



Kiss goodbye to modding your bike if the EU gets its way...



# Tiny Tamper - EU Insanity

## EU edges towards banning mods...

An internal EU Parliament committee has passed an EU Commission report on a wide range of motorcycle issues. But what was intended to be a simplification of technical regulations to cut bureaucracy has now morphed into a lumbering proposal with committee members appending all sorts of amendments, which include the likes of German MEP Kersten Westphal slipping in an amendment that would see all two-wheelers over 51cc having ABS as standard by 2016. Bosch, Europe's largest manufacturer of ABS systems is in Westphal's constituency...

The most contentious issue, however, is that of the anti-tampering legislation that was in the Commission's original report. They wanted manufacturers to make machines tamper-proof to prevent changes to safety or emissions, much like in the 125cc class currently. But this has been grasped on by the committee and extended to put the onus on the user not to tamper with the powertrain (the proposals could see this go beyond the engine, too).

Dutchman Wim van de Camp from the committee (himself a biker, but in favour of ABS and anti-tampering measures) claims that after the vote in favour, "From today, riding a motorbike has become greener and safer." The green claims relate to machines having to be Euro 4 and 5 compliant by 2016, but safer? Research has consistently failed to demonstrate strong causal links between speed (and therefore power) and accidents. Human error, and often the human error of car drivers, remains the biggest causal factor in a crash. Indeed, the link between ABS use on bikes and accident rates has yet to be backed up by any meaningful statistics.

This argument may eventually fall on deaf ears, but what will prick them up again is the effect of tampering to the powertrain and its effect on the environment. Here, the British TRL has been drafted in to research the matter, with the body even proposing an unimaginative competition to come up with ways to stop people tampering (it received a 'disappointing'

number of entries - proving that turkeys are never going to vote for Christmas.)

Passage of the legislation from this point is unclear. Because of the significant amendments to the EU Commission's report, it has to go back there to get their approval on the changes as well as being discussed by the Council of Ministers, who could repeal some of the amendments. Then it's due to be voted on in the European Parliament itself. This is currently scheduled to happen on March 14th 2012.

Lobbying from national and European-wide groups appears to have done little to water down the proposals, as the loudest noises are coming from the UK - but they're not being listened to, and the European-wide FEMA has yet to make an impact. While manufacturers aren't particularly affected, its aftermarket suppliers and riders who face the impact of these proposed changes.

Doing nothing will see the proposals adopted. Head to [righttoride.co.uk](http://righttoride.co.uk) or [righttoride.eu](http://righttoride.eu) to understand the issues, then join a campaign group like the BMF or MAG to represent you at the EU and writing to your MEP explaining the twisted logic behind the proposals to fight this legislation. And do it quickly, the clock is ticking...

## FAST BIKES IS NOW DIGITAL

Those of you who spend as long as Benjamin does online (although hopefully you're looking at something different) will already know that we've now launched a Fast Bikes Forum, which can be found via the main [fastbikesmag.com](http://fastbikesmag.com) website.

To become an FB Forum member, simply head to the little green 'Register' button up on the top right of the home page, and fill in your details. Once you've done that - you're in! Make sure you

introduce yourself and show us what you're riding too, it's a community after all, so don't be shy. No lurkers now...

The more people who get on there and interact, the better it will be, so get your mates to sign up - flag the Forum to your friends via your Facebook pages, leaflet your local bike meet (or dogging site), and by all means get yourself a T-shirt printed...

### DIGITAL REVOLUTION

The tide of progress has been a high one this month, and we've also gone live with digital editions of Fast Bikes, both for

iOS devices (the iPhone and iPad), and for Android/PC users.

You can see the links below for each option, and you have the opportunity to buy either single issues or to subscribe - just like you can with the print version of the mag.

Don't forget the social media sites, either. We've been on Facebook for a little over a year now, and also have a Twitter feed. There's even a growing ezine library on Issuu for your viewing pleasure. Blimey - it's a wonder that we ever find the time to go home at night. Oh, that's right, we don't!



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