# 40 | MCN GARAGE

# **ASK THE EXPERTS** Got a problem? MCN's team of specialists has the answers



**Bryn Phillips** Product manager at Cambrian Tyres, the UK's biggest supplie to the hike trade

I have a persistent oil leak around the sprocket cover on my Yamaha YZF-R6 that is driving me mad. I've changed the oil seals for the gearbox sprocket, clutch pushrod and gearlever but the oil still keeps dribbling out. It runs down from behind the cover and must be high up because when I remove the cover, the bolt in the centre is covered in oil

If you've replaced all the seals it could be a crack or porosity in the crankcases I'm afraid. The best time to zero in on the source of any oil leak is when the engine is running and up to temperature. That way the oil will be under pressure and if there are any cracks or porous areas the oil will work its way out.

But first you have got to get the suspect area spotlessly clean and dry. You're always going to be struggling with this part of the bike, as it's normally encrusted in old chain lube and road crud, so you need to give it a proper spring clean. First off, get the degreaser and a stiff brush and wash the grime away. Then you need to spray plenty of contact cleaner around the area to dry it out completely, before puffing a layer of talcum powder over the area. Pick a drv day to do this because you are going to have to take it for short ride around the block to get the oil under enough pressure. But before you set off, start it up and let the engine heat spread throughout the engine. A good indicator that you're ready to roll is when the cooling fan kicks in

Stuart Gaines, Herne Bay Motorcycles



What big bore naked or half-faired bike will suit my 100-mile commute Peter Cole, email





Bay Mot



Cristian Workshop manager at In Moto, specialising in Kawasaki and KTM

mystery leal

### **Blackbird fork fix** won't be cheap

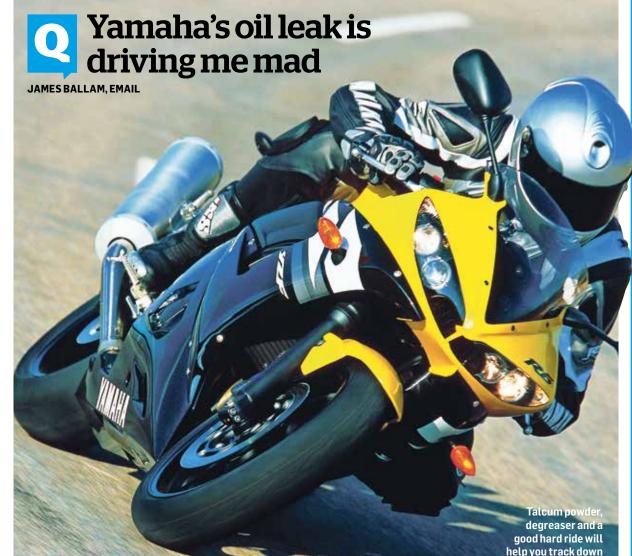
I have a 2007 Honda Blackbird with 24,500 miles on the clock which I use every day for work, and also days out. I've planned a trip to Europe in July, but the problem is the front suspension, which feels a bit skippy over small bumps in the road on corners. There isn't much adjustment on the front forks and I'm wondering what is the best way to sort this out without breaking the bank? Tony Lovejoy, Berkshire

Firstly, you should have your forks serviced with all new genuine bushes and seals. which would cost around £200. The bike had springs that were relatively soft for such a heavy bike, and damping that doesn't function well over small or big bumps.

Just changing the springs would cure one problem, but would ighlight the poor damping. The stock rebound damping doesn't control the standard spring force very well, so fitting stiffer springs will make t worse. Having the forks revalved would allow the forks to soak up the bumps better, and would control the stiffer springs necessary to support the mass of the bike and rider properly. Expect to pay another £125 on top of the service cost. Gareth Evans, Reactive Suspension



A full service, stiffer springs and a revalve will sort Blackbird's forks





**The classy option YAMAHAFZ1FAZER£3000-£9799** The Yamaha has the ability of a sports tourer and a city motorcycle, too. It's still one of the best premium, sporty all-round bikes you can buy. 150bhp | 199kg | 18l | 815mm seat



The steady option SUZUKI BANDIT 1250 £3495-£4999 The Bandit has upright seating, a sumptuous seat and perfectly placed footpegs to go with a water-cooled, fuel-injected peach of an engine. 97bhp | 229kg | 19l | 805mm seat



**The sporty option** TRIUMPH SPEED TRIPLE £3895-£6200 The 1050 triple motor has lots of stomp and a lovely broad power delivery. The suspension is on the firm side, but the handling is precise. 128bhp | 189kg | 18l | 815mm seat

March 4 2015 4

THIS WEEK \ NEW BIKES \ FEATURES \ GARAGE

EVENTS BUYING & SELLING

SPORT

# Ineed cheap waterproof leggings for rainy days on the continent

SUPERBOL, MCN FORUM

I never ride in the wet, but I'm off to Assen in April and I want some cheap and cheerful rain protection for my legs. What do you recommend?



