

Rear Lights on Motor Cycles.**THE MOTOR CAR (USE AND CONSTRUCTION) (NORTHERN IRELAND)
AMENDMENT ORDER, 1930.**

1930. No. 57.

WHEREAS in pursuance of Sections 2 and 6 of the Locomotives on Highways Act, 1896, the Local Government Board for Ireland by the Motor Car (Use and Construction) (Ireland) Order, 1904, made certain regulations with respect to the use of motor cars on highways :

And whereas the powers of the said Local Government Board under that Act were by the Ministry of Transport Act, 1919, transferred to the Ministry of Transport, and by virtue of the Government of Ireland Act, 1920, and certain Orders made thereunder, are now vested in the Ministry of Home Affairs for Northern Ireland :

And whereas it is expedient that the aforesaid regulations should be amended so as to provide that every motor cycle used on a public highway during the period between one hour after sunset and one hour before sunrise shall carry attached thereto a lamp exhibiting to the rear a red light visible within a reasonable distance or a red reflector complying with the conditions hereinafter prescribed :

Now, therefore, the Ministry of Home Affairs for Northern Ireland, in exercise of all powers in that behalf enabling the Ministry by this Order makes the following regulations :—

1. The Motor Car (Use and Construction) (Ireland) Order, 1904, shall henceforth be read and have effect as if for the second proviso to Article II (7) (i) thereof the following proviso were substituted :—

“ Provided also that in the case of a motor bicycle, tricycle, or other similar vehicle, it shall be sufficient compliance with the foregoing provisions of this sub-article, which require a red light to be exhibited in the reverse or contrary direction to that towards which the motor car is proceeding, if a red reflector is carried which is in efficient working order and complies in all respects with the following conditions :—

- (a) The reflector shall be so constructed that if placed 100 feet away from and squarely facing a source of light throwing a beam of white light of 2,000 candle power in the direction of the reflector, the reflector when turned in any direction through an angle not exceeding $22\frac{1}{2}^{\circ}$ shall reflect a beam of light of not less than one-thousandth of a candle power in any direction making an angle not greater than 3° with an imaginary line connecting the reflector and the source of light aforesaid.

- (b) The aperture (or, if more than one, each aperture) of the frame of the reflector if circular shall have a diameter of not less than $1\frac{1}{4}$ inches, and if not circular, it shall be of such a size that a circle of $1\frac{1}{4}$ inches in diameter may be inscribed therein.
- (c) The reflector shall be fixed to the vehicle—
- (i) in a vertical position and facing squarely to the rear ;
 - (ii) not less than 15 inches above the ground and either on the centre line or on the off-side of the vehicle ; and
 - (iii) so that no part of the vehicle projects more than 20 inches to the rear of the reflector."

2. This Order may be cited as the Motor Car (Use and Construction) (Northern Ireland) Amendment Order, 1930.

Given under the Seal of the Ministry of Home Affairs for Northern Ireland this 16th day of April, 1930.

(L.S.)

D. L. Clarke,
Assistant Secretary.

Third Party Risks.

THE MOTOR CARS (THIRD PARTY RISKS) (NORTHERN IRELAND) REGULATIONS, 1930, DATED 24TH DECEMBER, 1930.

1930. No. 162.

The Ministry of Home Affairs for Northern Ireland, in exercise of the powers vested in it under or by virtue of the Motor Vehicles and Road Traffic Act (Northern Ireland), 1930, (a) section twelve of the Roads Act, 1920, (b) and of all other powers in that behalf vested in it, hereby makes the following regulations :—

PART I.

1.—(1) These Regulations may be cited as the "Motor Cars (Third Party Risks) (Northern Ireland) Regulations, 1930" and shall come into operation on the first day of January, 1931.

(2) The Interpretation Act, 1889, applies for the purpose of the interpretation of these Regulations as it applies for the interpretation of an Act of Parliament.

2. In these Regulations unless the context otherwise requires the following expressions have the meanings hereby respectively assigned to them.

"the Act" means the Motor Vehicles and Road Traffic Act (Northern Ireland), 1930.

"motor car" has the same meaning as "light locomotive" has in the Locomotives on Highways Act, 1896, as amended by subsequent enactments.

(a) 20 & 21 Geo. 5, Ch. 24.

(b) 10 & 11 Geo. 5, Ch. 72.