

Talking point

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MCN
LAW
Your tricky legal
questions answered

If it's good enough for football...

Rant time I'm afraid. According to my local paper we had hundreds, if not thousands, of football fans gathering in York in the various bars singing, shouting and chanting. 20,000 Scottish football fans descending on London doing as above and 40,000 fans crammed into Wembley. Most travelling on public transport. Yet we had a mere 4000 fans at BSB at Oulton Park, in the open air, with Covid restrictions: pre-book, stand here, stand there, don't do that, don't do this, use a face covering, don't cheer, etc, etc. Seems to me that if it ain't got a ball, it ain't sport. Double standards, my motorcycling comrades.

Rich Carter, Huntingdon, York



STAR LETTER

DOUBLED

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

Covid's double fault

Wimbledon 100% capacity, Wembley 45,000 crowd. All crammed in together. Donington World Superbikes? 4000 limit and all spread out around the full circuit. Where is the logic behind this decision? Eurosport will probably cut to the tennis or some bicycle race as well.

Ian Kenworthy, email

Bit harsh there, John...

John Mc Guinness was a bit harsh on Viñales (MCN, June 30). I can't remember when McPint last got pole in a MotoGP. No, clearly the fault lies with team boss Lin Jarvis. He has never managed to extract the best from both riders in his squad. There have been dividing walls and all sorts in the past. Clearly Jarvis fancies Quarty to win the championship and has given him the best service, techies and tyres as the season progressed to make sure the Yamaha riders don't split the available points. As a result, Vinny has spat the dummy. Viñales expected the Rossi treatment from Jarvis after No46 fell out of the nest



Gareth and brothers off to Oulton

and he didn't get it. You reap what you sow and at the Yamaha team it was discontent they were sowing.

Tim Wild, email

Great to get out there

Here's me and my brothers heading off to Oulton (above). It was the first time all of us have managed to attend BSB together and we took the opportunity to ride over from North Wales. Big thanks to Phil's wife Carol for sorting the tickets as a gift for his 60th. It was great to be back at a bike event and enjoy some live

racing. From left to right: Tim, Geoff, Phil and Gareth - the Taylor brothers. Keep up the good work.

Gareth Taylor, email

Turn up the bike noise

This year's ITV4 highlights of the MotoGP are increasingly annoying. For some reason the bikes are barely audible, all I hear is commentary. With the onset of electrics, I want to hear these incredible machines.

Jim Hawes, Northampton

Bikes shunned by E10

Just checked the Government's website regarding E10 and vehicle compliance. I can't believe how poor and misguided this site is with so many motorcycle manufacturers being simply left off. Bikes are the future of green travel, after all.

Dan Fantham, Sussex

It's a crushing blow

After reading the article about the destruction of motorcycles seized by constabularies, I wonder if this is the best use of an otherwise fully functional machine. Youth services are stretched beyond belief due to

cutbacks and I am sure that with the right placement instead of turning them into scrap these machines could have been used to teach youngsters how to ride or maintain them properly.

Nick Kendall, email

Too much temptation

I have been getting MCN since the 1970s. Every week I open the pages and think 'Oh I want one of those,' then turn the pages and think, 'No I want one of those!' I'm driving my wife mad! I'm sure this is the same for many riders. But I definitely won't stop getting the paper, even though I hate you (not really!).

Ade Powell, Wallasey

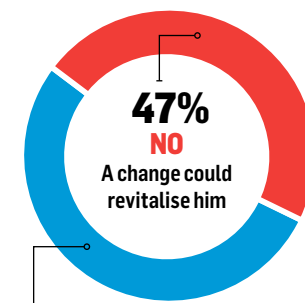
Not stuck in the past

I am not surprised by the flurry of letters bemoaning the end of motorcycles as we know them, namely those powered by petrol and making rather a lot of noise. Nostalgia and resistance to change are human nature and always have been, yet progress has always rushed forward. Nostalgia becomes confined to the elderly, who sustain attractions such as steam locomotives. There is room for both, but the nostalgics cannot hold back the progressives. I will continue to enjoy parading a 1951 Manx Norton and a 1956 International, sharing them with smiling enthusiasts, but I shall be quite receptive to any tech that makes no noise and drips no oil as soon as the infrastructure is there to support it and provided it still gives me the extraordinary sensations that swooping around undulating country roads offers.

Tom Lonsdale, email

READER POLL

Was Viñales mad to quit Yamaha?



Q 'It's hardly the Tour de France'

This time of year we are plagued by the usual infestation of MAMILs (middle aged men in Lycra) on their bicycles. Each weekend we come up behind a group of them and usually one or more insist on riding close to the centre white line. This is particularly annoying when the roads are narrow and twisty and often marked with double white lines making it impossible to pass and generally there is a large queue of traffic behind them. I suggest the cyclists are riding without reasonable consideration. I would appreciate your opinion.

Rob Williams, email

A Cyclists have just as much right to use the highway as other road users. However, there are rules with which they should comply. The Highway Code states that cyclists:

- Should never ride more than two abreast, and ride in single file on narrow or busy road and when riding around bends

'There are rules that cyclists have to follow'

- Should be aware of traffic coming up behind
- Must not ride in a dangerous, careless or inconsiderate manner

The offences of inconsiderate, careless and dangerous riding are found within the Road Traffic Act 1988: Inconsiderate cycling is cycling which falls below that of a reasonable road user. Careless cycling is cycling conduct which falls below that of a reasonable road user. Each case will depend in the precise facts.

Andrew Campbell

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

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