

Basingstoke M.A.G.

Minutes

19/05/2011



Rep Keith:

Welcome: Shelly and Tony from Winchester MAG.

E-mails:

No To Bike Parking Tax campaign meeting feedback:

Got this from Simon - Herts & Essex MAG Rep:

Been at the NoToBikeParkingTax 'what next' meeting in London. Warren is staying as chair. Next step for them is to take their case to Europe which is paid for out of EU funds so no more financial commitments needed from anyone. They are not looking to MAG for any financial support only for it to show leadership over the campaign.

Aside from the case there was a lot of debate on how to reinvigorate the campaign. They accepted it meant nothing outside London and not a lot to those in London and that it was not MAGs campaign. They agreed to approach MAG via me to negotiate our support such as getting their message across in The Road and Network. I'm happy to do that in absence of a regional rep for London and made the point very well that if the 60 odd in the room had all been MAG members and Warren the regional rep we would have given it a lot more visible support and it could well have been a MAG campaign.

There was a lot of passion in the room and some had been MAG members but stopped because MAG London didn't have a leader like Warren. It was agreed that what we did next could either reinvigorate a London MAG and bring members back and active or leave more resentment. The choice is ours. I kind of agreed to represent them in MAG on a quid pro quo arrangement - I support them as the regional rep for Herts & Essex and they will come back to MAG or join and Warren and I work together to achieve just that. I got applause and a cheer for that.

There was no appetite to form their own group and realism they can't go it alone and need a big group like MAG to help them move onto the next stage. BMF wasn't there and I spoke passionately about achieving more by working together with and in MAG. It was a good day for MAG.

Paddy, they suggested affiliating their campaign to MAG as a first step. Can we make Warren an offer via me?

S.
Herts & Essex

IMPORTANT: News from France and big protests coming soon!

French government proposes road safety crack down

Riders to be forced to wear fluorescent / reflective jackets
Mandatory retraining after 5 years
Jail for going 30mph over the limit
More speed cameras
Confiscating GPS to avoid speed camera warnings

Our colleagues in France have confirmed this over the weekend.

FEMA advises this could be spring-board for similar attacks Europe-wide.

Major demos planned in France and Belgium on 18 June - I'll get further details pending an NC decision on MAG encouraging UK riders to support them.

Nich

----- Original Message -----

Subject: [Committee] News from France and big protests coming soon!
Date: Sat, 14 May 2011 16:36:32 +0200
From: <frederic.jeorge@ffmc.fr>
Reply-To: frederic.jeorge@ffmc.fr
To: FEMA Committee list <committee@lists.fema-online.eu>

Hi guys,

You may have heard rumors about the latest development in French road safety policy. Our crazy government has come up with a series of new laws which are causing a massive uproar. For instance, speed excess of 50 kph becomes a jail worthy crime, no matter the circumstances - no more signs to say there are speed cameras - interdiction of speed cameras warning (either in dedicated devices or included in GPS or smartphones - a lot more speed cameras - a "safe car" label for cars with a 130 max speed limitation - bigger fines for DUI (so big it takes more points out of the license than what the new drivers start with!) - bigger license plates for PTW - mandatory re-training if you can't prove you've driven a PWT in the past 5 years - mandatory yellow jacket or reflective system for PTW - bigger fines for having a phone in hand while driving (but still nothing for hands-free sets which have the same risk...) - bigger fine and confiscation of the device for using anything with a screen other than a GPS - bigger fines for driving on the emergency lanes. Plus a very few good things, so obvious they are already in place!

There are a number of protests already starting, and a very big one the 18th of June. We will be joined by car drivers, mopeds, taxis, maybe even trucks, buses... and cops! This should be memorable, because the government has gone over the limit. Save a few extremist, everybody opposes that and says it's ONLY a way to make more money on the drivers, and nothing for actual road safety.

