

Basingstoke M.A.G.

Minutes

14/04/2011



Rep Keith:

Welcome: Matthew and Peter

E-mails:

MEP Motorcycle Ride - Open your mind to the two-wheeled "Greenvolution"

Dear Members,

Please find below a reminder for the invitation to the MEP Ride. This reminder, like all others, has been sent to all MEPs, but feel free to forward it to your friendly neighbourhood MEP with a personal word.

We also take this opportunity to remind you that if you wish to participate, you must register using the link in the email below. If you wish to contribute as a volunteer to help with the event, please indicate it in the comments box, along with any relevant information (time of arrival/departure, restrictions, etc.).

See you next month in Brussels!

Ride free,

- Hugo

*From:*FEMA - Federation of European Motorcyclists' Associations [<mailto:noreply@fema-online.eu>]

Sent: jeudi 7 avril 2011 21:11

To: H.roebroek

Subject: MEP Motorcycle Ride - Open your mind to the two-wheeled "Greenvolution"

If this message does not display correctly, please click here <<http://www.fema-online.eu/index.php?page=join-the-mep-ride-3>>.

Reminder -

<<http://www.mep-ride.eu>>

Open your mind to the two-wheeled "Greenvolution"

You think that scooters and motorcycles are polluting? You really do not believe they are part of green transport solutions? Think again!

Come with us for a friendly motorcycle ride to Zolder Circuit in Flanders, on a bike or in a hybrid car, departing on *Thursday May 5 - 3pm - European Parliament, Brussels* and discover the latest powered two wheeler green innovations:

- *Inaugurate* Clean Week 2020 <<http://www.cleanweek2020.be/en/>>,

Europe's most complete eco-mobility event, - *Test* electric powered two-wheelers with professional trainers on secured test tracks, -

Unveil the /Electric Bike of the Year/ selected by Europe's top motorcycle journalists, -

Meet and discuss mobility challenges with Europe's key transport Media and stakeholders.

Open your mind to the motorcycling "Greenvolution". Take part to the MEP Motorcycle Ride 2011!

Read more and register now at www.mep-ride.eu <<http://www.mep-ride.eu/>>.

The Patrons of the 2011 European Parliament's MEP Ride are:

- Wim van de Camp

<<http://www.europarl.europa.eu/members/expert/committees/view.do?language=EN&id=96754>>

(EPP, NL) - Bernd Lange

<<http://www.europarl.europa.eu/members/public/yourMep/view.do?name=lange&partNumber=1&language=EN&id=1909>>

(S&D, DE) - Frieda Brepoels

<<http://www.europarl.europa.eu/members/public/yourMep/view.do?name=brepoels&partNumber=1&language=EN&id=28463>>

(Greens/EFA, BE) - Toine Manders

<<http://www.europarl.europa.eu/members/public/yourMep/view.do?name=manders&partNumber=1&language=EN&id=4560>>

(ALDE, NL)

/We are also able to provide you with a helmet and, perish the thought, rain suits. Borrowed bikes will remain in Zolder, after dinner buses will return participants to Brussels./

<<http://www.mep-ride.eu>>

*Click here to register for the MEP Ride

<<http://www.fema-online.eu/index.php?page=registration>>*

*View the programme

<<http://www.fema-online.eu/index.php?page=program-2011>>*

European Parliament, Brussels - May 5th, 15:00 hrs

12:00 - Registration opens

14:45 - Safety briefing

15:00 - Departure of the 14th MEP Ride

<<http://www.fema-online.eu>>

The MEP ride is organised with the support of our partners

<<http://www.cleanweek2020.be/>>

<<http://www.harley-davidson.com/>>

<<http://www.etra-eu.com/>>

<<http://www.acem.eu/>>

<<http://www.harley-davidson.com>>

<<http://www.circuit-zolder.be/en>>

<<http://europarl.europa.eu/>>

<<http://www.polfed-fedpol.be/>>

Contact: info@fema-online.eu <<mailto:info@fema-online.eu>> - +32 2 736 9047

Website: www.mep-ride.eu <<http://www.mep-ride.eu>> - www.fema-online.eu <undefined>

AGC resolution - Request for immediate review of every lenient sentence:

Below is the text of the request Nich sent to the Attorney General (AG) on behalf of MAG(UK).

