



## February 2021 Network

**A networking tool for Activists and other interested parties**

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[Acknowledgments:- George Legg. Colin Brown. Lembit Opik. Martyn Boyd. Selina Lavender. Manny. Julie Sperling. MCIA. Plus anyone else I've forgotten.]

Please submit copy for the March edition by 25<sup>th</sup> February to [aine@mag-uk.org](mailto:aine@mag-uk.org) subject heading:-  
Network.

## EDITORIAL

This month's editorial is about something I keep banging on about – (notso)smart motorways.

As you know I have extremely strong opinions on the danger of what I consider to be a ludicrous way of allowing traffic, including HGV, to travel at 70mph with a static broken down vehicle up ahead!

It seems a Coroner agrees with that following an inquest into the death of two men in South Yorkshire .

The inquest heard the deaths of two men on the M1 could have been avoided and that the two men had been unlawfully killed.

The Coroner said motorways without a hard shoulder carry an 'ongoing risk of future deaths' and called for a review of smart motorways.

Highways England said it was 'addressing many of the points raised'.

The verdict: Unlawfully Killing.

The coroner is not the only one citing the danger of these motorways. The Police and Crime Commissioner in South Yorkshire has written to the Secretary of State for Transport saying smart motorways are 'inherently unsafe and dangerous and should be abandoned'.

The Department of Transport has said 'smart motorways are as safe as, or safer, than conventional ones'.

Faced with the Coroner's verdict, the statement of the Police and Crime Commissioner together with other fatalities and serious accidents on this type of motorway how is this response even possible?

Catch you next time round. Be safe, AG

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## **Political Report – Colin Brown & Lembit Opik**

***With the Coronavirus lockdown in full force, the effects continue to affect every part of British life. The Motorcycle Action Group's Political Unit remains acutely aware of the importance of remaining vigilant and active on rider issues regardless of the health crisis. Lembit Öpik and Colin Brown update you on promising progress and coming opportunities.***

### **Countdown to elections 2021**

Continuing the campaigning theme, MAG is informed that elections at local, Mayoral, London and national level will take place in 2021. To help you use these elections to the advantage of riders' rights, MAG Chair Selina Lavender has worked with Lembit to review and revise the Elections Handbook to bring it right up to date. We have included all the information you need to set up meetings, put good questions to candidates and get publicity from the events you set up. The new levels of acceptance of online forums and webinars could actually make arranging a hustings for more achievable.

We'll make the Elections Handbook available to everyone later this month, just so you have it well in advance of the elections – which could be in May, June or July. Any questions about how to organise an event or how to contact your candidates? Just ask Lembit who'll be happy to help. He's been a candidate many times himself and knows the story from the politician's perspective as well as from the view of riders. 'These events really do get commitments from politicians,' says Lembit. 'Don't miss the chance to use forthcoming elections to get promises that you can hold them to later.'

### **Ministerial meetings**

By the time this edition of Network goes out, Colin and Selina will have had a one to one meeting with Baroness Vere of Norbiton, Parliamentary Under Secretary of State responsible for roads. The list of topics that need to be discussed is far too long for us to cover all of them in the limited time scheduled for this meeting. We will be making this a strategic level discussion about political will when it comes to transport policy. Or to be more accurate the complete lack of political will to embrace a legitimate and sustainable transport mode – motorcycles.

We are simultaneously working to secure equivalent ministerial meetings with all three devolved administrations.

We look forward to reporting on how we get on.

### **Court ruling on London Mayor's 'Streetspace' scheme has implications for all local authorities.**

In a legal judgment of significance to the whole of the UK, the High Court has ruled London Mayor Sadiq Khan's 'Streetspace' scheme was unlawful, because it 'took advantage of the pandemic' to force through 'radical changes'.

This court case is likely to impact the decision making process throughout the country. Local authorities will need to be seen to be listening to the views of the public. This is good news if you are being disadvantaged by these schemes and should galvanise us all to speak to our local authorities about them.

It would be unreasonable to object to the principle of encouraging active travel and creating space for social distancing, but there is no reason, as a motorcyclist, to accept that such measures should compromise your safety or the efficiency of your transport choice.

### **Round table discussion on sustainable transport strategy**

Lembit has been working with other transport interest groups to initiate a series of round table meetings. These are intended to deliver long-term consensus on the future of private transport on the UK's roads.

The first of these, on February 9<sup>th</sup>, is open to anyone and everyone who would like to contribute to this 90-minute discussion.

Motorcycling has clearly got a major role in any agenda that seeks to reduce congestion, travel times and emissions footprints. As such, motorcycles need to be a key pillar in the 'modal mix' of transport. MAG is working calmly and positively to defend the future of your right to choose where and what you ride.

If you'd like to attend this initial round table, please contact Lembit at: [lembit@mag-uk.org](mailto:lembit@mag-uk.org).

