



Next Month - 2019 Motorcycle Action Group AGC 28th September



This year the three West Yorkshire MAG groups are coming together to host the **2019 MAG AGC** at **Shaw Cross Sharks ARLFC, Leeds Road, WF12 7HP Dewsbury**. This makes it pretty handy for us in the North West this year.

Sign-in is from 10am and obviously only MAG members with a valid membership card may attend. The AGC itself starts at 12 noon prompt. Lunch will be provided for all delegates and will try to cater for all dietary requirements. If you'd like to stay over secure camping is available on site, £5 per person, from 5pm on Friday 27th until Sunday 29th at noon. Food, drink, live music and a biker quiz for early arrivals on Friday. On

Saturday night after the conference, fresh from the main stage of The Farmyard Party, the band is The Interiorz at the AGC Party, free to all delegates.

Next Month – Cum'n Dribble in't Ribble 20, 13-15th September

Final reminder that the famous Jesters of Preston rally, now in its 20th year, is only a couple of weeks away. So if you fancy a great weekend get down to Whittingham – you won't be sorry. Tickets are just £18 on the gate. See the poster below for details.

New life for old tyres

Over 40 million worn-out tyres are produced in Britain each year and there are long-standing concerns over how best to deal with them. Under European Union rules they cannot be sent to landfill, so the majority are recycled and used in the manufacture and construction of facilities such as football pitches. However, it is believed that as many as 500,000 a year are shipped out of the UK to huge landfill sites in the Middle East and Asia. More than seven million tyres are understood to have been dumped in just one landfill site in Kuwait.

Now a new type of asphalt has been created using waste rubber as part of a trial funded by Highways England. Old tyres will be used to resurface motorways under plans designed to stop them being sent to landfill sites overseas. The surface has been laid on part of the M1 near Leicester to test its long-term durability. If successful, it could be used on motorways across England.

The new road surface has been developed by Tarmac, the British building materials company. In a first for this country, it has developed asphalt technology that recycles tyres by adding granulated rubber to the mix. It is estimated that up to 750 waste tyres could be used in every kilometre of road surfaced with the new material, depending on the thickness of the top layer. A section of the southbound M1 between junctions 23 and 22 has been laid with the surface.

About £180,000 has been invested in the trial through Highways England's £150 million innovation fund. Paul Fleetham, the managing director of Tarmac, said: "As a previously overlooked waste stream, used tyres offer a significant opportunity to unlock the benefits of a circular economy."

Answers on a postcard please if you've got a clue what he meant.



Cut the dazzle?



Do you find car headlights more dazzling than they used to be? If so then you're not alone.

Government ministers have been told that carmakers should be forced to dim headlights on new vehicles amid concerns that rising numbers of drivers are being temporarily blinded by oncoming traffic. The demand for regulation came from the RAC came as it published research showing that more than nine out of ten road users believe car headlights are too bright. Some 54 per cent of motorists questioned said that the problem of headlight glare had worsened in the past 12 months. The increase is believed to be partly driven by the rising use of brighter xenon headlamps or LEDs as an alternative to traditional halogen bulbs.

According to the latest figures from the Department for

Transport, there were 315 accidents caused by "dazzling headlights" in 2017. Of those, 71 were serious and six resulted in a fatality. The figure was up from 283 a year earlier. Rod Dennis, a spokesman for the RAC, said: *"The dazzling effect of another driver's headlights isn't just uncomfortable. In some cases it can be nothing short of dangerous, making us lose sight of the road for a short time. It's concerning to see that a greater proportion of drivers have reported problems with glare this year than last year."*

He added: *"All headlights have to meet specific international standards, which motorists might be surprised to discover haven't been updated since the 1960s, and so do not take specific account of newer technologies."*

The RAC surveyed 1,215 motorists as part of an annual motoring report. Ninety-one per cent said that "some" or "most" car headlights were too bright. Sixty per cent said they were regularly dazzled by oncoming lights even though they had been dipped by the other driver. According to the research, 51 per cent of drivers blamed vehicles that sit higher on the road. Fifty-five per cent said they believed that bluer xenon or LED headlights were to blame.

Be Prepared For Electric Bikes

Written by Dolf Willigers, General Secretary at Federation of European Motorcyclists' Associations (FEMA)

In about ten years it will probably not be possible to buy a motorcycle with an internal combustion engine in most, if not all, European countries. Recently I attended the European Union Sustainable Energy Week 2019 in Brussels. Three days of presentations and stands about how to make our society more sustainable. The reason I was there is quite simple: transport in general and also motorcycling is part of society and this transition to "sustainable energy" affects us too, whether we like it or not. The question is just how and when. This was what I hoped to find out. Although I didn't hear much that I didn't know already, the presentations did give me an idea how others think about the future and what direction we can expect.