The information published by the AG's office about their powers indicates that the Borret case does not fit some of the fundamental criteria for a successful review of the sentence, not least because the sentence handed down falls within the official guidance.

However, by drawing this to the AG's attention we are doing more than simply ticking a box now that AGC has mandated a course of action to address the question of fair application of sentencing policy between different road user groups.

Nich has started to compile a list of other executive and judicial bodies that we would want to take an interest in an official investigation in to whether different road user groups are treated equally during sentencing. He has also asked Mr Mutch to draft some PR. There are several topical hooks you could consider; a report of the MAG AGC last Saturday, the letters going out to the AG's office since then, the first anniversary of Jason's death this coming Saturday...

Red
MAG Southern Region Rep
The Motorcycle Action Group - Protecting motorcycling

Sentence passed at Guildford Crown Court, 16 March 2011 Convicted - Richard Borrett, Convicted of Causing Death by Careless Driving while over the prescribed limit Victim - Jason Mickelburgh

Dear Sir

The annual meeting of the Motorcycle Action Group (UK) has resolved to demand a review of the very lenient sentence passed in this case.

Despite the shocking nature of the aggravating factors that were reported, the sentence handed down is far lower than the maximum period of imprisonment for an offence of this kind.

At the time of the offence Mr Borret showed no sign of remorse or concern for his victim, indeed he was heard to say that he did not mind what he had done. Indeed he demonstrated greater concern for his own inconvenience and did nothing to summon the emergency services.

The Court heard Mr. Borret appeared to wait before driving across the victim's path. It was also noted that the victim had done nothing to contribute to the accident and that witnesses reported his attempts to avoid the collision.

MAG(UK) represents the interests of 50,000 individual and affiliated members and the wider population of motorcycle users. Given the appalling list of aggravating factors, the leniency shown to Mr Borret has added to the growing concern among motorcycle users that their lives

and interests are being discounted in the courts so that light sentences are being passed where riders are the victim, yet punitive sentences are given to convicted riders.

Therefore, MAG(UK) believes it is in the public interest to review this sentence and to consider whether there is bias in the application of sentencing policy to different groups of road user.

Yours sincerely

The ROAD:

What do we think of the size of the main text in The ROAD. Right now it is Times 8.5 . Would we like it slightly bigger?

Mutchie

Sec of State Norman Baker supports MAG policy!

I am delighted to report that Transport Under Secretary of State Norman Baker MP, used an interview with John Humphrys on this morning's Radio 4 'Today Programme' to state his support for MAG's founding principles!

In a discussion about the compulsory use of helmets for cyclists, Norman Baker said

"We (the Government) think adults are capable of making up their own minds as to whether they should wear a helmet on or not."

It is fantastic news that the current administration thinks adults are capable of making their own decisions, and in the light of compulsory protective clothing use in Iceland, it's good to know that our Government will help us thwart any such proposals here.

This may sound a little flippant, but core MAG policy is the rider's right to choose, whether that be to buy a Honda or a Harley, or wear dayglo clothing or black leather. The current EU Regulation absorbing much of our time, plans to make ABS compulsory without the option of switching it off for certain purposes, like when on gravel roads, and the spectre of mandatory personal protective equipment regularly rears its head. The weather in Brighton is not always the same as it is in Aberdeen and some of us feel the cold more than others. Being comfortable when riding a bike is essential to being able to concentrate.

When the nation's road network is congested with four wheel traffic, as few barriers as possible should be placed in the way of people choosing alternative transport, and forcing people to buy and wear expensive or inconvenient clothing would certainly make motorcycling prohibitive for some. Luckily Minister Baker also concurs:

"There is an issue of whether or not cars give a wider berth to cyclists with or without helmets, but there's also the point that whether making people wear helmets will actually discourage them from cycling. There are enormous benefits in getting people cycling in terms of health, in terms of tackling obesity, in terms of dealing with air pollution and environmental problems and I don't want to put obstacles in the way of people cycling. I think we should encourage the freedom of cycling, rather than place restrictions on it."

Well done Norman, I'm glad you grasp all the basics of the argument and I'm sure you'll remain consistent when you are referring to motorcycling.

--
Kind regards

Paddy Tyson
Campaigns Co-ordinator
MAG (UK) - Motorcycle Action Group

Sacrebleu - Motorcycles may be banned from cities in France !

Motorcycles may be banned from cities in France !

