

## New model update

The latest on new bikes due out this year and beyond

### NEW GUZZIS TO AVOID UK

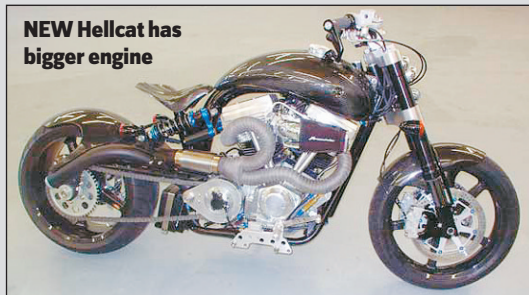
MOTO GUZZI has revealed 850cc versions of its Brevia and Griso to join the 1100cc versions already on sale. Actually 877cc, the new Griso makes 75bhp and 52ftlb of torque, while the Brevia is less well endowed, with 71bhp and 48ftlb. Both bikes are designed to compete with the lower-range versions of Ducati's Monster - but will only be available on the continent.



**GRISO 850: For Europe only**

### CONFEDERATE'S ENLARGED HELLCAT

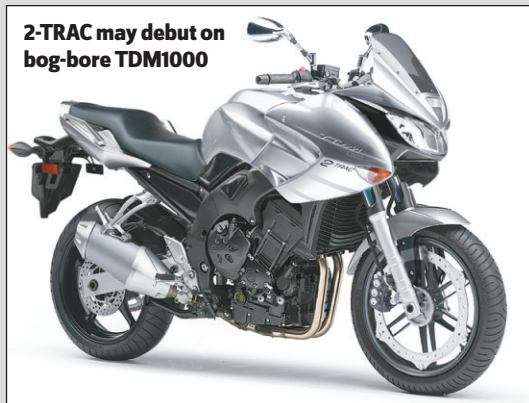
EXCLUSIVE American bike firm Confederate has built its first bike since being forced out of its New Orleans factory by last year's floods. Now set up in Birmingham, Alabama, Confederate has created this 2006 Hellcat F131, using its own 131 cubic inch V-twin - that's 2150cc. The bike costs around £35,000.



**NEW Hellcat has bigger engine**

### TWO-WHEEL-DRIVE TDM ON THE CARDS

RUMOURS suggest Yamaha is planning to showcase its 2-Trac two-wheel-drive system, developed over the last decade with Ohlins, on an updated TDM featuring a full 1000cc parallel twin engine. Insiders reckon the machine will get an FZ1-style makeover to accompany the capacity increase.



**2-TRAC may debut on bog-bore TDM1000**

## INVESTIGATION

# Top cops' grim future for UK

## Automatic speed limiters, all-seeing cameras - it's goodbye to freedom of the road if they get their way

BY STEVE FARRELL

**B** RITAIN'S top cops' vision of the future will see our roads stuffed with high-tech gizmos to make speeding impossible.

The Association of Chief Police Officers (ACPO) foresees roads and vehicles laden with even more oppressive technology, including inbuilt speed limiters, known as intelligent transport systems (ITS).

In a document obtained by MCN entitled 'Modern Road Policing, a Manifesto for the Future', ACPO says: "We will make full use of technology such as ITS, ANPR (Automatic Number Plate Recognition), digital enforcement cameras and vehicle black boxes."

Richard Olliffe, government relations executive for the British Motorcyclists Federation, thinks it's a sign ACPO will eventually use ANPR systems as speed cameras, enabling police to track you over hundreds of miles and automatically issue a ticket if your average speed is too high.

Olliffe said: "It's bound to happen. They won't be able to resist it. Look at congestion charge cameras in London. The police claimed they wouldn't be used for security purposes, but they are."

Here's a rundown of the tools top cops want to use in their war against speed...

### DIGITAL ENFORCEMENT CAMERAS

**THIS** is a catch-all term for ANPR cameras, congestion charge cameras and any other kind of enforcement camera which doesn't use film; a major worry for riders when cameras have been proven to be less reliable on bikes. The most worrying kind for riders at the moment is digital speed cameras. Gatso speed cameras which use film, produce pictures that can be used to verify a vehicle's speed by doing a time over distance calculation. Digital speed cameras don't. We used such a calculation to prove MCN reader Bryn Carlyon was innocent in December. If Carlyon had been snapped by a digital speed camera, that calculation would have been impossible.

**HOW SOON WILL IT COME INTO USE?** The technology is already here. We reported in February that new digital speed cameras called RedSpeed had been installed in four counties around the country. Since then, more of them have been rolled out in London. The technology is cheaper for camera partnerships because there's no need to process film, and secondary checks to verify a vehicle's speed can be done by a computer rather than a human being - so many more are likely to appear soon.

### ANPR

ANPR stands for Automatic Number Plate Recognition - this technology 'reads' number plates from digital images captured by roadside cameras. The vehicle's registration is then automatically checked against a database of stolen, untaxed or wanted vehicles.

