



A networking tool for Activists and other interested parties

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EDITORIAL

Well, I was going to start this month's edition off with saying 'how things change in a month'. When, in fact, they are changing daily and, at present, we are living in quite scary times facing something unknown.

Here, at Network HQ (aka my house in darkest South Glos!) I'm determined to keep things as normal as possible for Network so long as George (Research Officer from his place in deepest North Somerset) and I are well. We're both in the 'vulnerable' group so 'social distancing' is our watch word at the moment.

It may be that, in the present situation, not much of any use comes through on the motorcycling front (though, having said that I've already held 4 pieces over for the next edition because this one is already 28 pages long), however, MAG staff and officers continue to work for the good of Riders Rights, albeit from our own homes.

This edition is particularly long because I've printed, in full, an informative article by Ben Purvis on the E10 fuel saga and how it may or may not affect different bikes.

Also, you'll see a Government announcement on Smart Motorways published by the RAC with the words 'smart motorway safety plans - do they go far enough'? In my humble opinion 'NO' but you must make up your own minds.

Also included in this edition are important messages from the Chair which may or may not affect your Group or an event you are/were planning.

*For those I know who are ill, - just get well soon. Everyone, stay cheerful and stay safe.
Yours, truly unsociable at the moment, AG*

[Acknowledgments:- George Legg, Selina Lavendar, Ben Purviss, FEMA, Julie Sperling, Lembit Opik, Colin Brown.....plus anyone else I've forgotten]

Copy for the next edition to aine@mag-uk.org subject heading Network by 20th April please

Political Unit Report

2020 03 23

Spring is in the air – but so is Coronavirus. As Britain tries to do 'the right thing' about the pandemic, MAG's Political Unit Colin Brown and Lembit Öpik keep a level head and a steady strain. Here's an update of motorcycle related political developments at a challenging time.

Covid-19: keeping calm and carrying on

Despite the current lockdown procedures over the pandemic associated with Covid-19, it's business as usual for MAG's Political Unit. Colin and Lembit are being mindful of the need to protect vulnerable individuals from the virus. Much of our activity can be done remotely, though obviously there are problems caused by the absence of physical meetings. Nevertheless, we're working to provide the best service we can. MAG is fortunate that we are used to working at a distance. Therefore, the effect is less likely to affect MAG political activity as much as it will affect other groups. We're on the phone, on video conference links, and on line.

The National Committee meeting due to take place in April (which Tony Campbell of MCI was to attend) has now been cancelled. We are looking into suitable video conferencing platforms so that we can continue NC work.

Transport tussle at City Hall

MAG regularly attends the Transport Committee sessions of the Greater London Authority. Lembit Öpik was there again on 12th March, to fly the flag for bikers – a category of road user often ignored in Transport for London's considerations.

At this meeting, keen rider and bikers' friend Keith Prince AM raised some uncomfortable questions about why bikers were virtually ignored when it comes to road safety. He also suggested that the very safety measures introduced to protect cyclists are increasing the risk for motorcyclists. The figures seem to back this up. Far more bikers get killed on London's roads each year compared to cyclists. In fact, provisional data indicates 32 bikers died in 2019, an increase of almost 50% compared to the previous year.

The Deputy Mayor for Transport, Heidi Alexander, and her team, refuted the link, but seemed totally unable to provide any evidence to the contrary. Lembit will work with Mr Prince to investigate the data further.

In a more positive move, there was some indication that money might be made available to assist with a road safety education campaign to help bikers. Once again, however, the inference was that riders are responsible for their own safety. Interesting – why don't they take the same approach with cyclists? At least the dialogue has now commenced, and with great allies such as Keith Prince, we can make real progress in trying to get a more level – and safer - playing field for bikers in the capital.

Final Mayor's Questions

Lembit also attended the final Mayor's Questions in City Hall on Thursday 19th March. Not surprisingly, the entire session focussed on the effect of the Covid-19 virus on London. Mr Khan made a point of saying he had no plans to lift the crushing costs of the congestion charge and the Ultra Low Emissions Charge, which collectively impose massive costs on those least able to pay them, on account of owning older motorcycles (and cars). The irony is that, at the same time, Mayor Khan announced his intention to slash access to public transport.

Ironically, Sadiq Khan said he was scaling back the number of tube trains, and closing stations. This necessarily means there will be an increase in the number of people using those tube trains that run – causing closer spacing between commuters. This is the exact opposite of the very advice he himself has been giving.

Motorcycles enable social distancing and comparatively safe travel from an infection point of view. We are making all these points and his willingness to lift the cost of motorcycling commuting it is a test of the Mayor's genuine commitment to reducing the rate of spread of the virus.

STOP PRESS: On Friday 20th March Sadiq changed his mind and the announcement was made that the ULEZ and Congestion Zone Charge would be temporarily suspended from Monday 23rd March, until further notice.

Fuel Duty freeze continues for another year

We're happy to report that, for the 10th year in a row, the Chancellor has frozen fuel duty. This is largely the result of lobbying by Fair Fuel UK and its leader, Howard Cox. This freeze saves millions of Pounds for bikers in the UK. It's a sign that there is still some common sense in the Treasury. It also establishes Fair Fuel UK as one of the most effective lobbying groups in the United Kingdom. MAG will work with them and other like-minded groups to get the results we need in the transport world.

Ride To Work Day is nearly here!

15th June is Ride to Work Day 2020. With the current disease outbreak, it makes even more sense to highlight the prudence of travelling in the comparative isolation – from a disease point of view – of a motorbike or scooter. Ride To Work Day is one event that will absolutely not be getting cancelled this year.

It is worth commenting here that we are not promoting group rides or gatherings as part of the campaign. MAG continues to ask everyone to follow Government advice on social distancing.

Amusingly filming the Filter Friendly video is creating unexpected challenges – how do you film bikes filtering past traffic jams when there are very few cars on the road?

Mayoral, PCC and local elections postponed

Predictably, all local and Mayoral elections have been shelved for this year. Existing Councillors and Mayors and PCCs will continue for another year. This was inevitable, and means that, assuming the virus has run its course by 2021, the elections will occur then.

Manchester bike show – another Covid casualty

MAG was sad to learn of the cancellation of the Manchester Motorcycle Show on 28th and 29th March. For now a big thanks to Tony Cox and his team for the preparations they had made for the show – which is always a true showcase of what MAG does and why it makes sense to be a member. Under the circumstances, it was impossible for the show to take place given the Government guidance.