Posted: 10 Apr 2011 02:53 AM PDT

Nathalie Kosciusko-Morizet is trying to push through one of the most evil and disgusting piece of anti-bike legislation in France. Let's hope she will fail.

We have recently learned that France's ecology minister, Nathalie Kosciusko-Morizet (left), has proposed a ban on the circulation of all older motorbikes and scooters in city centres. Motorbikes and scooters that were manufactured before 1st July 2004 (and also cars manufactured before 1997) may be banned from entering city centres from as early as 2012 in an attempt to improve air quality by reducing pollution.

The proposals have yet to be approved by the French Government but, if implemented, up to 1.6 million motorbike and scooter owners could be forced to replace their machine if they wish to continue to ride in city centres. The scheme would initially be the subject of a trial in eight cities across France (Paris, Bordeaux, Nice, Lyon, Grenoble, Clermont-Ferrand, Aix-en-Provence and Saint-Denis). Under the new proposals, anyone caught riding a motorcycle from before 2004 will be issued with an expensive fine and possibly have their bike taken away from them on the spot.

At a time when many citizens are struggling to cope with the adverse economic environment where prices have increased dramatically, these proposals come as a complete shock to most of us. This is most likely to be one of the most disgusting and anti-bike piece of legislation ever seen in France, which would ban up to 1.6 million French riders from using motorcycles to help reduce congestion in city centres.

The [Federation Française des Motards en Colère](#) (FFMC – French Federation of Angry Bikers) have expressed their total opposition to the proposed scheme and intend to organise a series of protests that will paralyse city centres and bring them to a complete standstill during the most crucial hours of the day, until proposals are totally abandoned. The FFMC argues that “not only motorcycles comply with the Euro 3 regulation since 2003 but also contribute to reducing toxic and harmful emissions caused by traffic. According to CITEPA [institute in charge of preparing and publishing pollution related statistics], motorcycles only represent 0.23% of the overall CO2 emissions in France. In addition, cities such as London, that have taken draconian measures to reduce pollution, have exempt motorcycles from these measures and, in fact, have been encouraging their use”. So why such an evil attack on riders in France?

A first protest will be taking place in Paris this Monday 11th April 2011 where thousands of angry bikers are expected to gather at Place de la Concorde at 12.30pm and cause a little bit of disruption in the French capital! The FFMC together with their thousands of supporters all over the country are determined to show Nathalie Kosciusko-Morizet how stupid her proposals are and make her realise the consequences if she doesn't abandon or withdraw her plans immediately. Good luck to her!

Further reading (in English) [Bike ban in French cities](#) (and in French) [Interdiction des deux-roues en ville](#)

ANY_CHARACTER_HERE

If you're based in France and want to take part of the fight against the Government's proposed introduction of a compulsory annual environmental and road safety test for motorcycles and their continued policy to ban motorcyclists from filtering through traffic, then contact the [Fédération Française des Motards en Colère](#) (FFMC – French Federation of Angry Bikers).

Si vous habitez en France et souhaitez participer aux manifestations contre la proposition du gouvernement d'introduire un contrôle technique pour les 2 roues motorisées ainsi que de continuer à empêcher la circulation inter files pour les motocyclistes dans les embouteillages, contactez la [Fédération Française des Motards en Colère](#) (FFMC).

ANY_CHARACTER_HERE

Please join and support the campaign to stop Westminster Council from stealth taxing motorcyclists to park before their scheme spreads all over the UK and the rest of Europe. For further details, visit

<http://www.notobikeparkingtax.com/>

Rejoignez le groupe de manifestants contre le stationnement payant des motocyclistes à Westminster avant que cela ne se propage dans le reste du Royaume-Uni et l'Union Européenne. Pour plus d'informations, consultez <http://www.notobikeparkingtax.com/>

ANY_CHARACTER_HERE

MCN:

MCN have published the following letter from Mutchie today and it has delivered a heartwarming reaction from one reader at least hurrah!

