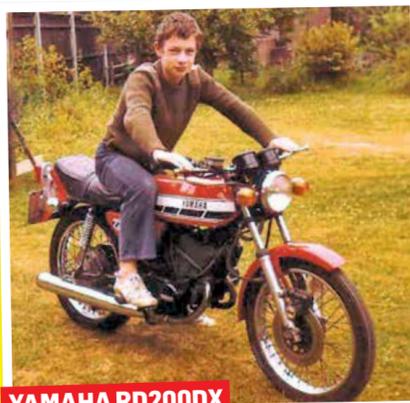
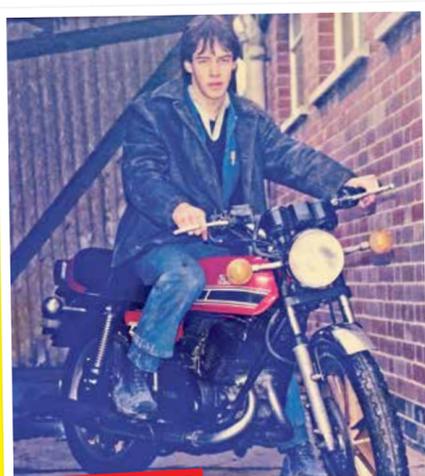


LIFE ON BIKES



YAMAHA RD200DX

My awesome RD. I'd saved all summer of 1979 to buy MCF 445P and snuck out on it a 'few' times before my 17th. **Jed White**



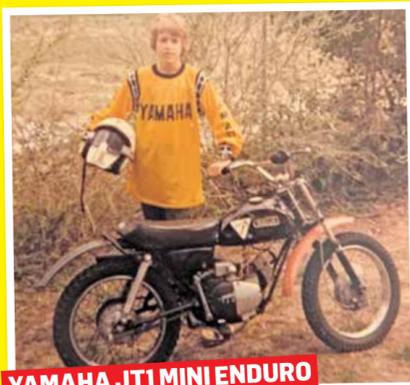
YAMAHA RD400

My first bike after passing my test in 1985: a 1979 Yamaha RD400. Wish I still had it now, a true Japanese classic! **Gary Puckering**



ARIEL ARROW

Me on my dad's bike many years ago. I wonder if this machine is still out there as someone's prized possession... I'd love to know. **Simon Faure**



YAMAHA JTI MINI ENDURO

It was an early '70s JTI that I had help building from parts. I'm 54 now with a Street Triple R and a S1000XR. **Britt Smith**

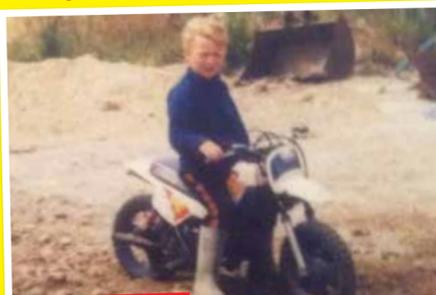


YAMAHA TW125

As an avid reader of MCN I thought I'd send you a pic of my daughter's first bike. She's waiting for another bike right now. **Anthony Fox**

YOU NEVER FORGET YOUR FIRST BIKE

A blast down memory lane
Send your first bike pics to:
yourpics@motorcyclenews.com



YAMAHA PW50

Where biking began for many... the legendary PW50 20 years ago. I'm now riding a 2007 Kawasaki ZX-6R. **Grant Sutherland**



DOT 'DEVOID OF TROUBLE'

My first bike was a DOT back when I was 14. Here I am nearly 50 years later with another one. Talk about nostalgic! **Les Mitchell**



NVT RANGER

Me at eight years old on my cousin Teka's NVT Ranger in 1981. Both of us are still riding and make it to the Isle of Man every year. **Gaz Hill**

MCN LAW

Your tricky legal questions answered

Q Will I be stung in a collision?

I was riding down a dual carriageway in September on my Honda Firestorm when a Land Rover swerved across the grass central reservation and hit me, knocking me off and injuring me. The driver of the Land Rover has blamed his swerve on a bee sting from a hive he was transporting and his lawyers are arguing I have no case because the sting wasn't his fault so he wasn't negligent. Are they right?

Dan, email

A The lawyers are relying on a legal defence known as 'automatism'. This is where someone cannot be held responsible for their actions if they had no knowledge of them. For example sleep walking or having an epileptic fit out of the blue. The Defendant has to show that his lack of control was through no fault of his own. However, you say he was transporting a hive at the time and it was one of those bees. Had he not been transporting a hive and simply got stung, then

'Vibration from a vehicle can aggravate bees'

I suspect his defence would succeed. But the fact he was transporting a hive may give you something to go on.

Apparently the vibration from a vehicle can aggravate bees and make them more likely to sting, so you could argue that it was reasonably foreseeable that he may get stung and he should have contained them more safely. There is no scheme in the UK to compensate victims of automatism, so a person injured like this currently has no recourse to compensation.

Andrew Campbell

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

Visit www.bikelawyer.co.uk or email andrew@bikelawyer.co.uk or call 01446 794169



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TT LEGEND JOHN McGUINNESS IN MCN EVERY WEEK

McPINT



'The best electric bike on the planet'

John mourns loss of TT Zero and hopes to ride the Mugen again

With so many new firms starting to bring out high performance electric sports bikes it's such a shame they've put the Zero TT on hold.

Since the announcement I've had people coming up to me saying it was a shame because it was an easy win for me. It's not an easy win. A 120mph lap on a 1/4-ton bike isn't easy. Yes, I was on the best bike, but it was more about the whole journey with Mugen. I loved working with them. I used to go testing in Japan and they were so

'I LOVED WORKING WITH THEM. THEY WERE SO PROFESSIONAL'

professional and I got to race the best electric bike on the planet.

Mugen revolutionised the class. Every year the bike was different, every year we took a step forward and every year we were faster. I don't know what Mugen are going to do now but they won't be standing still. I've been to their M-Tec factory and they've got CNC machines the size of football pitches whizzing around building things you never knew - rods for the RCV in MotoGP etc, etc. There's an army of engineers there in Japan and they've got lots going on. The TT Zero project was the



FACE/MAKER PRESS/WTW

Guy Martin rode the 2017 Mugen when McPint was injured

brainchild of Hiroto Honda. He's become a friend over the years so I'll stay in touch and I'm sure they'll re-assess it all in a couple of years. By then I'll be 50 so whether I'll get the chance to ride it again I don't know. But I'll definitely be there with my hand up.

I just hope I'm considered to ride it again, even just to test or develop it. But if last year's TT was the last time I rode it then I'll take the fact I was on the podium, did over 120mph and was smiling all the way round. I hit 176mph on the straight, too, and that isn't hanging about!



McGuinness on his way to victory aboard the Shinden San in the 2015 TT Zero race

ASK McGUINNESS

What's the Mugen actually like to ride?



Paul Tomlinson

What I find hard to explain is how fast it is and how limitless it is. There doesn't feel to be an end to the power - it just spins and spins and feels like it'll go a million mph. And that's all with one gear. Imagine if you put gears in it?

@ Send your questions to AskMcPint@motorcyclenews.com. Don't expect a serious answer.

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