

A little late but here it is: our update for September 2014.

Normally we do our utmost best to release the newsletter somewhere during the first week. Having been on holiday last two weeks we decided to enjoy our time without bothering about whatever we want to announce in our next message to our clients. We hope you missed it and even more you will enjoy and read it with a big smile.



Business part

This season has ended. Looking back we had a good summer this year. No big problems and (although I don't know how we did it) very little rain during the trips. So we are very happy about last summer and we hope you are too. In case you're not, consider a vacation in the Netherlands (preferably together with ProHolland motor vacations).

For news about ProHolland you have to wait. Next newsletter will contain news and facts from the business site of our company. But we will make one thing clear: for sure the price won't rise. And certainly: new things will be added to our already great trips through the Netherlands.

We like to shift over quickly to the fun part of our business. In the world as we know it today fun is getting more important than ever before.

Fun part

These days riding a motorcycle is a normal thing to do. Although sometimes a furrow will appear in case your exhaust seems to be (too) loud. Another modern motorcycle-irritation: driving along the waiting queues in front of a traffic light or during a traffic jam. But more or less that'll be it.

In the early days of motorcycle driving it was different. A very different case.....

How to ban motorcycles from Dutch roads?!



motorcycle or cycle with motor?

Legal resistance.

In the beginning of the 19th century The Netherlands didn't have any national rules concerning riding a motorcycle. Every province or city came up with their own rules and regulations. For example:

1902. Inside the city of Amsterdam it wasn't allowed to use motorbikes at all.

1902. Arnheim came up with the idea to forbid the use of motorcycles at roads more narrow than 6 meters. The widest road was only 5.90 meters in the city during those days! After a lot of resistance they changed the rule into: no motorbike could be left behind unattended. Where or how to park a motorcycle? (without modern parking lots like we know them today).

1904. Yes, the city of Amsterdam also allowed motorcycles to enter the city, but..... they have to ring a bell or sound a horn constantly.

1905. Finally, the first national law: motorcycles and cars no longer had to follow the rule of the maximum speed of a horse during trot.
It wasn't a great idea because many local authorities and city counters act at this new law.

1905. Inside the province of Friesland it was compulsory to stop immediately in case you saw a horse drawn cart or at least 30 meters in front of them.

1905. Amsterdam again. This time the city came up with the rule motorcycles aren't allowed to overtake the horse tram inside the city centre.



Neracar, Dutch low rider 1923

1905. Also a nice one. The city of Bergen op Zoom invented this one: a motorcycle wasn't allowed to go faster than a pedestrian (cars and bicycles could speed up as much as they liked to).

1908. National rule again: cities official got the authority to limit the traffic speed inside the city boundaries*. Many cities thought 12 to 15 km/hour was ok. (much faster than a pedestrian could walk.....)

*. Like they just as well already did

1905-1910. Many city centers closed down for motorcycles (not for cars).

1914-1915. My favourite. Some policeman read the motor-law carefully and it was written very clear: every rider of a motorbike had to have pedals and a steering wheel. Most motorcycles didn't have pedals and only the front man had a steer. It took up to 1917 before a national law ended the ticket terror of the police.



2014: even today, stay away from these men.

1918. The city of Winschoten did it again: both feet had to be at the pedals, but by this time most motorcycles already had running boards.

Never the less: the American beaded us by inventing the most ridiculous way to make driving a motorcycle nearly impossible. Pennsylvania made it clear by law motorcycle drivers had to stop every 2 miles, sound their horn, light a flare and wait for ten minutes. After this ritual they were allowed to drive for another 10 miles before they had to do it all over again.

I'm happy to live in 2014.

Regards

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NB: if you aren't interested please let us know and we'll stop the e-mail