



OSET 16

Here's my lad Jack, aged five, on his first trials bike. It's an Oset 16 and he can't get enough of riding it. **Dean Hark**



YAMAHA VIRAGO 535

The Virago too for a great bike and looked cool too. **Willemien Collins**



SUZUKI T350

This 1972 T350 marked my return to riding in 1973 inspired by the bike-mad young lady seen in the pic. We've been married now for 45 years. **John Edwards**



TRIUMPH 110

Thought you might like this picture of my mum Christeen on my father's Triumph 110 before they were married. **Tim Westley**



BSA DANDY

Colin Stevens Snr posing with his BSA Dandy in 1961. **Colin Stevens**

YOU NEVER FORGET YOUR FIRST BIKE

A blast down memory lane
Send your first bike pics to:
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YAMAHA XJ6

Shortly after passing my full bike licence with my first bike alongside my friend's Kawasaki ER-6n. He did the training and test at the same time. **Adam Fields**



BSA B31 350

My first bike with its new paint job, we used to thrash round local woods, swapping bikes the whole time. No licence back then, so it was back roads to the next village! **Peter May**



SUZUKI RM80

My brother Angus and I on our first bikes. This was the start of 25 years of MX for me although my brother never took to it. **Andrew Russell**

MCN LAW

Your tricky legal questions answered

Q 'I swerved and crashed'

A Spanish lorry driver I was overtaking on the M4 near Reading suddenly changed into my lane. Fortunately the traffic was slow-moving due to congestion otherwise it could have been much worse. He either did not look in his mirror or did but just could not see me. I swerved to avoid him and ended up taking a tumble. Other drivers managed to get him to stop and the police showed up and he gave his details. Any help with claiming would be appreciated.

Nigel Morris, Swindon

A For this one you need to go through the Green Card scheme and claim compensation from the Motor Insurers' Bureau.

The Green Card Bureau guarantees that a victim of a road traffic accident caused by a foreign vehicle, originating from a country participating in the Green Card system, will be compensated in the country of accident. The relevant Bureau of the country of accident can then recover all the compensation paid from the Bureau of the country from where the responsible vehicle originates under international

'You need to claim through the Green Card system'

agreements, in your case Spain. Not all EEA (European Economic Area) countries are required to take part but Spain is a signatory.

Responsibility for issuing Green Cards is given to national organisations – in the UK it is the MIB. However, the bureau delegates its responsibility to individual insurers by allowing them to print and issue their own cards in the interests of greater efficiency.

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



'Two-strokes are where I started'

McGuinness reveals how he can't help being drawn to stokers

If I ever see a two-stroke parked up I'm all over it – much more than if it was a Fireblade or S1000RR. If I see something like a KH triple I'll be straight over, but it's the same for something simple like an RD250. I'm not saying I'd want to jump on it and ride it, but I certainly appreciate it.

When I was a kid my Dad had RD500s and TZ750s and they used to frighten me. They had four pipes sticking out the back and if you were stood at the back

'WHEN MY DAD STARTED HIS RD IT'D BLOW YOUR BRAINS IN'

of it when he started it up it used to blow your brains in.

I'm still passionate about two-strokes, have still got a few in my garage (CR500, KR-1S, TZR125) and a load of two-stroke race bikes. They've been an important part of my journey and it's impossible not to feel a real rush of emotion when you think about them – or smell one running.

I cut my teeth on two-strokes – it's where I learned my trade. I won my first TT on one in 1999 and in 1998 I did 121.7mph lap and finished seventh in the Senior on a V-twin 500 Honda. That was a difficult bike to ride – loads of grunt, but no RPM – they



McGuinness on the Vinto Honda at the Donington Park British GP in 2000

just wouldn't rev, which made it really particular with the gearing – they only revved to 10,500rpm. Because of the position of the cylinders it wheeled a lot, but being so far forward they were hard to turn.

In 1999 I rode it again, I won the Scarborough Gold Cup, did the NW200 and TT. I put it on pole in Macau and also raced the British Grand Prix on it. In the same year I also did Race of the Year at Mallory and the Stars of Darley – can you imagine doing all those races now with the same bike? Incredible.



The young John McGuinness cut his teeth on two-strokes and he's still addicted

ASK MCGUINNESS

What is your favourite bike in your collection?

Stephen Bostock

My 1999 Honda TSR 250 that I won the British championship on.

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

NEXT WEEK MCPINT ON WHY BEING HAPPY MAKES RACERS GO FASTER

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