

# Talking point

mcn.letters@motorcyclenews.com motorcyclenews motorcyclenews MCNnews

## 'Hillier is a true legend'

What can I say about James Hillier? The man is a hero. He is already a TT hero and now he's finished his first Dakar, in the unsupported class at that... the word legend doesn't do this man justice. Shame I can't say the same about Eurosport's Dakar coverage. What the hell are they playing at? I was watching the action for 14 days straight and did they bother to show the final day, Stage 14? Of course not, they just repeated Stage 13 and then several frames of snooker. Neil Chapman, 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

## Rip off TV charges

Each year I hand over £25 per month to watch MotoGP on BT. Now comes the announcement BT Sport are raising prices to £29.99, that's nearly £360 a year. I just wish you could pick one sport and pay less, especially as I already subscribe to Discovery for other bike content. Frustratingly, Discovery+ cover MotoGP in India for just £3pm! Pete Thompson, Northampton

## Rad wrecks Goldie looks

The very nicely written BSA v Enfield test (MCN, January 25) covered all the important details but avoided overall appearance. It was honest of MCN to show so many front views of the BSA when most publicity photographs of the Gold Star have been side or rear quarter views. With good reason... the RE wins the beauty contest, hands down. Air-cooled. Perfect classic looker. An ace design overall. Well done RE. The BSA loses due to a radiator copied from a Model T Ford. Steve Hearn, Suffolk



Radiator from a Model T Ford? Bit harsh, but it's hard to hide away

## Charges make zero sense

I have had the same issue as John Laughland (MCN Letters, January 25). I ordered a pair of Merlin waxed cotton trousers from FC Moto for £110 but Parcelforce wanted £99 to import them! I also bought a TTT Escape watch from REC Watches in Denmark (beautiful thing) circa £1600, import tax £220! However, this does not seem to be the norm. I ordered a toolbox from Italy. They used DHL, no import tax at all. Is

it Parcelforce? Or is it down to the distributor? One thing's for sure, we can be certain it's to do with Brexit! Phil Cross, email

## Round the bend

I notice that motorcycles are being advertised as having cornering ABS. Surely if a bike has ABS the wheels should not lock up even when cornering. If the system only works in a straight line it should be renamed SLABS - Straight Line Anti-lock Braking. Carl Jensen, email

## Go for triple A

Reference Ben Clarke's remark in last week's MCN: "The VJ-4 scores an overall CE rating of A and - to be honest - the fabric feels a little on the flimsy side." The 'A' classification is only suitable for low-speed urban riding. Although EN 17092 no longer describes the abrasion test settings as velocities, but uses revolutions per minute; before the change was implemented, for legal reasons, the

abrasion test settings for Class A garments were 45kph for the areas at most risk of impact and abrasion (the areas covered by the shoulder and elbow protectors), 25kph for areas at moderate risk of abrasion (eg back, back of sleeves) and no requirement for all other areas at lowest risk of abrasion.

These are, however, settings for test apparatus in lab conditions and should not be assumed to represent the level of protection which might be provided in real world incidents.

Furthermore, the abrasiveness of the test surface is comparable to asphalt and concrete, whereas surface-dressed roads of the type found in the UK are in the region of four-and-a-half times more abrasive. Consequently, whilst Class A garments might provide sufficient protection for riders commuting at low speeds in the urban environment, anyone planning to travel at motorway speeds should consider a minimum of Class AAA - with a cross-check of how garments have performed in the MotoCAP tests (www.motocap.com.au).

Paul Varnsverry, Technical Director, PVA-PPE Group

## Follow the French

On the subject of saving us all money with MoT changes, the Government quotes other countries, including France where the MoT is every other year. It is worth noting that French motorists don't pay road tax, instead it's included in fuel duty and when buying and selling. Kevin Robinson, email

## MCN LAW

Your tricky legal questions answered

### Q 'Who should be paying up?'

I was riding home in Luton. A bus had pulled over in the other lane and as an oncoming car moved out to pass the bus a woman stepped out - the car swerved to avoid her but entered my lane and forced me to take evasive action. I came off and was fortunately not badly hurt, but the bike and my kit were damaged. My insurer is saying they cannot recover my excess because the car driver did nothing wrong. Is this right? What about the pedestrian?