### HOW SOON WILL IT COME INTO USE?

ANPR is already regularly used for clampdowns on untaxed vehicles and to spot wanted criminals, but at the moment the cameras are in police vehicles, which means they're only used during police ANPR operations. But police are now setting up a national network of ANPR cameras and ACPO last year published its 'ANPR Strategy for the Police Service 2005/2008', indicating an intention to increasingly rely on the technology to do police work.

The Government has earmarked £24 million to get the system up and running this year.

The BMF says cops won't be able to resist using it as a giant, Big Brother-style national speed camera, tracking the average speed of vehicles over hundreds of miles.

### ITS

**ANOTHER** term for Intelligent Speed Adaptation (ISA) or onboard speed limiters. MCN

reported in February that Leeds University had developed a Suzuki Bandit fitted with its own automatic speed limiter, which can starve the bike of fuel to slow it down. An onboard receiver picks up signals from satellites and uses them to calculate the bike's location, comparing its speed to the speed limit at that point.

### HOW SOON WILL IT COME INTO USE?

The only technological obstacle to the system being rolled out is the development of a national digital speed limit map, which the Department for Transport is working on this year. New 'tag and beacon' cameras in London could provide an alternative to the elusive map, by communicating the prevailing speed limit automatically to passing bikes. A letter from London mayor Ken Livingstone obtained by MCN last month also revealed digital speed-limit maps of the capital are being trialled this year.

Jenny Jones, Livingstone's road safety advisor and Green Party member of the London Assembly, has predicted bikes being fitted with speed limiters in the capital by 2008. From there, it's a short step to the technology being rolled out nationally. Leeds University's bike is due to be tested this summer - and the Department for Transport has promised MCN a ride.

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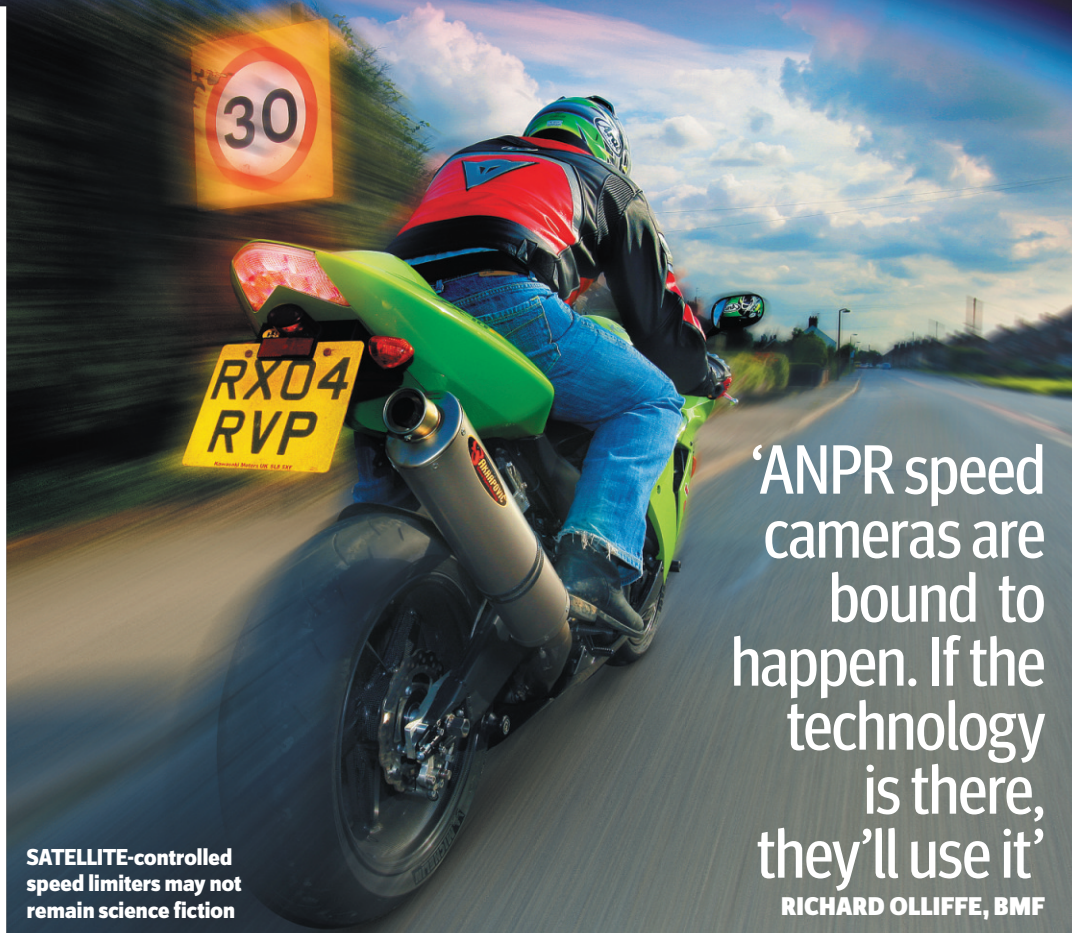


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# vision of roads



'ANPR speed cameras are bound to happen. If the technology is there, they'll use it'

RICHARD OLLIFFE, BMF

SATELLITE-controlled speed limiters may not remain science fiction

## BLACK BOXES

AEROPLANE-STYLE black boxes would record information to be used in crash investigations. The units would record data such as speed, acceleration and brake usage. The technology is very closely linked to speed limiters, which could double up as black boxes.

