

Basingstoke M.A.G.

Minutes

28/07/2011



Rep Keith:

E-mails:

Flash mob! 25th September:

FLASH MOB!- MOTORWAY MAYHEM 25th September

Given everything emanating from Europe at the minute, both as legislation directed at British bikers and as possible threats, like compulsory day-glo, many riders want to act, stand up and say 'listen to us and our industry'.

The Type Approval Regulation that is working its way through the legislative process at the minute and which we have covered in more depth in previous editions of The ROAD, is at committee stage and amendments are being discussed. Some of these are good, the Chairman of the committee, Malcolm Harbour is prepared to listen to us and has tabled some good amendments, but at the same time, under pressure from the ABS industry, German MEPs have tabled amendments to fit ABS to everything from 50cc mopeds up, which will add so much to the cost of commuter bikes that there'll be no reason at all to own one. Others wish to include all dirt bikes as well, trial and enduro, while a French MEP wishes to see road-side stop and check powers given to police or gov agencies to check we haven't tampered with ANY part of power train, from air filter to rear tyre size, as well as checking our emissions.

Luckily our own Dept for Transport is concerned that there have been no impact assessments carried out on the effect all this legislation will have on consumers and the aftermarket industry, so we have the ears of them as well. Not wholly sympathetic, but they are listening to our man Nich Brown who's been meeting them. Then there's the crazy ban on bikes over 7 years old from cities in France and the dreaded day-glo/reflective clothing requirement, which is also proposed in Ireland, but the Irish want full sleeve dayglo jackets for riders and pillions!

ENOUGH!

All this crap is strangling motorcycling, so it's our duty to highlight this and what better way than to strangle the nation's arteries, it's motorways and dual carriageways?

Here's the plan for Flash Mob Motorway Mayhem.

September 25th is a Sunday. It's a week before the IMCO Committee vote on all their final amendments.

We want to show that we are mature, and while still in political negotiations, have chosen a Sunday for our FIRST event, not a week day. Gathering from noon at selected service areas, we roll at 1pm, all over the country at exactly the same time.

If it's a 3 lane carriageway we use 1 or 2 and ride at a perfectly legal 45-48 mph. We ride for maybe 15/20 minutes and bugger off, Flash Mob style. Yes, 125s won't be able to come, but there are dual carriageways everywhere, so possibilities exist everywhere.

We've all witnessed the tailbacks that can happen when a truck tries to pass a caravan...

The strength of this is in simultaneous action, so that national radio and press notice and we sidestep local news, though they too will pick up on it.

There will be one central phone number for press contact, so there's no need to panic!

There will be no roundabouts or traffic lights to split the run.
No-one, (except Mr Mutch) can take a wrong turning.

No overheating engines.

We do not need marshals, just one person with a watch to see when it's nearly 1pm.

We have the right to peaceful protest.

We do not cause congestion as a mode of transport, but there is no reason why we can't all go for a Sunday ride at a safe and sedate pace.
Isn't that what the Police keep asking us to do?

We won't be the congestion, all the traffic behind us will be.
Anyway, we may choose to only ride a couple of junctions and then turn around and go home the other way... It'll only take a couple of hours of our time and we'll still be home in time for Late Sunday lunch.

This is local, everyone, even Cornwall has a main traffic artery somewhere.

Speak to your local MAG group about organising one near you, why travel?

Organise one yourself and let me know where.

The MAG website and MCN will be advertising all the start points, ask everyone you know to attend one. What else are you doing on a Sunday?

September 25th. Keep it Free! Direct Action Politics is back!
Kind regards

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

Day Glo Photo:



This worked well at Durham Police BikeWise Show (in photo Racheal Leonard - North East MAG Membership Secretary)
Kitson Warrener
North East MAG Regional Rep

Reflective/fluorescent clothing:surveyupdate:

Latest news from FFMC in France is that the French government is not encouraging riders to wear protective clothing but will soon make it mandatory to have a 'reflective system' (reflective stickers are already mandatory on helmets). This still may not mean a full hi-viz jacket, simple reflective arm-bands might suffice. The French government have claimed FFMC misunderstood the proposals all along, however FFMC have re-published the government's initial statement which talks about...
hi-viz jacket.