Electric

When you think about future transport, think electric. Not biofuels, not hydrogen, certainly not carbon-based fuels, but electric battery-powered vehicles are what we can expect. Yes, the European Union keeps saying that the policy is technologically neutral and yes, manufacturers are also working on hydrogen fuelled engines with fuel cells, but to make hydrogen you need either natural gas (grey hydrogen, also called blue hydrogen) or lots of energy for the electrolysis process (green hydrogen). Natural gas is getting



scarce in Europe and to import it from Russia by pipelines or as liquefied natural gas (LNG) from the USA is not a prospect that everybody likes. Plus, natural gas being a carbon-based gas, where is the ecological gain when in the process to make hydrogen lots of CO₂ is emitted? To make hydrogen from water and oxygen (electrolysis) is an energy consuming process and therefore not a very energy-efficient way to fuel vehicles. However, chemicals can be stored much better than electricity and could be a way to store energy when there is an excess of electricity produced (e.g. on windy and sunny

days). Biofuels are already in use as an addition to petrol and diesel, but are not very popular anymore, because the production of biofuels is supposed to go at the expense of the production of food. These are the reasons that influential NGOs (non-governmental organizations) like Transport & Environment exclusively lobby for battery electric vehicles (BEVs) and not for hydrogen or biofuel powered vehicles, especially cars. There will be some room for hydrogen-fueled vehicles, but BEVs will be mainstream.

Transport is seen as a big contributor to the greenhouse effect. According to the EEA, the European Environment Agency, road transport emits nearly 21% of the EU's total emissions of carbon dioxide (CO₂), the main greenhouse gas. Both the European Union and countries inside and outside the EU want "climate-neutral" transport in 2050. This looks far away but remember that cars, the largest part of the vehicles, in Europe have an average lifespan of about twenty years. To have all cars on the road emission free in 2050 means that cars that do emit CO₂ should no longer be on the market after 2030. Now it suddenly gets closer. In just over ten years, there should be a complete transition from cars with a (carbon-based fuel) internal combustion engine to battery-electric powered cars. Already the governments of Denmark, Germany, Ireland, India, Israel, Netherlands and Sweden have announced that they will ban the sale of new "carbon-fuelled" cars from 2030. France, China and the UK have announced to stop the sale of new cars with an internal combustion engine from 2040. On the other hand, Norway wants to ban the sale of these cars already from 2025. Indeed, I'm talking about cars, not about motorcycles. But let's be realistic: when the sale of cars with an internal combustion engine will be stopped after 2030, in one country (the Netherlands) also the sale of mopeds with an internal combustion engine, how big will the chance be that an exception will be made for motorcycles? Will it happen? So far, I have expressed the views of governments and non-governmental organizations. How realistic is this? Will there be enough vehicles on the market, will there be enough electricity, will the grid be able to deal with the extra demand and fluctuations? Let's start with the vehicles.

When I wrote this, the daily internet newspaper Automotive News Europe had nine lead articles. Six of these were about electric cars. Every week, manufacturers announce new electric models, Volkswagen is transforming a huge factory in Zwickau to build electric cars, several manufacturers (PSA group, Renault, VW group) have announced that their present class A cars will probably not have a successor with an internal combustion engine. The motorcycle industry is a bit slower, but this doesn't mean that nothing happens: In China there already is a sharp decline of motorcycles with internal combustion engines (ICEs) to the expense of electric models and e-bikes. In India, the largest manufacturer Hero has electric scooters on the market and manufacturer Blacksmith Electric is working on a quite sexy middle-class electric motorcycle with swappable batteries. In Japan, the big four manufacturers have announced a consortium for electric (swappable) motorcycle battery tech. Honda confirmed plans to start selling motorized scooters that run on detachable batteries in Southeast Asia starting 2019, as a result of toughened environmental measures across the region. Europe is only a small player in motorcycling. When the big markets in Asia, China and India ask for electric powered two-wheelers, the manufacturers will focus on that and not spend too much energy and money on motorcycles with an internal combustion engine. Already some Japanese manufacturers focus more on small and medium motorcycles. Except for the Goldwing, when did you last see a new large Honda motorcycle model?