No show from Client Earth

Over a year since MAG first tried to secure a meeting with the self-styled environmental legal group Client Earth, it looks like they're just not interested in engaging with us – despite our strenuous efforts to talk to them about how modal shift to motorbikes can help reduce emissions 'in the shortest possible time.' Possible reasons for their failure to engage range from incompetence to the prospect that they don't see any financial profit in it for them. In truth we don't know why they won't respond to our requests, but it certainly paints their organisation in a very poor light.

Whatever their reasons, MAG is very concerned that an eco-lobby groups doesn't seem capable of having a simple meeting with heavyweight players such as the Motorcycle Action Group to explore the potential of promoting clear, simple and immediate ways to cut the emissions footprint with existing technology – such as motorbikes. So, one more time, we publicly invite Client Earth to prove us wrong – our number is 01926 844 064, and ask for Lembit. We'll let you know if they get in touch...

A spark of initiative over e-bikes?

There are signs that the Parliamentary Transport Select Committee is finally going to investigate the legal quagmire associated with electric bikes and scooters. This area has not yet been tackled by legislators, leading to mass scale law breaking and unregulated usage. MAG wants to see some common sense in all of this – and is keen to ensure that there is an objective application of law in a proportionate way.

We don't see why you should be a favoured road user just because you've got an electric motor and no qualifications to use it. MAG will play its part to highlight that the current discrimination in favour of 'e-bicycles' at the cost of all other road users isn't sustainable. The best outcome would be the relaxation of some rules about petrol machines. Let's see how this develops – we'll let you know how we get on.

Oxford Zero Emission Zone Delayed by Coronavirus

The proposed introduction of the Oxford Zero Emission Zone has been delayed. In an announcement on 23rd March the Oxford Zero Emission Zone Team said: "amid the current situation with coronavirus with Government acknowledging an economic crisis, both councils recognise that businesses and residents across the city, including those in the Red Zone, need to focus all of their attention on managing the current and potential impacts on their trade and way of life."

"Therefore, the current plan to launch the Red Zone for the Oxford Zero Emission Zone in December 2020 is now postponed. We will be closing the current formal consultation on the Red Zone but responses submitted so far will be read and saved. If you have provided contact details, we will contact you at the start of the next consultation to confirm if you wish to add to your previous response. The councils plan to resume the consultation in late 2020, with a view to implementing the scheme in the Summer of 2021."

Vehicle Excise Duty

Hopefully, between writing this and it actually being published MAG will have fully confirmed its position on VED. There is a call for evidence from the Treasury on plans to overhaul VED for cars and motorcycles. We think we have a very good solution and we will be asking members to contact their MP's to ask them to support our proposal. This could be a big campaign so watch out for the press releases and announcements from MAG on this one.

Maintaining your sanity during the pandemic

Scotland's First Minister Nicola Sturgeon put it quite eloquently: "Life shouldn't feel normal right now. So if your life feels entirely normal ask yourself if you are doing the right things or if instead you might be putting yourself and others at unnecessary risk."

A motorcycle is an excellent transport mode from an infection transmission perspective, and can greatly help with maintaining a bit of sanity, but if, when you get off your bike you carry on as normal, then you have undone all the good of riding a bike. Everyone's circumstances are different, but the Government guidance is clear. Ignoring the guidance is likely to lead to more infringements of your liberties, so now is not the time to ignore the guidance.

Whilst you are socially isolating there will be plenty of opportunity to indulge in answering surveys and consultations, or writing to your MP or Local Council. Many consultations are still running, some are being extended, some being postponed. Keep your eyes open and take the time to respond when you can.

Below is a short list of consultations and surveys that we know to be current, but there will likely be many more.

Birmingham Transport Plan Consultation

<https://www.birminghambeheard.org.uk/economy/transportplan/consultation/intro/>

Hackney Motorcycle Parking Consultation

<https://consultation.hackney.gov.uk/parking-services/motorcycles/>

2Wheels London Rider Survey

<https://www.2wheelslondon.com/2020-rider-survey/>

NYRF Young Rider Survey

<https://shinysideup.co.uk/nyrf/rider-survey/>

Future of transport regulatory review: call for evidence on micromobility vehicles, flexible bus services and mobility as a service

<https://www.gov.uk/government/consultations/future-of-transport-regulatory-review-call-for-evidence-on-micromobility-vehicles-flexible-bus-services-and-mobility-as-a-service>

Consulting on ending the sale of new petrol, diesel and hybrid cars and vans

<https://www.gov.uk/government/consultations/consulting-on-ending-the-sale-of-new-petrol-diesel-and-hybrid-cars-and-vans>

Vehicle Excise Duty: call for evidence

<https://www.gov.uk/government/publications/vehicle-excise-duty-call-for-evidence>

EVENTS

"Preparations are going ahead for some events that may still be cancelled.

MAG accepts that we cannot carry on as normal but Some event organisers want to be prepared for when restrictions are lifted.

Please see social media for the latest details and information on refunds, ticket transfers and donations as this may vary between events.

MAG rallies and events will return when the restrictions are lifted."

A MESSAGE FROM Selina Lavendar, MAG National Cjair

Until further notice, we will not be publishing events on the Events page.

None of MAG's events are controlled centrally: they are advertised - mostly by volunteers - within local areas.

It will not be possible for us to keep this page - also mostly administered by volunteers - up to date in the current rapidly changing environment.

Please visit relevant event pages or your local MAG group page to check on the status of events.

Thank you for your continued support.

ALL EVENT ORGANISERS

MAG insurance for events (via Castlemead) is public liability insurance, it does not cover events if cancelled due to circumstances such as Coronavirus. The cost of adding additional cover to meet this (should it continue to be available) is prohibitive.

In regard to your events:

The organisers will need to make the call on the ground, it is not a call that can be made by MAG centrally. The organisers of the event will have a better understanding of the situation in the area and, if it becomes relevant, the size of the event. Organisers should follow Government & Council guidelines at the time of the event, as we know guidelines are changing regularly. Organisers may decide to either postpone or cancel an event. What is certain is yours will not be the only event effected.

MAG PRESS RELEASES

MAG prepares to engage on Vehicle Excise Duty plans

The Motorcycle Action Group, the UK's leading riders rights organisation, has stated that it will be ensuring the voice of riders is fully heard by the Treasury as it considers plans for a major overhaul of Vehicle Excise Duty.

On 11th March, HM Treasury fulfilled the Government commitment to publish a call for evidence seeking views on moving towards a more dynamic system which recognises smaller differences in carbon dioxide (CO2) emissions.

This call for evidence seeks views on how the Government can use VED to further encourage the uptake of zero and ultra-low emissions cars, and reduce overall emissions from road transport, to both help meet its legally binding climate change targets and improve air quality. It also seeks views on the VED treatment of motorcycles.

