

Basingstoke M.A.G.

Minutes

21/04/2011



Rep Keith:

Welcome:

E-mails:

Appeal refused, next stop Strasburg, the fight goes on - [No To Bike Parking Tax]

It is with a mixture of disillusion, disbelief & no small amount of anger that I have to inform you all of the Court of Appeal decision to dismiss our challenge.

Whilst this will be as huge a disappointment to you all as it is for us, we would urge you to read the following attachments:-

- 1) [The Judgement itself](#)
- 2) [The legal teams response](#) i.e. requested grounds for permission to appeal to the supreme court (this morning refused) - see point 18 onwards
- 3) [Our public response](#)

With the campaign now kicking up a gear, we hope that your incredible support will stay true as we take the case to Europe where we are guaranteed a much fairer crack of whip, made possible by the right to legal aid which negates our having to ever ask for donations again.

Publication of accounts

Whilst this adverse result unfortunately destroys our hopes of refunding a large part of your donations, we still plan to honour our obligation made last week by publishing the accounts on 17 May 2011, albeit in a different format to the one suggested in response to a huge volume of concerns raised by many of you. When the accounts are published, NO individual names will appear on the statements. Should anyone be concerned about identifying their personal contributions to the fund, a query form will be provided against which answers will be provided in a timely manner.

WMBC & WESC

Please make careful note that **effective immediately, WMBC will be cancelled**. However, the WESC will continue to take place as normal so please do try to turn out for tomorrow to show WCC we won't roll over. Also all attendees will have the opportunity to ask for any clarifications on the judgement or our intentions for going forward. Meet 5.30pm at Villiers St; 6pm T-Sq; or 7pm at the Sherlock Holmes Pub on Northumberland Avenue.

'Council of War' meeting

As also promised, in the event of an adverse result, we will hire a large venue and invite as many of you to a meeting to allow you to voice your own opinions as to the way in which you feel the campaign should go forward. Details of this meeting will be forwarded as soon as a venue is secured.

Please note that, whilst I am keener than ever to take the whole case to the ECJ and have initiated movement in that area with the lawyers, this is not beholden on my retaining the Chairmanship of the NTBPT Campaign. I firmly believe that NTBPT should continue as a protest group in London, supported by the regions that may well fall victim to similar local schemes.

Should anyone wish to forward their own claim for the role, I am content to resign pending re-election by a vote once all other contenders have been allowed to present their case.

M25 - The Long way round

This next DEMO ride-out will take place on Saturday 25 June departing the Ace Cafe London at 10.30am. More details about en-route projected timings will be given in the next couple of weeks.

As always, we know we can't demand your support & can therefore only thank you for it so far, and sincerely hope it will continue. So no-one is left in any doubt, we have never classified our campaign as the definitive one against WCC's parking charges, and, as other council's look to implement the same, chances are many other local opposition group will emerge for which we hope you will all give thwe same level of support.

MEP Ride - May 5:

I have circulated details of the MEP Ride over recent weeks, but I'm not aware of anyone from MAG Southern Region is going. Nich says it works best when we get a number of riders who are articulate enough to explain why biking is worth defending against further restrictive regulation, and who get in touch with their own MEPs and ask them to join them on the ride. He will be happy to brief people who are going closer to the date, but it is getting pretty close now. Can you let me know of anyone who is going so they can liaise with Nich.

Nich is going on behalf of MAG but Paddy is on leave that week.

Local industry:

Has anyone got a friendly pro MAG business they want to give a plug to for the focus on British industry article?

Mutchie

Anti-tampering: proof they've thought it through:

If you follow the link below, you could win 500 Euros.

This is not because your Nigerian Uncle has just died, but rather because Transport Research Laboratory is offering the public cash prizes, for ideas.

It would appear that although anti tampering legislation is coming, the powers that be may not yet have worked out how to implement something which they say is essential, to curb a problem which MAY PERHAPS have an adverse effect for safety or the environment.

If you click here

<http://l-cat.trl.co.uk/index.php/tampering-competition/>

you'll see that Transport Research Laboratory is asking the public for ideas as to how to implement anti-tampering.

Priceless.

hosting AGC:

These are the basic considerations for potential bidders to host the 2012 AGC:

AGC normally takes place on the second Saturday of April, so we are aiming for 14 April 2012.

The Board on MAG(UK)Ltd need a place to meet on the Friday evening, the NC meets immediately before the AGC on the Saturday morning.

The venue needs to be able to comfortably seat at least 100-120, with aisles and space at the front for presentations, etc.

Access to the AGC needs to be controlled through one entrance so that everyone can be registered and given a voting slip and so that we don't get non-AGC people wandering in and out. The meeting room needs to be free from outside distractions as far as possible.

Delegates need to be able to see the NC/Board members so a stage or raised area is ideal.

