



## Write To Ride

Riders - Bikers - Motorcyclists - Scooterists - Full Control

[www.righttoride.co.uk](http://www.righttoride.co.uk)

### In This Issue

**Riding Forward – Road Safety** - DOE consultation paper.

**Throttle Control** - Back with a vengeance.

**Automatic Headlights On** - Mandatory headlights on motorcycles.

**FEMA Conference** - Brussels for an "international" motorcycle conference.

**Dangerous Motorcycles** - The Saga - Europa website.

**EU Driving Licence Directive Consultation – Madness!** - DOE consultation implementing the 3rd EC Directive On Driving Licences.

**BikerRVoters** - Done and dusted for now.

### Then There Were Three!



**DON'T  
EXPECT US  
TO BE QUIET!**  
**Right To Ride**

[www.righttoride.co.uk](http://www.righttoride.co.uk)

In the future we may do T-Shirts, we may do base ball caps, we may do patches, we might even do mugs, but for now it's a sticker.

It's about twice the size of the one on this page - get a few stickers by dropping us an email at [info@righttoride.co.uk](mailto:info@righttoride.co.uk)

If you sign up as a supporter we will send you a supporter's card and a few stickers as well!

[www.righttoride.co.uk](http://www.righttoride.co.uk)

### What About Ye

A year on and we're still here.

New developments include a company vehicle for getting out and about (see photo).

The reactions are fantastic – especially with to our mascot Sally "Briard" - lots of waves and smiles as we go on our merry way.

Our new website has a new address [www.righttoride.co.uk](http://www.righttoride.co.uk) dropping the "Write" and putting the "Right" back into Rider's Rights.

Apart from looking all shiny and new, the main change is to give a direct opportunity for visitors to the site to comment on the news stories, the issues, the consultations and the campaigns that we are involved in.

We've been asked what added value can Right To Ride give to Northern Ireland motorcyclists.

The answer is simple: Right To Ride is a point of reference not just for bikers, riders, motorcyclists, or whatever you ride, but also for decision makers.

When the authorities put out consultations on road safety issues, training, legislation etc, they always look for a relevant organisation to discuss these issues with.

When bikers are given a raw deal or are unfairly treated by businesses or the authorities, they look for a fellow biker who can help them. This is what we do.

Our main aims and objectives remain unchanged, however we are reiterating that at Right To Ride we can only do this by consultation with and support from riders; to define our position which is that there is always a line that we will not cross when engaging with authorities and decision makers; principles which we will not compromise under any circumstance.

The other change at Right To Ride is that you can sign up to support Right To Ride either as an Individual Rider, Motorcycle Club or Business, with no membership fees.

As a supporter you will receive a supporter's card.

We also have, ""Don't Expect Us To Be Quiet!" stickers.

You don't have to be a supporter to receive stickers.

**Trevor & Elaine**

## Riding Forward – Road Safety

Right To Ride has responded to the Department of the Environment's (DOE) consultation paper, "Preparing a ROAD SAFETY STRATEGY for Northern Ireland 2010-20 20/20 Vision: Driving Forward Road Safety".

The consultation seeks to improve not only motorcycle safety but safety for all road users. We generally agree with the positive spirit of the consultation paper, but we have concerns about some of the action measures.

We have welcomed the "consideration" of a motorcycling safety strategy for Northern Ireland and the establishment of a Motorcycle Forum which would consider an inclusive and strategic approach to motorcycling.

The consultation sets out several possible measures that would be considered, investigated or introduced.

These include a proposal to introduce different speed limits for motorcycles; improving safety for motorcyclists through technology and further research; measures to increase the visibility of motorcyclists e.g. through the use of fluorescent strips on jackets, helmets etc; promoting the use of high standard motorcycle protective wear; introducing a statutory requirement for vehicles over testable age to hold a valid test certificate at all times unless excused under limited exemptions.

