

Talking point

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'Don't let Brands have all the fun'

Stuart Higgs gives a good account of the new BSB format, with perfectly understandable weighting of the final round (MCN, January 25). I follow the series with great interest every year, attending to watch the live action when it is within reach of my home in the Pennines but resorting to TV for the finale. I am left a little uncertain who will benefit most under the new points regime but one thing is certain: the greatest spectacle every year is reserved for those living in the south east. Brands Hatch is a pig to get to for those of us in the north, so how about sharing it out over the years?
Tom Lonsdale, West Yorks



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

Dangers of MoT changes

I have been an MoT tester since 1978 and seen many changes. I would say on the whole bikes are generally better looked after than cars although you still find some bad examples. MoTs are not perfect but they should be strengthened, not weakened. Most testers can tell you of things they think should fail when the DVSA say we should only advise. Back in Covid I failed a car on a dangerous item, a suspension arm corroded through, and when we checked a week later it had been given a six-month extension. We all find dangerous items the customers are not aware of, such as tyres with cords hanging out of the inside out of view due to wheel alignment problems. If cars like these are not going to be checked for two years, there will be accidents.
Mike Smith, email
Ed: See reader poll (right)



Steve Kiener with his Craig Vetter-kitted Suzuki T500 in 1972

it reminded me of my first bike – a 1969 Suzuki T500 I bought from a friend (when he got out of the hospital) after he ran it into the back of a car. In the spring of 1970 I was in the parking lot of Sportland, a local motorcycle shop in Urbana, Illinois, when Vetter approached me and said he had a spare seat/tank unit he had designed and made for his 500 that would fit my bike. I bought it for \$100. I rode it until the fall of 1972. Even rode it two-up to

northern Michigan (it was a round trip of about 900 miles).
Steve Kiener, Cincinnati

Time for hydrogen?

I care about our planet but should we agree with making everything battery powered? I am a British-born South African, and I was commenting on the lack of electric vehicles in SA when my friend reminded me that electricity there often gets shut down for many hours. So how are we going to power these amazing machines in the outback, Africa, Asia, South America, any remote place? It's all well powering Europe, but we are not the centre of the universe. And then look at the process for making a non-recyclable battery with lithium? Seriously? Time for hydrogen or something else.
Paul V Toomer, email

BSA's weight problem

Just read your comparison test of the BSA and Royal Enfield 650s. I like the look of the Gold Star but

the weight needs shaving down a fair bit. I own a new Ducati Monster which is a near 1000cc and the kerb weight is 25kg less than that of the BSA. Less weight equals more performance and for us old timers, I am 74, weight is important. If the Gold Star is aimed in part at senior riders then this needs to be addressed seriously.
Richard Pawelko, email

Vetter's electric dream

I was delighted to see Phil West's feature on Craig Vetter, but it should have mentioned Craig's latter-day enthusiasm for electric motorcycles and the help he gave to Terry Hershner to transform his standard 2012 Zero DS into a record-breaking machine on which Terry heroically crossed the USA unassisted in only five days, way back in 2013.
Paul Blezard, London

Glorious GSX-R

So, it's a modern cliché that we were obsessed with sportsbikes, but then they went too far and we ended up in a much better BMW GS world with heated grips and aids for everything. Maybe so, but the road that led us there was strewn with glory. Just been out on my new-to-me Gixxer 750 K7 on wet January road dodging the snow... and it's truly legendary. There is nothing like an inline four screaming down some empty B-road to make you feel like you've been wired into a bolt of lightning... another sportsbike rider passed me going the other clearly feeling exactly the same.
Toby Varney, Somerset

MCN LAW

Your tricky legal questions answered

Q 'Out of pocket after physio'

I was involved in an accident in 2020 where a car did not stop at a junction and knocked me off my bike. The car driver admitted responsibility. I was injured and my medical expert recommended that I attend physiotherapy. The sessions were in the late afternoon which meant that I had to take time off work and I was not paid as a result. My legal team (instructed by my broker) tells me I cannot recover my lost income, which I find hard to believe. Is this correct?
James Wright, email

