THIS WEEK

Taking point Kaw

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'Brilliant return to 90s madness...

Yes! A budget steel, rather than aluminium, framed 400cc sportsbike such as the new Kawasaki ZX-4R (MCN, February 8) makes perfect sense because there's always a market for riders that cannot afford all of those £18,000+ models out now! Put simply, the new 400 might seem like a return to 1990s madness but it's a marketing department's dream catch! Phil. Devor

LETTER

rite 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

Guilt by association

Regarding the Multistrada stolen en route to the Isle of Man (MCN, February 8). Surely all the judge had to do was find them all 'guilty by association' of driving the getaway van when none of the thieves had the backbone to put their hands up to it and none would turn King's evidence on the culprit? I mean, what do the public pay the judiciary for? Keeping us all safe. Pat Keenan, Guildford

'What was that again?'

Many years ago I was in a dealer called Comerfords at Thames Ditton, I was in the parts dept and a man walked in the assistant asked what he wanted. He replied 'do you do parts for Porsche motorcycles? The assistant replied with some confusion. 'sorry did you say Porsche?' The man said ves Porsche. the assistant asked how do you spell Porsche? The man spelt out 'P-U-C-H', the assistant looked at him and said 'that's pooch, not Porsche!' Andrew Smithers, emai



John Budgen and John Sumner... both very distinguished gentlemen

Great outfit in an outfit...

My father, John Budgen, who has recently died, was introduced to bikes at a young age because my grandfather was a fairly successful outfit trials rider back in the 1920s. When he was called up he was in the REME in Bordon. This is where he joined the Army Trials Team. Shortly after he was transferred to the Tank Regiment and shipped out to Libya. The good news was that

he was able to ride for the Trials Team in Libya and Malta. Whilst in Libya he won the Cyrenaica Championships in Tripoli. He then joined Oxfordshire Police and ioined the Police Trials Team on a 650cc Triumph. He won a few Star Group and South Midlands Championships with his brother in-law in the chair on a 250cc Suzuki outfit and his later partner John Sumner, with whom he rode with for many years. At this time he was a police sergeant at Ascot. They rode in National events all over the country. Both he and John were infamous for riding the Talmag Trophy Trial in dickie bow ties. Gillian Morris. email

STAR

Like a five tonne truck

According to Google, a Honda Gold Wing weighs 390kg when ready to ride. Reviewers of heavy bikes always acknowledge their bulk, but go on to say that you don't notice this on the move. Whilst I'm sure this is true, the same applies to five tonne trucks. Bike mass is always

crucial because the owner must get it off the sidestand. Also, looking back. I've had to lift 40% of the bikes I've owned up off the floor for various reasons. Assuming I'm no clumsier than most, the owner of the latest behemoth has a high chance of having to lift it back upright at some point. Worth a thought before buying that K1600! Andrew Coe. North Lincs

Fast bikes for old boys

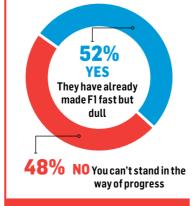
Like Richard Pawelko (MCN Letters, February 1) I'm getting on in years (80) and recently decided to change my BMW S1000R Sport for a Ducati Monster. This is, I think, the only motorcycle above 500cc that weighs in at 184kg and with a seat height of 800mm or lower. It is fantastic, although it would be nice if I could fit a rack for my annual trip to the IoM. There are a lot of us old boys out there who still love high performance bikes. We want something of at least 500cc, with good performance but this in itself is no good if the bike weighs more than the average 1000. Rav Elliott. email

Keep the McPints coming

I have a confession to make: I don't follow racing. Over the years I have been to a few International races. recognise some of the 'runners and riders' but it really does not interest me. However, it does not matter. I love reading John McGuinness's column. It is strongly written with such knowledge, focused opinion and non-PC. John is my must-read. Dominic Tee, email

READER POLL

Will F1 engineers wreck MotoGP?



Your tricky legal questions answered

Just whose fault was it?'

I was injured in an accident when the driver in front of me suddenly slammed on their brakes when a traffic light went amber. I would like to make a claim for injuries and my lost earnings against their insurer as I am now out of hospital and it will be a few weeks until I am able to work again. My wife thinks the accident was my fault because I went into the back of his car but I disagree as I think he performed a dangerous manoeuvre. Should I pursue this or am I wasting my time? Nigel Smith, email

You should always leave sufficient space between you and the vehicle in front to allow you to safely stop should the unexpected happen. The vast majority of rear-end collisions are the fault of the nerson behind However, in certain

circumstances the driver who

'The driver in front stopped suddenly'

suddenly stops can be held at least partially to blame. For example, there have been cases involving people emergency braking due to a bird in their path where the courts have held that the driver was negligent for reacting as they did.

In your case the driver stopped for an amber light which is required unless doing so is likely to cause an accident. You could pursue your claim but do expect to take a significant amount of blame yourself

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







My late father, Ernie, on his Bantam, c.1964. It was his go-towork bike, but he also ran a Matchless 650. Adrian Styants





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My first big bike was a Yamaha Dragstar 650 which I rode to wartime locations in France and Belgium. Ruby Preece

This was my first race at Cadwell Park; I think it was the late seventies. The series was for KH400s only. Richard Harrison

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Age 57 on my Jinlun Texan 125... I was a biker in my youth so at 55 I did my CBT and I'm back in the saddle! Dan Bennington





Send your first bike pics to: yourpics@motorcyclenews.com



My dad on his first bike – a 1961 500cc Triumph Speed Twin, in maroon – with his cousin on the back. Lee Moore



My Blade in 2004-ish, with my kids Sophie and James looking more excited than when I got it new in 1995. David Brisbourne



Me (right) standing with my younger brother and older sister (who was an RAC bike instructor) in 1980. Lawrence Davison



Me (Ariel Red Hunter NH 350) and mate Pete (BSA B31), both aged 17. at the Atomium in Brussels in 1962. Tony Gurevitch



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