



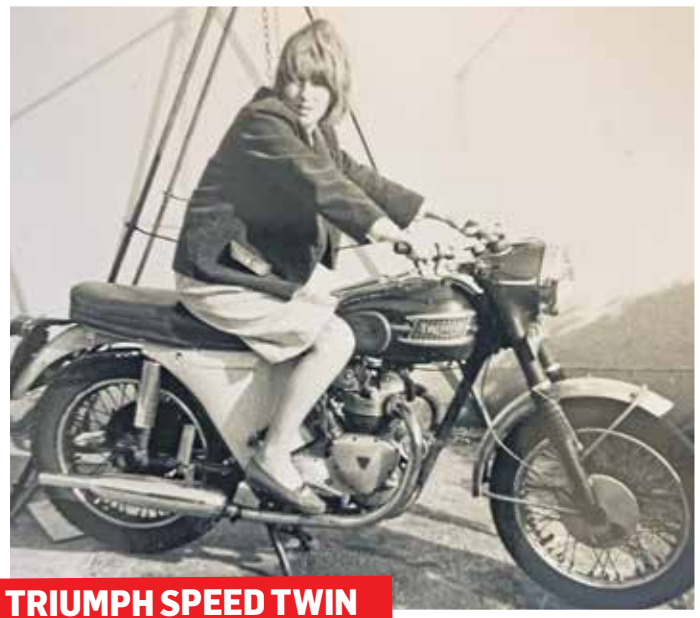
SUZUKI GSX-R125

My wife Michelle at the ripe old age of forty-hmmm has decided to learn to ride a motorcycle. **Alex Loader**



SUZUKI GT380

Me aged 19 on my 1976 Suzuki GT380. I'm still biking today aged 59 on my Suzuki Intruder VZR1800. **Paul Jones**



TRIUMPH SPEED TWIN

My first big bike with my then wife Carol in 1963: a 1958 Speed Twin (butchered by me). I wanted a Tiger 100, but couldn't afford one. **Andrew**



BSA A10

This is my Uncle Johnny an American airman when he was based at Burtonwood, Lancs on his BSA A10 Plunger in 1963. **Steve Judge**



RIEJU SMX 50

My first bike was this Rieju SMX 50 Supermoto. Great little machine but I had the engine rebuilt! **Lewis Bishop**



SUZUKI VAN VAN

Here is a picture of my very first run on my first motorcycle. My lovely Van Van 125, what a beauty. **Emma Ringland**



SUZUKI RM80

This is me with my Suzuki RM80. I'm now searching for something similar for my kids to get them started on two wheels. **Andrew Lindner**



EGLI VINCENT

Jim Doyle on his Egli Vincent. It wasn't his first bike but definitely his best. At 81 he is still rides a Triumph Speedmaster. **Linda Doyle**

YOU NEVER FORGET YOUR FIRST BIKE

A blast down memory lane
Send your first bike pics to:
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MCN LAW

Your tricky legal questions answered

Q 'Slippery road repair made me crash'

I was riding along a wet country road in North Wales and was negotiating a bend when my bike lost traction and I ended up in a ditch. I was able to pick myself up and when I went to inspect the road I noticed that the surface had recently been repaired and the seal at the edge of the repair looked much wider than normal – about 3in wide. As I hurt my shoulder and have been off work and losing wages, I was wondering if I can claim for my injury and the damage to my bike?
James, email

A Depending on the type of road, the local council or the Highway Authority are responsible for maintaining the surface and all repairs. Authorities often contract this work out but the contractors have a duty to make sure the repairs comply with statutory requirements and repair guidelines. The seal around a repair is known as overbanding and is recognised to be a potential accident risk to motorcyclists, particularly on longitudinal joints because it can cause skidding. If it's wider than

'Overbanding is known to be an accident risk'

20mm, the material used for the overbanding is supposed to have a grit-like substance added to provide adequate wet skidding resistance, and it should never be more than 40mm wide or 3mm thick. If you can prove that the overbanding did not comply with the requirements then it would likely be considered a hazard and you may be able to bring a claim against the authority or the contractors.

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



'When he got off he was destroyed'

23-time winner recalls the day he took naive car journo on a TT lap

It was a while ago now but I got asked to take a journalist round the TT on a pillion lap. It ended up being a guy from a car magazine. It was a closed circuit and I went for it and did an 100mph+ lap. When I look back at it now I realise that when we were on the start line he had absolutely no idea what he was about to go through. I told him to hold on to me and trying to look cool he said he'd be fine just holding on to the seat. So I said to him again: "Look we're all big boys here, hold on properly..." When we got to the end of the



Forget trying to look cool – pillion clings on for his life

'HE COULDN'T EVEN UNDO HIS HELMET STRAP AFTERWARDS'

lap and he got off the bike he was destroyed and I mean destroyed. He couldn't use his hands and he had to keep asking me to undo his helmet chinstrap, because his fingers had stopped working and he couldn't do it himself. No-one ever gets to do pillion laps around the Mountain Course like that and I was the main man at the time. I'm not saying I'm the best but he got something not many people would never get the opportunity to do. It was then that I told him that the lap was only about 40% how hard we go when we're racing

and we have to do five more of them too. I hoped that would put what racing the Senior TT is like into context. But the most frustrating thing was that when he got off it he tried to play it down. I don't know if it was because he was a car journalist, but he just couldn't say it was better on two wheels.

Why couldn't he just take it for what it was – an incredible, maybe terrifying experience? Instead of saying it was amazing, he didn't give us any credit, he didn't regard us as sportsmen – nothing. I don't really understand that attitude!



The poor guy on the back seat has literally no idea what is about to happen to him

ASK McGUINNESS

Who's the next rising star on the roads



James Thomas
It has to be Davey Todd. He's had his honeymoon period and now he's ready to go on to the next level because he's definitely got the minerals!

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

NEXT WEEK MORE WISDOM FROM THE FAST MAN FROM MORECAMBE