The event begins at 10.30am and will be open to people with any views on transport and the environment. Attendance is free.

### **Driving Licence renewal extension**

If your licence expired between 1 February and 31 December 2020, then driving licence or entitlement to drive in the UK was automatically extended for 11 months. Because of coronavirus (COVID-19), those riders whose licences expired between February and December 2020 have 11 months period of grace to renew their document. The extension started from the date your licence was due to expire.

The official guidance from the DVLA indicates that you won't necessarily have been told this. They say: 'you will not get a new licence as part of the automatic extension. You'll only get a new licence when you renew it. You can renew your licence online at any time before the extension ends.'

Incidentally, the discovery of this extension came about because MAG activist George Legg found himself in the position of being affected by this when his licence ran out during the proscribed period. It's a slightly random way to find out, and in sharp contrast to the Northern Ireland authorities that have been effective at outlining arrangements.

Find out how the licence extension affects you at: <https://www.gov.uk/renew-driving-licence>

A big thanks to George for sharing what he learned!

### **CBT Lockdown Woes**

The new lockdown sees a return to issues around the expiry of CBT certificates. We have been in discussions with the DVSA, and whilst there is a will to ensure motorcycle training and testing is first in the queue for restart when restrictions ease, there is no plan to extend the expiring licences.

Please be aware that if you are riding on a CBT and it does expire you cannot continue riding. The penalties if caught riding after the expiry of your CBT would be severe.

It is clear that the pressure point here is the politicians. DVSA admit that if instructed by the minister to extend CBTs they will have no choice, so the answer comes down to good old fashioned political lobbying. We are lobbying at ministerial level, as are the MCIA. You can support the effort by asking your MP to back our calls for the minister to instruct the DVSA to extend all expiring CBT licences until renewals can resume.

### **Pennies Dropping on Road Safety Messaging**

Colin reports that he is seeing some encouraging signs that our position and comments of road safety are gaining traction. Our position is fairly clear, that motorcycle safety is as important as any other modes, but when it comes to the behaviour changes that will make the roads safer, the behaviours of all road users' need to be given equal priority. Singling out motorcyclists as the only group 'misbehaving' is as counter-productive as it is blatantly incorrect. Yes, there are idiots on motorcycles, but no more so than there are idiots using any other transport mode. Any road safety campaign looking to change behaviours thus needs to be aimed at all road users.

Equally we have begun to make progress with TfL in terms of a willingness to listen to riders' views on the design of road-space and how that impacts our safety.

It is important that we recognise and nurture these signs of potential progress and fully support them. If you are involved in any local road safety work, have any successes to share, or want to discuss the strategy and techniques that Colin is using to get the penny to drop, please do get in touch.

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## **MAG PRESS RELEASES**

### **MAG starts the New Year under Lockdown but with fortitude.**

7/1/2021

The Motorcycle Action Group (MAG), the UK's leading voice for riders' rights, hopes for better times as 2021 progresses.

MAG is geared up to a new year of activities defending riders' rights and contributing to the decision-making process at national and local governmental levels.

The Chair of MAG, Selina Lavender, noted that, whilst the challenges of 2020 had been almost unprecedented world-over, MAG's personnel are refreshed and ready to work hard again during 2021.

Selina stated "No-one could have foreseen that 2020 would be dominated by a dangerous global pandemic, with life so dramatically altered. But MAG was able to rise to the occasion, swiftly moving many campaigning activities on-line and even managing to run one of the smaller premier fundraising events later in the year, which was an amazing achievement under the circumstances and a testament to the skills and commitment of our volunteers.

Unfortunately, we find ourselves in Lockdown once again, but sincerely hope that 2021 will, in due course, be a much better year, not just for MAG but for the entire world. We stand strong, ready to continue defending motorcycling wherever we can."

MAG will continue to engage with Government and Local Authorities wherever a need to protect riders' rights is identified, building on its accomplishments and forging positive new relationships.

MAG invites riders, dealers, mechanics and manufacturers to join MAG and help create a united voice for the common good of the riding community.

## **MAG discusses wire rope barriers with Minister for Infrastructure. 8/1/2021**

The Motorcycle Action Group (MAG) discusses wire rope barriers with Northern Ireland's Minister for Infrastructure (DfI). The Department is reviewing wire rope style barriers.

MAG's Northern Ireland Rep, Martyn Boyd, and Director, Ian Churchlow, met Minister for Infrastructure, Nichola Mallon, on 14 December 2020 to explain MAG's concerns about the use of wire rope barriers on trunk roads in Northern Ireland.

Martyn Boyd said the meeting – where the Minister gave an update on the DfI's current review - was warm and positive. The DfI are considering options for safer barriers.

Because of the particular danger that they pose to motorcyclists, MAG wants the use of this style of barrier to end so Martyn and Ian are working constructively with the DfI in Northern Ireland to achieve this goal.

