

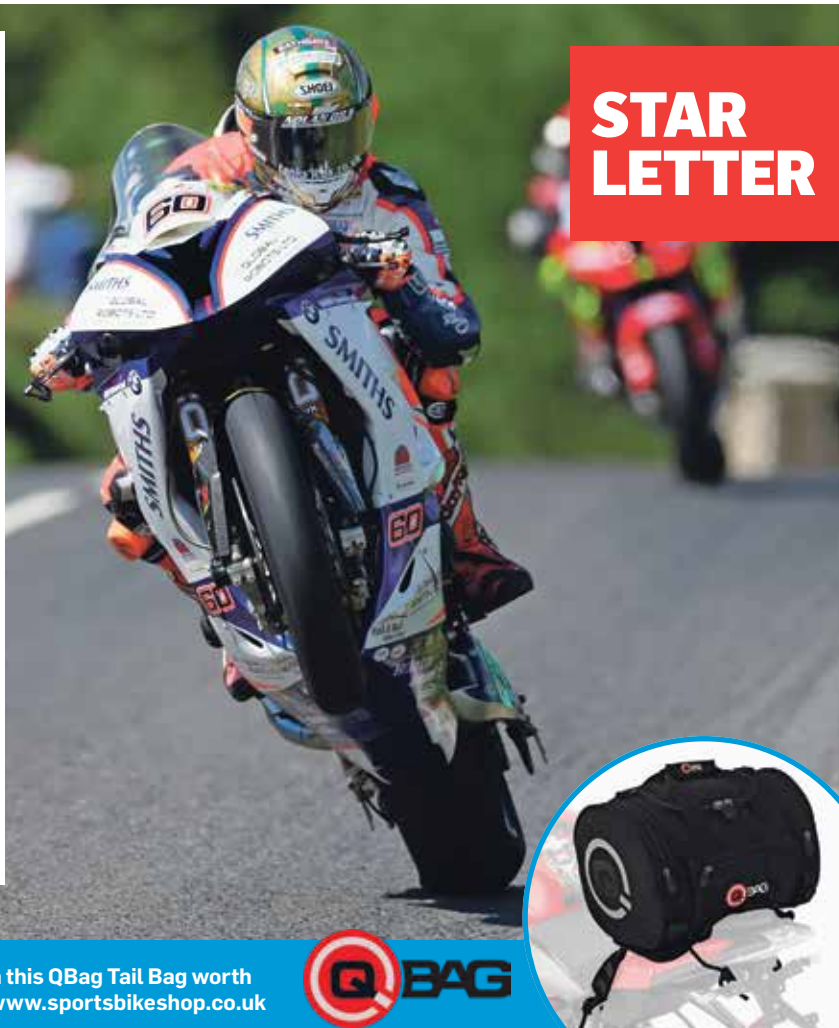
Talking point

mcn.letters@motorcyclenews.com  motorcyclenews  motorcyclenews  MCNnews

Chip in and save the Ulster GP

Really sad news to hear that this year's Ulster GP has been cancelled due to lack of funding from Tourism NI. Seems a real shame for it not to go ahead as this would have been its centenary year. It throws up two questions:

1. Would fans contribute, say, a tennent to secure the event going ahead before you would lose it? The overwhelming answer would be yes!
 2. Motorsport is dangerous, we all accept that. But with people trying to wrap everything in cotton wool these days, would you be prepared to sign a disclaimer when you attend these events? Overwhelming answer... another yes.
- Phil Matthews, email**



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High-price of servicing

With so much focus currently on the horrendous rise in the cost of electricity, gas and petrol it was great news to find my insurance premium has actually dropped this year. Any joy from that little win has been erased when investigating the servicing cost for my Kawasaki Versys 1000. The first inspection at 600 miles cost an eye-watering £215. The most I have ever paid for an oil change and once-over, and the most anyone I speak to has ever paid. Looking at Kawasaki dealers' fixed price "bargain" servicing, I am expecting to pay over £400 for the first real service. £300 of this being labour! More than either of my cars at the associated main dealer. Is it just me or is the industry luring people in with cheap finance then making fools of them with £100 per hour labour charges?

Darren Coyles, email

Words of wisdom...