Our concerns regarding the implementation of these measures include:

- The proposal to introduce different speed limits for motorcycles is in our view, ill conceived and dangerous and will put riders at risk.
- Further research to ensure the safety of motorcyclists is welcomed however there has not been sufficient attention given to improved training for other vehicle users and motorcyclists.
- Mandatory fluorescent strips, these are given as examples which would imply other measures may be considered as well. There is no reliable evidence available to demonstrate that high visibility jackets or fluorescent strips make any difference in reducing motorcycle crashes.
- The majority of riders in Northern Ireland recognise that personal protective equipment may help to reduce injuries and death. Accordingly riders have purchased protective clothing worth hundreds of thousands of pounds. This measure would need to focus on relevant information such as the SHARP helmet standards.
- The voluntary development of technology by manufacturers enhances production and consumer choice. However we question the value of mandatory "safety" technology as this would stifle innovation and progress.
- The introduction of a statutory requirement for vehicles over testable age to hold a valid test certificate at all times unless excused under limited exemptions. Right To Ride disagrees with this, if we understand this action measure, a vehicle would need to have a test certificate if not used on the road. But a SORN (Statutory Off Road Notification) declaration may have been made, so this seems an attempt to get money from classic vehicle owners or those who collections of vehicles, rather than for safety purposes.

With huge cuts in the Northern Ireland budget, that will affect government departments, the implementation of a road safety strategy must be relevant, reliable and cost effective.

Focus should be on involving local stakeholders and a joined up campaign to get the message through to Northern Ireland road users.

Money wasted on useless shock, horror campaigns, websites that are never updated and (expensive) external consultants could be better spent by tapping into the wealth of knowledge of local experts to find appropriate solutions to reduce casualties on the roads of Northern Ireland.

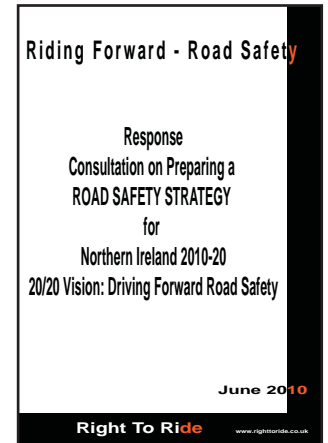
### Full Details of Consultation

Full details of our response is available on the website [www.righttoride.co.uk/?page\\_id=961](http://www.righttoride.co.uk/?page_id=961)

Includes comments to the DOE survey which was conducted in 2009 and published this year in support of the consultation.

Right To Ride generally agrees with the published report, that had as its objectives to identify the likely causes and influencing factors of motorcycle casualties and collisions through an in depth investigation of relevant statistics and rider and other drivers' behaviour and attitudes. The project aimed to recommend appropriate action measures to reduce casualty numbers - generally the report is well balanced and in certain respects forward thinking.

However there are flaws, for example, the findings about consumption of alcohol in relation to accidents.



## Throttle Control - Back With A Vengeance

When we thought throttle control was dead and buried, we now know that it is back with a vengeance.

This is through the re-introduction of the Intelligent Speed Adaptation (ISA) – or – speed control system in a European Union (EU) Commission funded project called “Saferider”.

Over several years speed control systems have been proposed to control the throttle on the motorcycle by removing the ability of the rider to accelerate when the motorcycle reaches determined speeds.

In 2001 and again in 2007, Electronic Vehicle Speed Control was on the cards. EVSC concerned devices that remove control of the throttle from the rider or driver to remote operation.

Riders’ organizations argued then that the central and fundamental purpose of EVSC/ISA is control – control over individuals, control over vehicles, control over movements, control over lives.

### June 2010 and throttle control is back with a vengeance.

We are looking at a project in Europe which is proposing a force feed throttle to warn riders if they are speeding, where the throttle of a motorcycle can be controlled automatically and the rider has no control over the throttle and thus the bike.

An EU Commission funded project is moving system control technology forward, in this project, Advanced Rider Assistance Systems (ARAS) are being developed for motorcycles and will include the use of Human Machine Interface (HMI) technology in order to warn the rider of a potential crash or collision in a number of scenarios.

