

ANY QUESTION

ANSWERED

If we don't know the answer, we'll find the person who does

Q Is my nearly new tyre scrap?

Please can you advise what I should do about my tyre? I picked up a screw in it and initially thought it had gone in at a fairly shallow angle. Now I'm not so sure. I have removed the screw and the tyre has retained its pressure but I am concerned that if I ride the bike, the tyre might deflate. Could I put some adhesive into the hole?

Andrew Collodel, email

A Answered by Gary Hurd, Grumpy 1260 Suzuki Parts & Performance

A tyre that's been damaged in this way is potentially hazardous. In some ways, it would have been better if the screw had gone all the way through perpendicular to the tread - then it would have been easy to advise simply plugging it. You need to get a local specialist to remove the tyre from the rim so the inside can be inspected, to see if the screw has started to compromise the tyre. That way, the fitter can make a call on whether the tyre can (and should) be plugged. However, if the angle of entry is oblique this might be tricky.



It'd have been better if the screw had gone in squarely

KIT CHOOSER

Q What kit will keep my legs cool in summer?

Having been a full leathers wearer for 30 years, I've had enough of getting too hot but couldn't find any summer trousers that came in a short leg length.

Jim Blake, email

A Answered by Keith Roissetter, Infinity motorcycles
Short legged vented trousers are in short supply. If you look at the Rev'it Tornados (£179.99), the Dainese Drake Super Airs (£159.95) or the Spada

Air Pro 2s (£109.99), you'll be able to find the style you're after. All of these, apart from the Daineses, have a tab adjustment at the ankle, which should help hold the trousers up and keep your armour in the right place. They may be a little loose on the thighs, but that just makes them comfortable. Other than that, your best bet will be some decent riding jeans with adjustable armour, of which there are quite a few options on the market.



Q Are my shiny new spokes too short?

I recently purchased two replacement wheels with spokes for a Honda CD200 which I am restoring. However, having had the wheels built, there is approximately 4mm of thread showing at the top of the spokes. Should this be the case? The original wheels don't have any threads showing but the company that I bought the new wheels from insist there is not a problem.

Rona McGreevy, email

A Answered by Pete O'Dell, The Motorcycle Works

There's nothing to worry about here. There will still be plenty of thread inside the nipples. As long as the spokes are correctly tensioned and the wheel builder has properly trued the wheel and set the correct offset (the axial distances between the edges of the rims and the ends of the hubs), all will be well. You can put your mind at rest on this one.



Don't panic if there is thread showing but do check the tensions are correct

Q How much weight can my Ténéré take?

The girlfriend and I are off to the Southern 100 on the Isle of Man on my Yamaha XT660Z Ténéré. We're going to be camping and I would like some help to find what my total loading weight of the bike is? The manual says it's 190kg but is that including rider and pillion or is that plus rider and pillion?

Andrew Boness, email

A Answered by Saul Towers, Flitwick Motorcycles

That 190kg loading figure is the combined weight of the rider, pillion and luggage. If you were able to carry 190kg of luggage, then transporting everything including the kitchen sink to the Isle of Man would indeed be an option - although not a good one! Do be careful not to overload the bike and do your best to distribute the weight of the luggage as evenly as you can.

MCN LAW

Your legal questions

Q While I was filtering a pedestrian knocked me off. Who pays?

I was riding my scooter to work when traffic came to a halt up ahead. There was nothing coming the other way towards me so I filtered past the queue at about 20mph. Suddenly, a bloke ran into my path and knocked me off. I was a bit bruised and shaken but my bike needs £800 of repairs. I have witnesses confirming that I could not have done anything and that it was the other guy's fault, but he has told my solicitors that if I carry on with my claim he will counter claim for his more serious injuries. He says he was waved across by the car driver. Surely he is to blame here?

Clive Pollard, Manchester

I would pursue your claim and not be threatened by a counter claim'

A Filtering is perfectly legal, despite what the defendant's solicitors and third party insurers claim. Each case is fact-specific, so there are no absolute rules, but recent cases suggest if a line of traffic is stationary then a speed of 15mph would be appropriate whereas 20mph may not be. Other factors come into play, such as the proximity of a junction (major or minor) which can also impact on the likely finding of shared blame. The pedestrian cannot rely on another road user waving him out. He must satisfy himself that it was safe for him to cross the road and had he looked properly he would have realised you were there and it was not safe for him to dart across. I would pursue your claim and not be threatened by a counter claim.

Andrew Campbell

Solicitor and author of the MCN Law column for the last ten years

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Bikelawyer
Motorcycle Accident Solicitors

EXPERT'S GUIDE TO...

WHAT'S IN THE CAN?

Bike exhausts aren't just there to keep the noise down



THE EXPERT



Si Martin
Si has a TEC Diploma in Motorcycle Engineering from Merton College, and 30 years' experience building, modifying and repairing bikes from Supermonos to CBX1000 café racers.

Early exhaust systems were required to do little more than keep hot, high pressure exhaust gasses away from the machine and rider, with a rudimentary nod to keeping the noise down. Over time, they have evolved to be a critical element of engine performance, noise control and environmental damage limitation.

Slice open your endcan and you might be surprised by what you find lurking inside



THINGS YOU NEED TO KNOW...



Header pipes

The length of the header pipes is critical to the engine characteristics because when the exhaust valve snaps open it sends a pulse of gas down the header pipe.

As the gas exits, a reflected pulse bounces back up the pipe. The returning pulse will influence gasses exiting from the exhaust valve which may help or hinder efficiency at different points in the range.

Because manufacturers pay so much attention to header pipe design it is

unlikely that changing them will bring significant gains unless the engine has been significantly tuned. But there may be scope for reducing wait or adding kudos.

Collectors

Joining two or more pipes, the collector will also influence performance. Ideally, it will allow smooth gas flow without excessive section changes.

When header pipes are joined, the exhaust pulse effects can be 'shared'. On four-cylinder bikes, a collector that runs all four headers into one tail pipe will boost top end, while a four-into-two-into-one tends to enhance mid-range.

Secondary pipe

Also known as the link or tail pipe, the secondary pipe is significant but its main job is linking the collector under the bike to the side-mounted silencer or silencers. The secondary pipe is



Link pipes often contain the cat and exhaust valves

often used to incorporate exhaust control valves and/or the catalytic converter making for relatively straightforward elimination of these components with a replacement section.

Silencer

As the exhaust pulses leave the system they become the sound that we hear. They create a convoluted path for the pulses through chambers and connecting pipes of varying capacity, each



Pipes and chambers cut noise

reacting to a specific frequency and usually reversing direction several times to rise effective length.

Catalytic converter

This is a chamber, usually incorporated into the silencer or secondary pipe, containing a catalyst made up of platinum and palladium in honeycomb form for maximum surface area.

A chemical reaction converts environmentally harmful carbon monoxide,



hydrocarbons and nitrogen oxides into carbon dioxide, water, nitrogen and oxygen. This requires very high temperatures to work efficiently.

Exhaust control valves

Usually a cable operated flap or butterfly valve incorporated into the silencer or link pipe, these have evolved as a method of optimising back pressure to boost mid-range.

They aren't usually that detrimental to performance, offer but some weight and added complexity. Given the extreme environment of the exhaust system, it is not surprising that they are prone to falling over time.

Next week

Fairing technology

