

## THE MOLE

NEW BIKE RUMOURS FROM OUR MAN IN THE KNOW

THE rad is hidden on the swingarm!



### Honda cruiser's radical rad

WE first saw spy shots of this bike three years ago - and I hear Honda is still secretly working on it. Designed around a water-cooled VTX1800 engine, it has no visible radiator because it's mounted on the swingarm, just ahead of the rear wheel. The bike's innovative rear suspension is hidden by under-slung shocks because the rad gets in the way of a conventional monoshock.

### Buell leads on traction control

YOU might expect the Japanese to be leading the way with traction control on road bikes, but I've heard we might see it sooner from Buell. The firm is working on a system that eases off the throttle when it senses slip in the rear wheel with a combination of computers and a fly-by-wire throttle. And it's not as if Buell hasn't led the way before. After all, who first used those bellypan exhausts that have suddenly become fashionable...

### Honda screens

YOU would have thought a bike's windscreen didn't take much thought to design, but it seems Honda is going to reinvent the way they work. The firm's working on a design that uses a massive ram-air-style intake on a bike's nose to channel air upwards. The resulting airflow forms an invisible barrier to wind which would otherwise hit the rider, so you have an effective screen without actually having to look through any clear plastic panels.

### Harley EXUP

HARLEY-DAVIDSON could be the next firm to use valves inside the exhaust system to boost performance on its bikes. I understand the company is developing a new exhaust which takes the Yamaha-style EXUP idea a step further, with two separate air routes inside a single can to alter back-pressure and the engine's characteristics at different revs.

### Triple headlights show the way

BIKE headlights are usually pretty dismal, and never worse than on dipped-beam when you're cornering - they simply point in the wrong direction. Now I understand a German firm is working on the solution - three separate dipped-beam lights. In a straight line, a central lamp points the light down and forward, but tilt sensors mean that when you lean over, either the left or right-hand light comes on. Each adjusted to point in a slightly different direction, they aim the beam in the direction of travel rather than at the nearest hedge.

## INVESTIGATION

# Sneaky new don't give you

## Latest digital speed traps make it impossible for riders

BY STEVE FARRELL

NEW speed cameras are being rolled out which don't allow accused riders to verify the real speed they were doing - just weeks after we showed camera partnerships make mistakes and accuse innocent riders.

The only way to challenge a charge from the new devices is by going to court and risking a legal bill which could run into thousands.

Normal Gatsos take two photos which have details printed in the top right-hand corner, including the time, date and time interval between the photos. By measuring how far a bike has moved between one photo and another, riders can do a simple time over distance calculation to work out how fast they were really going.

But photos taken by new RedSpeed digital cameras are issued to riders without any details on them. Without the crucial time interval between the photos, the calculation is impossible.

The camera partnerships rely on the cameras' own processing equipment to do the second-check speed calculations, and don't have a clue what the time interval is or how to do the calculation manually.

We contacted camera partnerships for Avon and Somerset, Norfolk, Cumbria and London, where the

new cameras are being used, to find out how a rider could check his speed from photo evidence sent to him. None of them could tell us how the calculations are done.

Dick Bowen, camera manager for Avon and Somerset, repeatedly put the phone down when asked about the cameras. A statement on the partnership's website says: "The speed is calculated automatically by the processing equipment."

When we asked Cumbria camera manager Steve Callaghan how riders could check their speed, he said: "They don't have to, do they? They tell us it in court, don't they?"

Challenges in court would be unlikely to succeed without legal representation and expert witnesses, costing at least £1500 - which you'd only get back if you won.

Callaghan went on to explain that whereas Gatsos always take photos half a second apart, with RedSpeed

cameras the time interval varies, and the distance over which the speed measurement is taken remains constant. He said: "What a Gatsos does is use a fixed time, but the Redspeed is using a fixed distance and a variable time."

Even the manufacturer was cagey. RedSpeed spokesman Mark Haylock refused to comment on how riders could calculate their speed from the photos.

According to the police's Code of Practice for Operational Use of Road Policing Enforcement Technology, the fixed distance over which RedSpeed cameras measure speed is 10 metres. That means every vehicle they catch should have moved over exactly 10 lines between the two photos. But in the photos sent to us by a concerned reader (below), who didn't want to be named, the distance covered by his bike was closer to nine lines.

This suggests a further flaw with the cameras - their accuracy at measuring a fixed distance. But with no way of checking any of the measurements accurately, estimating your speed is impossible anyway.

He said: "I'm sure I wasn't speeding, but I can't afford to go to court. At least with Gatsos you can check for yourself, but this bypasses all that. It just seems like you're done and that's that."

Louise Herbert, lawyer at bike solicitors White Dalton, explained that partnerships were within their rights in not allowing you to verify your speed before a court hearing.