Kevin Ash in speaking of Eurocrats asks “couldn't you just throttle
> them”. I sympathise with him but it is not good moaning into your
> beer down the pub about these things. Some of us weren't prepared to
> take this nonsense lying down so 38 years ago we founded MAG and later
> FEMA to cover the European front.
>
> The tragic reality is that all these years on both organisations are
> forever struggling for funds against the disinterest of Europe's
> millions of riders who would rather moan into their beer and ask “what
> is MAG/FEMA going to do about this?” without every dreaming of putting

- > their hands in their pockets for a measly £25 a year.
- >
- > Freedom ain't free, it costs, but it doesn't have to be much. To
- > those who say 'politicians don't listen' say this, 'which
- > politicians have you spoken to?' then watch the blank expression
- > spread across their faces.
- > MAG
- > does its best with a skeleton crew and very modest resources and we
- > speak to lots of politicians but a little more help from riders
- > wouldn't go amiss.
- > Actually how about MCN
- > I think Marc Potter is a MAG member but how many MCN journos are,
- > stand up now and be counted.
- >
- > Ian Mutch
- > MAG President
- >
- >
- > Hi Ian, just read your latest letter in MCN(well done mcn for printing
- > lots of your letters these days) and it finally shamed me into joining
- > MAG and offering my support and thanks for what you have done for all
- > bikers for so many years. I have recently started a bikes and parts
- > business in South Wales and will be happy to put a MAG leaflet in with
- > the parts I send out or include you on my leaflet. I also race with
- > North Gloucs and as sponsor the Pre-Injection Class have a growing
- > presence in the Paddock and would be happy to promote MAG there too.
- > If that is of interest please call me anytime, Pete

Changes to the module one motorcycle test:

May 16th marks the date of changes to the motorcycle test.

These are not however, the changes you may be expecting.

The Ministerial Review is ongoing and many of those involved, not least MAG, still hope that a single test with easy access for all, will be the ultimate outcome.

In the meantime, the DSA have decided to implement a host of changes to the Mod 1 test themselves and said in a letter to training schools:

"You'll be aware that the government is working with motorcycle groups, training organisations and others to review the motorcycle test. They're considering various options around content and delivery.

"As part of this review and DSA's ongoing monitoring and review process of all tests a number of minor changes have been identified that can be introduced before the main review is finalised. These changes will take effect from Monday 16 May 2011.

"The government working group supports these changes which take into consideration feedback from yourselves and the wider motorcycle audience."

This is particularly interesting because many of the changes are things we have been asking for since we first heard this Mod 1 format was to be introduced in 2009, and were comprehensively told were impossible and couldn't be offered- like for example, removing the 'stop in a box' element from the end of the swerve manoeuvre, as it was never an EU requirement. Similarly, and most strikingly, there will be the introduction of leniency (5%) to the speed attained for the higher speed manoeuvres, so that if 48kph is attained, instead of 50kph, that will be acceptable!

It is because of the previous strict speed enforcement that the special test centres had to be built at great public expense!

What is perhaps more interesting, is that although it says the 'working group supports these changes' it came as a complete surprise to us. We do indeed support the changes, as we've been calling for them, but even at the last, ironically named, 'DSA Stakeholders' meeting, there was absolutely no mention of these forthcoming changes. One of the reasons that the discussions into the whole Ministerial Review have been taking so long, is that the DSA were adamant that the swerve and stop must be combined and that any changes to it would need thorough and expensive trialling, even just altering the cone layout on approach to make the corner less severe. There will now be 3 possible 'lines' the candidates can choose.

I do hope that this enlightened change of heart will continue to pervade their thinking, but I fear it may not, as there are only two dates (below) when all the training schools in the land will be able to witness the changes, in order to know what to teach their students. With less than 2 weeks notice and the Easter holidays approaching, I wonder how many will be able to alter their diaries in time.

Information will be available to trainers at the following venues, but as examiners also need thorough training, there will be less test booking availability in the busy holiday period. Joined up thinking?

12 April (4.00-6.00 pm) Burgess Hill, Darlington, Edinburgh
Musselburgh, Gillingham, Lee On Solent, Nottingham, Swansea, Wolverhampton

14 April (4.00-6.00 pm) Atherton, Bristol, Cambridge, Chester,
Enfield, Exeter, Farnborough, Greenham, Inverness, Rotherham, Swindon, Wakefield

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Kind regards

Paddy Tyson

MEP Ride 5th May:

Please find below an invitation to the 2011 MEP Ride in Brussels. This invitation, like all others, has been sent to all MEPs, but feel free to forward it to your friendly neighborhood MEP with a personal word.

