

MCN
LAW
Your tricky legal questions answered

Q 'Farm vehicle kept coming'

I was riding along a country road at 50 to 55mph and was just exiting a sweeping bend when I saw a large tractor/trailer emerging from a road to my left. It was moving into the road, blocking more and more of my path. I thought that the driver would see me and I didn't think I could safely stop so I attempted to go around the front. He continued to emerge and the gap that I was heading for closed before I could get through. I tried to brake knowing that a crash was inevitable. The police are blaming me for the accident and want me to go on a driver awareness course. I don't think I was to blame because I was going under the speed limit. Am I likely to succeed in a claim?
Stan, Yeovil

A I would need to see all the police and witness evidence before giving you a detailed opinion. Whether you were there to be seen when he pulled out will be crucial.

'You may be able to recover some compensation'

to liability. As he was already emerging when you first saw him it is likely you were not there to be seen when he decided to pull out.

Although you are unlikely to recover 100% of your compensation you may well succeed in part. Even though you were travelling within the speed limit at the time, your opponent will likely argue that you were going too fast for the road conditions (the bend) and had you not been you could have safely stopped before the crash with the farm vehicle.

Andrew Campbell
Solicitor and author of the MCN Law column for the last ten years

Visit www.bikelawyer.co.uk or email andrew@bikelawyer.co.uk or call 01446 794169



THE BUYER
FANTASY SHOPPING ON A REAL-WORLD BUDGET



JOHN FALLON
Every week we give a different rider a wodge of fictional cash and ask them to 'buy' the bike that sets their soul on fire. This is John's pick...

'What I'd buy right now with' £8000

1975-1980 Moto Guzzi T3

John Fallon has spent his life chasing down, fixing and selling Italian classics. In 2008 he turned his passion into a business, setting up Made In Italy Motorcycles. Since then he has specialised in everything from Laverda Jotas to Ducati bevel models and even a few MotoGP bikes from his Suffolk showroom. So what would he spend his own money on?
"If money was no object, I'd buy a 1970s Ducati 900 Super Sport or a 750 GT but you are looking at £25-£35,000 for a good one, mainly as they cost so much to restore. Sadly, they have priced themselves out of the market for most riders."
"At the moment sub-£10,000

+ Solid, cheap, classic that you can ride and enjoy

- Lack a bit of sex appeal compared to some rivals

Moto Guzzis are where the market is at and that's where I would spend my cash. When you get inside an old Guzzi it is a bit like taking apart your dad's Ford Anglia as it is good, old-school, engineering. That's not to say they are slow, a Le Mans will happily do 125mph, which is impressive for a 40-plus-year-old bike. That said, I'd go for a more relaxed model.

"I'm really into the old T3 or California models, which have higher bars and are easier

and more fun to ride while still offering good performance. £7000 to £8000 will get you a beauty. As Guzzi made so many of them there are a few £3000 'bargains' out there but you are better off spending the extra on a nice one - it is easier to keep a good bike good than recover a shonker! Believe me, I speak from hard-learned experience.

"Yes, old Guzzis suffer a few electrical gremlins, but the engine, chassis and shaft drive are strong and parts are pretty cheap and easily sourced - certainly compared to a classic Ducati. You can buy a mid-1970s Guzzi and take it touring in Europe with a fair degree of certainty you will ride it back onto the ferry afterwards."

£6000
1975 - 2021
PRICE CHANGE
NEW TO USED



Go Guzzi to get into Italian classic bikes



WATCH OUT FOR

- The electrics can be an issue, check all the warning lights etc work.
- The T5 isn't as desirable, go for a well sorted T3 instead.
- Rusty old shonkers - buy a good one!



Packed with character and reliable, too

The depreciation slider of doom

1975	£2000
1980	£1200
1985	£800
1990	£600
1995	£800
2000	£1500
2005	£2500
2010	£4000
2015	£5500
2021	£8000

OR GRAB ONE OF THESE...



1976-1978 Moto Guzzi Le Mans Mk1 £10,000-£16,000

Built from 1976 until 1984 there are three Le Mans superbikes powered by the 844cc motor, Mk2 and Mk3 models are cheaper. Check it's a real Le Mans!



1972-1980 Moto Guzzi California Mk1 £6000-£10,000

Initially built for the LAPD, the California has been in the range pretty much since it was first launched. Aim for a 1970s Mk1 version but Mk2 and Mk3 are cheaper.

'OPEN IT UP'
YOU'RE NEVER RIDING ALONE



'There is nothing more important than wellbeing'

MCN Editor, Richard Newland, talks about how the completely immersive nature of bikes saved his soul

Health is a multi-billion pound business. Whether we're being sold magic potions to kill the germs in our toilets or washing machines, or being saved from Covid by incredible vaccine-inventing scientists, our physical health is something we're bombarded about 24/7. But serious taboos still exist when we talk about mental health.

Not long ago I would've struggled to even relate mental health concerns to my own life. Stress was just something that you deal with; bad days were just something that happen; depression or feelings of worthlessness just jarring potholes along the highway of life. But the reason none of these things felt extraordinary to me was that I'd been processing them all my life, self-medicating with motorcycles, and taking great strength from life-long friends, family and exceptional colleagues.

Perhaps ironically, it's the current threat to our physical health that's opened my eyes to the power of these influences

on my own mental wellbeing. Not being able to ride bikes every day has hit me hard - while being unable to see family and friends and working in isolation at home have added further pressure.

But time in my workshop tinkering with projects has been hugely cathartic and every single time I press the starter button on one of my bikes and nose out onto the road it's like jumping on a time machine. I feel all the thrill and privilege of riding bikes with the same euphoric fervour I first felt as a kid. It's medicine to my

soul, the soap with which I wash away the stress and doubts of life. But lucky to have it - and to have people to talk to. Not everyone does. And the biggest group of people who reach rock bottom and choose the most final solution available are middle-aged men: your average UK biker.

If you're struggling, please know that you are not alone - there is a positive way forward. The first step is calling CALM.



Finding a way to open the door to your happiness is crucial

NEED HELP?

Call CALM on 0800 58 58 58 (from 5pm-Midnight, 365 days per year) Or go online to webchat at: thecalzone.net