



HONDA CBR600

This was my first bike after my Direct Access course. It was a 1989 CBR600F. Check out that hair! **Bob Burrage**



JAMES CAPTAIN

Our dear mum Bridgett on her first bike in 1956. She rode bikes until she got her bus pass. **Jon and Jamie Proudfoot**



HONDA GP BIKE

My first sit on a race bike. It's 1985 and in my dreams I am just about to show Freddie Spencer the way around Silverstone. It must have worked he ended up being double World Champion. **Peter Dunning**



HONDA C90

My 1976 Honda C90 with my grandkids Poppy and Ben having their first experience of sitting on a bike. **Robert Lewis**



YAMAHA THUNDERCAT

I passed my test a month ago as a lifelong ambition. This Thundercat is now my freedom and it's very reliable too. **Ayden Fessey**

YOU NEVER FORGET YOUR FIRST BIKE

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



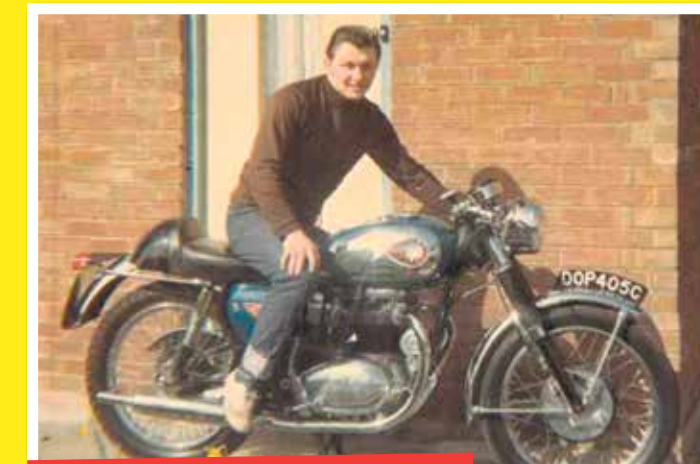
HONDA

Not my first bike but one of my first rides, it was one of my gramp's bikes and it got me going on two wheels. **Alex Britton**



YAMAHA 350

Me aged nine in 1978, I had already been riding for five years on an Italjet. The picture was taken on private land in the Lake District. **Simon Grimsey**



BSA LIGHTNING CLUBMAN

Me on my first 'new bike', a 1965 Lightning Clubman. It's still out there somewhere on 'sorn' and I'd love to buy it back! **Dave Jackson**

MCN LAW
Your tricky legal questions answered

Q 'Was I really to blame?'

I was out riding and approached a long line of stationary vehicles that were queuing because of temporary traffic lights. I started filtering on the right of the traffic using an area with broken chevrons. As I approached a junction on the left and just before the chevron area ended, a car decided to pull out to his right and knocked me off. His insurance company is claiming that I am entirely at fault as I should not have been riding in the area marked with chevrons. I am not happy with this as I was riding at less than 10mph whilst filtering and surely the driver has a duty not to pull out without looking in his mirrors?
Darren, Stockport

'The driver may also come in for some criticism'

Rule 130 of the Highway Code states that if the chevron area is bordered by solid white lines then you must not enter it except in an emergency. If it is bordered by a broken white line then you are permitted to enter the area, but only if it is necessary and you can see that it is safe to do so.

As such, if the area is bordered by solid white lanes then it is likely that you will have to accept the lion's share of responsibility as you should not have entered the area when filtering. If the area is marked with broken white lines then you will have a better chance. That said, the driver will also face some criticism as, by the sounds of it, you were there to be seen and riding at a low speed. If this is correct then he should not have attempted his manoeuvre without checking it was safe. I'd recommend you instruct a specialist solicitor.

Andrew Campbell
Solicitor and author of the MCN Law column for the last ten years
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TT LEGEND JOHN McGUINNESS IN MCN EVERY WEEK

McPINT



'Going fast? Get the basics right'

Forget tyre warmers, what you need is some decent track tuition

Trackdays can be a worry. You have guys that have been there since 6am with all the best gear, the tyre warmers are on and I respect that but when you listen to their conversations you can hear that they haven't quite got the basics. You can have all the tyre warmers and fancy kit you like but if you haven't mastered the fundamentals – the right lines and throttle control – you aren't going to go any faster.

'ANY MODERN SPORTSBIKE IS BETTER THAN MOST RIDERS'

People also get sucked into peer pressure with someone saying they've got the latest sticky tyres, but my advice is to ignore all that. To start with you should keep your bike standard because manufacturers don't do a zillion miles on each model on the road and around test track, for Joe Bloggs to get on it and say it's shit and go and start changing it. The bottom line is that any modern sportsbike on decent road tyres is better than your typical rider.

Making improvements all comes down to the basics: body position, staying relaxed, trying



You won't go far wrong learning from Ron Haslam

to breathe. Also, it's important to be happy and not feel that you are under pressure.

For me the key is to get good guidance from good reputable people. Take someone like Steve Brogan or James Whitham's schools. They've got years of experience and they run good bikes on good tyres. They're happy, there's no pressure and you're going to have a good day. I've seen people arrive on these days as white as a sheet, so nervous, but they go away at the end of the day with a swagger. And that is what it's all about.



James Whitham knows a thing or two about helping riders grow their skills

ASK McGUINNESS

Who is the best rider you've ever raced against?



Peter Chantrill

It has to be Valentino Rossi. I raced against him at Donington Park in the first 500 race he ever won.

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

NEXT WEEK MORE INSPIRED WIT AND WISDOM FROM McPINT

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