MAG's Director of Communications & Public Affairs, Lembit Opik, commented "We are already seeking one-to-one meetings with ministers and senior officials at the Treasury to discuss the published plans. We feel that the case for motorcycles is very different to that for four-wheeled vehicles and thus needs very careful consideration. A two-way conversation is vital."

Colin Brown, Director of Campaigns & Political Engagement for MAG, said; "The current

VED system is both confusing and lacking in balance. We look forward to the opportunity to engage with policy makers in a cooperative and productive manner. I believe that there is a potential solution that can be both elegant in its simplicity and take into account a wide range of issues in a fair, equitable manner. We will naturally respond in writing, but having a detailed discussion of our ideas will bring a better result. We will discuss our ideas at our forthcoming National Committee meeting and urge members to get in touch with their regional representatives with any thoughts, ideas and opinions”

The full details of the call for evidence can be found at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/871749/VED_final.pdf

MAG urges all bikers to heed Government advice to stay at home.

The Motorcycle Action Group has called on all motorcyclists to act responsibly by following Government guidance on Coronavirus to the letter. Leisure riding should not be considered essential travel, but where travel is essential motorcycling remains a very sensible choice.

Following the most recent escalation in measures to slow the spread of the Coronavirus, the Motorcycle Action Group has urged bikers to stay off their bikes unless they are genuinely making an essential journey. Taking a ride purely for leisure must be viewed as socially irresponsible at this time when everyone’s travel is restricted. Additionally, if the worst happened, a leisure ride could place more burdens on an already stretched NHS and emergency services.

MAG National Chair, Selina Lavender, says: “Now is the time to follow Government advice and stay at home. There will be time later for the biking community to come together, show solidarity and support those small businesses that will need and appreciate our custom once the current crisis is over. All motorcyclists share a passion for riding, but right now all our passions should be aimed at saving the lives of all those at risk from this deadly virus.”

Riding a motorcycle is still a great way to travel and MAG will continue to actively and enthusiastically promote the mode of transport. Riding a motorcycle is a sensible method of travel for essential journeys during the pandemic as it maintains social distance from other travellers.

The Motorcycle Action Group has followed the Government advice to the letter, no doubt with the same level of frustration as everyone else. We have closed our Central Office until further notice. Our staff and political unit continue to work from home. The voice of motorcycling remains as loud as ever, and will get back out and about after the temporary restrictions have been lifted.

Director of Campaigns & Political Engagement, Colin Brown, said: “this message feels at odds with everything MAG stands for, but we all have to accept that these are not normal times, and life just cannot feel normal right now.”

We can assure all riders in Britain that MAG remains open for business, and is highly experienced in working ‘remotely.’ MAG’s mode of operation is therefore entirely compatible with Government guidance - meaning that, even with the travel restrictions, bikers continue to have a powerful voice in Britain in the form of the Motorcycle Action Group.

MAG responds to Asphalt Industry Association report

The Motorcycle Action Group, the UK's leading riders' rights organisation, commenting on the Asphalt Industry Association's 25th ALARM Report, released today, hopes that Chancellor Rishi Sunak will revisit roads maintenance funding after the current health crisis has passed.

Research carried out by MAG has shown that, on average, four motorcyclists die every year as a result of poor road maintenance and a further 70 per year suffer life-changing injuries. The research shows that despite representing less than 1% of all road traffic, motorcycles feature in 27.5% of all RTCs where road surface defects are listed as a contributory factor. Pedal cyclists are also over-represented, being involved in 14.7% of these RTCs.

The Asphalt Industry Association's new Annual Local Authority Road Maintenance (ALARM) survey shows that the estimated one-time catch-up cost to get roads back into a reasonable, steady state is now £11.14 billion; up from £9.79 billion reported in 2019. The report shows that the estimated time it would take to clear the maintenance backlog would be 11 years, even if local authorities had the funding and resources available to do the work.

MAG's Director of Campaigns & Political Engagement, Colin Brown, said: "For most four-wheeled motorists an encounter with a pothole will result in damage, expense and inconvenience, but for motorcyclists the consequences can be fatal. This year's ALARM report will bring no comfort to motorcyclists. Seeing the catch-up cost to get roads back into a reasonable state increase by £1.35 billion in just 12 months clearly shows that the current pledge of £2.5 billion over 5 years will have only limited impact. As motorcyclists we fully recognise the immediate need to prioritise the Coronavirus pandemic, but we hope that the Chancellor will be in a position to make the necessary funds available when things return to normal.

<http://armchairbiker.com/ethanol-in-petrol-what-classic-bikers-need-to-know/>

older vehicles.

<https://www.bbc.com/news/uk-51731757>

Government announces smart motorway safety plans - do they go far enough?

RAC: 12th Mar 2020

The Government has announced an action plan to improve smart motorways following widespread public concern over the safety of these roads.

These controversial motorways have been criticised by motoring organisations as well as the general public, and while any moves to improve the safety of these roads will be welcomed, there have already been a string of fatalities and near-misses on smart motorways over the last five years, - so for some, these measures will be too little, too late:

<https://www.rac.co.uk/drive/news/motoring-news/38-people-killed-on-smart-motorways-in-last-five-years-bbc-panorama-reveals/>

The smart motorway 'Action Plan' includes:

- abolishing 'dynamic hard shoulder' smart motorways, where the hard shoulder operates only part-time and is a live running lane the rest of the time
- speeding up deployment of 'stopped vehicle detection' radar technology so stopped vehicles can be detected automatically, and the lanes closed more quickly
- faster attendance by more Highways England traffic officer patrols
- reducing the distance between places to stop in an emergency to $\frac{3}{4}$ of a mile where feasible
- installing additional emergency refuge areas on existing smart motorways
- making emergency areas more visible

Reacting to the plan, RAC head of roads policy Nicholas Lyes said: "Two-thirds of drivers tell us that they believe permanently removing the hard shoulder compromises safety in the event of a breakdown.

"While it is welcome that the Government has listened to their concerns and undertaken this review, it remains to be seen whether these measures go far enough to protect drivers who are unfortunate enough to break down in live lanes.

"We don't believe the main issue at hand here is the safety of smart motorways with 'dynamic' hard shoulders, given this type of motorway has not been built for many years and represents a tiny fraction of the overall motorway network.

"This is a red herring and in reality, there were never enough of these schemes built for drivers to get used to them before the switch was made, without any consultation, to building smart motorways that have the hard shoulder permanently removed.

"Only time will tell whether all lane running schemes really are an improvement over either controlled or dynamic hard shoulder motorways.

"The safe running of any smart motorway heavily depends on drivers being able to see, and react to red X signage indicating where lanes are closed.

