



**REVVI 12**  
Here is my son Edward age two on his first bike, an electric Revvi 12. He loves being on two wheels. **Matt Gospel**



**YAMAHA FAZER FZ1**  
Me with my Fazer FZ1 after passing my direct access. **Gordon Bell**



**HONDA CBR125**  
My husband Martin aged 50 on his first bike a Honda CBR125, he has now upgraded to a Kawasaki Ninja 650. **Marie Cave**



**HONDA 550/FOUR**  
Raised in Canada... (me and my bike!) made journeys to Georgia for Uni (via the BlueRidge Parkway) and Florida for Spring Break. **Doug Ramsay**



**OSET**  
My grandson Diago on his sixth birthday last year. **Tracey White**

**YOU NEVER FORGET YOUR FIRST BIKE**  
A blast down memory lane  
Send your first bike pics to:  
yourpics@motorcyclenews.com



**HONDA CR250R**  
Me and my beloved Honda CR250R in 1993. I learned to ride on smaller bikes then bought this beauty and loved it. **Darren J Wilson**



**HONDA 250**  
Here's a cheeky old and rare photograph of me on my first bike way back in the 1970s hence the front registration plate which was phased out in the 1980s due to health and safety. **Mark Dabbs**



**SUZUKI SV650**  
This 2006 Suzuki SV650 was first bike but now my speedway-mad 14-year-old daughter assures me will be her first bike too. **Roy Fox**

**MCN LAW**  
Your tricky legal questions answered

**Q 'Who do I claim off?'**

Last month I was riding along, minding my own business, when I lost the front end on an 'Orca cycle lane separator'. They are like little kerb stones that are bolted into the road with a cycle-friendly concave face on the cyclists' side, and a higher kerb face to deter drivers. The Orca was supposed to be bolted down parallel with the white line for the cycle lane, but it had spun through 90 degrees and was protruding into the road. I didn't see it and ended up breaking my collarbone. I instructed a friend who is solicitor and he wrote to the council on my behalf. They have chosen to ignore him and he's not sure what to do next. **Ethan, email**

**A** How you proceed will depend on what caused the Orca to change position. They are usually secured by two bolts, and so in order for it to have moved one of the bolts would have had to fail or to have not been secured properly in the first place. If the bolt failed then you potentially have a claim against the Motor Insurers' Bureau under the Untraced

**'It all depends on what caused the bolts to fail'**

Drivers' Agreement. This would be on the basis that the most likely cause of the failure was being hit by a heavy motor vehicle (like a bus or lorry). If the bolt wasn't secured properly in the first case then you would potentially have a case against the council. I would recommend pursuing courses both simultaneously and instructing a specialist solicitor to avoid further issues.

**Andrew Campbell**  
Solicitor and author of the MCN Law column for the last ten years  
Visit [www.bikelawyer.co.uk](http://www.bikelawyer.co.uk) or email [andrew@bikelawyer.co.uk](mailto:andrew@bikelawyer.co.uk) or call 01446 794169



TT LEGEND JOHN McGUINNESS IN MCN EVERY WEEK

**McPINT**



**'Nostalgia? Just give me a stroker'**

All these reborn bikes are fine but McPint longs for the stinkwheel

**O**ver the years I've noticed more and more bikes from my youth being revived and I think it's great. It's a way of bringing back the heritage of a classic bike and it's a way of re-living your youth. Bikes like the Suzuki Katana are back. When I was a kid I couldn't get enough of its freaky lines. Also things like the Norton Commando 961. I've actually got one of those in my collection and whenever I look at it I think how stylish it is. It's been designed to make it look like it's a pre-unit engine, it's fuel injected, but it

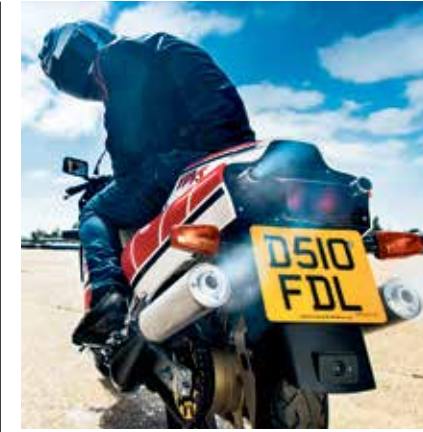
**'TWO-STROKES CAN MEET THE REGS SO WHAT'S THE PROBLEM?'**

looks like it has carburetors. I like it. They are easy on the eye and they are also reliable, where original bikes like that would have been a bit temperamental. The other morning I couldn't sleep so I got up and went to Devils Bridge and sat in the background. A guy turned up on a Triumph Scrambler 1200, it's a big lump, but it's nice. It's got the original metallic tank and it looked great. Plus you have the bonus of it stopping now and having decent suspension. There was a CCM Spitfire too. It was the first I've seen on the road and it looked the business.



Something like this coming back? Now you're talking

As to what they'll start reviving next, they're going to have to start with the original Blades or R1s aren't they? They're all over 20 years old now. But seriously, I think they should do something with the 400s. I'd love to see something like the FZR400RR SP revived – a proper aluminium beam frame, inline four that revved to 18,000rpm. And while we're on the subject, why can't we bring two-strokes back? KTM produce enduro bikes that you don't have to pre-mix, they meet emission regulations and run at 80:1. So what's the problem?



Modern day two-strokes wouldn't have to be quite as gloriously filthy as before

**ASK McGUINNESS**

**Would you become a commentator once you retire from racing the TT?**



**Mark Coombes**  
Yeah I would, I've done a little bit before and listened to it for years, but when you're there with a microphone it's not as easy as you think. I'd probably end up saying something that wasn't PC.

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

**NEXT WEEK MORE WISDOM FROM THE MAN FROM MORECAMBE**

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