**HOW SOON WILL IT COME INTO USE?** Black boxes are already in some cars on UK roads, and Leeds University's speed limiter-equipped Suzuki Bandit has shown what a small step it is from there to bikes. Norwich Union offers specialised insurance policies to drivers who have them fitted in their boots. The boxes communicate with satellites

to log details of all journeys, so drivers can be billed according to usage. Norwich Union claims data from the boxes is not accessed after a crash unless requested by police. Spokesman Erik Nelson said: "You could look at things like speed, acceleration and deceleration." We can expect to see bikes with the technology within two years.

## Police: 'We've never tested speed cameras on bikes'

POLICE have been forced to admit they've never done the accuracy tests for speed traps on bikes the Government claims they have.

Since admitting to MCN last November that the Government approved speed cameras without testing them on bikes, the Home Office has repeatedly claimed police do bike accuracy tests for them.

But last week 48 of the country's 52 police forces confirmed to MCN they have no records of any such tests – and the other four didn't answer our questions at all.

We sent the same enquiry to each of the UK's forces, demanding they respond under the Freedom of Information Act. Thirty one of the forces admitted they'd never done any tests of any speed detection equipment for the Government. Another nine said that as far as they knew they'd never done any.

Eight said they had done tests for the Government but had no records, and so couldn't say whether they included bike accuracy tests.

Three said they needed more time than the four-week

limit set out in the Freedom of Information Act, and one breached the Act by failing to respond altogether.

The news is final proof that none of the speed detection equipment used on UK roads has ever been properly tested for accuracy on motorcycles, and comes despite an admission from the Home Office that "Motorcycles often present the most difficult challenge for the devices". Previously the Home Office's only justification for its own lack of accuracy tests on bikes has been the claim that bikes don't represent more of a challenge to the technology.

The lack of tests on bikes applies to mobile and fixed speed cameras, handheld lasers and radars and any other devices to catch riders speeding. It means we face enforcement from technology whose suitability for the purpose has not been properly established.

It also exposes worrying discrepancies between claims made by the Government and police over the tests. A Home Office spokesman declined to comment on our findings.

## WHAT THE FORCES SAID

### 'Never done any type approval tests'

Avon & Somerset  
Bedfordshire  
Cambridgeshire  
Central Scotland  
Cheshire  
Cumbria  
Derbyshire  
Dumfries & Galloway  
Durham  
Dyfed-Powys  
Fife  
Greater Manchester  
Gloucestershire  
Hertfordshire  
Kent  
Leicestershire  
Lincolnshire  
Norfolk  
Northern Constabulary  
Northants  
Northumbria

North Yorkshire  
Nottinghamshire  
South Wales  
South Yorkshire  
Strathclyde  
Surrey  
Tayside  
Warwickshire  
West Yorkshire  
Wiltshire

### 'As far as we know, we've never done type approval tests'

City of London  
Devon and Cornwall  
Gwent  
Hampshire  
Lothian and Borders  
North Wales  
Staffordshire  
Sussex  
West Midlands

### 'We've conducted tests but have no records of them and can't confirm they involved bikes'

Essex  
Grampian  
Humberside  
Lancashire  
Merseyside  
Metropolitan  
Suffolk  
Thames Valley

### 'We need more than four weeks to answer'

Dorset  
West Mercia  
Northern Ireland

### Failed to respond, breaching Freedom of Information Act

Cleveland

## AROUND THE WORLD

**HOLLAND** - Dutch motorcycle journalist Tim Dekkers, from Motor magazine, recently presented Paul Teutul Senior from 'American Chopper' with some new motorcycling boots - a pair of clogs.



TEUTUL SNR gets wood

**USA** - A Yamaha RT360 stolen in Long Beach in 1971 has been reunited with its original owner this week after it was advertised on eBay. The 1970 Yamaha was due to be shipped to a winning bidder in Finland, but the vehicle identification number turned up in the database of the National Insurance Crime Bureau during the export process. Detectives contacted original owner, Phillip M McKeen, who said: "It's as if a friend you hadn't seen for 30 years walked back into your life, but which hasn't aged a day."

**PHILIPPINES** - Following the death of a member of his staff in a motorcycle accident last month, politician Aquilino Pimentel has filed a bill to create motorcycle-only lanes on national roads to reduce accidents. Pimentel noted more Filipinos are choosing bikes because they are cheaper and more fuel-efficient than cars.

**INDIA** - Suzuki plans to launch five new motorcycles in '06-'07. The first two models are both 125cc bikes, called Heat and Zeus.

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