"We are disappointed that the review has not looked at the spacing of red X gantry signage as we believe in too many instances signs are spaced too far apart, increasing the possibility of drivers not seeing them. The difference between a driver seeing and reacting to a red X sign, or missing it, could literally be life or death."

Mr Lyes continued: "On the basis all lane running smart motorways remain the default, the commitment to install stopped vehicle detection technology on the whole network is a positive step, but a three-year timeframe will feel like an eternity considering the concerns many drivers have about all lane running schemes.

"This is somewhat compensated by the promise of more Highways England patrol officers on certain stretches of smart motorway, but the key challenge must be to get live lanes closed as soon as possible when vehicles become stranded, so a priority should also be to have more cameras and more staff in control centres to monitor the network.

"Additional emergency refuge areas on the M25 is welcome, but we believe that the spacing standard must be applied across the board where practical. The Government says it is considering a national programme for installing more refuge areas on the smart motorway network – we say that they should consider no longer and make it an absolute priority going forward.

"It is vital that drivers have confidence in the infrastructure they are using and we continue to urge the Government to take into account those with mobility issues for whom the advice of leaving the vehicle and getting over the barrier is not always practical.

"We welcome the Government's commitment to allow roadside patrols and recovery workers to use red flashing lights – a step that we hope will improve the safety of roadside patrol and operators."

Do you think these safety measures make you more confident on smart motorways, or do you still worry about breaking down on them? Let us know in the comments.

FEMA

Research: the dynamics of motorcycle crashes

FEMA: February 28, 2020



The analysis of a global survey of 1,578 motorcyclists who responded from thirty countries in Europe, the USA, Asia, Australia and South America and in eight languages in 2019 has been published in a comprehensive report.

Riders of motorcycles, scooters and mopeds who had been involved in a collision over the last ten years were invited to take part in the survey which looked at the dynamics of motorcycle crashes. The riders who replied to the survey came from a varied age range, motorcycling experience, as well as depth of skills and training.

The Dynamics Of Motorcycle Crashes

A Global Survey of 1578 Motorcyclists



Motorcycle riders from 30 countries answered a questionnaire in eight different languages

Overall results highlight issues of training, protective equipment, assistance systems and injuries, as well as how post-crash motions change the patterns of crash occurrence and injury outcome



(53%) of the respondents were under 45 years of age

Female riders made up (8%) of respondents

There were n.106 pillion riders

Most pillioners were female (81%) and adults

Riders with full licences represented (86%) of respondents

(43%) indicated taking post licence training courses

Highest proportion post test training - emergency braking (36.3%)

(44.6%) averaged between 3000 and 10000 kilometres per year



(59%) wore full face helmets
(28%) wore modular (flip ups)
(9%) wore open face helmets

(95%) gloves
(88%) jackets with armour
(85%) boots
(67%) trousers with armour

(25%) of the riders used some form of reflective clothing
(2%) n.31 indicated that they had used an air vest or jacket

The four major Japanese manufacturers made up the bulk of the makes of motorcycles of the riders - n.938 (59%)



Style - Naked Streetbike 31% (n.484); Supersports and Sports Tourers 25% (n.300) Adventure 16% (n.251)

Honda (21.6%) Yamaha (15.8%) Suzuki (12%) Kawasaki (10%) BMW n.197 (12.5%)

Triumph n.97 (6.1%) Harley Davidson (5%)

Scooters and mopeds of various makes represented 4.3% (67) of the total There was one electric motorcycle

Range of modern and older motorcycles, fitted or not fitted, with technology available as standard or optional

The **mechanism** of the crash – how the rider falls and what he/she hits, **trumps** the discourse of **speed** versus injuries

CRASHES

(48.7%) with a car
(22.5%) single vehicle (lost control)
(41.6%) occurred on a straight road.
(74.4%) straight road on a highway/motorway
(55.6%) main road
(51.9%) dual carriageway.
(13.5%) left hand bend
(13.1%) right hand bend

CRASH TREATMENT

(5.3%) Declined Treatment
(15.8%) Self Treated
(16.9%) Went to own doctor later
(17%) First aid at scene
(24.8%) emergency room, treated and released
(19.7%) Admitted to hospital
(19.1%) Stayed in hospital
(65%) admitted to hospital speed under 70 kph (44 mph)

COLLIDED

n.58 against a road side barrier
n.6 road side barrier with MC protection
n.36 large animals: bear, moose, herd of cows, kangaroos, deer, sheep and wild boars
n.8 small animal (dog, fox etc)
n.7 flying objects including birds
n.7 pedestrian
n.1 Tuk Tuk (Rickshaw)

RELATED FACTS

(63.5%) Topside over the front crashed with a car
(18.8%) left lowside - (19.3%) Right lowside rider did not crash against an object or vehicle
(35%) did not use their brakes prior to crashing
(46.8%) had ABS brakes fitted
(49%) jacket & armour received injuries to upper limbs
(30%) crashes occurred over the weekend
(7.4%) gravel or loose dirt

Full report available at - www.investigativeresearch.org - opening up a whole new chapter of motorcycle crash causation

No motorcyclists' organization could exist without volunteers

FEMA News: March 13, 2020



If you love to ride motorcycles, you should consider becoming a volunteer in your national riders' rights organization. FEMA's DolfWilligers explains why.

I'm one of the few professionals that work for you. As General Secretary of FEMA my work is advocating motorcyclist interests. Not exactly a nine-to-five job in the office. The money for my salary and expenses comes from the national motorcyclists' organizations, FEMA has no other source of income.

The national organizations are very different in size, in the way they are organized and in their activities. Finances mostly come from contributions, although some organizations have other incomes too. But one thing they all have in common: the main part of the work is done by volunteers.

None of the organizations that are a member of FEMA, large or small, could even exist without the work of their volunteers. They are in the boards, they write articles, they give instructions on riding courses, they represent the organizations at meetings with municipalities or road authorities, they man the stands on motorcycle shows et cetera. The result is that we all do a pretty good job in advocating the rights of the riders. We're still there, we are still a – be it small – part of the transport policy of many cities, countries, even of the European Union.

Thanks to the work of the national organizations and FEMA, roads are getting safer: motorcycle protection systems are installed on road side barriers, in many countries the feared cable barriers are banned, in many countries filtering is allowed these days, in some countries riders are allowed to use the bus lanes, road authorities pay attention to the grip resistance of road markings, potholes are repaired et cetera. All these things would not have been done, or at least to a lesser extent, without the work of the motorcyclists' rights organizations.

Of course I can continue with all the threats and hazards that we motorcyclists have to deal with: bans to enter cities or use scenic roads, automatic driving vehicles, environmental demands, the – compared to cars – smaller decrease of road fatalities and serious injuries, costly mandatory technical inspections, just to name a few.