She added: "They don't have to show you anything. The first issue they need to address is one of identity. If you identify yourself as the rider, then having got you on that front they don't see any need to give you the evidence until they get to court."



MCN reader received these three pics: this numberplate ID shot...



...AND two shots, showing how far bike has moved between them...



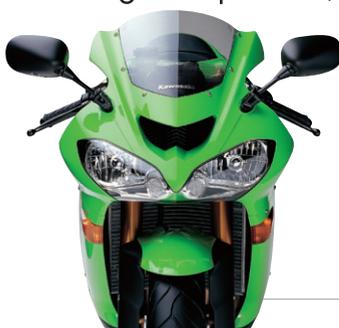
...BUT with no time interval shown, you can't calculate your true speed



...go the distance!



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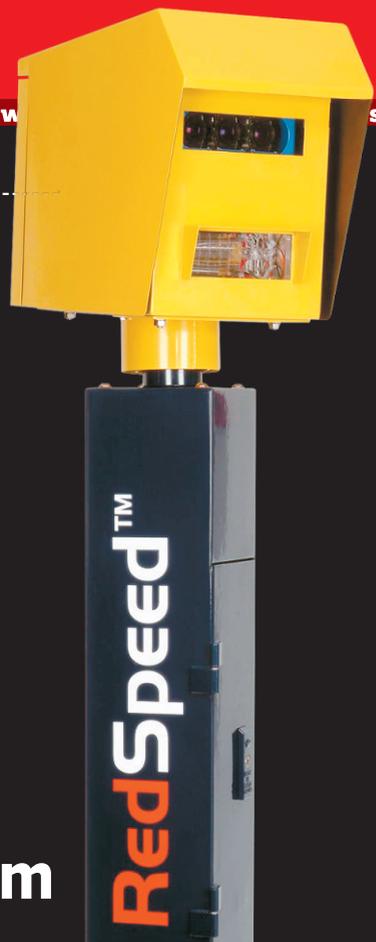
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# cameras a chance

to check speeding evidence against them



# MCN SAYS

**Government must let us  
choose for ourselves**

**'Kawasaki's new ZZ-R1400  
is the very essence of  
motorcycling freedom'**



EVEN though most motorcyclists are law-abiding, we don't take kindly to being told how to behave by those who'd prefer the world to be a uniform grey place without any deviation from the norm.

It's no coincidence that one of the big reasons we use to justify our obsession is the sense of freedom we get from riding. And if your bike represents escape, the last thing you want to be spoiling your ride is the thought of a sneaky new type of camera (see left), a satellite speed tracker (MCN last week) or even busybody neighbours (page 19) spying on your every move. The vast majority of us agree, for instance, that speeding in towns is a bad thing, and we're able to respect the rules without speedgun-toting wrinkly would-be Charles Bronsons.

So we can't congratulate Kawasaki highly enough on their new 197.3bhp ZZ-R1400 (see page 4). The ZZ-R represents the very essence of motorcycling freedom and should be celebrated as such.

It offers absurd performance yet is also absurdly affordable. It is desirable not because any of us want to do 200mph on a regular basis - or even once for that matter. It is desirable because the only thing stopping us from trying to do so is our own commonsense.

That is what it means to live in a free country - and that's something the law-makers and the rest of the authorities should forget at their peril.

**'At least with Gatsos  
you can check the  
evidence for yourself'**

MCN READER, NAME WITHHELD



REDSPEED cameras are in use in the UK now

## ANOTHER NEW CAMERA YOU CAN'T ARGUE WITH IS ARRIVING SOON...

MORE cameras which make it impossible for riders to calculate their true speed from two photos are on the way.

Truvelo cameras operate by taking just one photo, so there's no second photo to base a calculation on. So far they've all been front-facing, so can't catch bikes, but in December a rear-facing version was given Home Office type approval.

According to Peter Hill, boss of Truvelo UK, camera partnerships are showing interest. He said: "One customer is looking at front and rear photography at several sites."

The single-photo system takes two independent measurements of speed using two sets of under-road sensors, according to Hill. One measurement is used to verify the other.

"They must not diverge by more than 2mph," he said.

The photo is taken when

the vehicle has moved down the road, where the three closely-spaced white lines which accompany Truvelo cameras are found.

According to Hill, this image provides further verification of speed. "The system measures how many milliseconds it takes for the front wheel to reach that point," he said.

Truvelo also has type approval to operate cameras in a similar way to RedSpeed - taking two rear-facing photos over a fixed distance - but doesn't. "It has not been found necessary," said Hill.

The firm already operates cameras which catch bikes, but they work in the same way as Gatsos, taking two pictures over a fixed time interval, which can easily be used to verify speed. "Our rear-photo sites are always based on a fixed time interval of half a second," said Hill.

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