Electricity

Then there is the issue of producing and distributing electricity. The amount of energy that is used for transport is about a third of the total energy consumption in the EU. We have indeed a problem already, with nuclear plants getting old or closed, coal plants that are emitting lots of CO₂ and other emissions, gas-and oil fuelled plants that also emit CO₂. Wind and solar power is still just a little part of production and windmills and solar panels do not always provide energy. Also, we will see a higher fluctuation in energy demand. Electric cars will be connected to the electricity network (the grid) when people get home from their work. These are problems that are existing and need a solution, but they will not stop the energy transition. The believers in electric transport reckon that those problems will be solved in time. One of the solutions I heard at the European Union Sustainable Energy Week 2019 was "smart charging", which means that batteries are not all charged immediately, but during the night, probably also with variable tariffs with supply and demand. Also, they will be used to supply electricity to the grid when there is a demand for that. The same goes for the grid itself. The existing grid is in some places already inadequate. The solution here would be "smart grid": the grid would detect when and where there is or will be a higher demand for electricity, or a smaller supply, and deal with this by using electricity that is stored in e.g. car batteries or not charging car batteries until the demand is less. Other solutions that are sought for are using used car batteries (happens already), tidal energy, using water basins, etc.

Conclusion

Global leaders, the European Union and national governments are aiming at CO₂ emission-free transport in 2050. To get there they stimulate both a modal shift (from cars to public transport, walking,

cycling) and a shift from carbon-based fuels for transport to other kinds of fuel. Battery powered vehicles (BEVs) seem to be the most probable option. This transition will not only be limited to cars. Motorcycles and other powered two- and three-wheeled vehicles will be part of it too. To have a CO₂ emission free transport in 2050 means that in about 2030 the transition to vehicles that run on non-carbon-based fuels should be complete. Several countries and cities already have a policy to ban the sale of new cars (and probably motorcycles) with an internal combustion engine between 2025 and 2040. The 13 same is also happening in countries that are very important for the motorcycle industry outside Europe. We will have to be prepared that in about ten years it will probably not be possible to buy a motorcycle with an internal combustion engine in most, if not all, European countries.

(So if you've got a petrol-engined bike that you like, look after it! – Bill)

Warrington Wheels Under 18's Bike Building Competition – 22nd May 2020

Fancy a winter project? Then why not help a youngster you know customise their own bike? The 10th Warrington Wheels competition will be on 22nd May next year so now is a good time to start planning it. Winter is not a bad time to pick up a cheap project bike either. You can get the details from the poster below. Good luck!

North West Motorcycle Alliance

This is not a MAG organisation but a monthly meet for all bike clubs, organisations and interested bikers anywhere from Cheshire up to Lancaster. The next meeting is hosted by **Phoenix Rising MCC** at the **Tempest Arms, 1110 Chorley Old Rd, Bolton BL1 5SE** at **8pm on Wednesday 25th September 2019**. **Please check the NW Alliance website for any last minutes changes to venue/dates– they do happen!** Here is the latest, up to date list of biker events this autumn which the Alliance has put together, which includes a few changes from the previous month.

Regular monthly events

HAMC Liverpool Open night 3rd Saturday of month, open 7.30 'til late

HAMC Manchester Open night last Saturday of month - free entry, great bands, food available, open 7.30 'til late

Red Devils MC Manchester Open Night every Friday at the clubhouse in Hindley

Red Rose MAG - meet every 1st&3rd Wednesday, Petre Arms

MT Heads Meet – Flying Horse Rochdale 8pm every Monday

Road Reapers MCC - meet 1st Sunday 1pm & 2nd Wednesday at 7.30 at the Ellesmere Rd Rec Club, Bolton

Bury the Hatchett MCC - meet at the Two Tubs pub Bury at 7.30 every Thursday

Ronin MCC – every Saturday night @ the Plough, Hazel Grove

Road Slayers Brotherhood every 2nd Friday at the Veterans' Garage Barton

British Bulldogs MCC – every Wednesday at the Balcarres Arms, Wigan WN2 1PA

Spartan MCC meet every Thursday at Railway Linnet pub Middleton, M24 1GQ

Brigantia Rebels MCC meet at the Old Springs, Spring Rd, Wigan WN5 0JJ 1st Saturday at 7pm & 3rd Sunday at 3pm

Leyland Eagles MCC meet 3rd Mondays at Leyland RAFA Club

Avernus MCC – meet at the Red Herring, Mill Lane Coppull PR7 5AN alternate Wednesdays and Sundays

RBLR meet 2nd Mondays at St.Chad's Club, Whittle-le-Woods

Life Behind Bars MCC meet every other Sunday – Hare & Hounds, 170 Outwood Rd, Radcliffe

Lioness MCC 1st and 3rd Wednesday @ Hope View farm, Astley M29 7LH – free food!