A screen and projector will be needed, positioned so that all the delegates can clearly see any presentations of figures, etc.

2 - 4 microphones are needed; 1 or 2 on stands at the front and 1 or 2 roving (wireless) mics for anyone speaking from the floor.

Accommodation is needed for anyone staying on Friday/Saturday nights.

Evening entertainment can help to raise funds to cover costs, but ideally should be free for delegates.

Delegates arriving at the meeting will need tea/coffee/juice/etc., also lunch for everyone.

Ideally the initial bids should be circulated before the 11 June 2011 NC meeting, so that NC can confirm its choice at the 13 August 2011 NC meeting.

Although the Mot Test is part of the scenery for us in the UK, the proposals to create an EU-wide super-MoT gives us common cause with riders' groups in EU countries where there is no test at all.

Please let me know whether MAG should get behind this from FFMC and similar initiatives such as that by MAG(NL). If we are going to do it we shouldn't do it half-heartedly, but the argument could be a difficult one given that the MoT test seems like common-sense to many riders - even if they resent the inconvenience and expense.

Red

PS Nich removed the attachments as the email would not have got to me.

Petition and fight against PTI:

Hi all,

As planned, we've rekindled our petition against PTI. It has gathered about 53.000 signatures so far, this new one is just an update. It more or less says :

"PTI has no use, it is disempowering and expensive. It has never proven its use for cars, nor for bikes in the countries where it already applies, and is often wrongly used. We totally oppose any form of PTI for two-wheelers, no matter their size, either nationally or following and european harmonization, because it has no relation with why our accidents happen. We are responsible people, we take care of our vehicles and those of our children, and check them or have them checked regularly."

I also enclose a sort of "viral" powerpoint that lists some of our arguments against PTI. Sorry no time to translate it for now, but if you're interested, I could make an English version of it later.

Ride free,

Frédéric - FFMC (France)
FFMC Secrétariat National
35 bis rue des Messiers
93100 Montreuil

Motorcycle Type Approval and other issues:

Thought you might like a giggle at the feedback and responses one MAG member has had...

----- Forwarded Message

*From: *Jon Strong <jon.strong@blueyonder.co.uk>
*Date: *Tue, 19 Apr 2011 20:41:59 +0100
*To: *VAN DE CAMP Wim <wim.vandecamp@europarl.europa.eu>
*Cc: *HARBOUR Malcolm <malcolm.harbour@europarl.europa.eu>
*Conversation: *Motorcycle Type Approval and other issues
*Subject: *Re: Motorcycle Type Approval and other issues

Dear Mr Van de Camp

Please thank Annette for her kind email.

I thought the attached file from the Saferider programme might be of interest. It is one of the input documents to the user forums. It was freely available over the internet and carries no confidentiality statements, i.e. I did not hack it. It was available openly through a google search. The EC funded the saferider programme.

You will note on slide 30 covering Moped accidents in urban situations involving only the moped Safe rider claims that in 80% of accidents inadequate speed was a contributing factor. This begs the question; why is the EC worrying about anti-tampering measures at all? Tampering to increase performance would using the logic of the EC's own data reduce the number of moped fatalities by up to 80%!

They then on the same slide go on to argue in scenario step 2 The rider is in danger of loosing control due to high speed for the circumstances (bad weather, low visibility...).

Which is the cause, High speed or inadequate speed?

I particularly like the inadequate speed argument as it completely undermines the performance constraints that are put on Mopeds. This from the safe rider programme!

I learned on an FS1E. It was 1970s lurid purple, PHH120M was its registration. It could manage about 40mph flat out but could keep up with the traffic on all urban roads 30-40mph. It was a crock but I learned to love it as I fixed everything that dealers did wrong. Everyone used to laugh but for me it represented freedom at 16.

I know that Europe hasn't produced many new forms of art recently but experimenting in the conversion of bureaucratic ineptitude into a form of high art, I believe you'll agree, represents a novel approach to the problem of innovation in this area! Maybe that is what the EC means by new products withstanding global competition in the Type Approval impact assessment! I do wonder whether anyone else would be fool enough to try.

Kind regards

Jon

On 19/04/2011 11:23, "VAN DE CAMP Wim"
<wim.vandecamp@europarl.europa.eu> wrote:

Dear Mr. Strong,

Thank you very much for your email. We have taken notice of it.

Kind regards,
Annette van der Vlies
Assistant to Wim van de Camp

From: Jon Strong [<mailto:jon.strong@blueyonder.co.uk>]
Sent: 15 April 2011 09:03
To: HARBOUR Malcolm; VAN DE CAMP Wim
Subject: Motorcycle Type Approval and other issues

Dear Mr Harbour and Mr Van de Camp

I trust all goes well with you

In my earlier email I said I needed to give a more considered response to the hearing and the issue of Type Approvals for motorcycles. My considered response has been to lodge a complaint against the Commission on 11th April covering this and other issues. I have attached my complaint. I stated it was open to public scrutiny. You have had the research files I prepared accompanying previous emails. I felt so angered by the standard of work that we as citizens and you, the Council and the Commissioners themselves have to put up with. We all depend on a high standard of work and the Commission officials acting within the Law as set out in the Treaties, protocols and the Charter of Fundamental Rights of the European Union.