I know Belgium has already planned protests on that same day. What if we tried to make this into a massive, Europe-wide plea against unified PTI and for a serious PTW policy? It doesn't have to be a protest if your organization doesn't do that, it can simply be rides, or conferences, or whatever, but something to show we are united, we know what we talk about, and we matter!

Please ask if you wish to know more...

Frédéric - FFMC (France)

EU proposals - Official response from Chairman of Internal Market Committee:

Following the Rapporteurs Draft Report to the Committee I forwarded last week (Nich is still going through the content to compile a plain-English version for you), here is the official response of the Committee Chairman (Nich will try to arrange a meeting with him to discuss). Red

SAR/MH4 May 2011*

REVISED STANDARD ON MOTORBIKES

Dear [],

Thank you for your email regarding the proposal for an EU Regulation on the approval and market surveillance of two- or three-wheel vehicles and quadricycles.

This Commission proposal is currently before the European Parliament in 1st reading with the Internal Market and Consumer Protection (IMCO) Committee, which I Chair, leading on the discussions. The Committee vote is scheduled for 15th June with adoption by the Parliament expected in September.

Please note that a public stakeholder hearing was held on 22nd March in IMCO. The programme, presentations and video of the event and can be found on the attached link:

<http://www.europarl.europa.eu/activities/committees/subjectFilesCom/subjectFileCom.do?language=EN&id=20101214CDT09690&body=IMCO>
<<http://www.europarl.europa.eu/activities/committees/subjectFilesCom/subjectFileCom.do?language=EN&id=20101214CDT09690&body=IMCO>>

Although discussions are advancing on the relative merits and drawbacks of the proposal, with due attention paid to biker, repairer, and manufacturer concerns, as well as to the safety and environmental performance of motorcycles, I would like to remind you that no decisions have yet been taken on the proposal by the Committee.

The Rapporteur's working document is not to be confused with the Draft Report he will present, which consist of a series of initial Amendments to the Commission's proposal. Other Members including myself will then also table their own amendments based on feedback received from interested citizens and stakeholder organisations.

The Rapporteur, Mr Wim van de Camp, is an active motorcyclist from the Netherlands who is not only expert on the subject, but also clearly a bike enthusiast and biker friendly. Additionally, a number of other IMCO

Committee Members are very familiar with EU motor vehicle legislation and the vehicle manufacturing sector, myself included as an automotive engineer.

On specific aspects of the Commission's proposal:

Mandatory ABS

I would like to remind you that it is already the case that motorcycle manufacturers are fitting ABS as well as traction control systems on high powered motorcycles, and this follows consumer demand. There is strong political pressure to get the balance of interests right between riders, the industry, and safety, while not loosing sight of improvements to motorcycle emissions.

The overall cost benefit of ABS is stacked in favour of mandatory ABS for higher powered motorcycles. However a number of stakeholders have been arguing for an ABS switch enabling riders to disengage ABS in certain driving conditions such as driving on loose gravel. This concern is almost exclusively relevant for dual use rides (off and on-road).

Please note that Enduro and Trial motorcycles will have a separate category (L3e) under the revised rules without mandatory ABS.

Anti tampering

Anti-tampering measures are intended to stop alterations to the vehicle's power for safety purposes or to meet environmental performance requirements. These are currently limited to mopeds and motorcycles under 125cc producing less than 11kW. However, the Commission proposes to extend cover to all vehicles within the scope of the draft law. The Committee will be taking a close look at this proposal because the associated costs and benefits have not been covered in the Commission's Impact Assessment. I agree that these relative merits first require proper justification.

The likely manner in which we will achieve this is by introducing an obligation on the Commission to undertake further cost benefit assessments, on a case-by-case basis, before any specific anti-tampering technical measures are proposed. We will also be considering the extent to which the Commission's anti-tampering proposals may restrict after market part manufacturer's ability to sell their products because of potential difficulties they may have in getting their products type approved, particularly if produced in small volumes. I would like to assure you that in any case, the European Parliament retains a right of scrutiny over any such future measures.