'Become a volunteer and be part of that successful army of motorcyclists' rights fighters.'

There is still a lot of work to do and then the question arises: who is going to do this? Most national organizations deal with decreasing membership numbers, which means less income and less possibilities to hire people to do the work.

At the same time these same organizations have less volunteers to rely on. The ones that are left over have to do more and more. Trust me, I know what I'm talking about: not only am I a professional, I have been a volunteer in motorcyclists' organizations for more than twenty years as well.

So next time you pay your yearly fee to your national organization, please do not only think about what your organization does for you, but also what you can do for your national organization and for your fellow riders and yourself: become a volunteer and be part of that successful army of motorcyclists' rights fighters.

To see an overview of national organizations and links to their websites, go to: <http://www.fema-online.eu/website/index.php/about-us/members/>

Join the organization and/or become a volunteer! Written by DolfWilligers. Photography by WimTaal

Full report available at www.investigativeresearch.org

New testing standards for motorcycle clothing

FEMA News: March 19, 2020



What do the new testing standards for protective motorcycle clothing mean for our comfort and protection? And how were these standards developed? FEMA's DolfWilligers explains.

In 2016 the European Union adopted a new regulation regarding personal protection equipment (Regulation (EU) 2016/425: <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A32016R0425>). It was implemented on 21 April 2018, although EC type-examination certificates and approval decisions issued under Directive 89/686/EEC shall remain valid until 21 April 2023 unless they expire before that date. One of the new elements was that the regulation now also covers motorcycle garments. The waiting was now for new test standards for this gear. That waiting has now come to an end.

For many years the members of the CEN (the European Committee for Standardization) Technical Committee 162 Working Group 9 (CEN/TC 162/WG 9: https://standards.cen.eu/dyn/www/f?p=CENWEB:7:0:::FSP_ORG_ID:7173&cs=1BC83F983E926EB32CC2DA7394927E626) have discussed new test standards for motorcycle rider protective clothing. On 25 November 2019 they were finally approved. Are you surprised that you didn't hear about that? You did not miss anything. The date of Availability, the date when the definitive text in the official language versions of an approved CEN/CENELEC publication is distributed by the Central Secretariat of CEN, was 11 March 2020.

The existence of the standards must be announced on a national level on 30 June 2020 at the latest and on 30 September 2020 the standards must be implemented on a national level by publication of an identical national standard or by endorsement. Finally, on 31 March 2023 national standards conflicting with these standards have to be withdrawn. This means that until that date you might find motorcycle gear in your shop that is tested according to the old standards.

To understand what this means, we must first look at the context. The European Union makes rules by way of regulations and directions. Until 2016 there were no rules for motorcycle clothing for private riders, although there were rules about impact protectors and about protective clothing for professional riders (Council Directive 89/686/EEC). This was replaced by Regulation (EU) 2016/425: https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv:OJ.L_.2016.081.01.0051.01.ENG&toc=OJ:L:2016:081:TOC of 9 March 2016 on personal protective equipment (the PPE regulation), which covers the design, manufacture and marketing of personal protective equipment. It defines legal obligations to ensure PPE on the EU internal market provides the highest level of protection against risks. The CE marking affixed to PPE provides evidence of compliance of the product with the applicable EU legislation.

Notice that the regulation does not define the standards. It only says that the “PPE shall meet the essential health and safety requirements set out in Annex II which apply to it” and it contains directives about the organization of the assessments, labelling, instructions, displaying, etc. In an annex it is stated that “PPE must provide adequate protection against the risks against which it is intended to protect.” Also, the possibility of several classes of protection is made possible here in differing foreseeable conditions of use. The regulation sets only the essential requirements applying to PPE, whereas technical details are adopted by the European Committee for Standardisation (CEN).

Now, after all these dates let’s have a look at the new test standards themselves. There are six standards that are now published.

- The first part of the European Standard (EN 17092-1:2020) describes some of the test methods for use with protective garments for motorcycle riders (Part 2 and later parts). Just as the following parts 2 to 6, it does not apply to: motorcyclists’ garments for motorsport competition events organized by a sanctioning body or motorcyclists’ garments, such as those commonly associated with off-road motocross and similar off-road disciplines, unless said off-road garments have installed impact protection.
- The second part (EN 17092-2:2020) specifies general requirements for motorcyclists’ protective garments of Class AAA: Heavy-duty protective garments, which are intended to provide best protection to the wearer against injury.
- The third part (EN 17092-3:2020) specifies general requirements for motorcyclists’ protective garments of Class AA: Medium-duty protective garments, which are intended to provide medium protection to the wearer against injury.
- The fourth part (EN 17092-4:2020) specifies general requirements for motorcyclists’ protective garments of Class A: Light-duty protective garments, which are intended to provide limited protection to the wearer against injury.
- The fifth part (EN 17092-5:2020) specifies general requirements for motorcyclists’ protective garments of Class B: Light-duty abrasion protection garments, which are intended to provide limited protection to the wearer against injury.
- The sixth part (EN 17092-6:2020) specifies general requirements for motorcyclists’ protective garments of Class C: Impact protector ensemble garments, which are intended to provide limited protection to the wearer against injury.

Effectively there will be three standards for the average road rider: Class AAA, Class AA and Class A.

- Class AAA (EN 17092-2:2020) is heaviest and least comfortable but provides the most protection.
- Class AA is more comfortable and less heavy, but also provide less protection.
- Class A is the lightest and most comfortable but provides the least protection.



What this will mean in practice, we do not know yet. There are separate test standards for light-duty abrasion protection garments (Class B), which are intended to provide limited protection to the wearer against injury. Also harnesses with impact protectors (Class C) have separate test standards. The test standards concern impact abrasion resistance, strength of seams, tear strength, impact energy absorption, dimensional stability (possibility to wash or dry clean (in according with test standard EN 13688), fit and ergonomics and Garment restraint (circumferential force to the sleeve restraint systems).

What we also don't know yet is the extend of the comfort and protection in practice. In the old situation we have seen that garments that were supposed to be safe were not safe at all. The Australian researcher Liz de Rome in 2011 published the Investigating motorcycle protective clothing (GEAR) study that showed that there was much to be improved. In fact, she concluded that "the clothing failure rate found in this study suggests a need for improved quality control". When I talked with her in 2016, she mentioned that some real expensive and supposed safe clothing did perform quite badly in real life. For this the Australian MotoCAP safety rating system might be a better system. Together with other organizations we are now looking into the possibilities to have something like this in Europe too:

<https://www.georgeinstitute.org/projects/investigating-motorcycle-protective-clothing-gear-study>

Written by DolfWilligers. This article is subject to FEMA's copyright

Now is not the time for excursions, days out and rides with the lads

March 23rd, 2020 by GEM Motoring Assist



GEM Motoring Assist is urging all road users to think twice before setting off on a day trip or a fun ride.