Several actions are planned in France during the summer, the next protests will be held September 10 and 11.

Demo MAG Ireland:

MAG Ireland is having a demo on Saturday 24th September. If any MAG Uk/ BMF riders from the north want to join us they are most welcome, they have been made aware of the co-ordinated protests in the UK focussed on the effects of the changes to Type Approval, potential for harmonised PTI and threat of compulsory Day-Glo - to take place on Sunday 25th September.

New Paper about MC & Scooter LaneSharing:

To: Motorcycle and Scooter Riders

Date: 07/25/11

Subject: New Paper about MC & Scooter Lane Sharing

Motorcycle and Scooter lane sharing and traffic filtering is widely practiced (and formally permitted or tacitly tolerated) in most of the world because it is a natural way to increase road-space utilization and personal mobility efficiency. Linked here
<<http://ridetowork.us1.list-manage.com/track/click?u=6af91d9e763cb3cd31b244f21&id=14a7982a96&e=da4bc286bb>>

is an important new five page paper by San Francisco-based transportation safety specialist (and rider) Steve Guderian. It succinctly grounds the assertion that lane sharing and filtering lowers accident rates which cause rider deaths and injuries.

The significant safety benefits of lane sharing and filtering have long been intuitively known by experienced riders. But getting non-riding political leaders -- and the American public -- to accept this has been impossible (except in California).

Shifting economic, social and cultural factors are providing new opportunities for riders to advocate change. For example, to reduce urban congestion, save energy and lower accident rates any municipal government could legalize lane sharing and filtering on all of the local roads and streets within it's boundaries. Wouldn't that be nice in your city?

We hope you'll download and read this helpful new paper on lane sharing and filtering. Additional resources for advocates are available at *MailScanner has detected a possible fraud attempt from "ridetowork.us1.list-manage.com" claiming to be* www.ridetowork.org
<<http://ridetowork.us1.list-manage.com/track/click?u=6af91d9e763cb3cd31b244f21&id=532b3629a6&e=da4bc286bb>>, including an Oregon State study of Lane Sharing.

* Lane sharing enhances rider safety

<<http://ridetowork.us1.list-manage.com/track/click?u=6af91d9e763cb3cd31b244f21&id=56a0fc6bef&e=da4bc286bb>>
(.pdf)

* Oregon state study on Lane Sharing

<<http://ridetowork.us1.list-manage1.com/track/click?u=6af91d9e763cb3cd31b244f21&id=ac7c923213&e=da4bc286bb>>
(.pdf)

Nice bit of policing by Paul's old comrades:

<http://www.visordown.com/motorcycle-news--general-news/cumbria-and-yorks-hire-police-target-bikers/18552.html>

Clubs officers:

The hunt is still on for a MAG National Clubs Officer, Fergus, who had to step down due to health problems will happily help anyone who steps up to the task. Our Region is also missing a Club's Officer. Clubs Officers should be fully paid up members of MAG.

Club's Officer Responsibilities

The prime function of the Club's Officer is to persuade more clubs to affiliate to MAG.

Regional club's officers should endeavour to find the contact details (traditional and email) of all clubs within their region, affiliated or not and then make contact with them to invite them to affiliate if they are not. Such details should be conveyed to the National Club's Officer who keeps a national record.

While it may not be practical for a Club's Officer to visit all the affiliate clubs, wherever possible this is recommended as ideal. This will obviously be more practical for regional club's officers than it would for a national one.

The Club's Officer is the prime point of contact between clubs and MAG. The Club's Officer should be familiar with the club affiliation benefits and have a fair idea of MAG's current political campaigns.