From the article “New HMI Concept for Motorcycles – the Saferider Approach\* the project aims to re-introduce the speed control system:

Force feedback in throttle: a throttle with programmable return force is being developed. *“In the project the motorcycle will be equipped with a force controlled throttle able to tune the return force through a servo controlled electric motor in order to communicate a speed reduction warning”*.\*

Right To Ride’s, Trevor Baird, says, “From my experience of having ridden an ISA equipped motorcycle in trials conducted in Great Britain, I can only condemn the force feedback throttle as dangerous because of the propensity of the system to de-stabilize the bike.”

If the project consortium gets acceptance for the throttle control system by riders, by default – because there is nobody to protest and nobody to challenge them, then what will stop the EU Commission from proposing compulsory throttle control in the not too distant future?

Experience has taught us that when you work with the authorities and decision makers, it is always a good thing to define a red line that you will not cross - the principles which you will not compromise under any circumstance.

The red line for Right To Ride is clear:

We say **“No To Throttle Control”**.

\* Diederichs J.P. et al (2009): New HMI Concept for Motorcycles – the Saferider Approach, in D. Harris (Ed.): Engin. Psychol. and Cog. Ergonomics, HCII 2009, LNAI 5639, pp. 358–366, 2009. Springer-Verlag Berlin Heidelberg 2009.

\* From the Saferider article: “The throttle is a critical interface for the rider stability and control of the vehicle and every action and force that is applied on it has to be carefully chosen.

For this reason the programmed behaviour of the throttle is designed for a non invasive and highly intuitive feedback. The control principle is based on gradually increasing the stiffness of the return spring adding a simulated stiffness when a speed warning has to be transmitted.

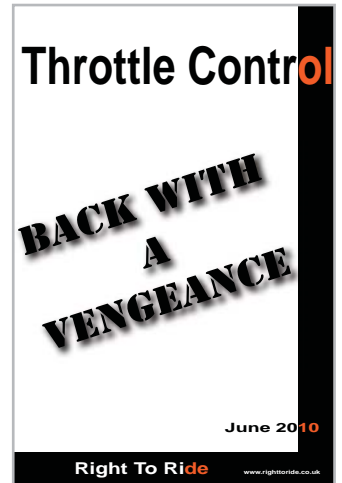
The system consists of an electric motor that is connected through a pulley on the return cable of the throttle.

A dedicated electronic unit controls the motor to behave as a virtual spring in parallel to the return spring.

The wanted stiffness and the stiffness variation slope are programmed.

A set of tests on a riding simulator is foreseen in order to tune the system parameters and study the stability and safety of the system before integrating it into an on-road motorcycle.” (idem 2009)

Full details at [www.righttoride.co.uk/?page\\_id=1955](http://www.righttoride.co.uk/?page_id=1955)



## European Transport Safety Council (ETSC) on Automatic Headlights On (AHO)

### A Brighter World

If you have the will to download the 178 MB video from ETSC, you will find that purpose of the video is to promote legislation for mandatory headlights on motorcycles. In the video the speaker (frequently) mentions the motorcycle industry and the MAIDS report as the basis for this request for legislation.

#### A few facts:

Why is it that the industry wants legislation on head lights for motorcycles? The answer's simple - it's because there is an influx of cheap motorcycles mainly from the far east that do not have AHO and ACEM doesn't like that or more to the point, by pushing for legislation, the industry has an opportunity of reducing the competition.



One of the findings from the MAIDS report was that headlights helped to save lives, which is now the mantra of the ETSC. However what the industry didn't say was that they could not determine whether headlights on actually made a difference.

On page 99 of the MAIDS report, the teams indicated that "in 24.4% of the accidents collected, the headlamp was not in use at the time of the accident. In many cases, a switched off headlamp was likely to have been a contributing factor to accident causation".

However the report continues "it was not possible to make a determination of whether or not the lack of headlamp usage had increased or decreased the risk of being in a PTW accident because the exposure data collection procedure involved an evaluation of PTWs that were refuelling and stopped at the time of the evaluation, and thus not riding".

The video made by the Safer Roads Foundation (close affiliation with ETSC and PACTS) – claims that motorcyclists are injured or killed because other drivers do not seem them. Their view is that the answer is simple, if ALL motorcycles are obliged under law to have their headlights on then there will be far less collisions with other vehicles. There is mention of other research carried out by SWOV (Netherlands) and PACTS (UK), but what they do not mention is the plethora of other research which debunks the whole DRL debate.

