



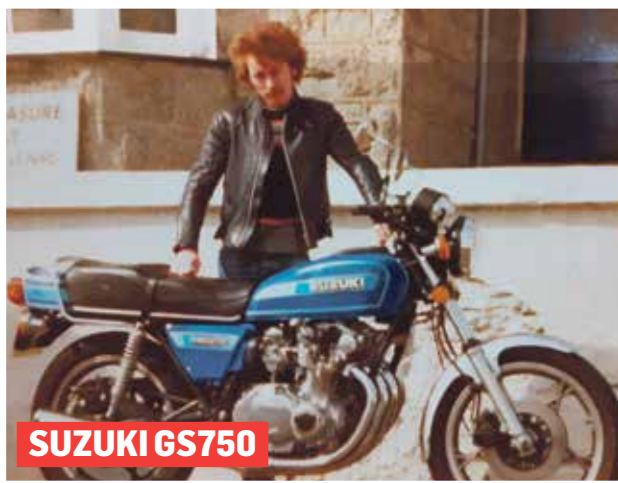
TRITON

On my late father's Triton. I've fond memories of riding pillion through the village and I still own the bike today. **Curtis Frewin**



DAYTONA AND MONSTER

Me on my Daytona 900, and my son on his first proper bike, a 750 Monster at Llyn Ogwen, North Wales. **Richard Fraser-Williams**



SUZUKI GS750

This is actually my second bike on our annual trip to Anglesey in 1981. I'm now on my second Triumph Street Triple. **Dave Mack**



HONDA 125

Have just got my own little 125, and took it out for the first proper ride with my biker friend Sam yesterday! It was absolutely excellent. **Angela Cox**



YAMAHA FS1-E

Me trying get me knee down, well stick it out a bit anyway, on my good old Fizzer in 1978. **Will Willshaw**



YAMAHA XS400 DOHC

My brother Phil on his Yamaha, note the Hella Rallyes he fitted for his country lane rides home! **Andy Price**



BSA OUTFIT

My grandparents got this outfit when my mum was born. RIP my grandad, Lenny Playle. **Darren Playle**

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 'Driver did a U-turn without any warning'

I was out on a ride on a sunny Saturday in Hampshire when I came upon a long row of stop-start traffic so I decided to carefully ride by the queue on the outside. I was going about 30 on a national speed limit road, a speed I considered to be safe as I know the road well and there were no junctions where I was overtaking. After I'd passed quite a few cars one car pulled out to do a u-turn without any warning or indication and I was sent flying over the bonnet. My solicitors say I am 50% to blame and should accept an offer from the other side. I seem to recall a case where the biker got all of his compensation in a case similar to mine. Am I right?
Connor Richards, email

A As with all these cases, each one turns on its own facts and I would need to see the police report and witness statements to give accurate

'If the witnesses back you up you should get 100%'

advice but the facts are similar to the facts in the Court of Appeal case of Davis - v - Schrogin from 2006. In that case there was one lane in each direction and, like you, the biker was overtaking a long line of traffic on the outside. The biker succeeded 100% because he was established and was there to be seen had the other driver looked. In that case the driver also failed to indicate. If the witness evidence supports the facts, you should succeed 100% and you should bring this case to your solicitor's attention.

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



'Why do they keep changing tyres?'

Progress isn't really progress if latest rubber wrecks the racing

There's been so much talk about tyres in racing. It's a super hard one to get your head round because everyone is in the same boat so everyone has the same opportunity to fix it and get their bike working. But what I don't understand is why the tyre manufacturers introduce new tyres and throw the curve ball in when they were working before. It takes a long time to make things better. It doesn't happen overnight and at the end of the day the things that are important with

'Why should teams pay for problem tyres?'

tyres are that they give you grip, confidence to do what you want and that they are safe. For me that's the requirement for a BSB tyre for example - something that works. They had that last year, so why change it?
What we've seen this year is teams really struggling, Ducati struggled early on and the BMW guys are still having problems. When you're on the bike and you can't get your tyres to work, you're going through hell. It can be a double-edged sword because when it's not working it's the worst place to be, but if you manage to be the rider that finds something and can get it working when others can't - then



Tyre firms spend a fortune but can't please everyone

it becomes the best place to be. Teams have a tyre budget and when it's a controlled tyre like we have in a lot of racing, they shouldn't have to be putting their hands in their pockets and then have problems with the product. Tyres are still open in World Endurance and on the roads, of course. Everyone is talking about chatter problems, but we don't really have chatter problems on the roads, we just have big bumps and massive jumps to contend with so a little bit of chatter doesn't really bother us!



Riders in MotoGP, WSB and BSB have struggled with tyres in 2020

ASK MCGUINNESS

How are you enjoying racing in the Ducati Cup?

Joel Mardell
Yeah, I was happy with fourth at Oulton. It's a good championship and I've done over 1000 hard racing miles this year which is really valuable.



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

NEXT WEEK MORE WISDOM FROM THE FAST MAN FROM MORECAMBE

