

Basingstoke M.A.G. Minutes

10/03/2011



Rep Keith:

Emails:

Type Approval Regulation updates

FYI - some good news, some bad - Nich is looking further into the ABS situation, the statement that FEMA has given-up on lobbying against mandatory ABS is a reflection of the points he has been making over recent months, that there has been no clear consensus among the National Organisations and that FEMA had changed tactics to focus on the need to guarantee an ABS off-switch on all bikes.

Nich asked what should the lobbying position of MAG(UK) be now? He noticed that an ex MAG Regional Rep wrote to MCN last week saying we should have ABS, and asked how but how the current Regional Reps feel about it - Do we try to work with other FEMA National Organisations who are against mandatory ABS (either as a matter of principle, or to try to gain leverage so that we at least get a off-switch) or do we just accept it will happen and try to get as many other concessions as we can?

I said regionally we had made our position clear, we are against it, however if the cause becomes lost the very least we want an on off switch for safety reasons.

See below the latest update: (a list of abbreviations appears at the end of each Reps meeting minutes.)
Dear members,

[For those of you following the TA regulation, here's an update. Quite a lot to read but worthwhile to know!](#)

On Monday FEMA has been to Parliament where the working document of the parliamentary Committee in charge was presented. For details please read the report on the FEMA news section:

<http://www.fema-online.eu/index.php?mact=News,cntnt01,detail,0&cntnt01articleid=186&cntnt01returnid=15>

First of all it has to be noted that FEMA has been quite successful in consulting MEPs. In the working document you'll find many text passages that are based on, or even copy pasted from, the FEMA position on Type Approval. The only point we definitely seem to loose is the introduction of mandatory ABS.

ACEM gave up lobbying against mandatory ABS and accepts it's introduction by 2017 for big bikes (above 125cc) as proposed by the Commission. This might not have been a clever move because more severe options are already discussed in Parliament:

Wim van de Camp already mentioned that an introduction of mandatory ABS earlier than 2017 should be considered as an option. The TRAN Committee (an official opinion giving parliamentary Committee for the Type Approval Regulation) already calls for disregarding engine size and instead making ABS mandatory for all powered two wheelers going 80km/h and faster. This applies for most of the 125cc's as well. The argument is all right and I am curious how ACEM is going to react.

Another point is emissions. FEMA is very much in favour of cleaner bikes. The question is: How far do we want to go? Motorcycles are quite clean already, the problem are mopeds and scooters with their stone age technology. TRAN suggests to introduce EURO 4 for mopeds in 2014 (instead of 2017) already. Antonio Perlot stated clearly that this would mean the end of two-stroke engines (because they couldn't adapt quickly enough).

Please also note the positive points of FEMA influence. The following passages of the Working Document (which represents the draft opinion of the most influential group in Parliament) stem from FEMA:

Like FEMA it states: *"More than 70% of the EU population lives in urban areas. Congestion, accidents and pollution are a common challenge.3 Your rapporteur is convinced that innovative and technological advanced two-, three- or light four-wheel vehicles can significantly enhance urban mobility, by taking up less space, using less energy, creating fewer emissions during production and operation"*

Automatic headlight on: *"In case of repair and maintenance works it should be possible to switch off the light"* is a FEMA idea.

Anti-tampering: *"within the motorcycle community a well established culture of modification exists, to improve the performance of their vehicles. Preventing this will disadvantage many qualified riders. It should therefore be left to the discretion of Member States to deal with this kind of modifications"* is more or less copy pasted from FEMA

Small series: “will investigate whether the proposed changes to the currently applying number of 200 units for small series for all L vehicles are strictly necessary” issue brought up by ACEM and FEMA

Repair and maintenance information: “The definition of “independent operator” or “repairer” may need further specification to ensure that the individual vehicle user and repairers will have sufficient access to RMI at reasonable costs” only difference is that FEMA said FREE information instead of reasonable cost

Emissions: “allow the industry to voluntarily introduce cleaner vehicles at an earlier stage to accommodate the demands of society and consumers” FEMA and ACEM position

To be found here: <http://www.europarl.europa.eu/sides/getDoc.do?pubRef=-//EP//NONSGML+COMPARL+PE-458.653+01+DOC+PDF+V0//EN&language=EN>

Philip Vogt

Campaigns & Communication Officer

Federation of European Motorcyclists Associations

By the way major coverage of the police swoop that we released first thanks to Paddy's involvement with the anti theft crew also big feature on the loony crash avoidance technology being developed at MIRA.

My response to it below

The prototype warning system for motorcycles underscores yet again the tragic illusion that road safety can be delivered by gimmick, compulsion or both. Motorcycle safety lies inside the head not what you surround and bewilder it with. As if it is not bad enough that motorists are distracted by mobile phones and onboard office systems, bikers are now to be offered a kaleidoscope of fairground fun. How long before we all collide in a tinkling crescendo of Applemac strudel laced with Microsoft mayhem?

