



KAWASAKI GPZ900R

After a Fizzy and an RD250LC, this was the machine I did the most miles on with rides to France and Germany. Boy I miss it. **Mike Day**



HONDA CB125 SUPERDREAM

Me in 1984 age 17. Note the must-have 1980s bleached jeans and white socks. Much slated bike... justifiably so. **Gary Davies**



SUZUKI A100

This Suzuki gave me my first taste of biking freedom over in Ghana back in 1980. I'm riding a Yamaha FJR and Guzzi V7 now. **Gary Jervis**



BSA A7

1967 at the side entrance to Oulton Park on my 500cc BSA A7 with a hand-painted Cromwell lid and best leopard skin seat cover. **Mike Dowling**



NORTON COMMANDO

Me on my brand new 850 Commando back in 1973. 48 years later and I now ride a 1975 Commando. **Gary Lyman**



TRIUMPH 675

This is my daughter Abby Roberts picking up her first bike, a beautiful Triumph 675 back in 2012. **Paul Roberts**



TRIUMPH TIGER

After passing my test last July I bought my dream motorcycle: this Triumph Tiger. **Chris Abbott**

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 'My lid came off in the crash...'

My opponent's solicitor in my personal injury claim has queried whether I was wearing a helmet during the accident because I sustained facial fractures. They say that even if I was, then it cannot have been strapped-up properly as it came off, so I should accept some blame. I was wearing a helmet and have no idea how it came off as I always ensure it is properly secured. While I can prove that I was wearing the helmet, how am I supposed to prove it was properly done up at the time? Am I likely to get less compensation as a result?
Name withheld, email

A Perhaps surprisingly, a European study showed helmet loss in 12.9 per cent of motorcycle accidents. There doesn't seem to be any authoritative research on why this might happen, but it is generally thought to be due to an ill-fitting helmet or some issue with the chin-strap. That said, perfectly

'Invite them to prove the strap wasn't done up'

fitted helmets can also come off. In the 1988 Court of Appeal case of Capps v Miller the court held that contributory negligence of 10 per cent should apply for failing to do up a chin-strap. This means that in these circumstances the Claimant would receive 10 per cent less compensation. However, contributory negligence is for the Defendant to prove so you should resist any deduction and invite them to prove it, making it clear that you always do the strap up.

Andrew Campbell
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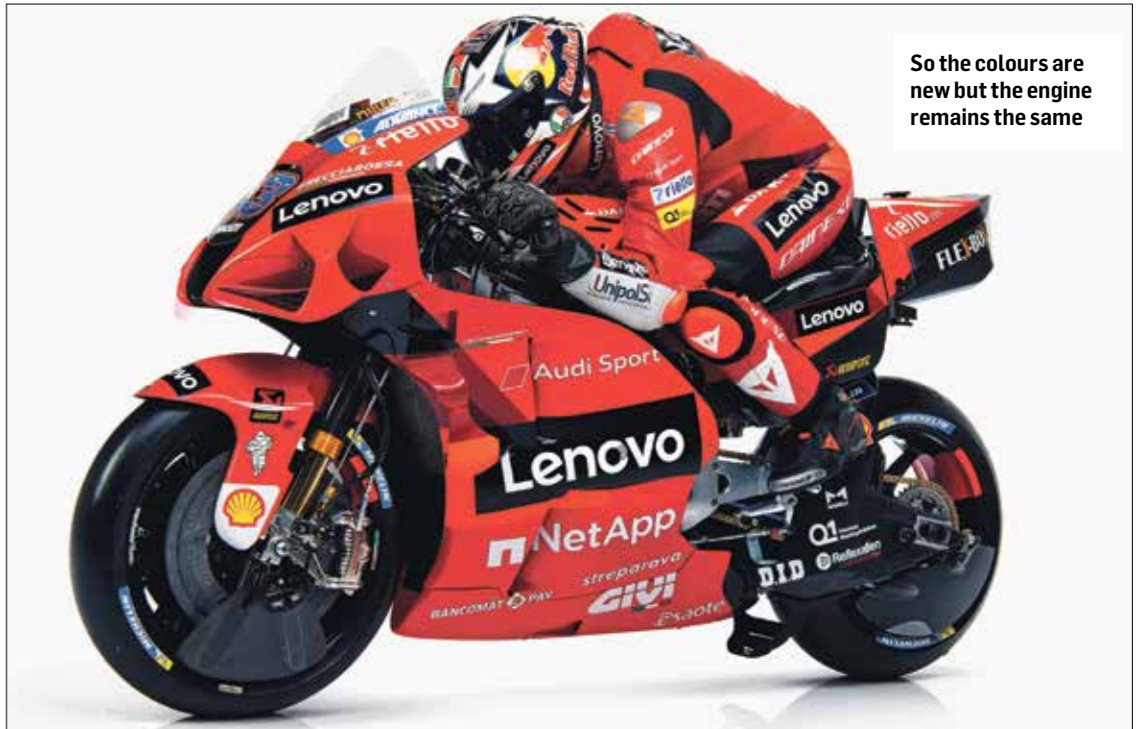
'Dev freeze means awesome racing'

Yes, it's a cost-cutting move – but the action will be better for it

It's been good to see all the MotoGP team launches but it's all a bit different this year thanks to the development freeze on engines and aeros... but for me it has to be a good thing because the racing was so close last year. Why try to fix something that isn't broken? When you're in your armchair on a Sunday afternoon all you really want is good racing. There's also a lot of people out there who don't understand gearbox ratios and electronics strategies. They may be a

'None of the new generation of riders will care about the freeze'

Marquez fan so want Marquez to win, or a Rossi fan that wants him to win. Simple as that. Tech isn't always the be all and end all. Take Pol Espargaro in Austria last year, he fell apart on the last lap and that was nothing to do with his aeros being 2mm wider or having 3/1000th of a millimetre bigger valve in the inlet tract. He just f****d up! Tech can also help riders looking for excuses, for example Viñales saying that Yamaha need to sharpen themselves up... no, it's him that needs to sharpen up. Looking ahead I think Miller is going to throw a whirlwind



So the colours are new but the engine remains the same

into the mix. Then you've got all these rookies, Marini, Martinez, Bastianini who aren't going to be worried one bit about any freeze. For them it'll be a case of their crew chief telling them they've got a good bike and to pull their finger out and have a go. What we don't want in any racing is the team with the most money doing more development than anyone else and running away with the championship. With everyone being so competitive right now, it's the perfect time to freeze development.



Miller is going to throw a bit of a grenade into the MotoGP mix

ASK MCGUINNESS

What do you think of the new Hayabusa?

Dave Brown
It's such an iconic bike for Suzuki which is why I think it's so popular. I have ridden one a long time ago and it was nice, apart from the colour, which I think was hearing aid beige!

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

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