



VELOCETTE MSS

This was my first big bike, an MSS Velocette converted to Thruxton spec. This pic was taken around 1966. **Bryan Gibbons**



BSA BANTAM

My Mother, Betty, on my dad's BSA Bantam. They did their courting on it with Betty wearing nothing but a headscarf as protection! **Jackie Peat**



TRIUMPH TIGER 100

On my Tiger 100 in 1962, I had just fitted a pair of small bore exhaust pipes and it made a lovely noise at 7000 revs! **Peter Briggs**



YAMAHA RD500

My mate Rob on his first superbike complete with matching gear! I think this was around 1984. **Neil Dixon**



YAMAHA RD50

My first bike back in 1980 was this Yamaha RD50. I'm posing with my little nephew Carl, who loved wearing my lid. **Roger Wyld**

YOU NEVER FORGET YOUR FIRST BIKE

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



YAMAHA RD400

Posing on my first new bike, a Yamaha RD400. What a bloody brilliant bike that was. **Mark Curran**



SUZUKI A50

It's 1972 and I'd just joined the BSA Police, Rhodesia as a Cadet. Check out the cork helmet. I now ride an Aprilia Tuono Factory. **Andrew Segar**



SUZUKI TS50

My first ride at 16. I'm 55 but it feels like yesterday. **Julian Gedzierski**

Devitt MCN Festival
OF MOTORCYCLING
FREE TICKETS
If your picture is published in First Bike (up until the May 8 issue) you will receive a FREE ticket to the Devitt MCN Festival of Motorcycling, May 18-19 at the Peterborough Arena (www.mcnfestival.com)

EDITORIAL
Editor Andy Calton, 01733-468006
andy.calton@motorcyclenews.com
Deputy Editor Richard Newland, 01733-468447
richard.newland@motorcyclenews.com

BIKES
Chief Road Tester Michael Neeves, 01733-468010

NEWS
Senior Reporter Jordan Gibbons, 01733-468011
jordan.gibbons@motorcyclenews.com

TESTS AND FEATURES
Office Manager Alison Silcox, 01733-468025

CONSUMER
Consumer Editor Emma Franklin
Senior Reporter Chris Dabbs, 01733-468032
chris.dabbs@motorcyclenews.com

SPORT
Editor Michael Guy, 01733-468883
m.guy@motorcyclenews.com
MotoGP Reporter Simon Patterson, 01733-468454

PRODUCTION
Senior Production Editor Simon Brown

ART
Senior Art Editor Nick Lemon
Senior Designer Simon Relph
Designer Lee Loughton

MOTORCYCLENEWS.COM
Online Editor Maria Martin
Acting Online Editor Gareth Evans
Senior Online Reporter Dan Sutherland, dan.sutherland@motorcyclenews.com
Junior Web Producer Ben Clarke
01733-468675

MARKETING
Marketing Manager Sarah Norman

PUBLISHING
MD, Motorcycling Rob Aherne
Group Managing Director Rob Munro-Hall
Editorial Director June Smith-Sheppard

Phil Martin 01733-366388
Classified Events Exec Samantha Creedon-Gray 01733-366406
Classified Products Exec Tommy Holt 01733-363293
MCN Services Max Garwood 01733-366405
Production Chloe Martin 01733-468675
Marketing Manager Sarah Norman

HBAUER PUBLISHING
Group Finance and Strategy Director Sarah Vickery
Chief Executive Paul Keenan
HBauer Publishing, company number LPO03328, Academic House, 24-28 Oval Road, London NW17 0DT
Subscriptions Hotline 01858-438884

BAUER MEDIA GROUP

great 150 top titles magazines.co.uk

recycle
When you have finished with this magazine please recycle it.

ipso Regulated

MCN is published weekly by Bauer Consumer Media Ltd. No part of this magazine may be reproduced in any form without our prior written permission. All material published remains the copyright of Bauer Consumer Media Ltd. We reserve the right to edit letters, copy or images submitted to the magazine without further consent. The submission of material to Bauer Media whether solicited or requested, is taken as permission to publish in the magazine, including any licensed editions throughout the world. Any fees paid in the UK include remuneration for any use in any other licensed editions.

We cannot accept responsibility for unsolicited manuscripts, images or materials lost or damaged in the post. While every reasonable care is taken to ensure accuracy, the publisher is not responsible for errors or omissions or for any consequences arising from or damage, resulting from use of the paper.

