

Talking point

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Sounds like a bargain, but is it?

Really good read on the new CFMoto 700CL-X (MCN, October 13), it looks and sounds like a contender. However, talking from experience of buying a left field motorcycle, another valid factor in cost is upkeep. I notice the service intervals are still only 3K miles for the CFMoto, where a Triumph Trident is every 10K. Just looking at the "mileage hunters" in this very issue you could easily be looking at 10K per annum. Let's just use ballpark numbers and say 10K per year for four years at £150 per service the Triumph would cost £600 whereas the CFMoto would be £1950 thereby clawing back more than the price difference.

Andrew Thorpe, email
Ed: See MCN250, p29



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



Don't ride like idiots

I went for a ride to a bikers café near York and what I witnessed was truly staggering. I was travelling on a mud-covered country road from the venue and what I was seeing has left me shocked. There were waves of motorcyclists overtaking and undertaking through blind crests and blind bends! It was truly horrifying. It beggars belief how sane folk can ride like that.

Mark Wardle, email

Don't knock DCT bikes

Honda's DCT is not for everyone, of course, and bike testers don't always get on with it, but despite this it does have many users. To get the best from the system, the rider needs to use it as it was intended by the engineers for different road scenarios by applying manual or automatic options, then the system can be as rewarding as a manual motorcycle in my opinion.

Keith Foster, email

Fazer is a real stunner

At last, a shout out for the Fazer 1000 from Philip Weston last week.



That's 56,000 miles and counting...

I've had two over the last decade, then moved on to the FZ1. They're fantastic all-rounders and the 150bhp makes for great touring. Mine's done 56,000 miles.

Charles Crowley, Lancashire

Tyres favour electronics

Can anyone explain why Michelin stopped producing hard carcass tyres? This has left riders like Rossi with far less feedback and unable to use their sixth sense riding skills instead of electronic rider aids.

Peter Johnson, Guisborough

Downsides of E10 petrol

Most recent motorcycles (and cars), certainly from 2010 on, should be E10 compatible; the issue lies with the relatively short shelf life of E10 with analysis stating this is no more than three months. At or after this time, which will be temperature dependant, the ethanol breaks down and causes condensation. Also, you may well find your fuel won't take you as far, as before; this is because one litre of petrol requires 1.5 litres of ethanol to produce the equivalent energy output. If you are using your bike on a regular basis, then E10 shouldn't be an issue. However, if, like mine, your bikes are garaged from the end of October to the following Easter then it may be worthwhile brimming them to the top with E5 super unleaded to minimise problems come next year.

Jim Williams, email

What fuel can I use?

I have a 1997 Triumph Daytona but haven't been able to ride it lately because I can no longer buy fuel without ethanol in it that will

dissolve my fuel system. Is this the end of my biking days? Should I be expecting a cheque from the Government for the value of my bike or a modern equivalent? Have I just been forced to retire from biking after 38 years due to being too poor to buy a new bike?

Adam Davies, Weston-super-Mare
Ed: Super unleaded is still on sale – although you may experience a few supply problems at the moment.

Endurance racing rules!

I was watching the EWC endurance racing from Most in the Czech Republic, and wow... what a fantastic finish to the season. After six hours of racing there was a 0.07-sec gap between first and second. We were riveted to our seats for six whole hours, waiting for the final lap. If EWC racing is going to be like this in future, then bring it on.

Alan McLaughlin, email

Cameras not shaken

Whilst I enjoyed your article about the Bond vehicles, I imagine I'm not alone in wanting to find out more about the bike with the camera rig attached. Could you feature it and tell us more about how it works?

Charlie Ryack, email

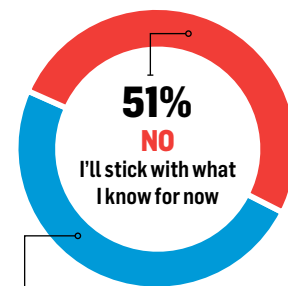
Triumph's too-tall Tiger

I went straight to the article on the new Tiger Sport 660 thinking 'at last a nice little bike for my short wife to go touring on', but stopped in my tracks and closed the page as soon as I saw the seat height. Let's hope that there will be a lower seat option available to make the Tiger suitable for a wider range of riders.

Eddie Mingo, email

READER POLL

Are you tempted by Kawasaki's hybrid plans



49% YES It could offer a real way forward for biking

MCN LAW

Your tricky legal questions answered

Q 'Do I need to get a drop kerb?'

My neighbours have recently complained about me parking my bike on the tiled area at the front of my property and crossing the pavement to get it there. They think that I need permission to keep my bike there and that I need to apply for a dropped kerb directly outside my property, instead of using the one at the end of the pavement. I have parked this way for over 20 years, but they have now threatened to contact the council. I have checked with the police and am satisfied that I'm allowed to keep my bike on my property, but I've had difficulty finding a definitive answer about what the law says about crossing the pavement. The situation is causing a great deal of distress and I would be most grateful for your help.

Cameron, email

'It all depends how far you are going on the pavement'

The key issue will be how far you travel along the pavement to park. As you would expect, the Road Traffic Act 1998 prohibits riding on pavements generally; however, there is an exception that allows you to do so for up to 15 yards (45 feet) if the purpose is to park your vehicle. The requirement that you go over a dropped kerb to cross the pavement is contained in the Highways Act 1980. That means if you are travelling under 15 yards along the pavement there's no issue, whereas, if it's further, you would need to apply to the local council for a dropped kerb outside your property.

Andrew Campbell

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

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