

Talking point

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LAW

Your tricky legal questions answered

'It's time for built-in bike security'

My 2018 Fireblade was secured to a lamppost by an Almax Series 3 with a Squire lock. There were disc locks on both wheels along with a throttle/brake lock and it had a cover on it. All were angle-grinded off (and they even stole the Almax!). Living in London, I knew it was at risk but hoped it was secure enough to thwart any attempts. Surely the tech exists for manufacturers to be able to fit a lockable deadlock (either physical or electronic) to the gearbox to stop a bike being wheeled away? Until inbuilt security gets better, I simply can't afford another new bike.
Andy Morrison, email



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Can't kick the habit

My mate and I took a trip up to Kit Hill in Cornwall last weekend. Looking around the bikes and riders, one thing became apparent during the ongoing conversations with fellow grey-haired enthusiasts: the thing that has kept us all riding more than anything else is the electric starter. We were looking at a glorious Gold Star and it soon became clear that very few of us had a knee capable of starting it!
Will May, email

He should know better

Disgusted that Pecco Bagnaia has been caught drink driving. Surely this multi-millionaire role model can afford a taxi.
Ray Bell, email

Kindness of strangers

I passed my test in 2020 and my first big bike was a 1999 Honda CBR600F. I loved it and used it to explore a lot of the UK. Last July I headed out on a lovely summer evening to North Wales. Conditions were perfect and



Mark is raising cash for Air Ambulance

I was enjoying making my way through the roads of Denbighshire. Unfortunately, this all came to a stop when I was involved in a head-on. I woke up surrounded by many people and was eventually airlifted to hospital where it was discovered I had multiple injuries, the most serious being a fracture to my C2 vertebra. The thing that's really struck me is the kindness of strangers. Whether that be Wales Air Ambulance staff, the staff at

Royal Stoke University Hospital, the Police, or the wonderful biker, Matt, who stayed with me the whole time whilst I was on the side of the road. His kindness made all the difference. For now I'm focused on raising money for Wales Air Ambulance. I've started up a Just Giving page if anyone would like to donate: www.justgiving.com/fundraising/mark-kempself
Mark Kempself, email

Don't wreck MotoGP

Dorna look to be making the mistake of 'over managing' the riders in MotoGP just as F1 has with their drivers. I would have hoped that stewards would be making better quality decisions given their knowledge and experience, but it seems that common sense was not a requirement for the job. Fabio Quartararo is not a frivolous crasher, these things just happen sometimes. If he was, that would be a different matter. Be careful Dorna, don't ruin our sport!
Andrew Hayes, email

Cut the comedy Jake...

As a supporter of British Moto2 rider Jake Dixon, I do wish that he would improve his pre-race interview technique when being interviewed on TV. Too many times now Jake is trying too hard to be funny with the mic in hand and is turning every interview into a farce. Please stop it Jake, it's just not working mate. Try watching the TT rider interviews.
Gene Plews, Lincs

Test rider bragging rights

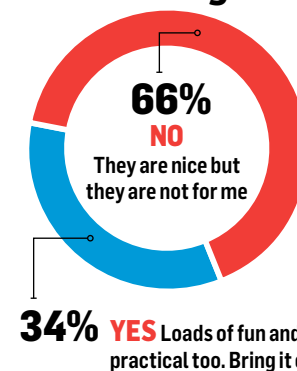
It occurred to me that as a stunt for Day of Champions, how about a superpole session for the test riders? Imagine, Guintoli v Bradl v Crutchlow v Pirro v Pedrosa for bragging rights as fastest test rider!
John Randall, Llandovery

Don't fry the planet

Governments and industries are committing to stop burning fossil fuels so that we don't turn the planet into Venus. The end state isn't going to be electric vehicles charging from coal power stations; it's more likely to be Europe (including the UK) getting energy from Sahara solar arrays, North Sea wind farms and Norwegian tidal turbines – the energy used as green or blue hydrogen and electricity across industry, transport, home heating, short-haul aviation and more. Replacing petrol vehicles is a vital and urgent part of the effort, so please get on board the green-hydrogen-powered bus before we cook the planet for our kids.
Mark Hucke, Portugal

READER POLL

Tempted by the new breed of sporty middleweights?



Q 'Do I have to settle?'

A few weeks ago, I was out on a ride in Wiltshire. I came up to a row of stop-start traffic, so I carefully rode by the queue on the outside. I was going about 30 on a 60-limit road, a speed I thought was safe as I know the road well, and there were no junctions where I was overtaking. After overtaking a few cars, one pulled out to do a U-turn right in front of me with no indication and I went over the bonnet. My solicitors say I am 50% to blame and should accept that offer from the other side. I remember a case where the biker got all his compensation in a similar case to mine. Am I right?
Jeremiah Brown, email

'Bring this case to your solicitor's attention'

A As with all these cases, each one turns on its own facts and I would need to see the police report and witness statements to give you accurate advice. However, the facts of your case are indeed very similar to the facts in the Court of Appeal case of Davis -v- Schrogin from 2006. In that case there was one lane in each direction and, like you, the biker was overtaking a long line of traffic on the outside. The biker succeeded 100% because he was established and was there to be seen had the other driver looked. In that case the other driver also failed to indicate so there was nothing that the motorcyclist could have done to avoid the accident. I would suggest that you bring this case to your solicitor's attention.

Andrew Campbell

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

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