

Talking point

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MCN
LAW

Your tricky legal questions answered

What a great celebration of women

It was great reading the women riders supplement in the July 21 issue of MCN. Maybe we are all a bit guilty of thinking biking is a male "thang". I particularly liked the section on the pioneers, which reminded me that I first came across the name Beryl Swain in 2019, whilst walking around Walthamstow. I saw this mural painted on a wall in tribute to her (see right). She might not be known by many, but I wonder if John McGuinness has a mural painted of him? This tribute was painted by top female artist Helen Bur.

Graeme Martin, Kent
Ed: London-born Beryl was of course the first woman to race solo at the Isle of Man TT.



Write something that spikes our interest and you could get selected for the Star Letter slot and receive a voucher for £25 (excl postage) to spend online at www.mandp.co.uk

We're a growing force

My daughter Jayda Howe is a 15-year-old from Ipswich who races in Thundersport Superteens GP3. It was great to read the supplement on women in biking but it was a bit disappointing that there was only one young female racer included – there are in fact lots racing across different classes and it would be good to see them get some coverage. In the class Jayda races there are five girls and in Fab-racing they have eight girls in different classes. Ages range from 7-21.

Shona Howe, email

Tilly was the real deal

Your 'Women Riders' supplement was brilliant, thanks. I was really pleased that you included a short piece on Beatrice 'Tilly' Shilling, the feisty female engineer who developed a simple device to stop Spitfires and Hurricanes misfiring on tight manoeuvres. But, did you know, that she refused to marry her boyfriend George Naylor until he had got himself a Brooklands Gold Star, as she had for a 100mph lap of the famous circuit on her Norton



Rickman Street Metisse... stunning!

M30? She was a keen bike racer, switching to cars after the war.

Chris Myers, email

True breath of fresh air

Kudos to whoever came up with WoMCN. Likewise to Richard and the wider team for having the cop-on to do something so bloody obvious without it feeling twee.

Mark Hucke, email

Great Rickman memories

I was sorry to hear in MCN last week of the passing of Derek Rickman. I

met both Don and Derek back in early 1967 when I took my friend Peter Brewis to collect the first ever Rickman Street Metisse from their New Milton factory, which he had won in a Road Safety competition sponsored by MCN in the Autumn of 1966. Peter had been presented with the bike at the Motor Cycle show in Earls Court the previous November and it was believed to be the first road bike in the world to feature hydraulic disc brakes.

The trip to collect the Metisse was made on my BSA Gold Star through some pretty foul weather from Birmingham to New Milton and the somewhat unusually dirty Goldie made a marked contrast with the new Metisse.

John Mills, email

Fantastic step forward

It is a big step forward in last week's issue to aim it specifically at women riders, particularly as many are now taking up the reins, as it were. Although still in a minority they should be welcomed with open arms. Now, is there a chance of addressing another group that seem to be

overlooked? The smaller rider. Actually, I'll make that louder – THE SMALLER RIDER! I am vertically-challenged, and it is of no small consequence (pun unintended) that most of the new bikes to market have remarkably tall seat heights. It's now getting to the point where I immediately check the spec column for the seat height before deciding on whether to read the article.

Tony Bullion, Peterborough

Inspirational move

I would like to send you my upmost appreciation for last week's publication celebrating 32 pages of women involved with all aspects of motorcycling. I am a big fella who has been biking for 30 odd years, and have subscribed to MCN for many years also. My daughter, who is soon to be 16, has been riding pillion with me since she was about nine old and loves it. She read the said publication with serious interest. This has given her some great positives and a plan on how she will get a bike of her own.

P Jones, email

Scotland: the new NZ

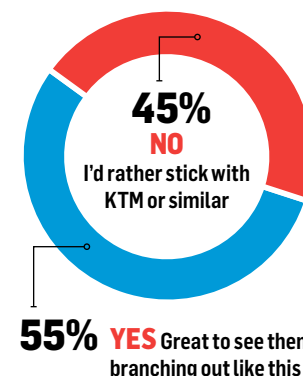
I've been up in Scotland since last Thursday, having covered 1600 miles so far. I rode in New Zealand in 2016, which was stunning, but if you can't get to NZ, Scotland is very much like that country.

I found an old timber road with 29 miles of stunning scenery ending up in Bettyhill. Then there is a fantastic ride from there to Tongue. You just have to be prepared to use your map.

Julian Flute, Shrewsbury

READER POLL

Would you buy an off-road Triumph?



Q 'Skip was left with no lights'

A few weeks ago I was riding my bike, at night, along a poorly lit road having just finished my shift. I was travelling within the speed limit when I suddenly noticed an large, unlit object parked about 10 or so metres away from me in the carriageway. I had no time to stop. I tried to swerve but wasn't able to in time and instead collided with what turned out to be an unlit skip. I broke my ankle and will now be off work for a few months. Do I have a claim?

Darren Roberts, London

A You may have a claim. Section 139 of the Highways Act 1980 deals specifically with skips that are deposited on carriageways. It states that the relevant highway authority may impose conditions that relate to the siting of the skip, its dimensions, its colour and lighting to make sure the skip is immediately visible to oncoming traffic.

As the skip was unlit then

'You may be able to make a claim for negligence'

this is indicative that it may be found to have constituted both an obstruction and a source of danger to road users. This would be enough to succeed in negligence.

However, the Defendant will likely raise contributory negligence arguments for not keeping as good a lookout as you ought to. It is not unforeseeable that you could be found largely at fault so it would be sensible to instruct a specialist solicitor to make sure you achieve the best possible result.

Andrew Campbell

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

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