Regular random spot checks at roadside.

A proposal on random spot checks is not included in the Commission proposal. The Rapporteur called for road side spot checks as a political statement in his working document to encourage EU police forces to enforce the legislation and act against the youngsters which do tamper with their rides in a way which clearly compromises vehicle safety. The concerns expressed about this are invariably from serious and experienced bikers that clearly do not tamper illegally with their rides and should really not be concerned about this statement. The police would clearly not be targeting obviously experienced and well equipped riders. Moreover, the Rapporteur is not intending to table an amendment modifying an article of the proposal to include reference to road side spot checks as this is not related to the subject matter of the proposal.

Mandatory Automatic Headlight-On

I have noted the concern that, in certain specific circumstances, there may be safety grounds for switching a motorcycle's headlight off, such as when the sun is behind the rider and the headlight may blend into a bright background.

However, when the sun is behind a rider with his headlight on (or he is followed by other vehicles which also have their headlights on), I am not convinced that there is clear evidence to support that the motorcycle is less visible to other road users than if he had

his headlight off. I would say that this rather depends on the precise colour and intensity of the bright background (the sun's colour and intensity varies, as do other vehicles' headlights in size, colour, and glare). If the blending is not very close, I tend to think that the rider would be more visible with his headlight on. Furthermore, we are talking about one particular riding direction (away from a bright background), which further limits the circumstances in which having the headlight on may be a problem. I believe that the benefits outweigh the drawbacks of this safety provision, which would furthermore be very difficult to argue against with the Commission for the reasons I have explained. However, given the concerns expressed, I will look into an amendment to ensure bikes feature a control switch enabling the rider to switch the headlight off, notwithstanding that they should come on automatically on vehicle ignition.

Mandatory on board diagnostic equipment (OBD)

The intention of OBD is not to affect the motorcycle's behaviour, but to provide the rider with information that there is a malfunction in the form of a warning light. I think this could be developed into OBD systems which provide more detail on the type and severity of the malfunction, but I will position myself against any limp-home functions that may activate unexpectedly while riding. If the malfunction is so serious that the motorcycle runs a real and imminent risk of being seriously damaged, compromising rider security in the process, a limp home function might be welcome, but my proposal would be that it activates only once the motorcycle has been brought to a standstill.

Small series and individual vehicle approval.

The Rapporteur's preliminary intention is also to bring down the limit of the exemption from the Regulation for small series productions from the current 200 vehicles. But he does not intend to do so as radically as the Commission has proposed. In particular, the Rapporteur intends to propose, for category L1Ae, a limit down from 200 to 100 or 50 units, and not 20 units as the Commission intends. I think we can probably strike a compromise here which will have a minimum effect on the activities of new entrants to the market.

I hope this responds to your concerns.

Yours sincerely,

Malcolm Harbour.

18 June Europe-wide protest against anti-bike laws:

The FFMC (French member of FEMA) are organising demos across France on 18th June and have suggested other FEMA organisations should organise parallel demos on the same day. Their demo is against proposed new French road safety laws that would affect all types of vehicle, but would specifically mean anti-bike laws such as compulsory conspicuous clothing and compulsory re-training, etc. which could also infect UK politics and would affect any UK riders travelling to France. The French and others are also up in arms about the prospect of Roadworthiness testing which ties in to our concerns about a near-future pan-EU super-MoT.

Yesterday the FFMC confirmed they would support us in calling a EuroDemo - probably in Brussels - later in the year. From what they and other FEMA organisations are saying I think we could be looking at a series of demos being called in different countries whether or not we can pull off a big Euro-Demo later in the year.

The suggestion that MAG(UK) organise a big demo to coincide with the Farmyard seems sensible to me, but I need to know if NC wants to have one demo in the North or whether we should aim for other demos in different parts of the country?

Do we get more recognition and impact by tying-up with NoTo and others in the London area to lead a demo in the capital?