Martyn Boyd commented: "I found the meeting positive and proactive, and The Minister and officials gave fair consideration to our concerns and suggestions. I thank Minister Mallon for granting this meeting and look forward to further constructive dialogue with her Department. This is another step forward on the path to improved road safety."

Minister Mallon said: "I'm committed to improving safety on our road network for all road users, and this review addresses a long-standing issue impacting a vulnerable road user group."

The DfI will schedule another meeting with MAG for early 2021, which will allow further discussion on any recommendations coming from the review. Additionally, Minister Mallon invited MAG to input to the upcoming Northern Ireland Road Safety Review.

## **MAG launches monthly Prize Draw for 2021 – 14/1/2021**

The Motorcycle Action Group (MAG), the UK's leading voice for riders' rights, is launching a monthly prize draw, to run through 2021.

Following its Christmas 2020 prize draw, MAG is pleased to announce a monthly prize draw,

to take place during 2021. Several individuals and organisations have generously committed to providing donated prizes, including Bikesure, Ian Mutch, RIDEto and the MAG Foundation.

MAG Chair, Selina Lavender, said “The Prize Draw is open to all current MAG members so we would encourage you to check that your membership is still live and will not have run out before our Prize Draws take place each month. So long as you are a paid-up individual or joint member at the time of the draw, you will be eligible.”

Selina continued: “Our members have been so wonderfully supportive of MAG over the last year, which has been difficult for everyone and will continue to be for some time to come. This is our chance, in a modest way, to say thank you. We are also extremely grateful to our sponsors, who have made this possible.”

Each draw will take place on the first day of the month, unless this falls on a weekend in which case it will take place on the first working day of the month.

Full details regarding the Draws, including Terms & Conditions, can be found here: [https://wiki.mag-uk.org/images/0/0b/Monthly\\_Draw\\_2021\\_terms\\_and\\_conditions.pdf](https://wiki.mag-uk.org/images/0/0b/Monthly_Draw_2021_terms_and_conditions.pdf)

For more information on how to join MAG or renew your membership: <https://www.mag-uk.org/motorcycle-action-group-membership/>

## **MAG confirms breakthrough meeting with Minister for Roads. 22/1/21**

The Motorcycle Action Group (MAG) confirms a ‘breakthrough’ meeting with the Minister for Roads, Buses and Places. The meeting will take place on Wednesday 27th January.

Selina Lavender, Chair, and Colin Brown, Director of Campaigns & Political Engagement, will meet Parliamentary Under Secretary of State, Baroness Vere of Norbiton. The meeting is scheduled for Wednesday 27th January 2021.

Selina Lavender wrote to Grant Shapps in December 2020 calling for a meeting with a minister and, as a result of that letter, Baroness Vere of Norbiton offered to meet MAG.

Selina and Colin will ask the Government to place motorcycling in the heart of UK transport policy. Motorcycles are a vital part of the multi-modal future of transport, so transport planning and policy should support the choice to ride.

Selina Lavender said:

“I am delighted by the prompt response to our request for a meeting. Certainly, this shows the influence that our organisation is developing. The Government is rightly focusing on one very urgent priority, but that does not diminish the importance of this subject. I am looking forward to a constructive meeting which, I hope, will prove to be a breakthrough moment for us. We will report on the key points of discussion after the meeting.”

MAG is promoting a multi-modal vision for the future of transport. In short, MAG wants policy that boosts the benefits of the mode.

Contact MAG at 01926 844 064 or [central-office@mag-uk.org](mailto:central-office@mag-uk.org)

## **MAG argues that refusal to extend CBTs is discriminatory. 22/1/2021**

The Motorcycle Action Group (MAG) argues that continued refusal to extend Compulsory Basic Training (CBT) certificates is discriminatory. In a letter to Parliamentary Under Secretary of State Rachel Maclean MP, MAG asks for redress.

MAG claims that removing a legitimate use of motorcycles by not extending expiring CBTs is unfair. Motorcyclists are the only road user group facing this restriction for legitimate travel during the lockdown.

In the letter, MAG states:

“For many, including delivery riders and those who access schemes such as Wheels to Work, this is their only viable transport choice for making essential trips, working as a key worker in health or social care, or as a delivery rider delivering items ordered online by those obeying the government guidance to avoid non-essential travel.”

MAG is not asking for a permanent change to the two-year renewal regulation. The call is for a temporary intervention of similar style to the first lockdown's extension of MOTs.

MAG's Director of Campaigns & Political Engagement, Colin Brown, said:

“We have no data on the numbers of riders being impacted. But we are receiving many calls from members asking that something be done. I have spoken directly with the DVSA, and they are unable to provide accurate data on this. On average, around 6,000 CBTs will expire each month. Many of those riders will have passed their test or stopped riding. Some will, however, choose to continue riding without taking a full test – and this is a legitimate choice. It would be easy to say that the problem affects very few riders, but it is not fair to discriminate against those few. We do not accept that this would be hard to administer. If there is a will to avoid this unnecessary discrimination, the Government must find a way to do it.”