Some wise words... "As a young motorcyclist, you take long rides until your tank is empty. As an old motorcyclist you take short rides



Surely a knighthood beckons...

until your bladder in full!"

Bert Harkins, Herts

Arise Sir John McPint

Well done to John McGuinness MBE on meeting with Princess Anne and his new friend the guard in full regalia, but John missed a trick - if his new friend was at the TT marching in front of him to the start line holding the British flag there would not be a dry eye in the house (me included). Go on give him a ring, I am sure his commanding officer would give him the OK. Well

done and hoping you get called back to Windsor to become Sir John because you're worth it.

Andrew Smithers, email

Good move from Triumph

I was very much enjoying the latest MCN until I came to the reader poll. I found it very sad that just over half of my fellow countrymen don't care if Triumphs are made abroad. What is wrong about feeling a bit of pride in your country and its engineering? I suspect if any of them are engineers, or work in the industry, they would not want to export British jobs and it is good news Triumph are bringing more production back here.

Paul Beacall, email

Have TomTom lost it?

I have to partly disagree with Justin Hayzelden about the TomTom Rider satnav. It is annoying that itineraries have to be programmed on a laptop or some other external device, not on the satnav itself. Also, some of the software is user-hostile. Earlier TomToms had an 'Avoid Motorways' select key on

the map display, but on the Rider it takes a tedious process to do this. I can only conclude that whoever now writes TomTom's software has never ridden a motorcycle.

Michael Cook, Bedford

Eyes on the road please!

I've often wondered why so many people fall off on rural roads but your pages hint at a clue: it's the 'stunning' landscapes and views that people keep writing about - little wonder that balance and judgement are impaired. The root of the word is the verb 'to stun', which my dictionary defines as either "to daze or render senseless" or "to stupefy, as with the emotional impact of an experience". That would explain why so many report "I've no idea what happened".

Tom Lonsdale, email

Sludge-free solution

Would it be possible to widen the debate on E5 v E10 to include Aspen 4 Stroke Fuel? This fuel is very helpful in that it can be mixed with pump fuel and when laying your bike up does not turn into sludge.

Peter Doust, Devon

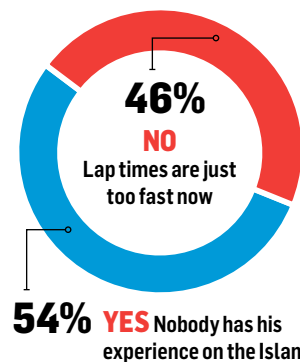
Metric? What about miles?

A letter writer complains that H-D should not refer to engine sizes in cc since "it's a metric world". Well, the USA is definitely not metric. And, neither are we on many fronts. We still use lb.ft for engine torque, not Nm. We still use miles and yards on our roads and many of us still use feet and inches for general measurements. We also use mpg, not l/100km.

Gordon Blackburn, email

READER POLL

Can McGuinness be competitive on the Honda?



MCN
LAW
Your tricky legal questions answered

Q 'Have I left it too late to claim?'

I had quite a bad accident in May 2018 caused by a hit-and-run driver. I was in hospital for a few weeks and have not fully recovered. I have been experiencing psychological symptoms, which is not like me at all. I recently found out that I could have claimed compensation for my accident but when I tried to do so I was told that I have missed the deadline for claiming. This seems unfair as I had no idea I could claim. Could you give me some guidance?

James Clarke, email

A In England and Wales the usual time limit to bring a claim for injuries and financial losses is three years (Limitation Act 1980). There are some exceptions e.g. cases involving children. This time limit also applies to the Motor Insurers' Bureau (MIB) for hit-and-run claims. However, Section 33 of the Limitation Act allows a discretion for the court (or MIB) to do away

'The time limit can be waived in certain cases'

with the three-year limit in certain circumstances.

The test to apply is largely based around prejudice to the parties if a claim is allowed to proceed beyond the three-year time limit. If the Defendant (or the MIB) is not prejudiced as a result of the delay - e.g. where all the evidence still exists - then the discretion may be applied. The right to a fair trial and proportionality also come into play. Therefore if I were you I would contact a specialist lawyer and submit your claim.

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