Time is short and although we can use our activists' lists this week Network doesn't go out until about two weeks before the 18th and TheROAD wouldn't be on people's doormats until a few days before.

Please discuss and advise asap.

Nich

18th of June : EuropeanMotorcycle Day:

Hi all

I don't want to be a kill-joy, but I think we may misuse a great opportunity if we stumble into organizing the first European Motorcycle Day already in June this year.

It is a great idea, but in my mind, FEMA should first have a strategic road safety discussion:

- Identify RS measures that riders themselves (FEMA) can put forward
- Identify government RS initiatives that the riders (FEMA) can accept
- Where does FEMA draw the red line?
- Why does FEMA draw the red line there?
- What kind of arguments and language should FEMA use in a campaign against unnecessary and unjust RS legislation?
- Identify research that supports FEMA's views
- Identify influential political friends that will support a "let's be reasonable and realistic" campaign

Then we are ready to organize the introduction of a European Motorcycle Day on an agreed date in 2012. In my mind a European Motorcycle Day should primarily be a motorcycle political event, and the activities and the language used should reflect that orientation:

- Identify the five major objectives
- Identify what might backfire
- Design logos and slogans
- Design a few activities that might work in every country
- Step-by-step communicating the event to riders, media and authorities

A European Motorcycle day is a great idea, and I fully support it! That's why we should take time to do it properly. Besides, the FEMA Road Safety discussion is long overdue ...

Morten

----- Original Message -----

From: "Aline Delhaye" <general.secretary@fema-online.eu>
To: "'FEMA Committee list'" <committee@lists.fema-online.eu>
Sent: Tuesday, May 17, 2011 12:45 PM
Subject: Re: [Committee] 18th of June : European Motorcycle Day

I like "Road safety, yes - Road discrimination, no"
What about: "Road safety, yes - safety paranoia, no" or "civil liberties limitation, no"

Also, having heard several recent road safety debates within the European Parliament, I believe such a European motto could get the support of several MEPs.

I suggest that FEMA Secretariat focuses on disseminating your national actions through our European list.

I also suggest that all national actions use FEMA flag when we agree on a common banner and messages at the June Committee.

Kind regards,
Aline

-----Original Message-----

From: committee-bounces@mag-uk.org [<mailto:committee-bounces@mag-uk.org>] On Behalf Of
Coordinateur Technique FFMC
Sent: mardi 17 mai 2011 12:15
To: 'FEMA Committee list'
Subject: [Committee] 18th of June : European Motorcycle Day

An "European Motorcycle Day" is more or less what I had in mind, we have one month to set it up and by experience it is enough. We might even make it an annual event in the future, but let's start with this one.

I think we should NOT rely on the FEMA staff to organize this, they already have a lot on their plate, and for now I think it would be more a collection of national actions on a same day, even if of course we'd have to keep an European list.

It would simply mean that on this particular day, every willing organisation is to do something, either massive protests like in France (hey, that's us !), MP rides, marches, free trainings, special informations for the members or even costume parties, whatever. The important thing is that we find a common theme, so we all ask, each in our own way, the same thing.

It is not as easy as one could think, for we all agree on technical concerns, but each have different issues. We protest that the government is racketting millions of Euros per day off the drivers and riders, others focus on infrastructures, reglementations... Here, the main issue is "Respect us!", I'm building an "Union of the road users", because that's what we all agree on. What is the equivalent at European level, and as importantly, how do we summarize it in one simple and catchy sentence?

"Know thy two-wheelers", "Riders are citizens, too", , "Two-wheelers are not a problem, they are a solution", "Use the Force, Luke" (hum, maybe not that last one). We have some time to decide this motto, but we must think about it now, and start communicating on the date, 18th of June, everywhere.

Frédéric
FFMC

PS : since the announcement of the latest government crazy ideas last week (which they already started enforcing!), we already have several hundreds more members, and contacts for 3 new local branches, plus historical contacts with major players in cars associations, who will join us for the very first time...