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## Powered Two Wheelers ride to the rescue of Covid Britain in 2020



MCIA: 8 January 2021

In a year like no other, where old habits and routines were redefined, Powered Two Wheelers (PTWs) supported many Brits in their hour of need.

Whether it was providing efficient, congestion-busting, low or zero-emission commuting for essential workers and local deliveries, a ready-when-you-are, isolated alternative to public transport or enabling leisure rides to aid the mental health of those restricted in their day-to-day activities, PTWs rose to the challenge.

In fact, the 2020 PTW registration statistics, released today by industry association MCIA, paint an encouraging picture as PTWs firmly cemented their place in the emerging transport hierarchy.

Despite two lockdowns, when government curiously decided that providing transport to key sectors of society was not essential business, overall registrations of PTWs were just 2.6% down on 2019 at 104,612. Within that, scooters were 10.5% up and motorcycles down just 6.7%. Although this figure was enhanced slightly by the registration of some Euro 4 PTWs ahead of the introduction of the 2021 Euro 5 regulations, the underlying situation is overwhelmingly positive.

The simplicity and versatility of electric PTWs continued to attract a growing band of support, often motivated by the ability to charge many e-PTWs via a conventional three-pin plug and in some cases, remove the battery and charge it away from the vehicle. In 2020 e-PTW registrations were 51.2% up on 2019.

If the idea of the many benefits of riding a PTW appeals to you, please visit [www.unlockyourfreedom.co.uk](http://www.unlockyourfreedom.co.uk), to find out more about getting onto powered two wheels, including how to access the straightforward Compulsory Basic Training (CBT) course, which is all that is required to ride a PTW of up to 11Kw or 125cc.

More details about 2020 PTW registrations are at:  
<file:///C:/Users/George/AppData/Local/Temp/MCIA%20PRESS%20STATISTICS%20DECEMBER%202020.pdf>

Please credit MCIA when quoting this information.



## Win a MAG Prize Package in MAG's monthly draw for 2021


Prize package contains one year's MAG membership at renewal,  
sponsored by Bikesure.

Other prizes may also be included and are subject to change.

Example prizes include: Oxford Lock (provided by MAG Foundation);

Ian Mutch's book 'Low Rider'; £10 RIDEto voucher.

To be in with a chance to win one of these

 nificent prizes all you need

to do is be a full MAG member when the draw  
takes place on the first working day after the end  
of the month, at 12.00 pm (noon).

Our thanks go to Bikesure, MAG Foundation, Ian Mutch,  
and RIDEto for generously donating towards these  
monthly prizes.

For full terms and conditions see website [www.mag-uk.org](http://www.mag-uk.org)



## Any takers for an Even Dafter Way Up?

Whilst imbibing a few tinctures on New Year's Eve with a couple of the original Dafties (socially distanced I'll have you know) we were lamenting the fact that we'd not been able to do a "forrin" jaunt in 2020, having had our USA bike trip cancelled in March and unable to get into Europe on the bikes we turned to chatting about the Daft Way Up that we did as a fundraiser for MAG and Macmillan back in 2018.

For those that don't remember, 17 of us MAG members (affectionately known as Dafties) rode "inappropriate" motorcycles from Lands End to John O Groats and raised £12,000 split between MAG and Macmillan.

We were very lucky that all 17 got on really well, helping and cajoling each other and laughing ourselves silly for the whole of the 1100 miles on A and B roads.

With the lack of adventures on the bikes last year coupled with the lack of rallies to bolster MAG funds, we got to thinking (some time during the whiskey part of the evening) if we could do something similar to raise much needed money but "dafter" than our previous fundraiser.

All the best Leeds and Bradford MAG ideas come during alcohol fuelled evenings at rallies and parties but we feel that this idea may have the ability to surpass all of our previous stupid ideas.

So, I'm floating the idea of "The Even Dafter Way Up - Moped Madness!" in October 2021, by which time, hopefully, Covid restrictions will be a thing of the past.

Last time it was "inappropriate" motorcycles - most were 125cc or less but with a tiger cub thrown in for added silliness and we averaged 29mph over the 1100 miles.

This time I think a limit of 50cc should be providing the motive power and the route should be Lands End to John O Groats again or possibly the four compass points of the U.K. but this will mean ferries.

As before, we'll be self funded and getting ourselves sponsored to undertake the madness that will follow. We'll book Travel Lodges where possible as they're cheap if booked in advance and have a Facebook page so those too scared of the sheer neck snapping power of a moped, can follow our every move and offer moral support.

If you're intrigued at being part of the event of 2021 drop me an email at [manny@mag-uk.org](mailto:manny@mag-uk.org) to register your interest before I come to my senses and decide that we've had an idea that's too daft for even Leeds and Bradford MAG!

