

Talking point

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MCN
LAW

Your tricky legal questions answered

It's brave but is it a wise move?

After enjoying the close battle in the early laps of the Le Mans GP, I was sad to see Alex Rins throw his (soon to be retired) Suzuki at the scenery, after running over the gravel at 130mph. The slow-mo of the accident clearly showed how hard Alex hit his head on the deck, and even Hodgson highlighted it. So I was surprised to see him receive help from the marshals to remount the bike and get straight back on the circuit after receiving a fairly severe knock to the bonce! No one appreciates the gladiatorial spirit of our racing heroes more than me, but are we in danger of being over-accommodating when it comes to the win-at-all-costs attitude?

Andrew Davies, email



STAR LETTER

Be our Star Letter writer and win a pair of touchscreen-compatible Weise Apex leather gloves worth £59.99 from weiseclothing.com



GOLD AND GOOSE

Keep calm, don't carry on

Having watched Alex Rins bounce his head off the Le Mans asphalt at about 180mph, only to then get up and carry on riding his stricken Suzuki in what would have been a far from "past its best" helmet, I wonder how long it is going to be before the MotoGP experts decide that it's probably not a good idea to let fallen riders carry on.

Dave Lee, Yorks

Get Kawasaki on the grid

With the sad news that Suzuki are to quit MotoGP, wouldn't it be great if Kawasaki were to replace them? As there used to be a tie-up between the two many years ago, could Suzuki share some of their GP know-how, especially given Kawasaki's vast WSB experience?

Colin Humphries, Hampshire

Have we all gone soft?

What is the deal with cruise control 'feeling like an omission' on a Ténéré 700 (MCN, May 18)? Really? Can't we even be relied upon to hold a throttle open anymore?

Paul Ogden, email



Just popping out to do the grass...

It that the new Blade?

Thought you might like this 'Mowercycle' I spotted recently... the perfect weekend wheels.

James Pyke, Tewksbury

Worried? Just join MAG

In answer to Bob Broadhead's worry about only achieving a hollow victory on the question of what we will be allowed to do the bikes that we buy (MCN Letters, May 18), could I suggest that people who are concerned do something positive

and join MAG? They are fighting for our freedom and need our help.

Nigel Langley, email

Sticking with Bridgestone

It has often been stated that "racing improves the breed" but listening to MotoGP riders complain about their Michelin tyres and now the close call at the NW200 with the rogue Dunlop tyres... are you surprised that my road bike is fitted with Bridgestone rubber?

Paul Holmes, Nottingham

Mix and match plugs

I have been wearing earplugs for the last 30 years, which is when their benefits were generally recognised. During these three decades I have been frustrated by difficulties of getting them to fit correctly. The two problems I suffer from are firstly pressure exerted by the plug and secondly the failure of one or other sides to seal. The first of these problems I have attempted to solve by experimenting with a wide range of options from the large selection of foam plugs, to custom-moulded plugs, to silicone 'Christmas tree'

plugs and I have experienced some degree of success. The second problem has, until recently, always defeated me. My assumption was that each of my ear canals was an equal size and shape, but that would appear not to be the case. My most recent purchase was a pair of 'Christmas tree' silicone plugs which were recommended by a friend. Frustratingly, the fit was perfect in my right ear but the left refused to seal. It then occurred to me that I always had difficulty in getting the right foam plug to fit properly but the left worked well. Problem solved.

I now fit a foam plug in the left ear and a silicone 'Christmas tree' one in the right and I experience comfort and a good seal every time.

Paul Bredael, Lancashire

Some fin's not right...

Style over substance. My Alpinestars boots have a hard plastic fin on the back which is just a piece of decoration. However, as I swing my leg over my saddle, just occasionally the back of the boot makes contact. Come on Alpinestars you have to be practical as well as stylish. Drop the fin. In fact, my local cobbler has sawn it off for me.

Richard Pawelko, email

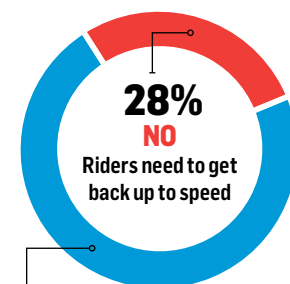
Indestructible Sammy

The recent well-attended British Motorcycle Charitable Trust Open Day at Sammy Miller's Museum in Hampshire saw a great many NOC members pleased to note that Sammy had recovered from his recent bout of coronavirus.

Mike Jackson, President, Norton Owners Club

READER POLL

Will we see a 136mph lap at TT 2022?



72% YES The NW200 pace shows everyone is on it

Q 'Was I covered for commute?'

I was riding to work when I had an accident with a car on a roundabout. I agreed with my solicitor that I would be happy to take 50% of the blame as I agreed we were both equally at fault and it was just an accident. However, my insurer is refusing to pay the other driver for the damage to his vehicle. Apparently my insurance policy was third party and social only, so it did not cover commuting. My insurer is saying that I have to pay the other driver's compensation because I misled them. Is this right?

Martin Gill, email

A Motor insurance policies are policies of good faith, meaning both parties in the contract have to disclose the correct required information needed to create a policy.

If it is the case that you were commuting on a non-commuting policy then your insurer is likely to deal with your opponent's claim rather than cancelling your policy

'They can ask you to pay your share of the damages'

as if it never existed at all which in very serious cases it can – for example non-disclosure of a drug drive offence which had it been disclosed would have led to declining to offer terms.

In your case the difference would likely have been a higher premium had you disclosed that you intended to commute.

Your insurer should compensate the other driver for the damage but is then within its rights to make you repay them for your share (50%) of the losses of your opponent.

Andrew Campbell

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

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