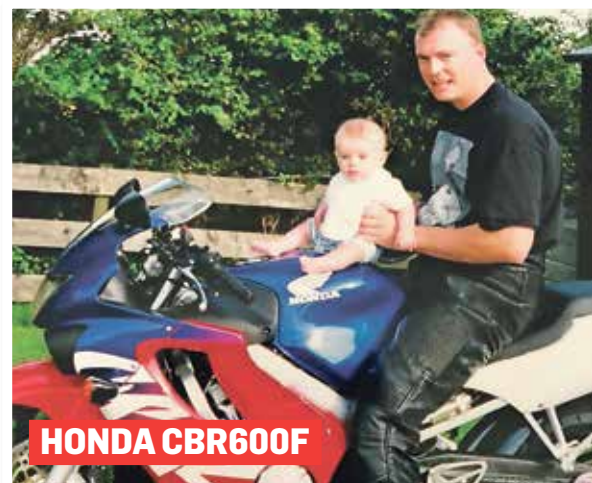


HONDA CB175

Here I am aged 17 on my first bike: a Honda CB175. Things have moved on now and today I ride a Triumph Tiger. **Hugh Foster**



HONDA CBR600F

This Honda CBR600F was my first bike. My son Jack, who you can see sitting on the tank, will turn 21 this year! **Neil Dixon**



GITANE GRAND SPORT

This Gitane was actually my third moped after a Mobyette and a Puch MS50D. This was taken in around 1979-1980. **Charlie King**

Spring 1980 and I was addicted to a moped that was always breaking down! Never stopped riding since, I now have four motorcycles. **Pete Sexton**



YAMAHA FS1-E



TRIUMPH SPEED TWIN

My dad Joe passed away when I was young but I must've got my love of bikes from him. **Paul Joseph Freeman**



HONDA CB500T

Looking back, I only had two pleasurable days on that bike – the day I bought it and the day I sold it! **Mark Burrows**



HONDA CBR125

My first bike in 2007 before I passed my test. I now have a Honda Fireblade SP and BMW S1000RR. **Diane Piggott**

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

MCN LAW
Your tricky legal questions answered

Q 'Is there a conflict of interest here?'

In October I was riding along the A4 with my partner on the back and happily going along enjoying the ride. A car was waiting at a junction to our right, about 70 metres away and indicating to turn left. He pulled out on us, giving me no time to react and there was an accident in which we were both hurt. My insurer appointed a solicitor to act for us both and so far it has been a smooth process. I have been acting as litigation friend for my partner due to the nature of her injuries, providing instructions on her behalf to our solicitor. The car driver's solicitor is now alleging that I was partly to blame for exceeding the speed limit (which I was not) and says there is now a conflict of interest and my partner and I should have different solicitors. My solicitor says this is not needed. Who is correct?
Andy Palmer, Calne

'You and your partner need your own solicitors'

A If the Defendant is pursuing an allegation of contributory negligence against you, i.e. that you were partly at fault, you and your partner should have separate solicitors. Your partner is bound to succeed in full with her claim either entirely against the other driver or with your insurer making up the balance of the claim relating to your degree of fault. Also, I do not think you can continue to be her litigation friend and she should find an alternative who is not a party to the claim.

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 MBE in MCN every week

McPINT



'Moto3 bikes are so good in the corners'

McPint says power isn't everything when it comes to racing

I found Michael Laverty's piece about corner speeds really interesting (p60-61). It's incredible to see how much faster Moto3 are than MotoGP in some corners. I think people will be surprised at that. It's like that at the TT as well. Where we've made up time is power and a little bit of tyre. You come out of Quarter Bridge and you get to Braddon Bridge faster than you would have done in 2001 riding an SP-1. But if you had a speed gun on you at the apex at Braddon Bridge it would be the same – you just get from A to B and B to C faster now because you have more power. I bet when

'You're flat-out but you are in the right place'

Steve Hislop was on the side of his tyre on his RC45 in 1994 at the Verandah he was going as fast as we are now even though he'd have had 140bhp – now it's 240bhp. It's like the Paton I race at the Classic TT. It's got a 100mm front tyre and a 110mm rear and when I did my 113.4mph lap I was on the limit. You carry tons of speed and have so much feel because you're on treaded tyres. Honestly, there are some bends around the TT where I'll be faster on the Paton than on my Superbike. The reason is that you can put yourself in the perfect place on the road. You can never really get into a perfect position on a big bike because you're



Moto3 bikes are in the sweet spot for fast cornering

arriving so fast it's hard to get ahead of the bike. It's so hard to scrub off the speed and make the perfect turn-in point at the perfect speed. On the Paton you're flat-out but you're where you want to be and instead of braking from 180mph, you're braking from 120mph, a touch of the brakes to help turn it in, then back on the power. I did a 113.4mph lap on the Paton and went through the speed trap at 140mph. On a Superbike you're doing 130mph+ laps but you're doing 200mph down the straight.



McPint's Paton corners as rapidly as any full-on TT Superbike

ASK MCGUINNESS

What do you have planned racing wise for 2021?

Craig Peters
When BSB gets underway I'll be doing the Ducati Tri Options Cup again plus I'd also like to do other stuff. Scarborough maybe, Goodwood and the Revival.

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

MCN
How to get in touch
Motorcycle News, Media House, Lynchwood, Peterborough, PE2 6EA

EDITORIAL
Editor Richard Newland, 01733-468025, richard.newland@motorcyclenews.com
Deputy Editor Emma Franklin, 01733-468084, emma.franklin@motorcyclenews.com
Office Manager Alison Silcox, 01733-468025, alison.silcox@motorcyclenews.com
SPORT & FEATURES
Editor Michael Guy, 01733-468883, michael.guy@motorcyclenews.com
Sports Reporter Josh Close, josh.close@motorcyclenews.com
CONSUMER
Reporter Starting soon...
BIKES
Director of Content Andy Calton, Chief Road Tester Michael Neves, 01733-468010, Deputy Editor, Bauer Motorcycling Mike Armitage, 01733-468031
Deputy Editor, Bauer Motorcycling Martin Fitz-Gibbons, 01733-468031
Senior Writer Chris Dabbs, chris.dabbs@motorcyclenews.com
NEWS
News Editor Jordan Gibbons, 01733-468011, jordan.gibbons@motorcyclenews.com
Senior Writer Dan Sutherland, dan.sutherland@motorcyclenews.com
Staff Writer Ben Clarke, ben.clarke@motorcyclenews.com
PRODUCTION
Senior Production Editor Simon Brown
ART
Senior Art Editor Nick Lemon, Senior Designer Simon Ralph, Senior Designer Lee Loughton
MOTORCYCLENWS.COM
Online Editor Gareth Evans

ADVERTISING
Group Commercial Director Gareth Ashman, 01733-366444
Head of Online Advertising Rob Fairburn, 01733-366455
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Dealer team Phil Martin, 01784-234101, Tommy Holt, 01753-300295
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