Manny (Leeds and Bradford and Yorkshire MAG Rep)

## The Irish Motorcycling Awards.

A group of volunteer bikers, who served the Northern Ireland Community during the spring and summer of 2020, have received the “Services to Motorcycling” award. They delivered essential items such as prescriptions, PPE etc.:-

Follow this link to watch. It's the 2<sup>nd</sup> award being given

<https://www.facebook.com/motorbikeawards/> 2021 Virtual Irish Motorbike Awards (facebook.com)

Brilliant Guys. Absolutely brilliant.

Commented [a1]:

Commented [a2R1]:

## FEMA

### MAG UK discuss dangerous barriers with N-Ireland minister

FEMA News: January 8, 2021



The Northern Ireland Department for Infrastructure accepts that wire rope crash barriers pose a hazard to motorcyclists' safety.

Motorcycle Action Group UK's Northern Ireland Representative, Martyn Boyd, and MAG UK Director, Ian Churchlow met with officials of the [Northern Ireland Department for Infrastructure](#) (DfI) in July 2020 to discuss MAG's concerns about the continued use of wire rope style crash barriers on the trunk road network across the province.



At this meeting, MAG explained the motorcyclists' concerns about wire rope crash barriers. In turn, the Department for Infrastructure officials explained the regulatory issues and the difficulties associated with alternative rigid systems, that currently make it difficult for an immediate unilateral cessation of their use. Nevertheless, they understood and accepted MAG's perspective. At the end of the meeting, the DfI accepted that wire rope and steel post type crash barriers are hazardous to motorcyclists' safety in a collision with such a barrier. The DfI agreed to actively promote the wider use of much safer Motorcycle Protection System barrier installations at high-risk locations which are or could be particularly hazardous to motorcyclists. The DfI also agreed to work with the local universities on any research projects, with the goal of developing a crash barrier system that is much less harmful to motorcyclists but still effective against twin-track vehicles.

**Minister Mallon: "I'm committed to improving safety on our road network for all road users."**



Nichola Mallon, Northern Ireland's Minister for Infrastructure (photo: DfI)

Recently, in December 2020, MAG had another meeting about wire rope barriers, but this time with Nichola Mallon, the Northern Ireland's Minister for Infrastructure. Minister Mallon said: "I'm committed to improving safety on our road network for all road users, and this review addresses a long-standing issue impacting a vulnerable road user group."

Because of the danger that they pose to motorcyclists, MAG wants the use of wire rope barriers to end and is working constructively with the DfI in Northern Ireland to achieve this goal. MAG's Martyn Boyd commented: "I found the meeting positive and proactive, and The Minister and officials gave fair consideration to our concerns and suggestions. I thank Minister Mallon for granting this meeting and look forward to further constructive dialogue with her Department. This is another step forward on the path to improved road safety."

The DfI will schedule another meeting with MAG for early 2021, which will allow further discussion on any recommendations coming from the review. Additionally, Minister Mallon invited MAG to input to the upcoming Northern Ireland Road Safety Review.

Source: [MAG UK](#). Top photograph by Wim Taal. This article is subject to [FEMA's copyright](#)

## Swedish riders: 'ABS brakes on motorcycles are superior on gravel'

FEMA News: January 27, 2021



There is no better place to test the performance of motorcycles with ABS on gravel roads than Sweden. One fifth of the Swedish road network are gravel roads, that is 20,200 kilometres.

It has become popular to ride on these roads with 'normal' bikes, as well as riding them with motorcycles designed for these roads. Thus, it is important for SMC to test safety systems on gravel.



Jesper Christensen, SMC's General Secretary: "Controlled braking means that the rider avoids a crash that could lead to other serious consequences". "The test shows that it is important to train riders in braking on both gravel and asphalt. After the test, SMC has started to encourage motorcyclists to participate in courses where you can learn to handle a motorcycle on gravel roads. SMC plans to complete 50 courses throughout Sweden in 2021. The modern ABS systems are so good that the stability and braking performance work well also on a gravel road, even if the setting is for asphalt road. This makes it easier to turn and swerve during a tough deceleration" says Jesper.

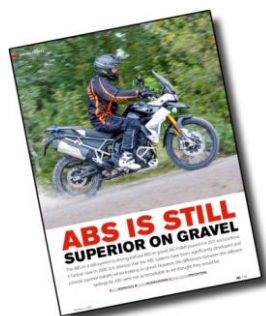
[Swedish Motorcyclists' Association SMC](#) (member of FEMA) and its member magazine MC-Folket did a brake test with adventure bikes on gravel in the autumn 2020. The test showed that ABS (anti-lock braking system) always led to more controlled braking, regardless of

whether the rider had experience riding a motorcycle on gravel or was a beginner. ABS brakes also led to shorter braking distances.

