

YAMAHA FIZZY
Back in good old 1985 as a 16-year-old on my excellent 1977 Yamaha FZ1-E which gave me my love for bikes. **Julie Taylor**



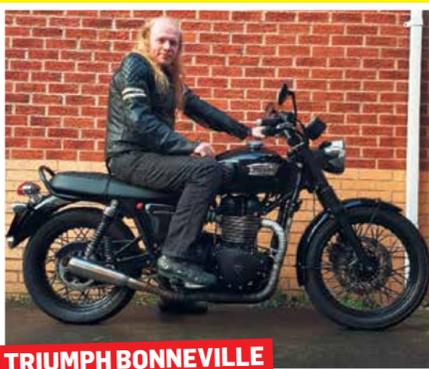
YAMAHA DT75
Not the best picture in the world, but here I am having a blast on my Yamaha DT175MX back in around 1982. **John Clarke**



KAWASAKI GPZ500S
My Kawasaki GPz500S back in about 1997. This was my first big bike complete with a stylish Arai helmets sticker on the bodywork. **Caroline Passey**



BMW SPECIAL
I saw the DGR in 2016 and thought I'd like a bit of that, so got a beat-up old K100 to convert then passed my test! **Wayne Pollard**



TRIUMPH BONNEVILLE
I only passed my test in May 2017 and bought the Bonnie after months of saving money in January 2018. **Kaine Smith**

YOU NEVER FORGET YOUR FIRST BIKE

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



HONDA C90
My Honda C90ZZ which I took custody of from my father way back in 1983 and had endless fun out riding with my mates. **Andrew James**



KAWASAKI ZX-6R
Me and my 1998 Kawasaki ZX-6R in the back garden. Of course it's always very important to wear a helmet on the patio. **Mark McGovern**



YAMAHA TZR125
Out of 23 bikes I've owned, this is one of two that were bought new: E129 AGN from Greyhound M/C in Croydon when I was 17. **Nigel Sims**

MCN LAW

Your tricky legal questions answered

Q Was I half to blame for the accident?

I have received a liability offer in my compensation claim which resulted from a filtering accident. The offer is 50% in my favour, meaning I am 50% to blame. My solicitor thinks I should accept it but how do I know what is right as I think it was mainly the car driver's fault. I was doing no more than 20mph on a 30mph road when he pulled out on me.
Bruno, New Malden

A Without seeing the papers in your case I cannot be specific. But, factors in determining the basis of a liability split in filtering accidents include the speed of the filtering motorcycle, the speed of the traffic being filtered past, whether the filtering is being done on the off-side or nearside of the line of traffic, the presence of a junction in the road, whether anything could have indicated to the motorcyclist that it was not safe to be filtering (for example a gap in the line of traffic suggesting a car had been flashed to pull into it).

'Factors include the speed of the traffic on the road'

knowledge of the road layout and the direction from which they expect vehicles to be coming and whether the other vehicle involved had seen the motorcycle prior to the collision taking place. This is not an exhaustive list and other factors may come into play. Each case must be decided on its own facts so your lawyer should be able to apply these criteria (and any others) to your case and decide on the correct course of action in terms of accepting or rejecting any offer of liability.

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



TT LEGEND JOHN McGUINNESS IN MCN EVERY WEEK

McPINT



'LCs were so noisy with Allspeeds...'

McGuinness has fond memories of the two-stroke glory days

I can't believe the LC came out 40 years go – wow that makes me feel old. I never actually had one as it was just slightly before my time, but I can remember the 'older' lads where I lived all having them. My dad, who owned a bike shop, would have wheeled and dealed in them and whenever we went to a race meeting it was just LC mad, they were everywhere. It was grassroots racing and everyone was on a level playing field. As a bike they were fast, light and I remember them being pretty noisy with Micron or Allspeed pipes. They were

'THE PRO-AM RACING WAS PURE WHEEL-TO-WHEEL ACTION'

always loaded with aftermarket parts. They sounded great and blew the opposition away. And even though the later YPVs that came out was probably a better bike, everyone still wants a LC. But whenever I think about LCs, I think about the Pro-Am series and the riders that came out of that championship. It was unreal, riders including Kenny Irons, Graeme Mitchell, Niall Mackenzie, Steve Chambers, Alan Carter etc, etc. There were loads of them, even Damon Hill had a go at it. It was shown on TV and I can remember seeing the riders pulling keys out of a hat

for the bike they were going to ride. And the racing was wheel-to-wheel, proper handlebar bashing. It was iconic, absolutely iconic and this was essentially the start of the one-make series and we've seen how successful they have been over the years. They've been responsible for a lot of riders careers, so they've got a lot to answer for. I'm sure there are also a lot of fond memories from the lads that had them on the road too, I bet they were responsible for a serious amount of petting going on for the lads that passed their test and got themselves an LC!



RD350LC
40 YEARS Anniversary special

1982 at Donington and the Pro-Am series serves up a blinder

ASK McGUINNESS

What do you do to keep fit when the weather is bad?



Paul Jones
It's not easy, but I'll get out and do a few laps on my speedway bike to keep my eye in, and I'm planning on getting out on the enduro bike up in the Lakes next week with a mate of mine who's mad for it and isn't put off by the weather!



Pro-Am stars Cent Langar, Kenny Irons, Graham Cannell and Steve Chambers

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

NEXT WEEK MORE WISDOM FROM THE FAST MAN FROM MORECAMBE

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