

Talking point

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High-risk move from GP bosses

So we are to have Sprint Races from next year, will it attract more viewers on a Saturday? Yes. Will it dilute the Grand Prix brand? Yes. Will more riders get injured? Most probably, yes. But most importantly at a time when series bosses Dorna are trying to curb costs, isn't it inevitable that one of the two bikes each rider has will be turned into a Sprint Race Special, increasing costs considerably? Yes. Do I look forward to next year with interest? Also yes.

John Barker, email
Ed: See this week's poll on the new Sprint race (below)

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

MotoGP's catching up

I'm so pleased to hear that Moto GP has finally caught up with bike racing in the UK. We have, of course, had sprint racing in this country for many, many years: it's called club racing.

Mike Morris, Suffolk

What about workers?

Regarding proposed 20/30mph limits on rural roads, we will all be being overtaken by bicycles. What about people going to work? If you normally take an hour, average speed around 40-45mph, it's going to make it a very long day not to mention post/delivery drivers and public transport.

John Davies, Merseyside
Ed: See p4-5 for the latest

What a Fabio day out

I meant to send this the week following the British GP, having stayed after the racing to watch the Stereo MCs (who were superb) performing live, as I wandered back to my car I bumped into Fabio



Quartararo was 'as cool as a cucumber'

Quartararo who was happy to stop, chat and be hugged in an over-familiar way while I wished him well for this year's championship. He was as cool as a cucumber.

James Parsons, email

Arm pump conundrum

In his letter published in the August 24 issue, Andrew Hayes states that the cause of arm pump is the rider supporting his body weight under heavy deceleration, rather than

overworking the forearm flexors braking forcefully again and again. The muscle groups that support body weight on the bars are the arm extensors 'at the back' of the lower and upper arm. But all the procedures described for arm pump decompress the forearm flexors. These are the muscles that flex the fingers (on the brake lever). In normal road riding, or even for mere mortals on trackdays, he's probably right that modern brakes and tyres mean pretty small lever pressures. However, I've been watching a video of Jack Miller's brake hand at Misano ('a special viewpoint at the Misano test'). At the end of a long straight Jack has all four fingers hard on the lever, suggesting that significant forces are involved. A quick survey of online images of MotoGP riders arm pump problems revealed 16 images of right-arm-only issues. Two riders had both sides involved and none had the left arm only requiring treatment. Also, however fancy the brake kit, the harder you pull, the

better they bite. It's primarily the braking, seriously it is. Until proved otherwise!

Dr Andrew Coe, North Lincs

At least I tried electrics

Living in London I thought I'd give an electric bike a try, specifically the Maeving as I figured it would make a good commuter. Hated it! I thought all that instant torque would be great but the electronics are set to deaden input. Coming from a Fireblade it made filtering and city overtakes slow and cumbersome. I also hated the rear brake being on the left bar. Tried a Zero as well but that also had a weird, almost auto-braking feedback when off the throttle. Not having a clutch feels like a lack of control. It's a pass from me. I bought a 1996 Blade instead!

Andy Morrison, London

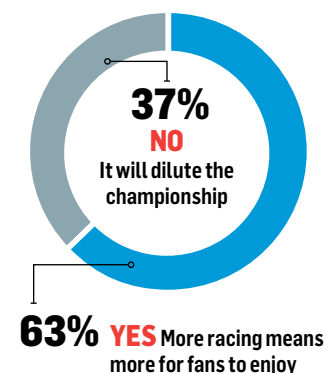
Check it's secure

I own a motorhome and tow my bike behind on a dolly. The bike is secured with ratchet straps running through a handlebar strap. All was well until I turned into the campsite and went over a few road humps. The strap failed and the bike fell and was dragged a couple of feet along the roadway. The strap looked like it had been stitched but there was no actual evidence of the thread on the underside of the webbing and it was being held together by double-sided tape. Moral of the story... when purchasing kit check that the item is assembled correctly and always utilise secondary restraints.

Ian, email

READER POLL

Are MotoGP Sprint races a good idea?



MCN LAW

Your tricky legal questions answered

Q 'Boxes in the road caused me to crash'

I was riding into Manchester on my Ducati Multistrada and entered a roundabout when I suddenly spotted a couple of boxes in the road. I swerved to avoid them but came off and broke my wrist and shoulder. Luckily a witness took photos of the boxes and gave them to the police. The name/delivery address of a courier company was on the boxes. The courier company say it's not their fault and they weren't left in the road by them. What can I do to claim and against whom?

Jaime, email

A Your solicitor needs to get disclosure of documents from the courier company confirming what jobs they were working on. If they had a job shortly before which involved them or an agent using the roundabout you came off on, then a court will likely find that the

'You need full disclosure from the courier firm'

boxes were left by them or their agent, assuming the boxes had not been delivered already.

If they and their agents were nowhere near the scene or the boxes had already been delivered, then the court is likely to accept that the recipient deposited the boxes. Ask for proof/signature confirming the delivery. As a backstop you should get a claim submitted to the Motor Insurers' Bureau in case the road user responsible remains untraced.

Andrew Campbell

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

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