What is cute about this video is that what they are trying to do is to bypass national legislation by using UNECE technical regulations to get around their "problem".

One of the comments in the video states that "increased conspicuity will reduce PTW accidents", but we know that there is a major issue with car drivers not looking. We know that there is a volume of studies that have identified driver inattention as a major cause of collisions with motorcycles, not the conspicuity of motorcycles.

The video mentions that because the UNECE technical regulation already exists, it would be simple to include EU legislation for mandatory headlights on for motorcycles.

Their other reasoning is that because legislation for dedicated running lights will become mandatory for cars and vans in 2011, then according to ETSC, this will increase collisions. (In this instance, they get it wrong because they talk about Daytime Running Lights – but that's not the case – the legislation will oblige cars and vans to use dedicated lights on all the time).

In the case of daytime running lights, there was a considerable amount of to-ing and fro-ing amongst the various lobbyists and as a result, the European Commission opted for 'dedicated' daytime running lights (diode lights) rather than dipped-beam headlights, in order to reduce road casualties. A small victory you might think, but not really because what became clear was that in spite of more than fifty studies on daytime lighting over thirty years, the case in favour of daytime running lights – of any type – is politically driven and still lacks sufficient evidence, due to the difficulties in achieving a reliable measurement of the effect of DRL.

Mandatory AHO - another law - another nail in the coffin – taking control away from the rider - Whether you agree with us that mandatory AHO for all motorcycles will or will not decrease motorcycle collisions, or agree with the scare mongering of ETSC, the fact remains that the motorcycle industry is trying to have its cake and eat it too.

This call to use UNECE specifications sets a dangerous precedent for future issues, that technical regulations already agreed in committee can form the basis for EU Directives on legislation which – according to ETSC can be modified in a couple of weeks without proper checks and balances.

***"We are Vulnerable – Please Safe Us – From Ourselves"***

Read the article on the Right To Ride website [www.righttoride.co.uk/?page\\_id=2016](http://www.righttoride.co.uk/?page_id=2016)



## Support

As a Club, Group, Association or individual rider, you can sign up to support Right To Ride. No membership fees, just your commitment.

The following Clubs/Groups/Associations support Right To Ride:

**Ancestors MCC - Biker Dogs MC - Coyotes RC - Frozen Bones MCC - Lone Wolves Brotherhood - Lone Wolf MCC  
Quay Vipers MCC - The End Of The Line MCC - Twisted Sisters - Fallen Heroes MCC - Strand Bikers MCC**

Please fill in the support form on the website to show your support.

The supporter's page on the Right To Ride website features all our supporters and those we are supporting.

We need your commitment, because not only is knowledge power, but numbers from the motorcycle community give representative power.

You can get supporters' cards for all your club members.

You can also receive our Press Releases – On Line Newsletters – Associated Articles.

[www.righttoride.co.uk](http://www.righttoride.co.uk)



## Supporters Events

### 17th July 2010 - 3rd Annual Kells to Kells Charity Run to the Kells Co. Meath Road Races – in aid of the IAM Charity

Min £5 per bike. Leaving Kells Community Centre at 2pm with fuel stop at Sprucefield 2.45pm arriving Kells Meath around 5pm. Join in the start of the "Adelaide Kells to Kells Ride-out" organised by the Quay Vipers MCC at the Community Centre in Kells, County Antrim where a festival of activities is planned from 10am with the Ride-out departing at 2pm and finishing at the Fairgreen, Kells in Co Meath. Sponsored by Adelaide Insurance Services Belfast. [www.quayvipersmcc.com](http://www.quayvipersmcc.com)

### 6th – 8th August 2010 - Ancestors MCC – Rally – 21st Anniversary Birthday Party

Ballynahinch Rugby Club. All the usual craic and plenty of good music inside and out. Live music Friday and all day Saturday, silly games, ride out, custom show, trophies and prizes. Bouncy castle, face painting and kids goodie bags, families welcome but no children in bar after 7 pm. Hot food, stalls. Disabled facilities and hot showers. Helicopter rides £25 per person over for approx 20 mins. [www.ancestorsmcc.com](http://www.ancestorsmcc.com)

