

Talking point

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Great racing but we need more Brits

Wonderful to see a competition with six manufacturers in the top six places like we saw at Silverstone – MotoGP has improved so much, from the years of Honda or Yamaha domination. It means an era of choice for top riders with a multitude of options for teams that are capable of being on the podium, as well winning a GP. No British manufacturer, of course, which is a continuing disappointment and a MotoGP top 10, with Spain dominating 60% of our own round shows the benefit of their exceptional domestic training system.
Stuart Wilkie, Norfolk
Ed: Which makes the youth training efforts of Michael Laverty and Peter Hickman all the more valuable.



STAR LETTER



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

GOLD AND GOOSE

Punters made it special

May I pass on a massive thank you to all the bikers who used the 2Wheels for Life helmet park at Silverstone (in car park 49) over the weekend. Every single one was good-natured, patient and fun to serve. Their generosity contributed immensely to the amazing total donated and their good humour kept us volunteers going throughout the three days. Thank you everyone!
Simon Hoskins, email

Dixon did us all proud

Watched Jake Dixon in Q1 MotoGP qualifying and thought the boy did well, he was thrown in at the deep end and swam like a natural.
Andrew Smithers, email

Drilling for petrol...

I read with envy about Ollie's trip to Morocco (MCN, August 25). His problem with his key and petrol cap made me think keyless is maybe the way forward (just don't lose the key). As for drilling the petrol cap, surely unscrewing the cap from the tank would have been easier.
Rob Creek, email



'Go on son, it's not far to the pegs'

Freddie's ready to ride

This is a picture of me and my son, Freddie. Technically the Kawasaki is his first bike – he just needs to grow a bit more to reach the pegs, oh and get a licence too.
Eddie Mackintosh, email

Helmet noise conundrum

Could you give meaningful and consistent ratings for wind noise in helmet reviews? Few helmets will ever get tested to the maximum by their owners as regards ability to

protect from impact, but wind noise affects all riders to some extent.

Andrew Hayes, email

Ed: We have noise tested lids in the past but the problem is consistency because of variables including the rider's head shape, the bike they are riding and wind conditions on the day.

NC500 is a must-ride route

I've just completed the NC500 round Scotland on my Honda NC750 with my brother on his BMW. A round-trip of 1600 miles of complete and utter bliss. The weather was very kind and we stayed in various B&Bs/hotels, which were all excellent and reasonably priced. The roads in Scotland are mainly very well maintained and I reckon they were designed and laid by a motorcyclist! Stunning scenery around every twist and turn and mostly pretty quiet, especially the interesting single-track ones.
Rich Carter, York

Let racers pick tyres

I would like to see a transparent system where we see riders pick

their own race day tyres from a large stack of identical rubber of the same hardness, be it softs or hards etc, because at the moment things are not adding up with too many failures and I believe more openness is needed as to the actual tyre a rider gets for the race.

Tim Wild, email

Keep it up, Mr Urry!

Regarding the letter suggesting getting Allen Millyard on the case with the used bike column (MCN, August 25). Millyard is indeed a genius engineer, but Jon Urry is a great road tester and journalist. Carry on Jon, great stuff.

Davy Kemp, Bagshot

Classic issues to go...

I have 531 back copies of MCN from 1965–1978 to dispose of and I wondered if you can help me with the best way to start. I have just turned 90 so I need to let someone else have the pleasure. I see on eBay some are on sale for £7 each, which seems a bit steep. I thought that 50p a copy would be reasonable.

Mike Ingram, email

Ed: That is quite some collection. If any buyers are interested, email mcn.letters@motorcyclenews.com and we can put you in touch

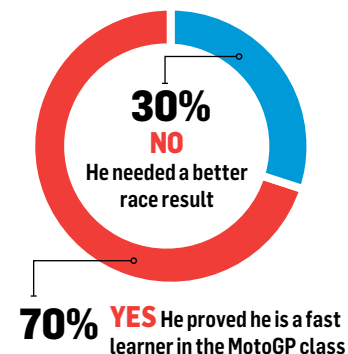
Why only 73,000 people?

Why did they limit ticket sales at Silverstone MotoGP to 73,000 when they allowed 120,000 at the F1? It made for a soulless atmosphere. I won't go again until it comes home to Donington Park. And yes, I have been to Mugello, Jerez and Assen so I know what I am talking about.

Kevin Willshaw, email

READER POLL

Has Jake Dixon done enough to get a full time ride in MotoGP?



MCN LAW

Your tricky legal questions answered

'I'm not happy with my lawyer'

I was involved in quite a nasty smash a couple of years ago when a BMW driver turned across my path and sent me flying over the bonnet. I was in hospital for three or four weeks, but I'm still feeling the effects to this day. I went with the solicitors my insurance company put me onto and while they were fine at first, the person handling my case has changed about five times and I struggle to get hold of anyone. It feels like my claim is going nowhere. Have I got unrealistic expectations? What can I do to change the outcome?
Max, email

A It's not unreasonable to expect to be kept updated with developments in your claim or to be able to get in touch with the person dealing with the case. You have two options – you can make a complaint to your current solicitors about the service you have received to see if that improves matters, or you can do some research online to find

'You need to get a specialist to take over your case'

the most suitable lawyer for you and speak to them to see if they can take over the case.

Generally, when insurers suggest a solicitor they are recommending a company they have a commercial agreement with, as opposed to the most appropriate lawyer. Many such firms are geared up to deal with a high turnover of low-value or straightforward cases, and that can really show when they deal with serious injuries or complex claims. It sounds like this is what you are experiencing.

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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