

# Talking point

mcn.letters@motorcyclenews.com  motorcyclenews  motorcyclenews  MCNnews

## Loving being back on two wheels...

My last bike was a Yamaha XT500 which I loved but I had to give it up for all the usual reasons... Then last year I decided to get back on two wheels and picked up some sound advice from a local bike dealer about doing a returning rider course with Camrider. So one Sunday morning in September, I did just that. I'm now absolutely loving riding round the countryside north of Stamford, along some of the roads used by MCN to test bikes. To make this more of a shared experience, my son has passed his CBT. He's bought a Honda 125 and is using it as his daily transport. We're both reading MCN every week, thinking about our next bikes.

**Bill Theedom, email**



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

## Full justice for Harry

While it seems like progress to say that Anne Sacoolas will be tried for the accident that killed Harry Dunn, she will still be in America and not England. The Americans have refused extradition once already – will they do it again if she's found guilty? If so, where would she serve any sentence and how can we be sure she won't evade justice? I believe that she should be tried here, subject to British law and not be allowed to continue hiding.

**Nigel Langley, email**

## E-bikes aren't for me

I have tried an electric bike but didn't like it. It was soulless and heartless. If I'd wanted a twist and go, I would have been riding a scooter. They are ridiculously expensive, charging is inconvenient, and we do not know the true cost to the environment of mining cobalt for the battery.

**Philip Wakefield, email**

## Are E-bikes sustainable?

I'm all for the electric age and I would even consider an electric bike



BSA clocks sweep from the 1pm position

but not at the price they are and for the battery life. I had a 2006 Yamaha R1 which I rode every day for 14 years, and she was still going strong before I changed her. How would an electric bike compete with that? And what happens when you have 32 million electric cars on the road (according to the RAC) and half of them need to charge at the same time? Does this mean more nuclear power stations? I know it has to start somewhere, but not at these prices and is electric the way to go?

**Steve Keart, email**

## Goldie clocks are just right

I doubt I will be the only one to respond to Tom Wilkinson's letter in the December 15 edition, but BSA clocks do look like they go 'backwards'! Here is a photo of my 1961 BSA to prove the point.

**Mark George, Previous Chairman of the Classic Racing Motorcycle Club**

## Can you trust a KTM?

I was interested to read the latest comments about KTM (MCN, December 29). This time it was the KTM 890 Adventure R versus BMW F850GS in the MCN250 head-to-head test. The observation that "towards the end of the test the Adventure R developed an annoying habit of blowing a fuse every time we turned full lock right – meaning we soon burnt through all the spare fuses" left me wondering why no one seems bothered by the constant quality issues around KTM and is seemingly more concerned about standard of Far East manufactured motorcycles. I have read in MCN over the last few years, many issues from your KTM test fleet and you will often hear comments from

various YouTube sources about their various issues. I have never owned a KTM and am not likely to despite their apparent brilliance as reliability is very important to me. Is KTM being seen through rose-tinted glasses here?

**Andy Horton, email**

## Top Dakar documentary

I just read the John McGuinness column in the December 29 issue where he says someone should do a fly-on-the-wall documentary about the Dakar. The good news is that Lyndon Poskitt has done several of them, and they are definitely worth watching. One looks at Malle Moto and the other covers Dakar where Lyndon was racing and filming. It's a true rider's eye documentary covering the event. There's also a series on the Africa Eco race which is worth a watch as well. All are available on YouTube or via the links on Lyndon's website (lyndonposkitt racing.com).

**Tim Thompson, email**

## Tigers are hard to catch

Went all the way from London to the NEC to see the new Triumph Tiger 1200. Although the show is getting smaller and dearer every year, I was still impressed with the bike. Having previously had a BMW GSA, I thought I might give the Triumph a go. So I used the online configurator that was sent to the dealer but got a response that I can pre-order with no expected delivery date, and nothing available to test ride till the new year. Why hype a bike you haven't built yet?

**Barry O'Callaghan, email**

**MCN LAW**  
Your tricky legal questions answered

## 'I crashed after I was dazzled'

I have an issue with my compensation claim following a bike accident that happened one night in November. I was returning from my shift at the hospital I work at and was on a rural road when a car came around a bend towards me. I think it must have had its main beam on as it blinded me. I lost control and I'm still recovering from my injuries. The driver realised what had happened as he stopped and called the police. His insurers insist he did nothing wrong and did not have his main beam on, but I think he did. Is there anything I can do?

**John Steer, email**

A lot will depend on the evidence you have to show that the other driver was negligent – in other words that he drove towards you with full beam on, it being reasonably foreseeable that the full beam lights would dazzle you.

Before the advent of Xenon headlights, also known as High

## 'It will be hard to prove he was on main beam'

Intensity Discharge (or HID) lights, it was easy to tell the difference between low and high beam, so you could get a supporting witness statement, but these days it is much harder. There used to be lots of claims made to the Motor Insurers' Bureau for negligently dazzling someone (and driving off) although they are so much harder to prove now due to advances in the brightness of headlamps. If the driver does not admit to having his main beam on, and the vehicle has these HID lights you are going to struggle to prove your case.

**Andrew Campbell**  
Solicitor and author of the MCN Law column for more than ten years  
Visit [www.bikelawyer.co.uk](http://www.bikelawyer.co.uk) or email [andrew@bikelawyer.co.uk](mailto:andrew@bikelawyer.co.uk) or call 01446 794169

