

# Talking point

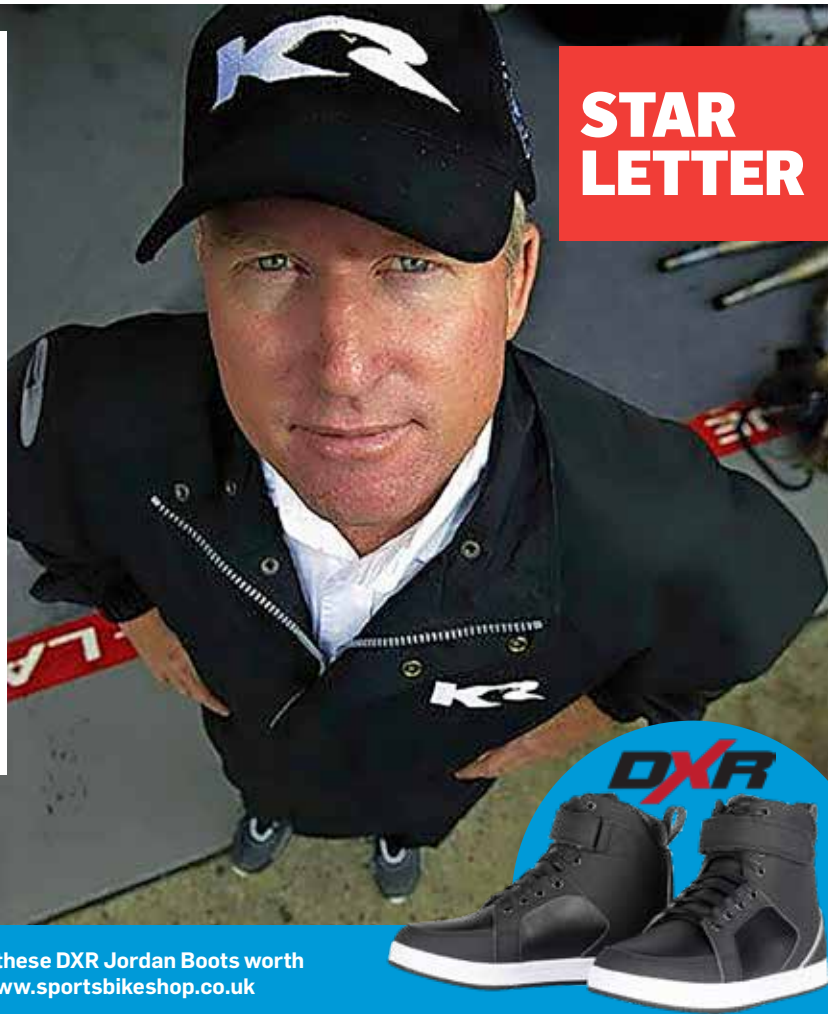
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**MCN**  
**LAW**

Your tricky legal questions answered

## Don't censor King Kenny's comments

King Kenny Roberts used a couple of mild swear words on BT Sport last weekend at the Circuit of the Americas MotoGP and I was embarrassed for the great man (total legend) when Suzi Perry pulled him up on his use of language. We must all be used to a few swear words by now and if not maybe we should remain in nursery instead of watching motorcycling. King Kenny appeared quite surprised and must have thought wtf!  
**John Carlisle, Northumberland**  
**Ed: Broadcasting regulations mean Suzi has to comment...**



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## Put Whit on the mic

What a waste having Whitham stuck in the World Superbike paddock while Toseland babbles away in the commentary booth! Time for a switch-around.  
**John Roiche, email**

## Buy from proper dealers

With regard to fake bike kit, which you made into a huge subject in last week's issue. There isn't really a major problem is there? Simply buy from reputable retailers, whether in store or online, problem solved. I am a jeweller and watch retailer and our industry has been awash with fakes for years. You need never get caught out though, as legitimate retailers don't sell them! If an 'AGV Carbon' model is advertised as 90% off there's a very good reason - it's too good to be true!

