

Talking point

mcn.letters@motorcyclenews.com  motorcyclenews  motorcyclenews  MCNnews

MCN
LAW
Your tricky legal
questions answered

'It's super unleaded all the way'

Your article regarding E10 fuel vs super unleaded made interesting reading. It is good to have a comparison between the two fuels based on a reasonably controlled test rather than anecdotal views. Taking your results a step further for the 'typical' 5000-mile rider – based on your findings, it would equate to a cost of £640.50 to run E10 against £633.50 to run super unleaded. This therefore not only represents a better running bike, but also a £7 saving! I think I will now use super unleaded fuel in my Tiger 900 and look forward to enjoying spending my £7 on a free extra gallon of fuel and still have 30p left.

Chris Smart, email



Be our Star Letter writer and win these DXR Code Evo Boots worth £79.99. They are available exclusively at www.sportsbikeshop.co.uk

Super for your engine too

Your feature on the benefits of Super Unleaded fuel was a welcome, if belated, reminder of the benefits of 97/98 RON petrol. But you forgot to mention the other advantage – the 'performance additives' that help engines run clean, reduce friction and the fuel stay 'fresh' longer.

Chris Myers, Kenley

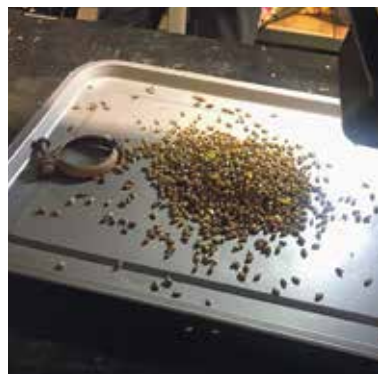
E10's not the answer

I'm in the motor trade and clients tell me that when they use E10 their consumption goes up and their cars don't feel right. I would suggest that if you have to use E10 then you should swap to E5 for every other tank. Your comparison proves the fuel is not as good as they say.

Dave Crawford, email

'New' code makes sense

I have been reading with interest about changes to pedestrian rights of way/priority at road junctions. Forgive me, but this isn't new and while it's a few years since the 1970s when I studied the Highway Code this was the rule then (or my memory, of course, may be fading!).



Who's set up home inside the bike?

Therefore, for the last almost 50 years of riding and driving that's a rule I've followed. I just thought this rule like others had simply lost its way over time. NB I have never been hit from behind when following the code, a few peeps on the horn but no contact. I welcome this reminder but doubt it will be practised or enforced consistently.

Bob Broadhead, Rotherham

When rodents attack...

The joys of living in the country, eh? Pesky mice ate through my air

filter, made a nest in the airbox and munched the indicator cables. Thanks to John and the team at Moto Cave in Swindon it's all sorted.

Mike McIntyre, email

PS No mice were harmed, etc...

Blue-tinted spectacles?

So the Breitling Triumph has a 'two-tone blue tank' to match the Thunderbird immortalised by Marlon Brando in *The Wild One*. That made me laugh... the movie was in black and white.

Nick Tulloh, email

Riding out the storms

I would like to say a massive well thank you to the organisers of the first round of the MXGP at Matterly Basin. After storm Eunice unleashed chaos over the weekend of February 20, they somehow managed to reschedule everything and put it on the following weekend. With blue skies and only moderate winds, although it was a bit fresh, the racing was amazing and the view of the track was incredible with spectators being able to see the full track from

several different vantage points. All in all, it was another other great biking weekend to remember.

Mya Floyd, email

It's Manx Radio TT for me

Thank goodness for Manx Radio TT. Spectating at the TT demands commentary that is properly live. Choosing live streaming commentary that has a 20-second delay built in, is in effect having history brought to you 20 seconds after it has happened. Bearing in mind a start time difference of 10 second intervals this will mean that on lap one at least three bikes could pass your hedgerow viewing point before you hear commentary on the first bike going past. Great for armchair TT fans watching from home, but not so great for those of us committed to visiting the event.

Chris Lawton, email

Calling Captain America

I purchased the attached *Easy Rider* motorcycle this week and thought it may be of interest.

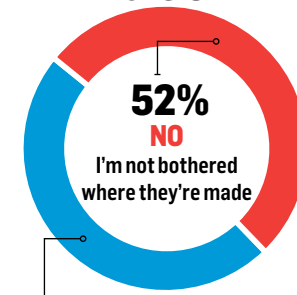
Nathan Colclough, email



How's that for an iconic replica?

READER POLL

Would you pay more for a Triumph built in the UK?



48% YES It makes them feel that bit more special

Q 'Did my lawyer get it wrong?'

Just over three years ago I came off on a diesel spill which covered about a quarter of a roundabout. The police told me that there was nothing they could do and my insurer appointed a solicitor, but because they never found out which vehicle was to blame, they dropped the case. I've done some research and came across the Motor Insurers' Bureau. I called my solicitor about this but he said it wouldn't succeed and, anyway, I am out of time. Am I able to claim compensation for potentially wrong legal advice?

Jessica, Bromsgrove

A This is clearly an accident arising out of the negligent use of a motor vehicle on the road and therefore you should have been advised to submit a claim to the Motor Insurers' Bureau under the Untraced Drivers' Agreement. This is because an untraced road user was likely to blame in not properly securing the fuel cap or by

'You need to look at suing for the loss of a payout'

overfilling the tank, thus causing the diesel to spill.

I believe your solicitor was wrong to say that the MIB would not have paid up. However, you only have three years to claim, assuming you were an adult at the time. You therefore need to look at suing the solicitor's firm for compensation for the lost chance of a successful claim to the MIB had it been made in time. You should obtain the highway authority records of the clear up operation and the police report which should record the spill.

Andrew Campbell

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

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