

Talking point

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'Lucky to walk away from it'

A day out with a mate was spoilt by a negligent driver spilling diesel onto the roundabout at Uppingham. I approached to go right so the slick could not be seen until I started to turn in... Front washed out and I was down. The road was like ice as I and the other road users (commercial, vans, cars and motorbike and an ambulance that stopped to offer help) moved the bike. I reported the RTA to the police, and requested a road clean up before any other accidents occurred. I was lucky, but the image that comes to my mind is the posters from some years ago *Diesel Spills Can Kill*.
James Griffin, email

STAR LETTER

Write something that spikes our interest, and you could get selected for the Star Letter slot. Each week one lucky reader will receive an MCN T-shirt in a variety of different designs

Britain's got talent

Excellent review of Thruxton BSB, but no mention of the Junior Talent Cup. Anyone watching the latest season will have been amazed by the riding skills of these riders, and watching Johnny Garness running away with the series, winning by margins of up to 9 seconds over the rest of the field, and then seeing this (just turned) 14-year-old on the podium, dwarfed by 17-year-olds on either side, is sensational!
Kevin Robson, email

BMW ruffled my feathers

I had an unlucky bird strike on my 2016 GS. Having dealt with the blood and feathers my heart sank, knowing the bike had the Iconic paint scheme, of which there were only 100 GS (alongside 100GSA and other models) I realised the likelihood of a quick off-the-shelf part to replace the broken nose was slim. The first dealership (where I bought this and a previous GS new) effectively laughed. The second was more helpful, but BMW were not.



Unwelcome bird/bike interface

They were unwilling to provide the paint codes. Some six weeks later a paint shop managed to obtain the correct details and do a fantastic job of hand-painting the stripes. I am, however, left furious by BMW.
Gareth Davies, email

Top marks to Thruxton

Pre-covid you printed a letter of mine with issues regarding sanitation, water supplies and shower problems at Thruxton. I

duly received a call from the circuit promising things would get better. Well, they have! All the facilities at BSB were up to the task - a great improvement. Our group were also impressed with the way camping pitches were marked and set out (take note Silverstone MotoGP).
Chris Randell, email

Come on you Cheetahs!

With two weeks off work, I was determined to get out on the bike. Unlike many of your readers with their 500 miles-in-a-day continental jaunts, the furthest I made it was to the reopened Oxford speedway stadium. Impressed by the against-all-odds (and the commercial reality of housing development) story I thought I'd give it a go. Not many other bikes in car park, but a big crowd. I took all of my prejudices with me, only four corners, only four laps, only four riders, hardly BSB is it? And I've been back ever since, what a great night out, and you can see how hard it is by being so close to the action.

With my Eurosport subscription, I even got to see the British GP, what a great event with a British winner: congratulations Dan Bewley. I'm hooked. "Come on you Cheetahs!"
Graham Carey, email

Serious forces at play

I read your article on arm pump and the reader letter from Dr Andrew Coe with interest (MCN Letters, August 10), but I think he doesn't understand that the cause of arm pump is the rider having to support his body weight (multiplied by maybe 2+G) via his arms every time he brakes. It is not caused by the action of the fingers on the lever. Modern brakes and sticky tyres mean small lever pressures but massive retardation.
Andrew Hayes, email

Transalp tyre troubles

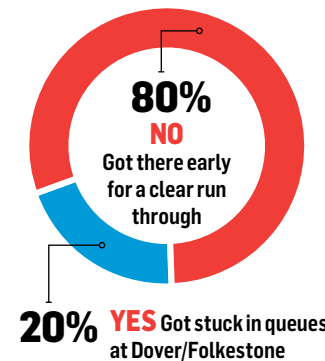
I have recently tried a Michelin tyre on my Transalp, and the fitter was not happy with the result. In effect, the band is too small to rise onto the rims as necessary, leaving one part of the final radius around 3mm smaller than the rest. The ride is similar to a cobbled street, and frankly dangerous. Has anyone else had a similar issue?
Roger Shrimpton, email

Not as dim as you think

I am fed up with road testers complaining that Honda dashboards are dim - they are adjustable from one to five but leave the factory set to level two.
Bob Livesey, Lancashire

READER POLL

Have you been held up at Channel crossings?



MCN LAW

Your tricky legal questions answered

Q 'Clueless over crash process'

I was recently involved in a near miss on my bike when a black SUV turned across my path. By some miracle, I managed to go around it without losing control, but I was very shaken up afterwards. I can't stop thinking about how it could have been worse but also that, if I had been hurt, I would have been clueless about what to do after an accident from a legal standpoint.
Jennifer, email

A It's a requirement to notify the police after an accident involving injury, so if you were able to, you'd need to call 999. They will ask if you need an ambulance etc.

You should exchange details with the third-party driver including their name, registration, make and model, and their contact and insurance details. Try to remain as calm as possible and don't apologise or admit fault during any discussions. If there are witnesses, get their details, too.

'If you can, take pictures of the accident site'

Take photographs of the damage and the resting positions of your bike; the third-party vehicle; and the accident location, and try to make a note of anywhere nearby that might have CCTV. When the emergency services arrive give them a full account and write the police incident number down or record it on your phone. Write down exactly what happened down while it's fresh in your mind and inform your insurance company.

Andrew Campbell

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

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