The issue covering the Type Approval Regulations and its impact assessment contains further data and research relevant to the issue under consideration by yourselves in the European Parliament.

Speaking as a senior management consultant advising in the field of strategy and performance management at Executive level for multi €Billion organisations I find the output in this whole area sub standard. If I received such an assessment as the Impact Assessment I would throw it back. I believe the executives I've worked alongside would behave similarly.

It is up to you as to whether the regulations and the assessment are of a sufficient standard for the framing of EU legislation or whether EU citizens deserve a higher standard of work from the Commissions. I could see that politically there could be advantages in drawing a line in the sand here.

The emission levels, which I take to be one of the main thrusts, will not become a problem for several years. If the legislation is thrown back at this point it will allow the commission time to validate the effect of Euro3 compliance and obtain some real data. You will note that the Impact Assessment in tables 70 and 71 state that only 12% of Mopeds in the sample exhibited evidence of tampering. Throwing back the proposed regulations as a whole will be unlikely to impact the safety of motorcyclists adversely given 0.7% of accidents have machine condition as the primary cause according to MAIDS. It will also contribute to putting the commission as a whole on notice that sub-standard work is unacceptable to the EU Citizen and show the parliaments teeth. Obviously, you both represent broader constituencies than motorcyclists. We are a small sub group of citizens.

With many thanks for your efforts

Kind Regards

Jon Strong BSc MBA

MAG gets some BBC News coverage:

Just trawling through media coverage of bike parking tax decision and pleased to see that MAG gets a mention by the Beeb who have accurately reported the quote as hastily discussed with Nich.

<http://www.bbc.co.uk/news/uk-england-london-13127902>

Shame about the decision but at least we got a mention!

Best,

Leon Mannings.

This got stuck in the email filter when Nich tried to send last week.

He has removed the TRL report referred to 'Effect of vehicle defects in road accidents' R W Cuerden, M J Edwards and M B Pittman 12/04/2011 Report number PPR565

You can download it but you will need to set-up a log-in at the TRL site
www.trl.co.uk/library/reports_publications/latest_publications/

His original mail sent last Wednesday reads...

Attached is a .pdf of the TRL report (published this month) which informed the following statement from DfT today...

Over the weekend, the Secretary of State made the following statement alongside a press story about a review of the MOT.

Transport Secretary Philip Hammond said:

"This Government is determined to do everything it can to help motorists struggling with the rising costs of fuel.

We can't control world oil prices but we can and should look to take out costs wherever possible.

"Car technology has come a long way since the 1960s when our MOT regime was introduced. That's why we think its right to look again to check whether we still have the right balance of MOT testing for modern vehicles. If we push the first and second tests back by one year it could save some motorists around £100.

"This will be a genuine consultation and we want to work with the industry and motorists to get the decision absolutely right."

The report is available for download from the TRL website and we will look to release further details on the review later in the spring.

I've taken a look at the TRL report, this suggests that although there may be some concern over the number of mopeds (Class 1) with technical problems, motorcycles (Class 2) consistently have the lowest rates of technical faults in MoT tests and that the proportion of vehicles with faults that are involved in accidents is low (<3%).

The report concludes there would almost certainly be more deaths and injuries if we move to an MoT test when a vehicle is 4 years old (currently 3 years old) or move from an annual test to testing every two years. The would probably be small percentage increases but represent perhaps 60-70 extra deaths across all road users.

The TRL report says the data and statistical modelling is not reliable and there is no obvious need for the government to consider a change at this stage (any EU move to harmonise

PTI would go through a long process), so the fact that they have committed to a consultation is in itself remarkable.

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Changes to the way motorcycle related incidents are reported:

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From Monday 16 May, there'll be some changes implemented by DSA to improve the way that motorcycle related incidents are recorded, reported and dealt with. This mainly affects DSA staff processes but also amends existing Approved Training Bodies responsibilities.

This should allow DSA to make sure the right level of support is given to those individuals involved in serious or major incidents. More robust recording will allow the agency to

establish any lessons learned which could help to develop improvements to procedures in the future.

This revised procedure will cover a range of motorcycle activities, including both off road and on road testing and training. It does not cover training activities for register of post-test motorcycle training or enhanced rider scheme.