### 15th August 2010 - Quay Vipers MCC – Mid Antrim Animal Sanctuary Ride Out

Quay Vipers MCC in conjunction with the Mid Antrim Animal Sanctuary host their annual ride out for homeless animals. Monster free raffle & BBQ on completion of the run. Leaving Carrickfergus Harbour car park at 1pm. £5 per bike. Trikes Welcome. Learner Friendly. John McCartney 028944 63993 – 07926582163  
[www.midantrimalimalsanctuary.org](http://www.midantrimalimalsanctuary.org) - [www.quayvipersmcc.com](http://www.quayvipersmcc.com)

### Friday 20th & Saturday 21st August 2010 - Coyotes RC – 4th LOL Rally

(New Venue – Ballymena Rugby Club) Full Weekend Rally With Lucy & Willie's Biker Wedding Taking Place. Hen & Stag Nite On Friday 20th, With The Wedding On Saturday Afternoon ...More Details To Follow ... Live Bands All Weekend, Tattooist, Stalls, Trophies, Camping, Chip Van, Portaloos, Secure Parking !! [www.coyotesrc.co.uk](http://www.coyotesrc.co.uk)

### 24th – 26th September 2010 - Quay Vipers MCC – 9th Snakebite Rally

Benone Complex, 53 Benone Avenue, Limavady, Derry/Co. Londonderry. Northern Ireland. More information to follow or check out [www.quayvipersmcc.com](http://www.quayvipersmcc.com)

### Saturday 30th October 2010 - Coyotes RC – 4th Halloween Rock Nite

(New Venue – Ballymena Rugby Club) DJ Martin Higgins & Live Band. Fancy Dress (Optional) Cash Prizes For Best Costume. Chip Van & Camping Available. Usual Raffle & All The Craic. [www.coyotesrc.co.uk](http://www.coyotesrc.co.uk)

### Saturday 20th November 2010 - Lone Wolves Brotherhood – Rock Night

Ivy Bar – Newtownards. All welcome, more details to follow. Enjoy the Road. Lone Wolves Brotherhood  
[www.lwb62.moonfruit.com](http://www.lwb62.moonfruit.com)

## FEMA Conference

Right To Ride is heading to Brussels for the 2010 International Motorcyclists Conference on the 28th and 29th June., which has been organised by FEMA (Federation of European Motorcyclists Associations) in partnership with the Canadian and Australian motorcycling associations and the European Commission with the theme of, "Motorcycling into the 21st Century".



According to FEMA: "For all, the Conference is a unique opportunity to learn about the latest developments in motorcycle technology and safety, gain insight to the next policy innovations in urban transport and infrastructure, and exchange views on the role of powered two-wheelers in mobility across the globe."

"On the first day of the Conference the European Commission will officially launch the European Motorcyclists' Forum, a platform for discussion which will include this year a high-level round table on motorcycling in the 21st Century, to exchange ideas, discuss challenges and offer solutions. Along with a session dedicated to safety and mobility, presenting the views of motorcyclists and transport policy makers, and addressing the current developments of Intelligent Transport Systems (ITS)."

"Highlights of the event will also include a working session on infrastructure - presenting issues for riders, cases from North America, Europe and Australia as well as successful policies. Human factors will be addressed in the user forum of the European and international 2-BE-SAFE research project. In both sessions, transport experts from around the world will be presenting their results and debating the outcomes."

"The programme also includes dedicated sessions on the next generation of motorcycles and sustainable mobility. The new technology to tackle this challenge will be showcased with the latest developments deployed in motorsports, and their potential in driving market innovation. Test tracks on the Conference site will include a demonstration of zero emission motorcycles, giving you the opportunity to test new motorcycles as well as electric powered two-wheelers."

"The 2-day international conference will be combined this year with FEMA's 13th annual MEP Ride, bringing Members of the European Parliament and motorcyclists together for a festive ride around the European capital."