GEM road safety officer Neil Worth commented: "We are seriously concerned at the number of people choosing to ignore government advice by heading off on excursions, days out or holidays.

"Not only are large numbers of people ignoring warnings about social distancing, they also risk putting additional strain on an already over-stretched NHS."

"This is a national emergency, not a national holiday."

As bikers streamed into national parks and coastal towns across the UK yesterday, Neil Worth warned against all non-essential travel.

"We heard one example where a motorcyclist lost control and crashed off the road on Sunday afternoon in Wales. This required an ambulance, an air ambulance transfer to a hospital already at full capacity, a trauma team and significant police resources," he said.

"To put this kind of additional strain on the NHS right now is beyond selfish.

"Elsewhere, police are urging visitors to stay away from popular destinations such as the Lake District, Cornwall and the Peak District.

"Even if it's a bright sunny day and the temptation is to enjoy a day out, our simple message reflects advice from doctors and government: if you choose to stay at home you will save lives."

Follow GEM on Twitter [@MotoringAssist](#) for the latest industry news.

Greener petrol at UK pumps to target emissions

4 March 2020

A more eco-friendly petrol could be introduced to garages in the UK from next year.

The government is consulting on making E10 - which contains less carbon and more ethanol than fuels currently on sale - the new standard petrol grade.

The move could cut CO2 emissions from transport by 750,000 tonnes per year, the Department for Transport said.

However, the lower carbon fuel would not be compatible with some older vehicles.

Current petrol grades in the UK - known as E5 - contain up to 5% bioethanol.

E10 would see this percentage increased up to 10% - a proportion that would bring the UK in line with countries such as Belgium, Finland, France and Germany.

- **Petrol and diesel car ban 'could start in 12 years'**
- **How will the petrol and diesel car ban work?**
- **Ford boss urges re-think on electric hybrid car ban**

Prime Minister Boris Johnson is due to chair his first cabinet committee on climate change on Wednesday.

Transport Secretary Grant Shapps said the change in petrol could be equivalent to taking up to 350,000 cars off the road each year.

"The next 15 years will be absolutely crucial for slashing emissions from our roads, as we all start to feel the benefits of the transition to a zero-emission future," he said.

"But before electric cars become the norm, we want to take advantage of reduced CO2 emissions today. This small switch to petrol containing bioethanol at 10% will help drivers across country reduce the environmental impact of every journey."

The announcement of the consultation comes after the government announced that **a ban on the sale of new petrol, diesel and hybrid cars** would be brought forward from 2040 to 2035 - although **Mr Shapps said it could happen as soon as 2032.**

The UK, which will host the United Nations climate change conference in November, aims to reach net zero carbon emissions by 2050.

Labour maintains the government is not on track to reach such a target.

Meanwhile, the chancellor is expected to scrap a subsidy on diesel used by the farming and construction sector in an effort to encourage a switch to greener alternative fuel vehicles and help the UK meet its climate change targets.

Rishi Sunak is set to announce in next week's budget that red diesel - so-called because it is marked with a dye - will no longer attract a lower fuel duty. It currently accounts for about 15% of total diesel sales in the UK and costs the Treasury about £2.4bn a year in revenue.

Bury St Edmunds MAG are doing a virtual egg run with donations via Paypal

http://bury-st-edmunds.mag-uk.org/2020/03/19/virtual-egg-run/?fbclid=IwAR0w89ko_bzAfK5JdIXLr17FWwBF0Pgk6YnMGLYlmo-mJAPOVLdXIBNgbyC

What is E10 fuel and is it safe for your bike? By Ben Purvis

Writing about bikes for 20 years. Published in dozens of titles on five continents. Mildly



obsessed with discovering how things work.
04/03/2020 16:24 UK

Posted

The Government has announced that it wants to adopt E10 petrol – with 10% ethanol content – as the standard grade on UK forecourts in 2021 but it's a move that could impact huge swathes of the motorcycling community.

Announcing a new consultation on plans to replace the current normal 'premium unleaded' with a higher-ethanol E10 formulation, Transport Secretary Grant Shapps said: "The next 15 years will be absolutely crucial for slashing emissions from our roads, as we all start to feel the benefits of the transition to a zero-emission future.

"But before electric cars become the norm, we want to take advantage of reduced CO2 emissions today. This small switch to petrol containing bioethanol at 10% will help drivers across country reduce the environmental impact of every journey. Overall this could equate to about 350,000 cars being taken off our roads entirely."

It's clear from his words, and from the [consultation document itself](#), that the Government's focus is purely on cars, with little or no thought to the impact that such a change will have on motorcyclists.

What is E10 fuel?

At the moment, standard 'premium unleaded' (the 'premium' tag is a hangover from the days when lower-octane fuels like two-star were still available) is actually 'E5', which means it's gasoline that's allowed to be mixed with up to 5% ethanol – which is simply alcohol under another name.

The proposed E10 fuel, which is already offered in some European countries and the USA, increases the allowed percentage of ethanol to 10%. Because ethanol is a renewable fuel, made from crops rather than distilled from crude oil, and reduces CO2 emissions, it's seen as greener than purely oil-derived petrol formulas.

How much would E10 fuel reduce emissions?

According to Government figures, the existing E5 fuel reduces UK road transport CO2 emissions by 888,000 tonnes per year (2018 figures), and moving to E10 could cut another 700,000 tonnes of CO2 emissions per year.

The same document gives the impression that E10 is vastly better than normal petrol, saying: "Using bioethanol in place of fossil fuels can reduce CO2 emissions by around 65% for an equivalent volume of fossil fuel."

Impressive though they sound, the numbers don't actually give any perspective. So let's try to add some here:

- CO2 emissions from UK transport in 2018 totalled 121.4 *megatonnes* in 2018. That's 121,400,000 tonnes. As such, if E10 could cut emissions by the maximum 700,000 tonne figure that the Government quotes, it will equate to a reduction in transport-based CO2 emissions of less than 0.6%. And of course, transport only accounts for a fraction of CO2 output. Government estimates put the UK's total at 364.1 million tonnes in 2018, which means a 700,000 tonne reduction represents a reduction of less than 0.2%.
- Taking *other* greenhouse gas emissions into account, the UK's total output was equivalent to 448.5 million tonnes of CO2 in 2018. That means that even with the best possible reduction associated with E10, it could only lead to a reduction of around 0.15%
- Looking at the statement: "Using bioethanol in place of fossil fuels can reduce CO2 emissions by around 65% for an equivalent volume of fossil fuel," the key part is the second half of the sentence: *equivalent volume*. Since E10 only increases the maximum ethanol volume by 5% over existing E5 fuel, its best possible reduction compared to the status quo is 65% of 5%, which is 3.25%.

