



SUZUKI GT250

This was my 1976 Suzuki GT250, faithful for many miles through all seasons, until the two-stroke oil pump failed. **Andy Cooper**



ITALJET 50

"Best present we ever got him," Mum said to Dad as I rode endlessly round the local woods. That's my brother Nick trying to stop me in my tracks! **Jamie Cheshire**



HONDA SUPERDREAM

Here's me with my CB250N Superdream back in 1980. **Ian Speight**



HONDA MB5

My first bike was this Honda MB5. That's me and my brother Scott setting off for a ride. **Paul Armstrong**

YOU NEVER FORGET YOUR FIRST BIKE

A blast down memory lane

Send your first bike pics to: yourpics@motorcyclenews.com



BSA BANTAM

This is my father **Roy Owen BEM** on his BSA Bantam in 1958. He rode all over the country with my mother Joan on the back.



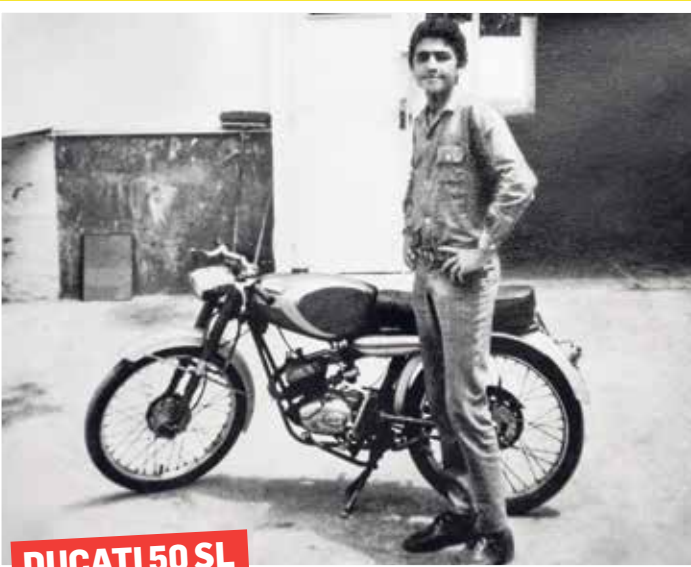
YAMAHA PW50

My son Blake age five on his PW50 taking his first rideout on the local fields and loving it. **Scott Jackson**



SUZUKI GP100

Here I am back in September 1985, touring the North Yorks Moors on my first bike – a Suzuki GP100. They were happy days! **Carol Gawthorpe**



DUCATI 50 SL

Back in 1967, here is my very first bike with me in Casablanca, Morocco, it's a Ducati 50 SL. I now ride a BMW R1200 GS. **Nabil Hireche**

MCN LAW

Your tricky legal questions answered

Q 'Driver hit the brakes in front of me'

I was injured in an accident which was caused by the driver in front of me suddenly slamming on the brakes when a traffic light turned to amber. I am now wanting to make a claim against her insurance as I am out of hospital and it will be a few weeks until I am back at work. Everyone has been telling me I am wasting my time here because I ran into the back of the car, but I think the driver made a dangerous manoeuvre. Am I barking up the wrong tree with this one?

Chris Oliver, email

A The standard rule of thumb is to leave a sufficient space between you and the vehicle in front to allow you to safely stop should the unexpected happen, so the vast majority of rear end collisions are the fault of the person behind. However, in certain circumstances the driver who suddenly stops can be held at

'The driver is required to stop at an amber light'

least partially to blame. For example, there have been two reported cases over the last 50 years involving a driver emergency braking due to pheasants in their path and in which the courts have held that the driver was negligent to have reacted in that way just because of a pheasant and with disregard to the safety of other road users.

In your case the driver stopped for an amber light, which is required unless doing so is likely to cause an accident. You should pursue your claim but do expect to take a significant amount of the blame for the incident yourself.

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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McPINT



'I'm just not a very organised person'

MCN's man says he could be a good mentor, but not a good boss

People keep asking if I would want to run my own team and I'm torn, it's a real 50/50. One of the reasons I'm split is because I'm not an organised person, I'm terrible and like to be told what to do. I'm a worker and I'd struggle being in a position where I if I was a manager and needed to order race fuel in February for the TT... I just know I'd be there last minute with my head in my hands. On the other side I wish I could do it because I look at people like Michael Rutter who has got a whole set

'IS THERE A MANUAL ON HOW TO DO IT? IS THERE F*'**

up, beautiful truck, professional set-up – something for when he retires and I'm envious.

I'd like to be the figurehead, but have someone else to actually run it! I feel I could offer a fair bit of advice to other riders, but I've done a bit of tuition over the years and I found it super frustrating at times. It comes down to the fact that I'm dealing with younger riders who are from a different generation. They are so worried about how they look, worried about social media, keeping everyone happy. While it's good, I'm more of a grassroots person – the simple things – the main ingredients you need to race.



McGuinness isn't sure he'd cut it as a team manager

It's like the other day Glenn Irwin was going on about all the chemicals in chickens that you buy from a supermarket. What relevance has that got? How is knowing what chemicals are in a chicken going to help you when you get to the bottom of Bray Hill at 185mph?

Or maybe I'm the stupid one, maybe I've got it wrong. The night before I came back and won the Senior in 2015 I had a beef curry and rice from the Chinese takeaway. That's where it goes back to what is right and wrong. Is there a manual telling you how to do it? Is there f***.



John shares the benefit of his experience with 2016 TT newcomer Josh Daley

ASK MCGUINNESS

How can we get kids excited about racing motorbikes?



MATT PEACOCK

I'd like to see a trick 250cc version of Marquez's RCV – that would have to get kids excited about riding.

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

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