely grateful), this whole event relies heavily on you for its promotion. Word of mouth is the best advertising for anything so please can we ask you to make a supreme effort to ensure as many people know about this ride-out as possible.

Other news...

With a load of organisational & logistical matters being at the fore, an update of all other matters will resume next week.

Hope to see you at all the above events

Ride safe

Government consultation on the possibility of allowing an increase in the length of articulated lorries:

Simon (The new London Rep) has volunteered to go to this meeting for us, please take a look at the following and let us know if you want to raise anything...

Invitation from DfT reads...

I am writing to invite to you to a meeting at 2pm on 18 May with DfT officials to set out the issues covered in the Department's ongoing consultation on Higher Volume semi-trailers; and to gather your input to

the specific questions raised in the consultation document. In particular, the Department is keen to ensure that the impact assessment (which will be updated as a result of the consultation process) reflects

primary quantitative evidence and all issues of concern.

The Department launched a 12-week consultation on 30 March on whether or

not we should amend existing legislation in order to permit:

*an increase of up to 2.05 metres in the length of semi-trailers authorised for operation on roads in Great Britain (referred to below as

"longer semi-trailers");

*an increase in the overall permitted length of an articulated vehicle to 18.75 metres -- the same as for a rigid truck/drawbar trailer combination -- in order to allow the development and use of tractor units with safer, more aerodynamic frontal designs in addition to longer

semi-trailers.

The consultation documents can be found at:

<http://www.dft.gov.uk/consultations/open/2011-06/>

We will talk you through the technical issues related to these options and the analysis behind the published impact assessment.

- * Presentation on vehicle specification, performance and safety
- * Analysis of the impact on freight efficiency, vehicle miles
- * Analysis of the impact on rail freight
- * Overall findings including uncertainties

We would then like to take your questions on this analysis and discuss the key areas for you. We would also be keen to discuss whether your group/organisation is able to help us gather evidence during the consultation period that can help inform the revised Impact Assessment.

Please can you let me know by 10 May if you will be able to attend this meeting in Great Minster House.

Regards

Fran Queen

Policy Advisor

Freight Policy & Lorry Charging Division

Department for Transport

Zone 2/15

Great Minster House

76 Marsham St

LondonSW1P 4DR

Tel: 020 7944 2774

One survey I urge you to complete about the future of motorcycling:

CLOSING DATE 15TH OF MAY 2011

Hello

In association with the EU Regulation into Type Approval and all the new electronics being proposed by those who believe they know better than someone who actually rides, a survey has been launched which runs until 15th May.

https://www.soscisurvey.de/2BeSafe_en/

There are about 40 questions, but I really urge you to persevere.

Interestingly many of the questions are phrased in such a way as to establish most riders as habitual law breakers and I urge you to read them carefully.

Others have an introductory scenario to set the scene where electronics would obviously help- like the one where opening and closing the throttle is done automatically to keep you a certain distance from the car in front.

Everything is included here: compulsory ABS and traction control, curve speed control, a system to stop lane splitting, heads up displays, and it's interspersed with questions which blur motorcycling with irrational road use.

How often do you undertake, or ride on a pavement? what about the wrong way down a one way street and do you not bother with road laws because they are complicated?

I urge you to complete this survey as this will make a difference to the justification used for foisting more controls upon us.

Please spend the time and forward the link to anyone you know who rides.

Thanks and remember we only have until 15th May.

https://www.soscisurvey.de/2BeSafe_en/

Vision Zero International - article about SAFERIDER quotes FEMA:

FYI

FEMA have forwarded this online magazine which has an article about the bike/rider technology tried out in the SAFERIDER project. It also quotes Aline from FEMA, notably making the point that a lot of the technology that was tried is not easily transferred from cars to bikes, or appropriate to do so.

If you have trouble accessing the magazine from the body of the email then just cut and paste the following address in to your browser

<http://viewer.zmags.com/publication/5abecb69#/5abecb69/32>

Nich

Tyne Tunnel Demo:

Hi folks

Don't forget its the Tyne Tunnel Demo on 14th May, Starting from the Number One Rally site 12 noon

Regards

Kitson Warrener

North East MAG Regional Rep

Let your hair down after lobby work!

Moto Gymkhana Experience Days

2 May & 29 May - Silverstone race circuit, Northants 21st May - Touratech, Ystradgynlais, Wales

Join us at Silverstone or in Wales to try your skills at Moto Gymkhana and experience the thrill of the sport.

If you haven't had a chance to read the article in 'The Road' magazine yet, Moto Gymkhana is a riding skills challenge involving technique and speed, but on any bike. Ridden against the clock, the obstacle course is designed to test the rider - but can be done on ANY type of motorcycle or scooter. Pioneered in Japan over 30 years ago, Moto Gymkhana is a great way to improve your technique and have fun.