While it's true that every little helps, it's worth noting that those numbers don't take into account any CO2 emissions that might be associated with the growing, harvesting and production of ethanol, either.

On top of that, there's the issue of fuel consumption. E10 fuel contains less energy than the same volume of E5 or pure petrol, and as a result engine's burn more of it to achieve the

same performance. Lab tests have shown that [E10 increases fuel consumption by an average of 3%](#) compared to current E5 fuels, and a test by What Car magazine in 2014 discovered fuel consumption [rose by as much as 10% on some vehicles](#).

The Government's own impact statement doesn't put the figures that high, but it does note that costs will rise, saying: "Introducing E10 will add to fuel costs paid by motorists. Moving from E5 to E10 is estimated to reduce pump price petrol costs by 0.2 pence per litre. However, as the energy content of the fuel will also decrease, motorists will have to buy more litres of fuel. Overall fuel costs for petrol cars are therefore estimated to increase by 1.6% as a result of moving from E5 to E10."

Of course, any percentage increase of money spent at the fuel pumps will see a corresponding growth in tax revenues for the Government. Fuel duty revenues at the moment stand at £28 billion per year, or 1.3% of national income, so even a small increase in petrol usage adds up to a significant tax windfall for the Government.

What are the problems with E10 fuel?

Even if the emissions benefits are relatively minimal, a switch to higher ethanol content petrol could still have benefits. After all, ethanol is renewable and the UK's own billion-pound bioethanol production industry is currently operating below its potential capacity, so jobs in the industrial and agricultural side could be secured by using more of it.

However, adding it to petrol doesn't come without a price, both figuratively and literally.

Ethanol might mix with petrol and burn, but there's no guarantee that every bike will be able to use an E10 mix. The current E5 standard was adopted because it was considered that a 5% ethanol ratio was the maximum that engines and fuel systems designed for conventional petrol could safely deal with. Rising above that figure brings risks, particularly to older vehicles.

The Government's own consultation document says "...vehicle compatibility has been the main barrier to the introduction of E10 so far. Not all vehicles have been approved by their manufacturers for use with fuel with more than 5% ethanol. This is because higher blends of ethanol can cause corrosion of some rubbers and alloys used in the engine and fuel systems of some older vehicles."

It goes on to dismiss the problem by focussing on people's everyday cars and saying that as they're scrapped and replaced with newer models the problem will diminish. The document says: "While there are currently around 400,000 cars that fit the description, this figure is expected to halve by 2021. At that point, these vehicles will represent less than 1% of the total car parc."

You'll notice there's no mention of motorcycles, and that's the issue.

Among the problems with ethanol is the fact that it prefers to burn at a different air/fuel ratio than petrol. On a vehicle with fuel injection, a three-way catalytic converter and a lambda (oxygen) sensor in the exhaust, that's not necessarily a problem, since the exhaust sensor can tell the fuel injection to compensate. Most cars have had such kit for the last 20 years, but on bikes emissions laws have been slower to catch up, so many didn't adopt the same technology until around 2010. Since the *average* bike in the UK is 14.7 years old, a vast number come from the days before manufacturers had considered the use of ethanol fuels.

That's not E10's only problem, either. Ethanol is hygroscopic, which means absorbs and mixes with water, even drawing it in from the air around it. That's one of the reasons it can cause corrosion, since it means parts of fuel systems that were never designed to be in contact with water are suddenly exposed to it. On top of that, ethanol is a solvent and that means rubber, plastic and fibreglass parts that were designed to be in contact with pure petrol can melt once exposed to E10. Since many bikes have plastic fuel tanks, that's a worry. A few years ago, there were issues in America – where E10 has been in use much longer, with bikes including Ducati Monsters, Sport Classics and Multistradas suffering distorted plastic fuel tanks as they reacted to ethanol in the fuel.

How else can E10 fuel cause problems for my bike?

Although the water-attracting properties of E10 aren't necessarily a massive problem if you're constantly using a vehicle and running through tanks of fuel, they can be amplified when a vehicle is left unused with petrol in the tank.

That's a particular issue for bikes, since many are either laid up over winter or used sporadically with long idle periods. During that time, E10 has a reputation for going stale and undergoing 'phase separation' when vehicles aren't used. That means the ethanol falls out of solution with the petrol as it absorbs more water. The result could be an engine that won't start until the fuel is replaced, and some suggest this phase separation can take place in as little as three months.

Octane vs energy

Ethanol has a higher octane rating than petrol, which might lead you to think that more of it will lead to a power boost. But sadly, that's not likely to be the case.

While the term 'high-octane' is synonymous with speed and excitement, and pure ethanol has a rating of 108 RON (Research Octane Number), that doesn't mean that E10 fuel will have more energy than existing unleaded. In fact, quite the opposite.

Octane affects how fuel burns rather than how much energy it produces. A higher octane rating means a fuel that will burn in a more controlled way and at a lower temperature, which is good for high performance engines as it allows higher compression ratios or more boost to be used. But while ethanol is high octane, its energy density is lower than gasoline. Where petrol has an energy density of 34.2 MJ/L (megajoules per litre), ethanol's is only 24 MJ/L. E10 petrol's rating is 33.18 MJ/L, so notable lower than 'pure' petrol's.

Ethanol's higher octane could be used to make engines better, but you'd need to design the engine specifically to achieve that – with a higher compression ratio or increased turbo boost to take advantage of its higher octane rating and its combustion chamber cooling properties. The Koenigsegg CCXR supercar makes 20% more power on E85 (85% ethanol fuel) than it does on normal gasoline, but it's designed to do that, with different injectors, fuel lines and piston rings as well as increased supercharger boost pressure. On the downside, the lower energy density of E85 means the CCXR guzzles more of it than the gasoline drinking Koenigsegg CCX version.

Without making mechanical changes to maximise performance from the higher octane of ethanol, you're left only with its lower energy density, giving less performance *and* worse economy.



How do I know if my bike can use E10?

For newer bikes, E10 shouldn't be a problem. It's been used as a standard fuel during EU test procedures since 2016, so anything made more recently than that is likely to be fine.