All seems grand in the world of European motorcycling and with the powers that be, with open dialogue - forum - platform and all round general conviviality.

## Open Dialogue In Brussels

Promoting the event through an EU newsletter "On The Move - For Safer Roads in Europe" and on the European Commission Road Safety website, the Commission comments "The European Motorcyclists' Forum will provide the platform for such a dialogue, allowing stakeholders to assess the problems that motorcyclists are facing and to consider and implement appropriate solutions".

The newsletter states that, "A key factor in this is awareness raising, particularly amongst the young. Under-25s account for around a third of EU motorcycle deaths and the vast majority of fatal accidents result from human error. Emphasising the need for caution when riding a PTW is vital for cutting fatalities."

Further stating that, "This should be accompanied by structural measures to make road infrastructure safer and more rider-friendly and by adequate deployment of advanced safety technologies on two-wheeled vehicles."

Although the newsletter recognises that PTWs offer potential benefits, which is offset by the risks posed, the Commission is making sustained efforts to tackle the safety issue in the long term. It is doing this by developing an integrated approach to changing behaviour, implementing new technology and enforcing safety rules.

As regards behaviour, the newsletter says, "the necessary changes and greater shared responsibility of all road users can be achieved through open dialogue to increase public awareness of the issue and active participation of all involved parties in implementing tighter safety measures."

## Right To Ride's view

Dialogue in its purest form means conversation, but looking at the programme, it looks like this conversation will be on their terms as they have already proposed the solutions.

The way we see it, we don't have problems with our motorcycles, our problems are with those that want to save us from ourselves. We don't want throttle control and other "warning devices". We don't need anti-tampering legislation and more restrictions, or psychological analysis to find out how risky we are.

What we need, which is what we've been telling them for years, is - wait for it - good, cost effective training for novice and advanced riders and training for car drivers so that they look for us.

Details of the conference are at [www.fema-online.eu/index.php?page=1st-international-motorcyclists-conference](http://www.fema-online.eu/index.php?page=1st-international-motorcyclists-conference)

## Business Supporters

### Learn 2 Ride Motorcycle Training

Learn 2 Ride Motorcycle Training located in the Waterside area of Derry/ Londonderry offers an extensive range of motorcycle training from the complete beginner to enhancing your riding skills.

Visit the Learn 2 Ride Motorcycle Training website to see how they offer a full professional, interactive and modern aspect to rider training.

[www.learn-2-ride-motorcycle-training.co.uk](http://www.learn-2-ride-motorcycle-training.co.uk)



### Module Road & Race

Based near Antrim on the Greystone Road at Windmill Court, Module Road & Race offer an extensive range for the road or track rider!



Established for over 25 years, Module Road & Race stock only top quality good value products, from performance parts, tyres, road and race chains and sprockets, clothing, helmets, boots and gloves for men woman and children, with a made to measure service for leathers and luggage from top brand manufacturers, pipes and cans and trick bits.

Module Road & Race have full workshop facilities and factory trained personnel.

[www.modulemoto.co.uk](http://www.modulemoto.co.uk)

### Steve Baker Motorcycles

Steve Baker Motorcycles first opened it's purpose built service and repair centre in Millisle, in April 2007.

Take your motorcycle or scooter to be serviced or repaired.

Steve also specializes in race bike and trackday bike preparation and supplies an extremely wide range of motorcycle tyres and accessories.



[www.stevebakermotorcycles.com](http://www.stevebakermotorcycles.com)

### Lorna Baker Web Design

Lorna Baker Web Design grew from Lorna's husbands business, Steve Baker Motorcycles' need of a website to promote his newly established business in Millisle, County Down.

Her interest grew, and she moved on to design and create, next a website for Irish Supersport racer, Kevin Briggs, whom both Lorna and Steve sponsored, then, as her skills further developed, she went on to design and build websites for other motorcycle racers, clubs and small local businesses.



[www.lornabakerwebdesign.co.uk](http://www.lornabakerwebdesign.co.uk)

### Lorna Baker Race Grafix

After being let down by no less than SIX local vinyl graphics companies Lorna decided to take the bull by the horns and purchased a professional vinyl cutter/plotter, and began to create her own graphics!

