

# Talking point

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## 'Someone needs to stop Marc'

Excellent column by John McGuinness last week regarding Marquez. It is a great shame to see Marc still pushing the limits and beyond. He has got away with abusing his bike for a long time. Now all his efforts are for nothing as he attempts to adjust to the new Michelin tyre. If he doesn't take more care, he will get injured to the point he can't carry on. Unfortunately, however, I don't think he knows any other way to ride a motorcycle. Can someone please tell him to calm it down before it's too late?

Geoff Fisher, Monmouth

STAR LETTER



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## His own worst enemy

Just saw the Marquez crash during warm-up. I remember when Marquez started in MotoGP the pundits said many times that the only thing that would stop him was Marquez himself. I really worry about his ability to sustain these crashes without permanent injury

Andrew Smithers, email

## Good work Bombardier

Three cheers for Bombardier with a properly engineered, fully-enclosed, final drive chain in their proposed electric bikes (MCN, March 23). For this alone, it's on my 'look to buy soon' list.

Dick Penfold, email

## Stormingly good service

Just wanted to say a huge thank you to Alistair, Andrew, Chris and Reese at Bahnstormer Alton for taking care of me and my G650GS. Their new showroom is like a museum, the pizza shack is worth a lunch stop alone and you're never far away from a free cuppa and biscuits. The local roads are biking nirvana too.

Ed Brent, Portsmouth



Great memories of the Dragon Rally

## Dragon up the past

Your article on the 60th Anniversary of the Dragon Rally brought back memories. In 1974 my friends and I attended the notorious 'Mud Rally'. I had borrowed my dad's tent, which may well have last seen service during the Second World War! The tent flaps were held together with ribbons which fell off in the night due to the conditions and waterproof was not a word in its vocabulary. I finally pegged the two flaps together with a fork but found that 20 yards away the next

morning – it was just a little windy. I spent the night fully clothed, including my crash helmet, in an attempt to keep my head warm and because the mud was so thick I couldn't get my boots off! I finally roused a mate to let me dry out and warm up in his tent at first light – he'd had his stove on inside the tent to keep warm. Health and safety didn't exist back then, nor when you are only 19.

Brian Russell, email

## Kudos to Kawasaki

Great to hear John McGuinness is pleased with the Blade, but appreciation should also go to Bournemouth Kawasaki who waited through the Covid period, lockdowns and cancellations with McGuinness signed as their No 1 rider. I know the effort that Pete and the team put in and the pride they felt at having JM heading their effort and whilst it's good the John feels pleased with the Honda deal, Kawasaki should be mentioned for holding the show together through the difficult times.

David Dale, email

## Monsoon madness

A quick look on Google identifies Indonesia's monsoon season as November to March, so hardly surprising that the WSB round last November was badly disrupted by showers of biblical proportions. Odd then that MotoGP decided to go ahead with their event in March, with (quelle surprise) similar disruptions. No learning?

Ian Craig, Aberdeen

## Will Bautista buckle?

Having witnessed Alvaro Bautista's dominance when he last took the Ducati for a spin and then his season unravelling like a cheap sweater when Jonathan Rea applied and kept applying the pressure, how does he think he will react to Toprak and Jonathan roughing him up? I think we will have return of the flake. Being fast in testing is great for the ego but does Alvaro have the constitutional fortitude to withstand such an onslaught?

John Cox, email

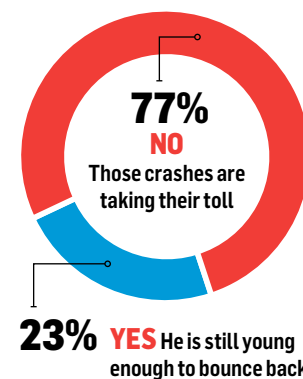
## Fix the testing system

The current testing regime, which forces a 17-year-old rider with ambitions to ride any bike to take three identical tests on successively larger machines, is a serious barrier to younger members of our community. My proposal to simplify this inelegant system is this: let a young rider be taught and tested on a Class A bike. When they have passed the test, restrict them to A1 until they have ridden for two years, then allow them to ride A2 for two years before allowing them full Class A privileges.

Jon Quirk, email

## READER POLL

Can Marquez return to his best?



MCN LAW

Your tricky legal questions answered

## Q 'Can't recall the accident...'

I had an accident when overtaking on my way to work. The driver who hit me said I was going well above the speed limit. He said he was attempting to turn right and was indicating. I can't remember the accident but there are witnesses. Some of them say I was going too fast, while others say I was not, and some of them say the other driver was indicating and turning slowly, while others say that he pulled out suddenly. My solicitors are considering dropping my claim. Is it right that because I can't remember the accident then I must be to blame?

Ryan, Porthcawl

A When looking at blame for an accident many cases turn on witness evidence as well as physical evidence from the scene. Just because you can't remember the accident does not mean you are unable to recover compensation. There appears to be a discrepancy between the witness evidence and this

## 'An expert needs to reconstruct the accident'

evidence needs to be considered carefully. Speed is always a difficult thing for witnesses to determine. I think you should obtain evidence from an accident reconstruction expert. This expert will consider all available evidence to calculate the speed of you and the other driver and for how long you would have been visible to the turning vehicle while you were overtaking. If you succeed there is likely to be a reduction in your compensation because you were overtaking on the approach to a junction.

Andrew Campbell

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

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