ABS brakes are still superior and enable a rider to make a controlled stop, regardless of previous experience. ABS brakes also provide shorter braking distances. No-one can brake better without ABS in a panic situation, regardless of previous experience.

The tests do show large differences between the rider's previous experience. The braking distance is almost twice as long for the beginner compared to the gravel enthusiast. The reason for this is that you don't dare to brake due to fear of locking the wheels. This means that when the experienced rider has stopped the motorcycle from 50 km/h, the inexperienced person is still riding at 34 km/h, with the risk of colliding with the obstacle he wants to avoid.

The test showed small differences in braking distance when choosing the different modes (Street ABS or Off-road-ABS) and different types of tires. The braking distance was only a few meters longer, but the stability of the motorcycle was affected.



SMC and MC-Folket did the first brake test on gravel in 2011 when many thought that ABS brakes didn't work on gravel. The test showed the opposite, the ABS brakes gave both shorter braking distances and more stable motorcycles. Since then, motorcycles and their safety systems have been developed at the same time as adventure bikes that are ridden on both asphalt and gravel have become very popular. In the test 2020, the performance was measured and compared based on the choice of tires, vehicle setting (gravel or asphalt), with or without ABS and based on the driver's previous experience. Braking and evasive manoeuvres were performed at 50 km/h.

[Go to read the entire test report \(in English\) from MC-Folket:](https://www.femamotorcycling.eu/wp-content/uploads/documents_library/ABS_on_gravel.pdf)

[https://www.femamotorcycling.eu/wp-content/uploads/documents\\_library/ABS\\_on\\_gravel.pdf](https://www.femamotorcycling.eu/wp-content/uploads/documents_library/ABS_on_gravel.pdf)

Contact: [Jesper Christensen](#)/Photography by Joachim Sjöström. This article is subject to [FEMA's copyright](#)

## **‘Mandatory motorcycle inspections do not improve road safety’**

FEMA News: January 28, 2021





There is no evidence that the technical state of motorcycles plays a significant role in accidents, but still some members of the European parliament want to periodically inspect every bike in Europe, thinking it will improve road safety.

In 2014 the Periodic Roadworthiness Tests Directive ([2014/45/EU](#)) came into force. This directive regulates the technical inspection of cars and motorcycles. As a result of the hard fight that FEMA and some of its member organizations, supported by some MEPs (Members of the European Parliament) had in 2012 and 2013, motorcycles were excluded until 2022.

In 2014 the European Parliament by a large majority voted in favour of the compromise proposal from the European Commission on a European regulation for the periodic technical inspection (PTI) of motor vehicles. This compromise included that the PTI for motorcycles was postponed until 2022. If a member state managed to find another solution to enhance the road safety for motorcyclists and reported this to the European Commission before 20 May 2017, this country would be excluded from Mandatory Periodic Technical Inspection (PTI). Three countries managed to do so: Finland, Ireland and the Netherlands. Some other countries have or will have PTI for motorcycles, but not (yet) for mopeds.



Benoît Lutgen MEP

On 25 January 2021 the Transport Committee of the European Parliament discussed a report about the implementation on the road safety aspects of the Roadworthiness Package, of which the Periodic Roadworthiness Tests Directive is part. Many MEPs asked for mandatory periodic technical inspection for all powered two- and three-wheelers, although we also heard doubt about the effectivity of this measure. During the presentation of the report by rapporteur [Benoît Lutgen](#), he himself expressed his doubts if a mandatory periodic technical inspection would be the best way to enhance motorcycle road safety.

Because FEMA has no doubts and are still of the opinion that mandatory periodical technical inspections have very little impact on road safety for motorcyclists, certainly less than other measures could have, we decided to write a [letter](#) to all members of the Transport Committee



of the European Parliament. In this letter we explained why we think that the introduction of a mandatory European periodic technical inspection for all powered two- and three-wheelers is a bad idea. This letter was sent on 27 January 2021. Of course, we will keep following this issue and we will continue our fight against a mandatory European PTI for motorcycles.

### **‘Training of road users, behavioural aspects, infrastructure and enforcement of existing traffic rules play a much bigger role in road safety than periodical technical inspections ever will’**

The periodic technical inspection of motorcycles is a very old discussion in which various parties argue that this would benefit road safety. However, not only is there no evidence that the technical state of motorcycles plays a significant role in accidents, available reports on motorcycle accidents all point in the opposite direction: the technical state of motorcycles plays only a very marginal role in accidents. Training of road users, behavioural aspects, infrastructure and enforcement of existing traffic rules play a much bigger role in road safety than periodical technical inspections ever will.

Go to for the official letter: [https://www.femamotorcycling.eu/wp-content/uploads/documents\\_library/PTI\\_motorcycles\\_Letter\\_to\\_TRAN\\_20210127.pdf](https://www.femamotorcycling.eu/wp-content/uploads/documents_library/PTI_motorcycles_Letter_to_TRAN_20210127.pdf)

Written by [Dolf Willigers](#) Top photograph by [Andrea Piacquadio](#).

