

Talking point

mcn.letters@motorcyclenews.com  motorcyclenews  motorcyclenews  MCNnews

Small firms play fair on fuel prices

I was in Hawes, Yorkshire, with my mates on Sunday, August 7 and was astounded by an independent filling station selling e10 for, wait for it, £1.58 per litre and diesel for £1.68. For pity's sake, why are the biggest retailers, Tesco/Sainsbury's etc, ripping their customers off? And why aren't the Government doing something to stop them? It is pathetic. There should be a maximum profit they put on top what they pay wholesale. **Stuart Shaw, Stoke-on-Trent Ed: What highs and lows have fellow readers seen in their travels? Get in touch.**



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

Size isn't everything

Just finished reading your August 10 five-bike test. Really good, just shows you don't need a big adventure bike to have a proper adventure. A couple of years ago my wife and I completed a 9000-mile trip on a Honda CB500X, two-up, riding from Chiang Mai in Thailand to Vladivostok in Siberia over five weeks. We went through Thailand, Laos, China, Tibet and Mongolia. We reached an altitude of just under 5000m in Tibet and the wee Honda just kept on going, except for a rear wheel bearing failure which was easy to fix. We experienced everything from smooth tarmac to mud and gravel tracks and sand. Tyres, chains and sprockets were the only other requirements. By the way, this trip was to celebrate our 40th wedding anniversary. Fantastic. Not bad for a couple of oldies on a little Honda!

Mike Quigley, email

Ed: A fine example, sir! And if you need more evidence of the joy of small biking, see the Vespa adventure on p42



Reader Bill on his trusty Yamaha XT

We need more 500s

The new Triumphs (MCN, August 10) look good but why are there still so few 500cc bikes? Back in the day a 500 was a staple of most manufacturers' ranges. We're all aware of the legends, BSA Gold Star and Manx Norton but in the 1970s and 80s you could get 500cc singles, twins, triples and fours. Currently Honda make a handful of 500s, but where are the rest? I know you can get a Herald Brute and Fantic

Caballero, but they are really 450cc. My old XT500 was a fantastic bike, great fun off road and capable of travelling long distances on the road and cheap to run. It's time 500s made a comeback. The pic (left) is me on my XT, not my first bike, that was a Honda 125, after that I had a Triumph T90.

Bill Theedom, email

Not joining the chain gang

Changing a chain isn't a doddle (MCN, August 10). Your guide shows you need a chain splitter, a small grinder and a tension gauge tool so as well as having shelled out an average £120 on the chain itself, you need to factor in all these tools. Personally, I'd rather take mine to my local bike garage and pay for a chain service than buy all this kit and only use it once every few years.

Shaun Page, email

Let's play 'guess the racer'

If Dorna want to address falling attendance figures they might want to start with the blindingly obvious

issue that the races are currently impossible for punters to follow unless they have an encyclopedic knowledge of colour schemes and helmet designs. I've been watching the three classes for decades but still struggle to work out who is when they're mid-pack.

Gerard Moore, email

Loved it at Silverstone

I've been a GP fan for over 30 years and travelled the world watching the spectacle that is now MotoGP, but never really warmed to Silverstone as I favoured Donington; but what an event this year. Excellent organisation, great racing (well done Josh Dixon), traffic management, entertainment, and more. I can't wait until next year!

Thomas Dunlop, email

Doing MotoGP in style

No Jorge Lorenzo to support this year but still having the best time getting to the MotoGP in our painted-up Lorenzo van (below).

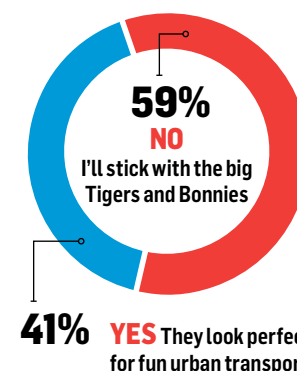
Phil Hopkin, email



Phil and friends know how to have fun

READER POLL

Would you buy a small cc Triumph?



MCN
LAW
Your tricky legal questions answered

Q 'Lost out as dealer folds'

Last year I bought new bike from a reputable dealer. I was attracted to the deal because they promised a lifetime warranty and MoTs on all new motorcycles over a certain price. The bike is no longer working properly and I have just learned that the dealer has gone into liquidation. Have I any legal recourse as I would have probably not committed to the deal but for the promised warranty?

Ben, email

A When a company goes into liquidation many of its innocent customers can end up short-changed. You do, however, have some options to explore. If there is a fault with the motorcycle, and you have registered it correctly, then you may be able to use the manufacturer's guarantee to get a repair or a refund.

You can also register a claim, as a creditor, with the administrators in bankruptcy. You will be added

'I only chose it for the dealer's warranty'

to a list of all the people the company owes money to. As you will be an unsecured creditor other organisations like banks will get paid first, so unfortunately there is a high chance you will get very little, if any, money back.

Finally, if you purchased your motorcycle with a credit card then Section 75 of the Consumer Credit Act 1974 may provide you with the right to claim a refund or damages from your credit card provider, rather than the dealer.

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



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