The European Motorcycle Industry Association, ACEM, some years ago asked its members which models are compatible, and we've included that at the bottom of this page:

<https://www.acement.eu/component/content/article/2-non-categorise/33-e10>

For a more comprehensive service, the Dutch website e10check.nl provides a search function to check what models can or can't use E10. Unless you're fluent in Dutch you'll probably need to run it through Google Translate, but it's a valuable resource, nonetheless.

What if my bike can't run E10?

Although the Government hope to introduce E10 as the new standard in 2021, there is still a consultation period before that happens. That means there's a chance for everyone to have a say by completing a response form on the Government website [here](#), where you can also download the full consultation document and the impact assessment.

However, with strong environmental and industry backing for the adoption of E10, and the vast majority of car drivers being largely unaffected by the change, it's likely that it will become the new 'standard' fuel in the place of the current premium unleaded.

The consultation paper says: "At present, the main barrier preventing suppliers from introducing E10 is that there are some petrol vehicles which are not approved for E10 use. Consequently, consumers need to be informed in a coordinated manner and be fully engaged with the change. In addition, the provision of E5 needs to be guaranteed for those vehicles not approved for E10 use."

While one option is to allow petrol stations to stock E5 alongside E10, that isn't likely to be taken up. In Germany, where both fuels are offered, just 10% took up the E10 option. Such a move would also be a hurdle for fuel stations that don't have enough pumps or underground tanks to add another type of fuel to their offerings.

Instead, it's likely that anyone who either can't use E10 or doesn't want to take the risk will have to cough up for more expensive super unleaded, which will remain at the E5 ethanol level.

The consultation paper says: "We recognise that some motorists, particularly owners of classic and cherished vehicles, would still need access to E5. For that reason, this consultation is also proposing to require that the higher octane "super" grade, available at many filling stations, remains E5. This means petrol with a lower ethanol content would still be widely available after E10 is introduced."

With super unleaded currently costing around 12p per litre more than normal, 'premium' unleaded, that means a typical 16-litre tankful would cost around £2 more for every fill-up.

ACEM's E10 compatibility list:

BMW Motorrad

All models are compatible with E10. However, the number of octanes needs to be compatible with the model according to user handbook.

BRP

All models belonging to the L-category are E10 compatible.

Ducati

Ducati Desmosedici 990 RR, Vehicles registered as from 18/05/2007

Ducati Diavel 1198, Vehicles registered as from 27/10/2010

Ducati Diavel 1198 ABS, Vehicles registered as from 27/10/2010

Ducati Diavel 1198 Diavel Carbon, Vehicles registered as from 27/10/2010

Ducati Diavel 1198 Diavel Carbon ABS, Vehicles registered as from 27/10/2010

Ducati Hypermotard 1100, Vehicles registered as from 15/02/2007

Ducati Hypermotard 1100 evo, Vehicles registered as from 02/07/2009

Ducati Hypermotard 1100 evo SP, Vehicles registered as from 29/09/2009

Ducati Hypermotard 1100 S, Vehicles registered as from 15/02/2007

Ducati Hypermotard 1100 S+, Vehicles registered as from 02/07/2009

Ducati Hypermotard 1100+, Vehicles registered as from 02/07/2009

Ducati Hypermotard 796, Vehicles registered as from 02/07/2009

Ducati Monster 1100, Vehicles registered as from 10/07/2008

Ducati Monster 1100 ABS, Vehicles registered as from 14/10/2009

Ducati Monster 1100 evo ABS

Ducati Monster 1100 S, Vehicles registered as from 10/07/2008

Ducati Monster 1100 S ABS, Vehicles registered as from 14/10/2009

Ducati Monster 659

Ducati Monster 659 ABS

Ducati Monster 696, Vehicles registered as from 15/01/2008

Ducati Monster 696 ABS, Vehicles registered as from 14/10/2009

Ducati Monster 796, Vehicles registered as from 04/02/2010

Ducati Monster 796 ABS, Vehicles registered as from 04/02/2010

Ducati Multistrada1200 , Vehicles registered as from 04/12/2009

Ducati Multistrada 1200 ABS , Vehicles registered as from 04/12/2009

Ducati Multistrada 1200 S Pikes Peak Special Edition

Ducati Multistrada 1200 S Sport , Vehicles registered as from 04/12/2009

Ducati Multistrada 1200 S Touring , Vehicles registered as from 04/12/2009

Ducati Streetfighter 1098 , Vehicles registered as from 12/01/2009

Ducati Streetfighter 1098 S , Vehicles registered as from 12/01/2009

Ducati Superbike 1098 R Corse , Vehicles registered as from 30/10/2007

Ducati Superbike 1198 , Vehicles registered as from 03/09/2008

Ducati Superbike 1198 SP , Vehicles registered as from 03/09/2008

Ducati Superbike 848 evo , Vehicles registered as from 20/05/2010

Harley Davidson

All Harley-Davidson models from Model Year 1980 are compatible with E10 fuel.

All models before this model year should use RON 98 fuel.

Honda

All Honda motorcycles and mopeds produced for the EU market since 1993 can use ethanol-blended gasoline up to 10% although carburettor-equipped models could experience poor driveability in cold weather conditions.

Kawasaki

E10 fuel compatible Kawasaki motorcycle models:

Kawasaki model - Model year (and onwards)

KLX125 - 2010

Ninja 250R - 2008

D-Tracker 125 - 2010

Ninja ZX-6R - 2007

KLX250 - 2008

ER-6n - 2006

ER-6f - 2006

Z1000SX - 2011

Versys - 2007

Ninja ZX-10R 2006

Z750 - 2007

ZZR1400 - 2006

W800 - 2011

1400GTR - 2008

VN900 - 2006

VN1700 - 2009

Z1000 - 2009

VN2000 - 2008

KTM

KTM motorcycles and ATVs are compatible with E10 from model year 2000 onwards.

Peugeot Scooters

All Peugeot Scooters from model year 2000 are E10 compatible.

Piaggio

Most models over 50cc belonging to the Piaggio Group are compatible with E10 from 1.1.2011 onwards. Piaggio does not recommend use of E10 on Mopeds (i.e. 50cc) currently in production [at the time this list was made].

Suzuki

2002 Model Years and onwards - all motorcycles can use E10 with no problems.

1992-2001 Model Years – some models can use E10 fuels and some models cannot. The user should contact his national importer for clarification.

1991 Model Years and earlier – RON 98 (no bio-fuel content) must be used.

Triumph

All models, starting from Model Year 1990, are compatible with E10.

Victory Motorcycles

All Victory motorcycles can use gasoline that has been blended with up to 10% ethanol (E10). Check fuel's octane rating for compatibility with the vehicle according to the owner's manual.

Yamaha

All Yamaha models from Model Year 1990 are compatible with E10.

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