The Club's Officer should ensure that clubs receive regular information from MAG. Club members should be regularly reassured that MAG is interested in them and wants to involve them in MAG's political and fund-raising programmes and social events.

Diplomatic endeavours to get clubs to raise funds for MAG should be attempted.

Clubs need to be kept informed of all MAG events and efforts should be made to persuade clubs to feature MAG press releases and news on their own websites/magazines.

Clubs officers should remind affiliate members of the benefits of full MAG membership and then work to try and persuade affiliate members to trade up to full individual MAG membership.

The National Clubs Officer sits on the National Committee which meet on the second Saturday of every other month in Hatton, the next one is August the 13th, I will happily take a volunteer up with me. If a volunteer in the region is found and wishes to attend the NC Meeting I will need a weeks notice and their name.

Article in MCN "Research backs bikes in cities":

You may be aware of this -apparently MCN ran a feature on this, here is the link to original paper on PTW use in Paris (via contacts in MAG Ireland).

<http://www.pierrekepp.com/downloads/2011%20The%20unpredicted%20rise.pdf>

Help Save Winchester MAG's PUB:

They need as many people as possible to use the pub over the next two days, the council have threatened to knock it down and sell the land to developers.

New Queens Head, Stanmore Lane, Stanmore, Winchester, Hampshire, SO22 4AJ

Charity Track Day at Mallory Park!



AA0003.PDF

Opportunity for MAG to help DSA search for additional sites to hold Module 1 of bike test:

More of a reminder,

DSA need to find casual hire sites for the module 1 motorcycle test to improve access for those candidates who have to travel long distances to take the Module 1 test. It would help if MAG members were the ones who found the sites for them.

DSA may also consider other areas for casual hire sites, but this will depend on location and demand.

Any sites you suggest must:

- * have suitable examiner accommodation, so will require office space and toilets as a minimum
- * be available for weekday or weekend use
- * have a surface with little or no work needed to bring up to a suitable standard, so it must:
 - o be relatively flat
 - o have a good quality tarmac surface with no significant hazards near the riding line such as drains, kerbs, posts, potholes or other damage

DSA won't consider any sites where the surface isn't suitable; for example, if it's made up of concrete, gravel, or compressed hardcore.

On road access for module two isn't necessary. You could also consider areas where road markings or paint need to be removed.

Motorcycle test module one site size options

A standard area:

- * an area of 125 metres long and 40 metres wide

A hockey stick shaped layout:

This may become an option. DSA uses these at VOSA sites:

- * the short end of the hockey stick needs to be around 40 metres long by at least five metres wide
- * the straight should lead in to a 20 to 30 metre radius bend, travelling through at least 90 degrees
- * after the bend a straight section of approximately 100 metres long by at least 12 metres wide is required, there should be 35 metres (plus or minus four metres) from the exit of the bend to the two red cones at the start of the speed measuring channel
- * an area of about 40 by 20 metres should be available for the slower speed exercises

There's some flexibility in the above dimensions as they may have to be varied to suit the local area. Please bear these options in mind when considering potential sites.

Please forward full details to: casualsites@dsa.gsi.gov.uk
<<mailto:casualsites@dsa.gsi.gov.uk>>

A.O.B.

Cheryl: Don't wash your bike show tee shirts inside out, as the prints sticks to get other.

Briony: We have had a letter from the deputy manor thanking us for his invitation to the bike show and he and his wife had a good time.

Miller: Has anyone got any ideas what they like to do in October.

2011 Events:

July:

Basingstoke MAG Ride out to Ace Café Show at Brentwood – 31st July. Time of meet . 9.30AM at the Royal Oak.

August:

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

Popham Bike Show. 21st August.

Brackley Bike Festival 21st August www.bfom.co.uk

September:

Rog and Lyn Charity Run: Sunday 25th September.

25th **KEEP THIS DAY OPEN FOR OUR PEACEFUL PROTEST...** time and place to come.

November:

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

2012.

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