Even though it's local election in the UK I'll take this opportunity to remind you that if you wish to participate as a rider, you must register using the link at the bottom of this mail. If you wish to contribute as a volunteer to help with the event, please indicate it in the comments box, along with any relevant information (time of arrival/departure, restrictions, etc.).

It's a great excuse for a ride out, I hope you can support it.

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<<http://www.mep-ride.eu>>

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The Patrons of the 2011 European Parliament's MEP Ride are:

- Wim van de Camp

<<http://www.europarl.europa.eu/members/expert/committees/view.do?language=EN&id=96754>>

(EPP, NL) - Bernd Lange

<<http://www.europarl.europa.eu/members/public/yourMep/view.do?name=lange&partNumber=1&language=EN&id=1909>>

(S&D, DE) - Frieda Brepoels

<<http://www.europarl.europa.eu/members/public/yourMep/view.do?name=brepoels&partNumber=1&language=EN&id=28463>>

(Greens/EFA, BE) - Toine Manders

<<http://www.europarl.europa.eu/members/public/yourMep/view.do?name=manders&partNumber=1&language=EN&id=4560>>

(ALDE, NL)

/We are also able to provide you with a helmet and, perish the thought, rain suits. Borrowed bikes will remain in Zolder, after dinner buses will return participants to Brussels./

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*View the programme

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European Parliament, Brussels - May 5th, 15:00 hrs

12:00 - Registration opens

14:45 - Safety briefing

15:00 - Departure of the 14th MEP Ride

<<http://www.fema-online.eu>>

The MEP ride is organised with the support of our partners

<<http://www.cleanweek2020.be/>>

<<http://www.harley-davidson.com/>>

<<http://www.etra-eu.com/>>

<<http://www.acem.eu/>>

<<http://www.circuit-zolder.be/en>>

<<http://europarl.europa.eu/>>

<<http://www.polfed-fedpol.be/>>

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Kind regards

Paddy Tyson

Sump Magazine Online Link To Get A Grip:

FYI...

take a look at <http://www.sumpmagazine.com/classicbikenews/index.htm>

Dear Paddy/ Nich,

See below for a link to an article about Get A Grip in online classic bike magazine , Sump - by Danny Defazio, former MAG stalwart. He has WD bikes so I know him through a forum on same and suggested the topic to him, hope this is ok.

Hope the AGC went well ,

BW

Jenny

mot/tuv:

just caught tail end of radio two item re new style MOT test. It appears a consultation is underway somewhere. Proposals seem to include first test at four years, then two more years, then annually. First at 4 years then every two years, or first at 4 yrs then annually. Does not sound as if keeping first test at three yrs as now is an option. Naturally no one mentioned motorbikes but the item was actually about a book which has been written on the subject on behalf of a car organisation.

I may have got this a bit mixed as switched on part way through. Mike
South West MAG Rep.

A.O.B.

Colin: Wednesday 20th April – Pictures to see TT Racing 3D. Meet outside Vue at 6:45pm.

Paddy at Shoosmiths talking about his book from 3pm til 4pm on the 15th April

Miller: Has confirmed the booking for clay pigeon shooting on the 29th May

Briony: Has wrote to the mayor's office to see if he will come to the bike show. Have received a reply saying there will be a new mayor that date so unable to confirm if they will attend or not

Cheryl: Product book available, would anyone like to make an order.

Keith: Thanks to Denise for turning up last week for the Shoosmith ride out to Saxon Wood school. A great time was had by all the children.

DON'T FORGET TO COME TO THE BASINGSTOKE MAG PARTY ON SATURDAY.

2011 Events

April:

BASINGSTOKE MAG Easter party at the Royal Oak. 16th April. 8pm. Band is called RIPSLLIDE.

Basingstoke MAG 17th. Ride out to Haslemere Fire Station Bike Show then down to Southampton Bike Show. LEAVE THE ROYAL OAK AT 9.30AM.

Southampton MAG bike show is on 17th April

Haslemere Bike Show. 17th April

Berkshire Egg Run. 22nd April. Meet noon at Norcot Rd Ind Estate ride to Reading Abbey Rugby Club.

Reading MAG Easter bike show is on Sunday 24th April. At Reading Abbey Rugby Club.

May.

Basingstoke Festival of Transport, Sunday 8th May. at The War Memorial Park.

NABD Rally. 6th-8th May. Cheshire.

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

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 about £35 £10 deposit end of March.

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:

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.