Roger S, email

A You didn't do anything wrong. The car driver and pedestrian did. She should not have tried to cross a road in front of a bus. It is foreseeable that other vehicles may be overtaking. Likewise, it should have been foreseeable to the car driver that when a bus has pulled over, pedestrians may try to cross

### 'See if you can get the CCTV from the bus'

the road in front of the bus. It will depend on the precise movements to give an accurate liability apportionment.

Many buses have CCTV front, back and side so you should obtain footage as it will show exactly what happened and where everyone was positioned. Your insurer should pursue the car driver's insurer and if they want to bring in the pedestrian then they can. She may have house contents insurance covering third party liability.

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

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YAMAHA DT50MX

On my NSU Quickly in 1972 and dreaming of a proper bike (see my other photo below). John Twitcheat



NSU QUICKLY

My youngest brother Chris and I on my first motorcycle, a DT50MX. I am riding Triumphs these days. Matt Turner



NVT RANGER 50

Here I am as a seven year old in the 70s with my NVT Ranger 50cc twist and go. What a haircut that was. Colin Simpson



ARIEL LEADER

With my new Ariel Leader aged 16 in 1959. I have a Burgman now and raced a TZ350 and NSU in between. Rob Charles



CZ 175

Not exactly a dream bike but luckily my CZ 175 wasn't the complete nightmare it was for some. John Twitcheat



YAMAHA FS1-E

This was taken back in 1976... I think you can tell that from the flares and haircut. John Wilson



SANYA 125

My first bike was this Sanya 125. It had a constant oil leak but was great other than that. Ruby Preece



HONDA CB250N SUPERDREAM

Here is my husband as the proud owner of his first bike. It'd be a great surprise for him to see it in the paper. Lynn Forster

YOU NEVER FORGET YOUR FIRST BIKE  
A blast down memory lane  
Send your first bike pics to: [yourpics@motorcyclenews.com](mailto:yourpics@motorcyclenews.com)

## MCN

### How to get in touch

Motorcycle News,  
Media House, Lynchwood,  
Peterborough, PE2 6EA

#### EDITORIAL

Editor Richard Newland, [richard.newland@motorcyclenews.com](mailto:richard.newland@motorcyclenews.com)  
Deputy Editor Emma Franklin, [emma.franklin@motorcyclenews.com](mailto:emma.franklin@motorcyclenews.com)  
Office Manager Alison Slcox, 01733-468025, [alison.slcox@motorcyclenews.com](mailto:alison.slcox@motorcyclenews.com)

#### SPORT & FEATURES

Editor Michael Guy, [michael.guy@motorcyclenews.com](mailto:michael.guy@motorcyclenews.com)  
Sports Reporter Josh Close, [josh.close@motorcyclenews.com](mailto:josh.close@motorcyclenews.com)  
Reporter Saffron Wilson, [saffron.wilson@motorcyclenews.com](mailto:saffron.wilson@motorcyclenews.com)

#### BIKES

Group Editor Andy Calton  
Chief Road Tester Michael Neeves  
Senior Writer Chris Dabbs, [chris.dabbs@motorcyclenews.com](mailto:chris.dabbs@motorcyclenews.com)

#### NEWS

News Editor Dan Sutherland, [dan.sutherland@motorcyclenews.com](mailto:dan.sutherland@motorcyclenews.com)  
Assistant Editor, Bauer Motorcycling Ben Clarke, [ben.clarke@motorcyclenews.com](mailto:ben.clarke@motorcyclenews.com)  
Staff Writer Stuart Prestidge, [stuart.prestidge@bauermedia.co.uk](mailto:stuart.prestidge@bauermedia.co.uk)  
James Armstrong, 01733-468391

#### PRODUCTION

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Group Art Director, Motorcycling Steve Herbert-Mattick  
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Kelly Mills, [kelly.mills@bauermedia.co.uk](mailto:kelly.mills@bauermedia.co.uk)  
Group Digital Commercial Director Rob Fairburn, 01733-366455  
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James Armstrong, 01733-468391  
Account manager  
rebecca.jackson@bauermedia.co.uk

#### Classifieds

Sarah.Frisby@bauermedia.co.uk  
Dealer Team  
Phil Martin, 07784-234101

#### Marketing Manager Sarah Norman

PUBLISHING  
Publisher Rachael Beesley  
Managing Director Niall Clarkson

#### H BAUER PUBLISHING

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