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### **Indian billionaire to revive iconic BSA motorbike in Banbury – and manufacture electric bikes at a factory in town.**

BSA, one of Britain's iconic motorcycle brands, is to bring a manufacturing plant to Banbury - making its first electric bikes in the town.

The revival of the BSA by Indian billionaire Anand Mahindra will start with the traditional internal combustion (IC) version to be followed by an electric BSA. The company has told the Banbury Guardian the IC engine will be revived first during 2021 and the electric variants next year.

The planned factory will create 100 jobs and could start this summer. The 'resurrection of the British motorbike industry' is an ambition of Mr Mahindra, chairman of the Mahindra Group conglomerate, who is said to be worth £1.3bn.

The BSA Company is to build a research facility in Banbury prior to the launch of the IC engine bike which will be followed by the electric bike next year.

The revival of the BSA by Indian billionaire Anand Mahindra will start with the traditional internal combustion (IC) version to be followed by an electric BSA. The company has told the Banbury Guardian the IC engine will be revived first during 2021 and the electric variants next year.

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A spokesman for the company said BSA hopes that the battery for the electric version could be manufactured in the UK, with a strong partnership being developed to work on the battery technology as part of the electric BSA project consortium.

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**\*\*\*Call for MAG members living in London\*\*\***

Greater London MAG are looking for at least one MAG member in every borough to come forward and be part of an initiative to get feedback from every London borough. Cathy is co-ordinating this initiative and will guide you through the process. As you'll be aware if you have ever contacted your local council or politician, you need to live in the area to get a response. If you live in London and are able to help this initiative succeed, please get directly in touch with Cathy Phillpotts via [cphillpotts@mag-uk.org](mailto:cphillpotts@mag-uk.org)

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## Northern Ireland Campaign

In the ongoing campaign in Northern Ireland to persuade our roads authority, the Department for Infrastructure (DfI), to take on board the motorcyclists perspective on wire rope crash barriers there has been a piece of potentially very significant progress.

After a meeting with DSfI officials in July and much correspondence between myself and the DfI, the Minister for Infrastructure Nichola Mallon, the NI Assembly Infrastructure Committee and various interested and supportive elected representatives, Ian Churchlow, Director of MAG, and I had a very productive meeting on 14th December with Minister Mallon, some of her officials and Michelle McIlveen, the Chair of the Infrastructure Committee.

The meeting was warm and positive and provided a useful update on the Department for Infrastructure's current review of wire rope style barriers from a cost/benefit perspective and considerations for safer barriers and we made clear our willingness to work constructively with the DfI in Northern Ireland to achieve this as soon as practicable.

It was clear from this meeting that the case I made regarding motorcyclists concerns for our safety are being given active consideration as our the recommendations made to the Minister. This is another step forward on the path to improved road safety. Minister Mallon is committed to improving safety on our Northern Ireland's road network for all road users and is intent upon addressing this long standing issue impacting a vulnerable road user group.

At the end of the meeting Minister Mallon invited MAG to provide input from a motorcycling perspective to her upcoming Road Safety Review, another very positive and constructive step. A further meeting will take place in early 2021 to discuss the DfI's findings of their review of crash barriers and the future of restraint systems on Northern Ireland's roads.

Ultimately, MAG's objective remains a complete end to the use of wire rope style crash barriers.

Being pragmatic we understand that could never be an overnight thing but we are very pleased that our roads authority are willing to engage positively with us for the long term benefit of all motorcyclists.

Additionally, Northern Ireland Region MAG has commissioned a piece of research by a final year engineering student at Queen's University Belfast into potential mitigations to the dangers of wire rope crash barriers.

Martyn Boyd, Northern Ireland Regional Rep

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### ***From the Mail on-line:-***

**Lockdown cycle lanes could now be ripped up across the UK after High Court ruled Sadiq Khan's 'Streetspace' scheme was UNLAWFUL and 'took advantage of the pandemic' to push through 'radical changes' to London's streets**

Lockdown cycle lanes could now be ripped up across the UK after the High Court ruled Sadiq Khan's 'Streetspace' scheme was unlawful.

The controversial scheme, which saw roads closed and others narrowed to create new cycle lanes in the height of lockdown last year, was found to be 'seriously flawed' by a High Court judge today.

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The ruling means similar schemes implemented by councils up and down the country could now be scrapped, a lawyer in the case revealed.

However bosses at Transport for London, who described the ruling as 'disappointing', insist they will keep the make-shift cycle lanes while they appeal today's damning judgment.

It comes after Justice Lang ruled London's 'Streetspace' scheme was 'seriously flawed' and 'took advantage of the pandemic' to push through 'radical' and permanent changes to London's roads.