I am particularly surprised by the comments of Derek Crutchlow who says he's for “anything that could make biking seem safer.”¹ Seeming safer and feeling safer are not what we want at all, being safer is what we want.

Kevin Ash however makes a good job of spotting many of the practical shortcomings of this system while John Westlake put his finger on the button with the risk compensation angle. As he says “attitude is key, not technology.”¹

The ratchet of road safety gimmicks has pulled us in one direction for so long there has to come a time when we say “enough already with loony gizmos already.”¹ Sadly that time has not arrived for MIRA boffin Tim Edwards who is already floating compulsion as a last resort to bully reluctant bikers into his mad world of vibrating bars, flashing lights and pulsating cheek pads.

If we were guinea pigs we would have the animal rights lobby on side but for now bikers have MAG and you may be sure we will be advancing our opinions on this in a constructive manner that reflects members' views on the technology.

It comes as no surprise that Tim Edwards is not a biker but if he would like to talk to one then I am happy to meet him on behalf of MAG.

Perhaps on the compulsion angle we could take this project leader to the Court of Human Rights for causing us stress through “threatening technology.”¹ Now there's an idea.

Ian Mutch
MAG President

Hi All,

We've been getting a lot of questions re. old vehicles that were taken of the road before SORN, with folks worried they will have to insure boxes of bits.

You may find this note from the DVLA website useful.

Andy Carrott

Lincolnshire Region

The new vehicle insurance law - don't be caught out



Stay insured - stay legal

Watch a video on the new rules on being insured and penalties you could face

- [Stay insured](#)

In early 2011, the vehicle insurance law will change.

If you're the registered keeper of a vehicle, it must be insured at all times.

The only exceptions are:

- if you have made a SORN (Statutory Off Road Notification) for the vehicle
- vehicles that have been kept off-road since before SORN came into force on 31 January 1998 - unless they are brought back into use

How does this affect pre-SORN vehicles?

Vehicles which have been kept off-road since before SORN came into force on 31 January 1998 are exempt from this law unless they are brought back into use. If you want to bring the vehicle back into use, you will need to tax and insure it.

MEP Ride 2011

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

This is a great event, if you have the chance to go.

Publicity

Hi all,

April issue of Motorcycle Sport and Leisure

2 letters advocating MAG membership (from a chap called Mike Mason and yours truly), plus full page from the Group Editor for Mortons Steve Rose also asking riders to join him in membership of MAG. He even admits to being *"ashamed to realise that with only the teeniest of publicity in the mainstream motorcycle press (a significant part of which I'm ashamed to say I've been in charge of for the last five years) MAG has fought and won many important battles on mine and your behalf"*. What's more he goes on to criticise wannabee rock star journalists pulling stunts.

I think this article could represent a sea change for the mainstream motorcycle media, especially for someone with editorial overview of a number of publications. Fingers crossed that we see more of this in the future.

Getting the support of the sports bike stunt mag community may be a long way off but if the thinking riders mags feature more of this it can only help.

Andy Carrott

Hi Everyone

Our 4th update brings you news of another new exhibitor to our show and a very practical one at that, so if you need anything

along these lines, come along to the show and see them.

Regards

The 'Ready to Ride' Team

SEE POSTER AT END OF MINUTES

Help - information required

Does anyone know of any good leather repairers that for a reasonable price can reline a leather jacket?? Can you supply contact details and location??

Red

MAG Southern Region Rep

The Motorcycle Action Group – Protecting motorcycling

A.O.B.

Colin: Has put adverts on Heart Radio and Kestrel Radio.

T.O.C. can not make our bike show, They are having a BBQ on 23rd June and they will be at Reading bike show on 30th July

Miller: The auto-cycle Union with association with men cap, organise the Express Insurance National Road Rally.

25th June 10 hour 2pm start ride minimum 200 miles 275 miles max.

25th/26 June 20 hour

More details www.nationalroadrally.co.uk

2011 Events

March:

Basingstoke MAG 2011 AGM. 24th March, 8pm at the Royal Oak.

April:

South West Peninsula Spring Rally. 2nd April Bridgwater Somerset www.somersetadvancedmotorcyclists.org.uk

Salisbury MAG bike show is on 3rd April

Southampton MAG bike show is on 17th April

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

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

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.

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.

**NEW
EXHIBITOR**



Update Poster 4



HELMOBILE

The HELMOBILE

HEL PERFORMANCE

Mobile Unit

will be at

Ready To Ride

offering

**Braided hose made on site
custom length lines
brake pads and other parts**



HEL PERFORMANCE

www.helmobile.com

Ready to Ride 2011

Haslemere Community Fire Station, West Street, Haslemere, Surrey. GU27 2AP

Sunday 17th April 2011 from 10am - 4pm

www.rideitright.org.uk