To find out more, read the article

<<http://links.govdelivery.com:80/track?type=click&enid=bWFpbGluZ2lkPTEzMjUwMTMmbWVzc2FnZWlkPVBSRC1CVUwtMTMyNTAxMyZkYXRhYmFzZWlkPTEwMDEmc2VyaWFsPTEyNzY2MTIzMDEmZWlhaWxpZD1uaWN0LmJyb3duQG1hZy11ay5vcmcmdXNlcmlkPW5pY2guYnJvd25AbWFnLXVrLm9yZyZmbD0mZXh0cmE9TXVsdG12YXJpYXRlSWQ9JiYm&&100&&http://www.dft.gov.uk/dsa/News.asp?id=SX8002-A783AFC9&cat=593>>

on the motorcycle news area of DSA's corporate website.

New SHARP Ratings released:

SHARP has published ratings for another 28 motorcycle helmets.

The ratings include 23 full face and 5 flip-front models, taking the total number of helmets rated by SHARP to 247.

A full list of the ratings is available now at www.direct.gov.uk/sharp.

The SHARP scheme uses a wider range of tests to provide riders with more information on how much protection a helmet can provide in a crash. The objective advice, which includes guidance on how to select a good fitting helmet, will help riders to choose the safest helmet suitable for them.

We are still testing helmets and will be adding ratings on a rolling basis throughout 2011.

We'll keep you informed as we publish more results over the coming months.

Best regards,

The SHARP Team

<http://www.direct.gov.uk/sharp>

20 April 2011

NEW SHARP RATINGS ANNOUNCED AHEAD OF BUMPER BANK HOLIDAY

More than 20 new motorcycle helmet safety ratings were published today by Road Safety Minister Mike Penning ahead of the extended bank holiday.

Today's ratings take the total number of helmets rated by SHARP - the Safety Helmet Assessment and Ratings Programme - to 247.

Mike Penning said:

"Many of us will be making the most of the extended bank holiday period to take our bikes out and - hopefully - take advantage of some good weather.

"I would urge anyone thinking about buying a new helmet ahead of the weekend to check out the SHARP website before making their decision. A well fitted helmet with a high SHARP rating will provide you with the best possible protection in the event of an accident so it's well worth checking the advice on the site before you buy."

All helmets must meet minimum legal safety standards but the SHARP scheme uses a wider range of tests to provide riders with more information on how much protection a helmet can provide in a crash. The objective advice, which includes important guidance on how to select a good fitting helmet, will help riders to choose the safest helmet suitable for them.

The SHARP tests - which award ratings of between one and five stars - show that the safety performance of helmets can vary by as much as 70%. With helmets across a wide price range scoring highly all riders should be able to find a high performing helmet in a size and style that fits them and at a price they want to pay.

The SHARP website was re-developed in response to feedback from motorcyclists and the motorcycle industry and has increased in popularity since it was re-launched last summer. The SHARP website can be found at: www.direct.gov.uk/sharp.

Notes to Editors

1. The new SHARP ratings published today are:

No	MAKE	MODEL	Rating	Latch %
1	AGV	S-4 SV	4	
2	AGV	LONGWAY II	4	90%
3	AGV	STEALTH SV	4	
4	BMW	SPORT	4	
5	CABERG	KONDA	5	97%
6	HJC	R-PHA 10	3	
7	KAWASAKI	SPORT	3	
8	LAZER	BORA	5	
9	LAZER	KESTREL	3	
10	LAZER	OSPREY	3	
11	LS 2	FF386	4	100%
12	LS 2	FF385	4	
13	LS 2	FF358	4	
14	LS 2	FF384	2	
15	MARUSHIN	222	1	
16	NITRO	NS-FP	3	
17	NITRO	REACTOR	3	
18	NITRO	N-PSI	4	
19	NITRO	NGFP	4	
20	NOLAN	N63	4	
21	SHARK	VISION R	4	
22	SHARK	RACE R	5	
23	SHARK	RACE R PRO	5	
24	SUOMY	APEX	3	
25	SUOMY	EXCEL	3	
26	SUOMY	D20	3	100%
27	UVEX	XENOVA	3	
28	VIPER	RS V131	3	93%

2. Motorcyclists represent approximately 1% of UK traffic yet account for 21% of our casualty base; 472 motorcyclists died on UK roads in 2009. Accident studies show that approximately 80% of motorcyclists killed and 70% of those with serious injuries sustain head injuries.

A.O.B.

Colin:

Miller:

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

Little Red: Can, someone send me 1000 words for Mutchie's soapbox for the next issue of The Road.

Dave: May be a good place to go for our crazy golf .

The Sidcup World of Golf centre is easily accessible from both central and south-east London.

World of Golf at Sidcup

A20, Sidcup By Pass

Chislehurst Kent

BR7 6RP

Keith: Next meeting 28th April will be done by Dep Rep Colin as I am away for a week (5 days) with the Thames Vale Vultures. I hope all goes well for him and it's a nibble night.

2011 Events

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.