Come along to Silverstone and try your skills at Moto Gymkhana - for only £5.00.

Registration opens at 9.00am - or you can register in advance online. We'll be running 4 groups during the day but places are limited. You'll get 3 hours of in depth experience, working through the basics of navigation and obstacles, trying your skills at the warm up course, learning some tips and techniques to improve your times and then the chance to put it all together on a competition style course against the clock.

You need to bring your licence and the paper counterpart and we'll check that your bike is road legal. That's all you need to have fun and get started on your way to Moto Gymkhana Top Rider ranking.

Spectators welcome. See you there...

<http://www.motogymkhana.org>

Be warned, Moto Gymkhana is highly addictive.

Borrett article MCN rc MAG



MCN coverage of
MAG re Borrett.doc

Driver with 39 points on licence not banned:

A Freedom of Information request to the Driver and Vehicle Licensing Agency (DVLA) revealed that, as of 24 March 2011, 638 drivers have 12 or more penalty points on their licence, yet they are still on the road.

According to the BBC, the worst offender is a driver registered in Swindon, who has amassed an incredible 39 points, yet has not been banned from driving. No information regarding the type of offences committed was available.

Elliot Griffiths, from the Magistrates' Association, said: "I accept that something appears to be wrong with [the figures in the Swindon case] and they need to be looked at.

"I can't even conceive how somebody can have 20, 30, 40 points and not be disqualified.

"I can't work it out. I'd be very interested to see how it happened."

Unless a motorist can prove that it would cause exceptional hardship for them, a total of 12 penalty points means a temporary ban from driving. The decision is made by a court.

However, if a driver escapes a ban due to these exceptional circumstances, and they then accrue more penalty points within three years, they are not entitled to appeal using the same reasons.

The data obtained by BBC West showed a total of 638 drivers in Bristol, Dorset, Gloucestershire, Somerset and Wiltshire with more than 12 points on their licences.

[Shane O' Donoghue](#)

<http://uk.cars.yahoo.com/05052011/36/638-driving-12-points-lice-0.html>

Better enforcement and education to cut roaddeaths:

The following DfT press release outlines proposed changes to road traffic laws and road safety policy that may affect riders for good or ill in future - Nich will take a look at the documents referred to and see if there are any specifics.

The headlines include the introduction of fixed penalties for 'careless' driving or riding - this can be very subjective, there is the threat of riders being stopped and given a fixed penalty according to the judgement of a police officer, but without evidence it would be difficult to prove, even with on-board video it may not be clear which leaves us with the danger of riders opting to pay rather than risk the time and even more cash to fight it in court.

By the way, the cost of a fixed penalty is going up as well.

There is a reference to improved rider training, I suspect that means the sort of changes DSA already have in the pipeline but I will let you know more once I have confirmation.

Interestingly, there is no mention of bringing in any more casualty reduction targets.

Nich was invited to the announcement by the Secretary of State, but DfT cocked-up and he got it very late yesterday, by which time he'd already worked-out that it was unlikely to be worthwhile showing-up given the time and money involved.

The DfT announcement was made to upstage the launch of a big push by the United Nations to reduce road casualties, also launched in London today.

11/05/2011 12:02

Department for Transport

Better enforcement and education to cut road deaths

Plans to improve road safety education while taking tough action against the small minority of dangerous drivers were set out by Transport Secretary Philip Hammond today. Careless driving will be made a fixed penalty offence to allow the police more effectively to tackle reckless driving that puts other road users in danger, while disqualified drivers face having to take a new test before regaining their licence.

There will also be more educational courses that can be offered in place of a fixed penalty and points in appropriate cases as well as a new post-test qualification for novice drivers, under plans set out in the new Strategic Framework for Road Safety.

And as new analysis shows, 3,500 deaths and serious injuries could have been prevented in a year if the successes of better local authorities and police forces had been matched across the country. Local people will be given the information they need to have a real say in road safety priorities on their local roads.

Philip Hammond said:

"This report marks a sea change in how we tackle road safety in this country. We are determined to differentiate between wilfully reckless drivers and the law abiding majority who sometimes make honest mistakes, or who have allowed their skills to deteriorate.

"We will focus relentlessly on cracking down on the really reckless few who are responsible for a disproportionately large number of accidents and deaths on our roads. By allowing the police to focus resources on dealing with these drivers, we can make our roads even safer.

"Our vision is to ensure Britain remains a world leader on road safety.

We will only do this if we bring people with us. This means cracking down on the most dangerous drivers without waging war on the law abiding majority.