**John Gowing, Oxford**

**Ed: The key difference here is that a fake Rolex makes you look like a berk, a fake helmet could kill**

## Biking mystery solved

Back in December you printed a picture of my great, great aunt in



Steve with the original pic in Kent

1929 sitting on an unknown motorcycle in Herne Bay, Kent. Through the VMCC I have now been given a very credible identification. Prior to that one of your team suggested that it could be an HRD Super 90. Anyway, the suggestion from the VMCC is that it was a New Henley. Sold initially as the Henley in 1920, by 1928 the firm became New Henley following a change of ownership. Initially built in Brum, the new owners took them north to Oldham. The marque closed in 1931. The gent that made the ID did

justify his thoughts in writing, focusing on four minor details that he had gleaned from the picture, so in the absence of any better offers for the time being I am happy to accept his findings. Finally, I have also managed my first road trip of the year to visit said location and replicate the original picture.  
**Steve Rose, email**

**Ed: Thanks for the update! We love seeing people's first bikes shots, email [yourpics@motorcyclenews.com](mailto:yourpics@motorcyclenews.com)**

## Not so smart options

Your recent pullout on electric bikes was interesting but as far as the charging network goes, what it didn't address was what about those of us who don't have and don't want a smart phone. Also, I don't have and don't want a contactless card. I pay my bills with coins of the realm and if these faceless people don't want my money then I don't see it as my problem.  
**Martin Hirst, email**

## It's not just hard for kids

Getting a licence isn't just a pain for young riders. Having promised

myself I would get my licence when I retired at 67, I took my CBT, bought a 125, took the theory test and booked Mods 1 & 2. Training and testing was suspended due to Covid, then just before my test dates finally came around, my wife and one of my daughters came down with cancer, so I had to abandon that plan. Now, if I want to continue, I have to retake the theory. I have been driving cars and HGVs for 50 years without updating any tests, so why do I need to invest time and money into updating a test I took two years ago, to take a test which will allow me to take a second test which will allow me to ride a bike larger than 125cc, while in the meantime I can ride my 125 without any further tests or refreshment?

**Kevin Robson, email**

## Turning back time

My dad Ted is 90 and has been restoring a James Cadet. He had it out on a test ride on Saturday - last on the road in 1966. Awesome weekend with priceless memories.

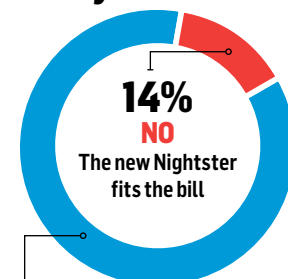
**Crawford Hendy, email**



Great memories with the James Cadet

## READER POLL

Do Harley-Davidson need a cheaper entry-level bike?



**14% NO** The new Nightster fits the bill

**86% YES** They still need a Sportster 883 replacement

## Q 'Penalised for no-fault crash'

A few months ago a car pulled out of a junction into my path. Luckily I was not injured other than bruising, but my bike and leathers were damaged. The driver admitted it was his fault and his insurers fixed my bike and paid towards new leathers. I told my own insurers about it, but as I did not claim from them I thought no more of it (my policy is fully comp). I recently tried to renew my insurance but they are charging more than before because of the accident. How can this be?

**Chris Smith, email**

**A** Unfortunately this is a problem which frequently arises after a non-fault claim. It is a statistical fact that people who have had one accident are more likely to have a second, even if they were in no way to blame for the first.

Therefore, with you having had this accident, your insurer is statistically more likely to have to pay out on your policy in the

## 'Insurers think you are more likely to have an accident'

future, hence the increase to your premium this time around.

Insurers use different risk assessment models and as a point of policy some insurers will not penalise a non-fault accident victim. It is a good idea when looking around for bike insurance, to compare quotes from as many insurers as you can to make sure that you are getting the best deal, which should help you reduce any increase as a result of this accident. Consider trying a comparison website to get the best deal available.

**Andrew Campbell**

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

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