MCN new bike test:

Growl MCN creative writing strikes again!!

MCN today, p12, second paragraph

"It marks a victory for an MCN campaign to shake up the test after 45 learners crashed in the first nine weeks following its 2009 introduction".

No mention of MAG, Paddy, Nick etc in entire article

Other ideas to oppose day-glo compulsion, etc:

While NC is deciding what to do about the possible 18 June demo, Nich suggests we go ahead and publicise as widely as possible the two demos MAG already has planned against other EU proposals (ABS, anti-tamper, super-MoT, etc.):

28 May (Leeds)

2 July (Birmingham Brum Demo)

Another opportunity might be the 'NoTo...' campaign's planned lap of the M25 on 25 June to protest against parking charges (one week after the French and others are protesting about day-glo, etc.).

Nich wants to know if we should ask NoTo if they should include day-glo and other European issues?

Big changes in France may lead to compulsory dayglo here:

We all know how the harmonisation of Europe can mean we are all affected by the decisions of one Member State.

It's bad enough when the EU Commission decide we'll all have compulsory ABS or not be permitted to change our tyres, sprockets or air filters, as with the new anti-tampering Regulation, but our friends across the Channel have just been hit with a raft of legislation that can indeed affect us almost immediately, but may well do so in the near future.

French legislators have decided that motorcyclists should compulsorily wear dayglo and reflective clothing. They also want to see immediate jail terms for those caught doing more than 30mph over the speed limit and larger number plates for bikes so that they can be more easily prosecuted. There are a raft of other things and remember France went ahead with the 100bhp limit back in the 90's, but not surprisingly, the French riding community aren't best pleased and are arranging a mass day of action for June 18th.

MAG is already planning to demonstrate its displeasure at the EU Regulation (read its full glory here

<http://www.fema-online.eu/index.php?mact=News,cntnt01,detail,0&cntnt01articleid=127&cntnt01returnid=15>

with a Demo in Leeds 28th May and at the Brum Demo 2nd July, but keep your ear to the ground for news of possible co-ordinated action across Europe on the 18th

Kind regards

Paddy Tyson

Wikipedia article:

Tom Yates, MAG life member noticed after the AGC that MAG had no wikipedia page, and has fixed this (though he hopes the page will be expanded as time goes on). He has been given permission to use the MAG Logo. The page can be seen at http://en.wikipedia.org/wiki/Motorcycle_Action_Group .

A.O.B.

Keith: Like thank Miller for getting the Web page back up and working again.

Keith: **Bike show bits.** The local MP Maria Miller and the Basingstoke Mayor are coming to the bike show.

Keith: On Thursday 16th June there will be no MAG meeting but will still meet at the Royal Oak at 7,30pm to work on the car park to get it ready for the show on Saturday 18th ...PLEASE bring a broom to help sweep the car park.

Keith: Still want prizes for the raffle.

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

Keith:

Colin: Ride out to Thruxton Race Circuit on bank holiday Monday.30th May. Meet at the Royal Oak at 8am. Get your own ticket before or on the day.

Colin: JtheBs in France have been in touch saying that they have just had a group over from a Scotland MAG . They saw Basingstoke MAGs write up in the Road .

Colin: MCN have just done a article about Police on unmarked motor bikes. In which they are following groups of bikers.

Red: Veolia environmental services have announce that they are looking for local community projects that are working on improvements to the communities or to the environment, to help with funding. Contact me for more details.

Red: Phil from work has lost his Eagle Owl called Troy. If seen please contact Red.

Red: Sorry to say that she could not get the tombola we wanted for the bike show, so I there anyone out there know where we could borrow one from. Contact Keith.

Miller: If anyone has any ideas for social events please email him.

2011 Events

May.

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

Clay Pigeon Shooting. 29th May. 10am-2pm MEET AT 9.15AM LEAVE AT 9.30AM. The Royal Oak.

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

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.