Throttle Twisters MCC every Monday – The Rifle Range pub, Burnley lane, Chadderton (**reopens 17th June**)

Veterans Garage open at Barton Aerodrome every Monday 6pm onwards

Rising Moon Bike Night – Wednesdays at the Travellers Call, Bredbury. Bike Night every month

Norsemen MCC – every Thursday of every month @ Irlam Social Club

Wild Bulls MCC meet every other Thursday at 7.30 in Speakeasy Bar, Preston.

Accrington MCC meet every other Sunday at the Poplar Club, Accrington

Boggarts MCC meet every 1st & 3rd Wednesday at Hope View farm, Astley M29 7LH

Hell's Belles WMC meet last Monday of the month at the Cauldron Radcliffe

Phoenix Rising MCC meet 1st Sunday of the month at 3pm Tempest Arms, Chorley Old Rd, Bolton

Coyote MCC – meet every Tuesday Old Cock Inn Oldham Rd Middleton M24 2EB

Pist'N'Nuts MCC – meet every Thursday 8pm @ Gun Inn, Hollingworth

The Sisterhood – meet first Tuesday of month @ 7pm at The Cart & Horses, Astley M29 7SD

Millennium 2000BC meet at Broadfield Arms, Leyland, every other Monday

Shieldmaidenz MCC meet at the old Lionhearts clubhouse Platt Bridge, timings TBC

Road Kill MCC meet at the Veterans' Garage, Irlam every Monday evening about 6pm.

Known upcoming events

8th Sept – **MT Heads Ride in, Rock out Bike Show**, Rochdale Town Hall

13-15th Sept - **Jesters of Preston MCC Rally** at Whittingham Club, Goosnargh

20-21st Sept 2019 – **Lioness MCC in conjunction with Boggarts MCC Rally**, Hope View Farm, Astley, M29 7LH.

5th Oct – **Avernus MCC Rock Night** – Red Herring Mill Lane Coppull PR7 5AN

- 19th October – RDMC Manchester – 1st Anniversary Party at the clubhouse,
- 26th October – Accrington MCC Rock Night – Poplar Club, Accrington
- 2nd November – Phoenix Rising MCC Birthday Party at the Tempest Arms, Bolton
- 3rd November - Hell's Belles WMC Samhain Night at the Cauldron Radcliffe M26 2TA
- 9th November – Millennium 2000BC Rock Night @ the Canberra Club, Salmesbury with free camping
- 15th February – British Bulldogs MCC Valentine Rock Night at the Balcarres Arms

As ever, if you would like to have your say on anything vaguely MAG-related, or sell something bike related, just drop me a line at billgreen@madasafish.com and I'll put it into the newsletter next month.

Bill
NW Political Rep



It's the little details that make for a great chopper.

**CUM'N
DRIBBLE IN'T
RIBBLE 20
13TH-15TH
SEPTEMBER
2019**

DETAILS OR BOOK ONLINE:
WWW.JESTERSMCC.ORG.UK

MOB: 07971530190

**JESTERS M.C.C.
PRESTON**

FRIDAY SATURDAY

**KING
ROCK**

CHEQUES TO:
JESTERS MCC, 109 COLLEGE COURT PRESTON PR1 7RU
LIMIT OF 350 TICKETS THIS YEAR

CARS OR VANS: PRE BOOK ONLY (LIMITED NUMBERS)
PARKING AVAILABLE FOR BLUE BADGE HOLDERS

ALL THE USUAL PARTYING AND
DEBAUCHERY YOU CUM TO
EXPECT

LIVE BANDS
FRIDAY AND SATURDAY NIGHT

WHITTINGHAM CLUB
OLD WHITTINGHAM HOSPITAL
GROUNDS
WHITTINGHAM
PRESTON
PR3 2JE

£15.00
PREBOOK
OR
£18.00 OTG

WARRINGTON WHEELS

10TH ANNIVERSARY SHOW!

UNDER 18'S BIKE BUILDING COMPETITION

22nd MAY 2020 11am - 2pm

BUILD A BIKE RELATED VEHICLE, RUNNING OR NOT, AND BRING IT ALONG TO THE ONE DAY SHOW. BUILD ALONE, WITH FRIENDS OR GET A TEAM TOGETHER FROM YOUR SCHOOL, COLLEGE OR YOUTH CLUB. IT'S COMPLETELY FREE TO ENTER!



TO BE HELD AT CHAIGELEY SCHOOL, 6 LYMM RD, WARRINGTON WA4 2TE

FOR FURTHER INFORMATION CONTACT BOB TOWLER

07949 337508 Or E-mail bobtowler57@hotmail.co.uk



bobsbikeclasses.co.uk