Bauer Consumer Media Limited is a member of the Independent Press Standards Organisation (www.ipso.co.uk) and tries to respond to and resolve concerns quickly. Our Editorial Complaints Policy (including details of how to contact us about editorial complaints) and IPSo's contact details can be found at www.bauermedia.com/complaints.co.uk. Our email address for editorial complaints is covered by the Editorial Complaints Policy (complaints@bauermedia.co.uk).

MCN (ISSN 0027-1853, USPS 89707) is published weekly by Bauer Consumer Media Ltd, Media House, Peterborough Business Park, Lynch Wood, PE29 6EA, United Kingdom. The US Annual Subscription Price is \$323.25. Air freight and mailing in the USA by agent named WNS Shipping USA, 150-15, 160th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Periodicals postage paid at Jamaica NY 11431. US Postmaster: Send address changes to (publication name), WNS Shipping USA, 150-15, 160th Avenue, 2nd Floor, Jamaica, NY 11434, USA. Subscription records are maintained at Bauer Media, Subscriptions, G25 Global, Tower House, Sovereign Park, Lathall Street, Market Harborough, Leicestershire LE18 6EF, United Kingdom. Air Business. For advertising see our marketing agent.

MCN LAW

Your tricky legal questions answered

Q 'I got the blame after driver hit me'

I have been convicted of driving without due care and attention/careless driving after I was involved in an accident. I was riding in a bus lane in London (allowed at that time in the morning) and went to undertake a car driver in the outside lane who was going too slowly. He put his left indicator on at the last moment and turned across my path, causing the collision. Witnesses said I was doing about 45 in a 30. I think my conviction is unfair because he caused the collision by not looking. My solicitor says she now has to drop my personal injury claim due to my conviction but surely this is not fair?

Jason Cook, Shoreditch

'The conviction doesn't strike out your injury claim'

A It is not correct to state that just because you were convicted that automatically strikes out your personal injury claim. All the circumstances of the accident must be considered, not just your speed. Although you appear to have been speeding, the primary cause of the accident does not seem to be your speed. You were lawfully established in your lane. It appears the driver's failure to use his mirrors or do an over-the-shoulder check is the principal cause. He should have seen you and formed a view as to your speed. Had he done so, he would not have pulled across.

I disagree with your solicitor about prospects of success (although I have not seen all of the papers), but you will have to accept some of the blame for your speed as a contributory factor. I suggest you seek the opinion of another lawyer.

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



'I want wings on my TT Norton'

If they're good enough for Dovi, they're good enough for our man!

I've been thinking about wings and how they would work on the roads and it's really interesting. I think maybe they could work at the TT as there are so many corners taken at high speed, especially up on the mountain. If you had the wings working and pushing the front end down, helping grip and improving your confidence, it'd be mega. I'd love to try them and do a test with them, but you get so many conditions at the TT you can have five seasons in one lap, so it may not always work out as

'WHAT'S IN THAT BOX UNDER THE DUCATI'S TAIL? SANDWICHES?'

you'd expect. They've certainly got them working well in MotoGP. The Ducati looks incredible with those massive wings! And they must work otherwise they wouldn't do it, but now they are adding them at the bottom of the fork leg. I think there is half-a-second a lap in the wings anyway because they look so good!

It looks a bit like it's been designed by a ten-year-old who's just been given a sticker kit for Christmas. I love it though. And while we're on the Ducati... what is under the tailpiece in that funny box? A gyro? A few sandwiches?



The Ducati may look 'unique' but it's working...

Whatever MotoGP bosses are doing though, they've got they've got it right, because the first two races have been mega. Not like in WSB, where the production racing format should make it an amazing spectacle. The Thailand race was just so boring after about five minutes, the whole thing felt flat. But why? It's nobody's fault that Ducati have built a bike that is doing what it's doing. Every other manufacturer has the same freedom to build something properly. Ducati built the new V4 to rev hard, with wings and the bike is available to the public; so fair play to them.



McGuinness reckons he'd fly at the TT if he could have some wings on the Norton

ASK McGUINNESS

Is there a 2019 bike that you'd love to have a go on?

PIERS DRYSDALE
Yeah, the Panigale V4; It looks the nuts and sounds awesome. I wouldn't mind a run out on one of those CCM Spitfire things and Norton Superlight 650, when it's ready... of course. It should be bloody brilliant.

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