Lorna designs and creates the graphics, and husband Steve does the application

[www.lornabakerwebdesign.co.uk/grafix%20intro%20page.html](http://www.lornabakerwebdesign.co.uk/grafix%20intro%20page.html)



## Partner

### Ride The Wild Wind

Ride The Wild Wind is a website blog for the Northern Ireland Biker community and beyond.

The blog comments on bike news, giving their own spin and adding a splash of opinion, and you can now take part in that, by signing up to the blog and commenting on the stories.



[www.ridethewildwind.co.uk](http://www.ridethewildwind.co.uk)

## Dangerous Motorcycles – The Saga

Over the last few months we've been corresponding with the EU Commission Road Safety Unit (DG MOVE) regarding the europa website and the comments "Motorcycles and Mopeds are the most dangerous form of transport. We complained about this to the Commissioner and received recognition from Mr Tajani that this comment "did not add value" and was removed.

We then pointed out to DG MOVE that the problem had not gone away because the comment about motorcycles and mopeds being dangerous was still on another of their websites

[http://ec.europa.eu/transport/road\\_safety/specialist/knowledge/poweredtowheelers/index.htm](http://ec.europa.eu/transport/road_safety/specialist/knowledge/poweredtowheelers/index.htm)

There were further inflammatory comments including:

"A further reduction in number of PTW accidents is only possible with a very restrictive licensing system with access only at higher age limits, more extensive training and testing, lower power to weight ratios or restricted top speed. These measures will not be popular with present user groups or the PTW industry. Discouraging or restricting the use of PTW's may be more acceptable if alternatives are made more attractive".

After a flurry of emails, we received a letter from the Commissioner's assistants.

In a nutshell, they wrote that because the website content was the result of a project which the EU Commission funded they are obliged to publicise the results (deliverables).

***What we gathered from this letter is that the Commission cannot do anything about it - even if it is scientifically wrong.***

However they wrote that they (the Commission) are willing to consider the inclusion of other research on motorcycles and mopeds to balance the comments in the Safetynet document.

On the europa website we saw that the OCED Workshop in Lillehammer has been linked and that on the knowledge page at the top of the page the text, "The opinions expressed in the studies are those of the consultant and do not necessarily represent the position of the Commission." has appeared.

We replied that the European Road Safety Observatory report is now two years old and it has effectively been superceded by the ITF/OECD Workshop in Lillehammer (in 2008).

We also wrote that we hoped for the future any new "deliverable" must include a more positive attitude to motorcycling, while recognising that motorcycle safety is an ongoing process and should encompass all stakeholders in this process.

Read the full saga on the Right To Ride website [http://www.righttoride.co.uk/?page\\_id=970](http://www.righttoride.co.uk/?page_id=970)

## BikersRVoters - Done And Dusted For Now!

Well that's the 2010 General Election over, done and dusted for now, however with elections for the Northern Ireland Assembly and Councils planned for next year Right To Ride is now starting to plan for these elections.

As those politicians who take up their seats or return to Westminster 'corridors of power' at Right To Ride through BikersRVoters we will continue to lobby for a proper informed intelligent engagement – both ways – with our political representatives

Its a continuing message and we will lobby post election to generate interest in Political Parties – Politicians – informing and seeking dialogue on motorcycling issues and lobby on Our Issues

BikersRVoters is a non – political lobby with no allegiance to parties and those divides.

What is important (for us at least) is whether motorcyclists even have a modicum of influence in the "corridors of power" and whether we can affect policies and legislation regarding motorcycles and other related issues.

[www.bikersrvoters.org](http://www.bikersrvoters.org)



### Right To Ride Contacts

Information - Trevor Baird - [info@righttoride.co.uk](mailto:info@righttoride.co.uk) - Research - Elaine Hardy - [research@righttoride.co.uk](mailto:research@righttoride.co.uk)  
Or call - Mobile: +44 (0) 7747604119 - Tel: +44 (0) 2842 757131