

Talking point

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MCN
LAW
Your tricky legal questions answered

Time to raise the safety game

Hats off to BKS for producing a textile suit with crash protection that matches top-spec leather (MCN, December 15). The police, who had a hand in designing this, and other emergency services, have special requirements and deserve the best – and that is now the £2500 made-to-measure BKS100SX. However, I can't help thinking that, where safety is concerned, the gap between the best gear, such as BKS, and what the average Joe wears on his daily commute gets bigger and bigger. We need better products, at a reasonable price, made to better specs than AA, Level 1 – and we won't get them unless we make clear what we will and will not accept.
John Whittaker, email



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



their nails as they were able to take part in a basic service. We shall be scheduling more workshops in the future. Get in touch at admin@themotorcycleworkshop.co.uk.
Jeanette Masters, The Motorcycle Workshop, West Sussex

Bolt-ons can be green

In order to preserve our rights to modify bikes we need to modify the Government's thinking. The target should be emissions tests. Imagine an MoT certificate that carries your vehicle's emissions results. When you use this to get your road tax you are taxed on the results – higher emissions = higher tax (deliberate changes made post MoT could be covered by a declaration). The bolt-on industry would thrive making systems that reduce emissions and have the benefit of giving older vehicles a longer life.
Paul Hughes, email

Are you doing your bit?

As a MAG life member and local group rep, I receive many emails from bikers about issues we face both locally and nationally. More often than not, these emails are from non members. When I joined MAG about 20 years ago I was told to look on it as a union for bikers – pay your subs (currently works out at 52p a week) and let a small army of volunteers take the fight to the decision-makers. It's OK saying MAG should do this or MAG should fight for this or that but it's a relatively small organisation that needs every penny. So before telling us what MAG should be doing, ask "what am I doing to help MAG?"
Manny, Leeds and Bradford MAG rep

STAR LETTER

Q 'Will I only get 30% compo?'

I was filtering slowly past a line of slowly moving cars on the right-hand side using the area within broken chevrons. When I was next to one car it pulled out to the right and knocked me off. I couldn't have avoided it by braking or steering as I was alongside the car's window when he started his turn. Fortunately, there was no oncoming traffic and I was only slightly hurt. The car driver's insurer is claiming that I was overtaking and the accident was mainly my fault, therefore they have offered me 30% of the compensation. Is this worth pursuing with a solicitor as I am not happy with the figure? I realise you should only ride in chevrons when necessary and safe but I was cautious when filtering and the driver clearly didn't look.
Richard Johns, email

'The driver clearly didn't look before he turned'

The definition of "necessary" and "when safe to do so" are open to judicial interpretation based on specific facts in the particular case. The many cases like this I have dealt with have resulted in 75% to 100% compensation for the biker. I would rely on the case of Davis -v- Schrogin, which went 100% in favour of the rider.

There are many less favourable cases that insurers like to argue.

I would need to see all the relevant evidence to give advice on liability. Things like relative speeds of the vehicles, the presence of a junction and the chevrons will all be relevant. I suggest you get a solicitor to help you on this one.

Andrew Campbell

Solicitor and author of the MCN Law column for more than ten years

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Warmer hands = safer rides

Yet another great review of yet another fantastic new bike from Triumph – the Tiger Sport 660. New technology can be very useful and this bike has plenty as standard but, as you mentioned, no cruise control. OK, I guess most of us can live without it, but the one thing we do all need, especially this time of year, is hands that can work the controls properly. Why in the world don't manufacturers fit hand guards and heated grips as standard on machines that are destined for colder climes? In my opinion these relatively low-cost items are some of the best safety features for helping keep things under control when the temperatures drop.
David Lumpkin, email

So long as it's two wheels

As a motorcycle commuter into London for 35 years, like many I was concerned about the introduction of the ULEZ. My Kawasaki 500 was too old and I didn't fancy paying the daily charge. What to do? My commute is from Dunton Green, near Sevenoaks to Peckham, south



A bit of electric beats the ULEZ

London – approximately 20 miles. On a good day it takes 50 minutes, but with the traffic and poor visibility, more like an hour. At 61, I need to keep fit and once or twice a week would cycle in and back. This takes from 1hr 15mins to 1hr 45 mins. The thought of cycling every day did not fill me with glee but I didn't want to buy a new motorbike. Then I thought about what ULEZ is trying to achieve and there was a 'penny drop' moment. Get an e-bike! This is what I have done and it has transformed the bike ride.

Going in takes 5–10 minutes longer than the motorbike but coming home is wonderful. The motor kicks in at 16mph and it is like having a massive tailwind or helping hand to push you up the hills.

Peter Ashlee, email

Who needs a reg plate?

Certainly Norton's V4 cafe racer is eye candy (MCN, December 15) but they've done it yet again... left off this legal necessity which invariably looks like an ugly afterthought – the number plate. I must also say the rear hugger looks like it will stop zero crud off the rear wheel – too tiny and too low. I still want one!
Paul Garrod, Portsmouth

Dirty fingernails...

A wonderful morning was had last month when we held our second Ladies' Motorcycle Maintenance day. Eight women were able to learn the basics of looking after their bikes, and which tools were must-haves – I'm sure a few of them asked Santa for a torque wrench! One or two enjoyed rolling their sleeves up and getting grease under

READER POLL

Is the Govt right to cut e-bike grants?

