

Talking point

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Big grids are too risky for young stars

John McGuinness is right to highlight yet another young rider lost in our sport with the death of Dean Berta Viñales (MCN, September 29). The most accomplished riders in the senior classes (MotoGP, WSB and BSB) race in 20-plus grids. So why do the junior (and support classes) race in packs double that size? Either we need tougher standards of entry to race (and therefore reduce the numbers) or we halve the grid sizes but have more heats, and a top-20 style Showdown Finale to find the overall winner. The racing authorities must act.

Jim Cripps, Essex



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



Time for change on age

In his September 29 column, John McGuinness considers the tragic death of 15-year-old Dean Berta Viñales following a Supersport 300 race and questions whether 13, 14 and 15-year-olds should be racing on track at all, suggesting 18 as a minimum age. He also asks whether having 42 youngsters in a world championship race is a good idea. For what it's worth, I think that competitive track racing is so dangerous that only those able to understand, weigh and remember the risks, should be doing it. I would guess that some, but very few, younger riders could do this.

Andrew Coe, North Lincs

Ed: It seems that the majority of readers agree, see this week's poll

Triumph followed my lead!

I am pleased to see the new Triumph 660 Tiger Sport finally unveiled. When the 765 was mooted several years ago, MCN suggested that a half-faired version might be released. However, when I asked at the big shows the Triumph staff denied all knowledge of such a bike



One step ahead of the Triumph lads

so I eventually decided to create my own. I bought a used 765R and grafted a Honda 600 Hornet fairing onto it. I had it sprayed by a friend and designed the logo to describe it as a 765GT. I also added panniers, the Australian market rear mudguard, spotlights, uprated horn and other items. Unfortunately, the Covid virus scuppered my plans for any continental tours but I hope to make more use of it in the future. Perhaps Triumph could still look at making a 765 sports-tourer to fill the gap in their range between the

660 and the 1200, my fees would be very reasonable.

Reuben Fowles, Yorkshire

Ed: You've done a good job there!

If the bike fits, ride it...

Like previous correspondents, I have been trying to make sense of seat heights. I have found some real porkies in the specs quoted by some manufacturers, perhaps from Bavaria. It has taken me a while to work out that the inside leg is not the whole story. I only weigh 70kg and this can have quite an impact in addition to the width of the saddle.

So make sure you sit on any purchase before you commit.

Mike Coombes, email

Ed: Or even better, ask the dealer for a test ride before you flash the cash

No Time to Triumph

Your *No Time to Die* feature was good, but I'm sure not all the bikes in the film were Triumphs - the amazing city jump at Matera was a much smaller, lighter bike (as it would have to be). This has got to be the most spectacular bike shot in the film. They've stuck a Triumph

logo on the tank but made no other attempts to disguise it. That wouldn't have worked anyway as the bike is half the size of the Triumph and probably half the weight. I'm told the rider was Brit Paul Edmondson, four-time World Enduro Champion. The boy deserves plenty of credit!

Chris Myers, email

Whatever next?

Just catching up on MCN after a quick break away. Now in my early 70s, I had the usual number of spills, all lowish speed with nothing broken on me at any rate, my attention was drawn to two items which made me check the calendar to make sure it wasn't April 1. Firstly, Jetpack Aviation from California have announced their jet-engined flying bike which can reach 15,000 feet. As if we didn't have enough inherent dangers at ground level! Secondly, the review of the new GSX-S1000GT, which looks an impressive bit of kit to someone who has never owned a Suzuki, reveals that with smartphone connectivity you can now access your calendar on the road. Really? Am I getting too old?

Jim Patterson, email

Airbag gear saved me

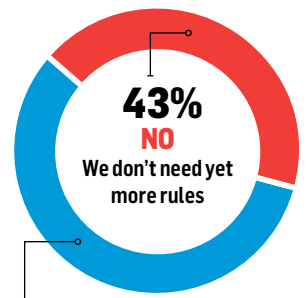
Airbag kit is worth every penny. I had a nasty accident on October 3 where I hit a stationary van on my MT-10 and woke up several minutes later. I was wearing an RST Textile Airbag jacket which inflated. Nothing broken, emergency services were brilliant. Stay safe.

Simon Redford, email

Ed: See p28 of our awards special

READER POLL

Should there be a minimum age for racers?



57% YES The dangers are becoming far too great

MCN
LAW

Your tricky legal questions answered

Q 'Accident has left me nervy'

I had an off in May and have been too nervous to get back on a bike - and don't see that changing in the future. In my compensation case my solicitor told me I can't claim for the future use of a car rather than a bike. If I hadn't had the accident, I would have continued to use my bike most of the time and not the car. Unfortunately, the car is much more expensive to run than my motorcycle was. Over the next ten years of commuting this will be a lot of money. Why can't I claim for this cost?

Mark Griffiths, Scunthorpe

A It sounds like it is psychological reasons that are keeping you from getting back on a bike. I see this a lot and it is usually due to something called a "phobic anxiety disorder", the phobia being riding a bike.

Psychologists recommend a course of cognitive behavioural therapy (CBT) and in my experience it works most of the

'A course of CBT therapy may help you recover'

time. However, if that treatment doesn't work it is generally accepted that there is a valid claim for the increased cost of running a car as compared to a motorcycle.

You are correct to say that over the years this head of claim can really add up. I would suggest your solicitor arranges to send you to a psychologist for an opinion. You will then know if you have a phobic anxiety disorder and, if so, you can have treatment and take it from there with regards to making a claim for ongoing costs.

Andrew Campbell

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

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