The judgment follows a legal challenge by organisations representing black cab drivers who were angry about being banned from a new bus-only route on the A10 in Bishopsgate.

Justice Lang said the A10 scheme treated cab drivers unfairly and should be abolished.

But her judgment also called for an end to the Mayor's wider Streetspace initiative, including the introduction of several hundred miles of temporary cycle lanes.

The lanes sparked criticism from motorists for increasing congestion, and one on Kensington High Street was removed late last year following a local outcry.

In addition to cycle lanes, Streetspace - which was put in place last May - saw the implementation of bus gates, banned turns and restricted access to streets in Low Traffic Neighbourhoods across London with the aim of encouraging walking and cycling.

In her judgement, Justice Lang called Streetspace an 'ill-considered response' which sought to 'take advantage of the pandemic to push through, on an emergency basis without consultation, 'radical changes' to London's streets.

She added: 'The scale and ambition of the proposals, and the manner in which they were described, strongly suggest that the Mayor and TfL intended that these schemes would become permanent, once the temporary orders expired.

'However, there is no evidence to suggest that there will be a permanent pandemic requiring continuation of the extreme measures introduced by the Government in 2020.'

*for the rest of the article go to:-*

**Sadiq Khan's cycle lanes were UNLAWFUL, judge at London's High Court rules | Daily Mail Online**

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### **Websites you may wish to visit:-**

Guidance: Driving in the EU

<https://www.gov.uk/guidance/driving-in-the-eu>

Guidance: Driving in the EU: UK licence holders living in the EU

<https://www.gov.uk/guidance/driving-in-the-eu-uk-licence-holders-living-in-the-eu>

Guidance: Coronavirus: driving theory tests (Last updated 31 December 2020)

<https://www.gov.uk/guidance/coronavirus-theory-tests>

Drive abroad: step by step

<https://www.gov.uk/drive-abroad>

Guidance: Regulations: end-of-life vehicles (ELVs) (Last updated 1 January 2021 )  
<https://www.gov.uk/guidance/elv>

Guidance: Regulations: waste batteries (Last updated 1 January 2021 )  
<https://www.gov.uk/guidance/regulations-batteries-and-waste-batteries>

Guidance: 2020 and 2021 Rights of Way order information: start date notices, inquiry & hearing notices and rejection letters (Last updated 30 December 2020)  
<https://www.gov.uk/guidance/2020-rights-of-way-order-information-start-date-notices-inquiry-hearing-notices-and-rejection-letters>

Guidance: 2020 and 2021 Rights of Way order information: Decisions and maps (Last updated 30 December 2020)  
<https://www.gov.uk/guidance/2020-rights-of-way-order-information-decisions-and-maps>

Impact assessment: Ultra-low emission vehicles and Worldwide Harmonised Light Vehicle Test Procedure  
<https://www.gov.uk/government/publications/ultra-low-emission-vehicles-and-worldwide-harmonised-light-vehicle-test-procedure>

Guidance: Coronavirus: driving theory tests (Last updated 5 January 2021)  
<https://www.gov.uk/guidance/coronavirus-theory-tests>

Guidance: Coronavirus: driving tests (Last updated 5 January 2021)  
<https://www.gov.uk/guidance/coronavirus-covid-19-driving-tests-and-theory-tests>

Guidance: Coronavirus: driver and rider trainer guidance (Last updated 5 January 2021)  
<https://www.gov.uk/government/publications/coronavirus-restarting-driver-and-rider-training-and-tests>

Guidance: Coronavirus: driver and rider trainer guidance (Last updated 7 January 2021)  
<https://www.gov.uk/government/publications/coronavirus-restarting-driver-and-rider-training-and-tests>

Guidance: Coronavirus: driver and rider trainer guidance  
<https://www.gov.uk/government/publications/coronavirus-restarting-driver-and-rider-training-and-tests>

MOT inspection manual: motorcycles (Updated 11 January 2021)  
<https://www.gov.uk/guidance/mot-inspection-manual-for-motorcycles>

RSGB: Illegal use of private e-scooters: an issue on the rise  
<https://roadsafetygb.org.uk/news/illegal-use-of-private-e-scooters-an-issue-on-the-rise/>

RSGB: Are Highways England addressing smart motorway safety concerns?  
<https://roadsafetygb.org.uk/news/how-are-highways-england-addressing-smart-motorway-safety-concerns/>

Statistical data set: Motorcycle theory test data by test centre (Last updated 22 January 2021)  
<https://www.gov.uk/government/statistical-data-sets/motorcycle-theory-test-data-by-test-centre>

Statistical data set: Motorcycle riding test data by test centre (Last updated 22 January 2021)

<https://www.gov.uk/government/statistical-data-sets/motorcycle-riding-test-data-by-test-centre>

Guidance: Using a Blue Badge in the European Union (Last updated 28 January 2021)

<https://www.gov.uk/government/publications/blue-badge-using-it-in-the-eu>

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