You don't mention what you'll be wearing underneath the trousers, but m going to assum hers or Kevlaı jeans, so you won

be looking for anything armoured or thermally-lined. Spada 911s at £16.99 are basic but perform wel as do Richa Rain Warriors. The Rev'lt Acid H2O are RiDE magazine recommended and have a Teflon line to make sliding them on very easy.

Other design details to look for are decent-length leg zips to open the leg out while you are hauling them on over your leathers. You should also check the cut for a decent-sized rear and a high enough waist so that you get a good overlap with the jacket.

These products are a staple of any bike shop, so drop into your local one and ask what they've got. It's a good idea to transport them in a plastic carrier bag as you can put your foot in the bag when putting them on and they'll slide right on instead of hooking up on your boot's zips, buckles and toe sliders. That could come in very handy when you're sheltering under a motorway bridge somewhere east of Utrecht. Have a good trip. Keith Roissetter, Infinity Motorcycles

TOP TROUSERS



**Richa Rain Warriors** £19.99



Held Aa £26.99



Spada 911

£19.99

**Rev-It Acid H20** £32.99



#### Idon't want to lose my licence to thrill

I've read about the DVLA losing people's motorcycle entitlement when updating old paper licences to plastic. How do I ensure it doesn't happen to me? Paul Robison, email

The DVLA say you should include an SAE and covering letter with your form, requesting the return of your old licence as proof of your entitlement. We've also heard of riders pretending they have lost their original licence when applying for a new one, so they then still have the original as proof of entitlement. If the new licence is complete the rider can then return the old one to the DVLA. Chris Dabbs, MCN

## MCN LAV Your legal questions

## **CANICLAIM FROM MY SOLICITOR?**

I am very annoyed at the service provided by my solicitors and I would like to make a claim against them. It was a straightforward situation of a car turning across my path, four years ago. Most of my injuries recovered within nine months although there have been some serious implications to my right hand and wrist which has affected my job as a music teacher. My solicitors, provided as part of my insurance, forgot to issue my claim at court and have written to me to apologise. They say they are trying to sort it but surely this is a big problem? Either there is a time limit or not.

#### 'Missing a limitation period is the single most common reason for claims against solicitors'

You are right to be annoyed. In personal injury claims arising from road traffic accidents, proceedings have to be commenced by issuing the claim at court by the third anniversary of the accident, otherwise the claim becomes statute barred and you cannot pursue it without permission of the court. Failing to issue a claim within the prescribed time limit is negligence on the part of the solicitors.

It sounds like your solicitors are hoping they can persuade a judge to disregard the time limit, but they may well find that the judge, rather than assisting your lawyers, deems the claim struck out, and directs you to your solicitor's insurers to pursue a claim against them.

Missing a limitation period is the most common reason for claims against solicitors. Your claim will entitle you to recover what you should have recovered from your opponent's insurer. This time appoint a specialist so you don't find yourself potentially suing the second firm if they also get it wrong!



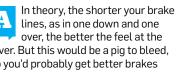
Solicitor and autho of the MCN Law column for the last

Andrew Campbell, Bikelawyer. Visit www.bikelawyer.co.uk or email andrew@bikelawyer.co.uk or call 01446-794169

Bikelawver Motorcycle Accident Solicitors

**Can I boost my brakes** with rerouted lines?

When I replace the brake lines on my ZX-10R can I boost its braking performance changing from a single line splitting with a Y-piece into one line for each caliper, to either a line for each side or one pipe to one side with another going over to the other caliper? John Adair, email



lines, as in one down and one over, the better the feel at the lever. But this would be a pig to bleed, so you'd probably get better brakes using straight runs of pipe because you'd have more chance of getting all the air out of them Cristian Ingignoli, InMoto



