

# Talking point

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## 'Fight for our biking rights'

I don't agree with blanket speed reductions on rural roads, as I think each route has to be taken on its own merits (MCN, August 31). How many accidents are caused by impatient drivers stuck for miles behind a typical myopic 'Sunday driver' doing 20mph everywhere yet STILL slowing down for bends? These so-called trials of speed restrictions need some serious public consultation, and I would urge all bikers if they're not already members, to join MAG to fight these proposals. MAG are working hard for our rights. **Colin Humphries, Hampshire**

**STAR LETTER**

Write something that spikes our interest, and you could get selected for the Star Letter slot. Each week one lucky reader will receive an MCN T-shirt in a variety of different designs

## It's actual police we need

With regard to proposed 20mph speed limits. I'm an advanced driver who does about 6000 miles a year on the bike and 12,000 in the car. I drive a lot in Bradford, which is known to be the car crime capital of Britain. The things I see each and every day would make your hair curl, and I'm glad I took on all the extra training, it keeps me safe. Driving standards have practically disappeared because we are more or less policed entirely by cameras. Therein lies the problem, when did you last see a marked police vehicle with serious Class 1 drivers present? I can tell you that it's probably a long time ago and that, in my view, is what the roads are missing and all in the name of cost reduction. **Brian Broughton, email**

## Education holds the key

I agree with Richard Newland's Welcome comments on p3 of the August 31 issue. We need improved education. What would I suggest?  
 ● Additional training certificate to



Malcolm's Cromwell saved his life

drive or ride on motorways within six months of passing the test  
 ● Compulsory training for cyclists  
 ● Mini-CBT for all learners to gain an appreciation of motorcycles  
 ● Include segment in all car, lorry & motorcycle tests which shows accidents & deaths caused by road users who were on their phones  
 ● Increased sentences for causing death or serious injury through driver/rider negligence. **Nigel Davy, email**

## Mooneyes was my saviour

The helmet might not have helped Lawrence of Arabia (MCN, August 24) but it definitely saved my life... 1966, multiple injuries (none to my head), 19 months in hospital, took two years to be able to walk and kick start another bike. Now I just press a button and enjoy every ride on my Burgman. I hope ex-racer John 'Mooneyes' Cooper sees this. I was a big fan and just thankful I was wearing his lookalike helmet. **Malcolm Robbins, email**

## Limits don't stop speeding

There is reason why councils are making arbitrary decisions to reduce limits to unnecessary levels: it is the lack of driving standards caused by the absence of police on our roads. It seems to me that an increasing element of society is saying 'I'll do what I like because I won't be caught by the police'. People regularly come through our village (30 limit) at 60+mph with no fear of prosecution. **Andy Smith, Colchester**

## Council jobsworths

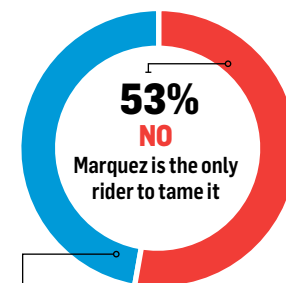
I agree with James Griffin about diesel spills (MCN Letters, August 24). Many years ago on my way to work I went round a roundabout and felt the rear tyre slip. Luckily I was able to control the bike, I went round again keeping well into the side to have a look, and sure enough there was an oily patch on the road. I worked for the council and even passed the council yard so called in to alert them. Instead of them saying they would see to it, I was informed they would report it at 9am when the offices opened and get authorisation to go out. That would be almost one and a half hours of delay. How many motorcyclists could have slipped on the road during that time? **Bill Kitchen, email**

## Ambassadors for biking

I'm a retired Pan European rider who was a Senior Observer and founder Chairman of Durham Advanced Motorcyclists, and was staying near Aviemore over the weekend of the great Thunder in the Glens bike meeting. I felt glad to be sharing the roads with such a good-humoured, patient, skilful bunch. I didn't clock a single instance of impatient, rash or illegal riding. The only glitch I saw was caused by an inattentive car driver, who would have had a minor bump when reversing from a parking space, if an alert biker hadn't done the driver's thinking for her and neutralised the potential problem. **John Bell, email**

## READER POLL

Can Mir cut it on the Honda RC213V?



47% YES He's a MotoGP champ and has the right skills

## MCN LAW

Your tricky legal questions answered

### Q 'Can I claim in France?'

I was on a riding holiday with friends in France in September 2021 when I was involved in an accident. I was riding at the rear of the group and a car was waiting to come out onto the road to my right. My friends all went past but the driver obviously didn't see me and pulled out in front of me. I had no time to avoid the crash and went flying over the bonnet landing on the road. I spent four weeks in hospital in France and have been concentrating on my recovery since. Can I claim against the French driver? **Ruth, email**

**A** Yes, you will be able to claim for this. You will need advice on the correct jurisdiction for claiming compensation (be it France or in the UK) which will be fact specific and too detailed to be dealt with here. Different countries have different rules and different time periods in which to bring a claim.

### 'In France you have ten years to make a claim'

For example, in England and Wales it is three years from the date of the accident, but in France it is ten years from the date when recovery from the injuries have plateaued. Compensation in France is fairly generous, compared to for example Switzerland where you need a devastating injury to receive compensation. Your solicitor will instruct an agent law firm in France. These are complicated cases, so instruct an expert.

### Andrew Campbell

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

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