

Talking point

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MCN
LAW
Your tricky legal
questions answered

Copying will kill new bike innovation

I started reading your Voge versus Honda MCN 250 test (MCN, September 8) but stopped when your tester observed that the Voge was a copy of the Honda and the Voge spokesperson claimed that their bike was developed independently. Seriously? My message to bike buyers out there: if you support companies that copy their rivals instead of innovating, then very soon there will be no innovation at all. There must be a reward for creation and effort. Rant over. As Ogri would say to Malcolm.. 'You bought one of those?'
Andrew Cowman, email



Write something that spikes our interest, and you could get selected for the Star Letter slot. and receive this brilliant Maintenance Pack from our friends at XCP worth £30

Racing's double standards

So, nerfing a competitor off isn't worthy of a one-round ban if the next round is in Spain and you are Marc Marquez. Fast forward to Aragon and you can exceed track limits on the final lap without penalty if you are MM93. I think all those who have been penalised in the previous rounds should have their results adjusted. Race control have lost their way big time.
Edward Ruddle, email

Real bikes for real people

All I want is a mid-sized bike that is built to take a pillion as well as a rider with panniers and a topbox. All the current crop seem to have stepped seats with pillion seats on little pads stuck up high above the rider. With the fashion for retro bikes, can I ask that someone build a touring bike with decent seats as per the Honda Deauville? I am fed up with having to keep considering older bikes because nothing modern meets my needs. I do not have the resources or desire to buy big bikes such as the BMW RT.
Terry Rose, email



'Swap you some biscuits for MCN?'

Barking, but not mad

Thought you might like this shot of our border collie pup making up her mind about our next machine.
Jayne Clifton, email

Epic but not in a good way

I felt you'd all like to hear about my eight-and-half hour slog to get home after breaking down while riding my Daytona 675. The saga started at Newport Pagnell services on the M1. My first call took place just before 6pm when I rang my

insurers. At this moment I was safe, a bit annoyed at breaking down but at a motorway services and 'enjoying' the over-priced food.

The recovery van turned up at 7.45pm. They jump-started my bike and I thought I was fine to head for home... Wrong, very wrong. The 675 made it to the next junction where the lights cut out and I had to take the first exit onto the A509 and pull into the first layby before the engine died again. I rang the recovery team who had just been to see me and was told the job had been 'closed' and I'd need to ring and arrange a new job.

Because it was out of hours I was told I wouldn't receive any text alerts. I rang multiple times during the next three hours because I was in such a dangerous spot with cars speeding past. I was finally picked up at 10.51pm and taken to South Mimms where we arrived just before 12pm. Nearly home? Not quite, I was told on the way I'd be relayed between trucks, and the next guy would be another hour. Where's an Olympic relay team when you need one?
Stephen Pilsworth, email

Ride out to help out

Triumph's idea for visiting biker cafes is a great idea at any time and especially now (MCN, September 15). Riders might also like to consider the challenges biking faces today and join us. MAG lost a fortune with cancelled rallies last year but could make all that back if a few of the people who have always meant to join actually did. Sign up online at www.mag-uk.org.
Ian Mutch, MAG President

Big thanks to the sponsors

I love BSB, MotoGP and WSB and want to thank the hundreds of sponsors who make it possible. I wonder why they spend the thousands they do? Do they get a return on their investment? I hope they do because millions of people appreciate their support, I for one look at all the logos on the leathers and race bikes, sometimes searching the internet for the ones I don't recognise. I wish I could spend money with each and every one of them, but will definitely visit Buildbase for my kitchen next year.
Graham Hammond, Bournemouth

Don't blame Rea

With reference to the Rea/Kawasaki protest about Toprak exceeding track limits at Magny-Cours, who is to say that it was Jonathan and not his team who made the protest? You can understand why Kawasaki might protest as they seem to be the only team not allowed to upgrade their bike. So if the organisers are playing dirty by capping Kawasaki, why shouldn't Kawasaki use WSB's own rules to their advantage?
Neil Chapman, email

Q 'I feel lucky to still be here'

Unfortunately, I had an accident in May when riding home when a car pulled out of a side road in front of me. The problem is, I was doing around 60mph in a 40mph limit so I am being charged with dangerous driving. I accept I was going too fast but it was on a long straight and he should have seen me and not pulled out. I have been told by my insurer's solicitors that they will not claim compensation for me due to my speed but they will help with defending the criminal case. Am I prevented from claiming compensation? I was hurt but I feel lucky to still be here to be honest.
Ryan, Cleethorpes

A There are many decided court cases where motorcyclists have been exceeding the speed limit on a main road when someone pulls out into their path, resulting in an accident. It will be important to establish the sight line that was available for the car driver - that

'The problem is, I was doing 60 in a 40mph zone'

is for how long you would have been visible to him had he looked properly.

Motorists joining a road are obviously under a duty to ensure it is safe to pull out and this includes not just looking but taking the time to judge the speed of any approaching traffic.

These cases are very fact-specific but you are likely to succeed with a compensation claim, but with you accepting some degree of contributory negligence as a result of your excessive speed.

Andrew Campbell

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

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