A I don't see a reason why you can't recover your loss of earnings for attending physiotherapy which has been medically recommended as a direct result of the accident. The aim of the claim is to put you into the financial position you would have been in had the

'You need to ask for a full explanation'

accident not happened. I think there must be more to this. Perhaps they are arguing a failure to mitigate your loss by not attending physiotherapy outside of work hours. Or perhaps you are self-employed and trying to claim an hourly rate but unable to prove a loss to your business due to being at physiotherapy sessions. I suggest you ask your legal team for a proper explanation of precisely why it is they are saying you cannot recover your loss of earnings.

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

Visit www.bikelawyer.co.uk or email andrew@bikelawyer.co.uk or call 01446 794169



HONDA CB350

Here I am with my 350 Honda in 1978, clearly I thought I was Barry Sheene back then. **Glyn Jones**



TRIUMPH TROPHY

Here's Arnold Steadman up to speed in 1994 riding his Triumph Trophy. **Sophie Steadman**



TRIUMPH TIGER CUB

My sister and I on my first bike aged 15 in 1956. I'm still riding in my 80s but now on a Honda Grom. **Ken Wilson**

Not his first bike, but the first one I ever had a go on age 12. My uncle David Clarke is still riding it in his 80s. **Garth Dale**



BSA A65 SPITFIRE



HARTFORD LEGION 125

My daughter Emma with her Hartford Legion 125 she rode to the 2014 TT and took on a lap around the course. **Bob Whiting**



HONDA SS125

My first bike back in 1971 with Julie on the back, we are still friends and both retired, but not from biking. **Phil Hobday**



BSA B31

My late parents during their courting days sitting on my grandfather's BSA in the early 1950s. **Allan Murray**

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



HONDA CB200

This teenage creation was based on a Benley... another bike that would be worth too much now. **Tony Summerscales**

MCN

How to get in touch

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

EDITORIAL
Editor Richard Newland, richard.newland@motorcyclenews.com
Deputy Editor Emma Franklin, emma.franklin@motorcyclenews.com
Office Manager Alison Sloan, 01733-468025 alison.sloan@motorcyclenews.com
SPORT & FEATURES
Editor Michael Guy, michael.guy@motorcyclenews.com
Sports Reporter Josh Close, josh.close@motorcyclenews.com
Reporter Saffron Wilson, saffron.wilson@motorcyclenews.com
BIKES
Group Editor Andy Callum
Chief Road Tester Michael Neeves
Senior Writer Chris Dabbs, chris.dabbs@motorcyclenews.com
NEWS
News Editor Dan Sutherland, dan.sutherland@motorcyclenews.com
Assistant Editor, Bauer Motorcycling
Staff Writer Stuart Prestidge, stuart.prestidge@bauermedia.co.uk
James Armstrong 01733-468391
PRODUCTION
Senior Production Editor Simon Brown
ART
Group Art Director, Motorcycling Steve Herbert-Mattick
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MOTORCYCLENWS.COM
Online Editor Gareth Evans
ADVERTISING
Group Commercial Director – Automotive Gareth Ashman, 01733-366444
Commercial Director – Motorcycling
Ketty Mills ketty.mills@bauermedia.co.uk
Group Digital Commercial Director Rob Fairburn, 01733-366455
Key Accounts
Shaun Collins, 01733-468229 shaun.collins@bauermedia.co.uk
Account manager rebecca.jackson@bauermedia.co.uk
Classifieds
Sarah Frisby sarah.frisby@bauermedia.co.uk
Dealer Team Phil Martin, 07784-23401
Marketing Manager Sarah Norman
PUBLISHING
Publisher Rachael Beesley
Managing Director Niall Clarkson

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CEO of Bauer Publishing UK Chris Duncan
Chief Financial Officer Bauer Magazine Media Lisa Hayden
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