

Talking point

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They must have some bad shocks

I seem to keep seeing owners of high-mileage bikes with somewhat proud comments about still being on the original fork oil or and shock. Do people really think this is impressive? To me it's akin to saying "my handling has gone to hell but I still haven't thought about changing or servicing my suspension!" Utter madness if you ask me. Suspension needs servicing just like any other part of the bike does – if not more.

Dan White, email

Ed: You're not wrong, that's why suspension maintenance is a regular topic in our How To features



STAR LETTER

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



Anyone help a GP fan?

Due to an unfortunate sequence of events (including my bike breaking down en route) I attended the Silverstone MotoGP event more than a day later than planned. As many will remember the event was totally sold out and as a result the programmes had been snapped up before my arrival. As a life-long collector I have race programmes from every event I have attended – so my plan was then to try and obtain one after the event. So far, I have drawn a blank but wondered if anyone had a spare copy and is willing to sell. Maybe someone who bought a copy for the event or subsequent reading but is not such an avid collector / anorak as myself? Condition is not too important, and I am willing to pay a fair price.

Trevor Richardson, Hull

Have we all gone soft?

I read the first bikes page every week and most of the contributors are (like myself) probably now into middle age and beyond. Most wore little or no protective gear and yet are here to tell a tale. Have we gone



MCN reader Phil found this in his tyre

too far in expecting the worst by dressing for war on every ride and losing the spontaneity of a ride in casual gear? Maybe it's one of the reasons biking has lost its appeal to the masses. I'll prepare to duck.

Lee Watkeys, email

Ed: Just a reminder that we love seeing first bike pics of every description. Send your shots to yourpics@motorcyclenews.com

That left me deflated

They say you should expect the unexpected, well this drill adapter

and socket which embedded themselves in the rear tyre of my BMW GS were a bit of a shock. Ride safe everyone.

Phil St John, email

Warning on wildlife

Several years ago a rider was killed in an accident on a straight B-road in our village with no other vehicles involved. This has often played on my mind, especially as there is a gateway into a field nearby; I always wondered if the lad had swerved to avoid an animal. Just recently I read that there had been a lot more RTAs involving deer due to the usual seasonal culls of old/excess deer being hampered by Covid regs. Thinking back, I have had a muntjac run into my car (although it did £200 of damage, the animal ran off apparently unhurt!) and friends have had cars written off after collisions with deer.

Mark Lorne, email

Age limits are right move

Your article on age limits in racing (MCN, November 3) shows that the professionals consulted all agree in

principle with raising limits at entry levels. This appears to be at odds with the reader poll but could this be due to the question asked "Will a lower age limit make racing safer?" which, I think, could be misinterpreted by some. We have a long established education system: Infants > Primary > Secondary > 6th Form for good reason. That is all that is being proposed now.

Jim Cripps, Essex

Don't bash Binder

The debate going on about the last lap of the Moto3 race in the Algarve is a load of tosh. The whole weekend was hyped up over the title race between Acosta and Foggia, forgetting that there were over 20 other riders in the race whose job and only reason they were on the start line was to WIN, irrespective of who was going to take the title.

If you believe we need new rules and penalties for racing incidents then be careful what you wish for because it will almost certainly lower the excitement. Perhaps those calling for changes would like to see rules like 'no overtaking in the braking zone'.

I believe Binder should have his race result reinstated and the Leopard Team should grow up.

David Shanahan, email

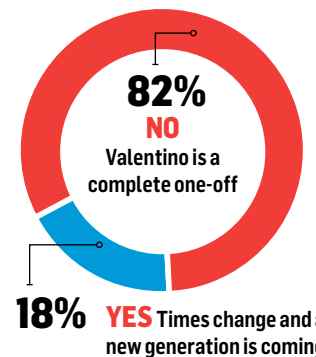
Order up the spares...

I fear the new satellite Yamaha Team need to invest in another truck just to carry all the spares they are going to need for Darryn Binder next season. He is gonna rack up a big repair bill. And maybe also a good legal team would be handy.

Trevor Parsons, Coventry

READER POLL

Will there ever be a racer as popular as Rossi?



MCN LAW
Your tricky legal questions answered

Q 'My bike wasn't in the way'

Last week I got my hair cut and parked on the pavement outside. I was under the impression that this is allowed so long as the bike doesn't create an obstruction. Mid haircut I was being issued with a ticket. I asked the parking intendant about my interpretation of the law and he disagreed. I'm not going to appeal it but just wondered if you might clear the issue up as I struggled to find anything definitive online.

Ralph Gurrey, email

A Rule 244 of the Highway Code states that: 'You must not park partially or wholly on the pavement in London, and should not do so elsewhere unless signs permit it. Parking on the pavement can obstruct and seriously inconvenience pedestrians, people in wheelchairs or with visual impairments and people with prams or pushchairs.'

Section 15 of the Greater London Council (General Powers)

'It can come down to the warden's interpretation'

Act 1974 makes it an offence to park on pavements in the Greater London area but there is no specific reference to other areas of England or Wales.

Outside of London, or 'elsewhere' as the Highway Code states, you can only park on the pavement if there is sign that permits you to do so and you are not causing an obstruction.

What constitutes an obstruction is subjective and it will therefore come down to the traffic warden's interpretation of the case.

Andrew Campbell
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