The new Strategic Framework for Road Safety sets out the Government's plans to:

- * Make careless driving a fixed penalty offence to allow the police more effectively to tackle the wilfully reckless driving that puts other road users in danger. Guidance will ensure that the circumstances in which a fixed penalty notice is appropriate are clearly defined.

- * Require offenders to pass a test before they regain their licence after a serious disqualification.

- * Make greater use of powers to seize vehicles to keep the most dangerous drivers off the roads.

- * Increase the level of fixed penalty notices for traffic offences from £60 to between £80 and £100 and penalty points. Levels have fallen behind those for other fixed penalty offences, which risks trivialising the offences.

- * Improve enforcement against drink and drug driving, as announced in the response to the North Report in March.

- * Increase the use of police-approved educational courses that can be offered in place of fixed penalty notices to encourage safer driving behaviour.

- * Launch a new post-test qualification for new drivers, including an assessment process to give insurers confidence that it will create safer drivers who can expect to pay lower insurance costs. This will replace the current Pass Plus scheme.

- * Continue to improve the driving and motorcycling training processes, including introducing film clips into theory test.

- * Create a new website to allow local people to easily compare the road safety performance of their local area against similar areas, as well as a new portal to help road safety professionals share information. The framework published today also includes maps which show the recent road safety records and improvements of local authorities.

- * Launch an annual road safety day.

The framework also sets out the roles and responsibilities of local authorities, road safety professionals and other stakeholders in improving road safety and the increased freedom that is being given to local authorities in assessing and acting on their own priorities.

The Government's long term vision is to ensure that Britain remains a world leader on road safety and the Department will monitor its performance against indicators in a new road safety outcomes framework.

Type Approval Draft:

Dear Members,

As rapporteur of the parliamentary Committee in Charge, Parliament expects a report from van de Camp.

No he presented a DRAFT REPORT to his Committee (IMCO) on the proposal from the Commission on a Type Approval regulation. The members of the Committee are now expected to send amendments to this draft. Van de Camp will then consider the amendments (of the Committee members) and include some into his draft. The Committee will vote on the draft in October. Then will be an official Committee report which the entire Parliament

(Plenary) has to vote on -- date for the final vote is still to be confirmed!

Most important amendments in the draft report:

Amendments 2, 5, 10 and 60: van de Camp suggests to delay the starting point (entry into force) of the new TA regulation from 1.1.2013 to 1.1.2014. This is not surprising and something ACEM pushed for from the very beginning.

Amendment 7 deals with an increase of the numbers of production applying for small series, repeated in the explanatory statement on page 54. I did not detect if or what kinds of numbers have been suggested. In any case FEMA supports an increase.

Amendments 14, 15 and 51 to 55 discuss RMI. In my view van de Camp has sharpened the need and the requirements for easy access to RMI, therefore FEMA supports.

Amendment 34 deals with modifications to the powertrain. Van de Camp only makes a small concession to our call for deletion, therefore only a minor success for FEMA (so far...!)

Amendment 47 deals with Individual Vehicle Approvals (IVA). Surprisingly van de Camp suggests an increase of the maximum number per annum applying for IVA from 5 to 20. I have to dig further into this to understand the consequences.

Amendment 89 and 90 deal with emission durability requirements. Not surprisingly ACEM has convinced van de Camp to lower the final stage durability for emissions for A1 bikes by 5.000km to 25.000km and for A2 and A3 motorcycles by 10.000 to 40.000 here we should discuss if this is worth a fight.

At a first glance these appear the most interesting points to me. In case you detect more, please let me know!

Ride free,

Philip



TA Draft Report.pdf

A.O.B.

Keith: Thanks two all those who helped out at the Thornycroft show on Sunday. Special thanks to Dave R for going to Southampton to get the trailer.

Briony: At Thornycroft on Sunday Basingstoke MAG made £44.36 plus £32 for the sale of some products.

Colin: Ride out to Thruxton Race Circuit on bank holiday Monday.30th May. Meet at the Royal Oak at 8am.

Keith: Due to things on the ride out to Sidmouth donkey sanctuary has been moved to July 9th.

2011 Events

May.

Basingstoke MAG ride out to Donkey Sanctuary Sidmouth. 14th May CANCELLED.

Winchester MAG. 14th – 15th May Bike show.

Sun Flower Motorcycle Run Sunday 22nd May. Ivel Barbarians Rugby Club Somerset

Clay Pigeon Shooting. 29th May. 10am-2pm

June:

The Farm Yard Party, 17th-19th June. Pre book £25 otg £35.

Basingstoke MAG 21st Anniversary Bike Show. 18th June. At the small car park by The Royal Oak.

Lion Rally. 10th - 12th June. Reading.

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

July:

Basingstoke MAG ride out to Donkey Sanctuary Sidmouth. 9TH July.

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.

2012.

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