ANY QUESTION AINSWIERIEID

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

Send your questions to: advice@motorcyclenews.com or 01733-468002

Why has my cover trebled in cost?

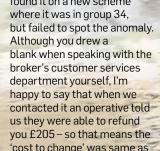
policy in May. The annual multi-bike cover costs £490 for a 2013 BMW R1200GS LC TE, a 2016 BMW R1200RS Sport SE and two older bikes I've since changed the GS to a Honda Africa Twin for an extra £120, and then the RS to a new R1200GS Rallye.

I was stunned to be told I'd get £71 back for the RS, but the lower-spec GS would cost £335 to add for six months. Apparently, this is because the GS is a 'group 34' with Aviva, whereas the RS was a group 13. Running the GS Rallye alone through MCN compare on exactly the same details resulted in a full-year policy being offered for £114-£267. How come I've forked out £335 within a multi-bike policy for half the time?

Answered by Chris Dabbs, MCN Your current policy is underwritten by Aviva

that has the one-to-17 groups that we've grown up with However, as well as openmarket schemes, different insurers will develop bespoke schemes to target different sectors of the market, and the groups in those schemes could go up to 65. Brokers will often have mid-term switching arrangements, so you don't lose the no-claims

discount you've built up. When the insurance agen at the broker checked and saw the Rallye wasn't on the open-market scheme, they found it on a new scheme where it was in group 34 but failed to spot the anomaly Although you drew a blank when speaking with the broker's customer services department yourself, I'm happy to say that when we contacted it an operative told us they were able to refund you £205 - so that means the 'cost to change' was same as





Why does my Panigale snatch?

have a one-year-old Ducati 1299 Panigale, on which I have done 1300 miles. I am quite used to it now, but riding in traffic on low revs or stop/ starting it is very snatchy. Coupled with the stiff clutch lever, this means it's easy to stall. Would I benefit from a dyno tune, or Power Commander or similar, or do I just accept it as a Ducati?

Answered by John Burrows, Ducati Coventry

I'm sure the bike's had its initial service but looking at the low mileage makes me wonder whether the Ducati's also had its first service, which is due after 12 months regardless of mileage? It's tempting to wait until a model has built up some more miles, but these days there are many software updates for a new bike that could cure such an issue.

Don't take



Check 1299 Panigale for software update:

Will a paddock stand give meaflatspot?

I've got a Suzuki GSX-R600, which I keep on a rear stand only. Does this do any harm to the front tyre? I've been told it could cause a flat spot with all the weight bearing down on it.

Answered by Chris Dabbs, MCN
If left for long enough, the tyre could possibly acquire a flat spot. The easy way to prevent this is to lift the front end slightly and rotate the wheel to different positions every week or so. If the bike is parked on a hard, cold surface, it's also worth placing a carnet off-cut under the tyre



definitely worth a try.

Andrew Campbell, Bikelawyer Visit www.bikelawyer.co.uk or email andrew@bikelawyer.co.uk



MCN LAW Your legal questions

CanIget two offences treated as one?

I have just received court papers telling me I must appear in court for not being in proper control, and driving without due care and attention. I was seen by a police officer performing two wheelies on the same stretch of road. I was not stopped and reported at the time, and I didn't know he was there. The summons refers to two counts of each offence. presumably for each wheelie. Is there anything I can do to get off this - or, if not, as I suspect, to lessen the penalty?

I take it you agree you performed the wheelies? If so, an early guilty plea could reduce the penalty'

You are very lucky to be charged only with driving without due care and attention otherwise known as careless driving. Within the Crown Prosecutors' manual, a wheelie is a specific example of dangerous driving. This is a more serious offence, with which they could have charged you with, and the consequences could have been far more severe. I take it that you agree you performed the wheelies? If so, an early guilty plea could

reduce the penalty You could also try to persuade the authorities that you will plead quilty to just one of the offences, as these were so close in time it is arguable they constituted the same act. This is known as a 'same occasion offence'. This defence can be found under Section 28 of the Road Traffic Offenders Act 1988. The court may or may not agree with you, but it is

Solicitor and author of the MCN Law

or call 01446 794169



EXPERT'S GUIDE TO

Counter-steering

Why 'turning left to go right' actually makes perfect sense - and how it can improve your riding

THEEXPERT



An instructor for Rapid Training for over 20 years, after 18 years as a police driver. He's also raced to

Except when at a virtual standstill with the bike vertical, you don't actually steer a motorcycle by turning the handlebars. Instead, you turn by leaning the machine and using the profile of the tyres to arc around a curve. To negotiate a turn successfully. the combined mass of a rider and their bike must first be leaned into the

turn. Steering briefly in the opposite direction causes that lean.

Counter-steering, or pushing the bars opposite to the way you want to turn, is how this lean is initiated, and it is used only on single-track vehicles such as motorcycles and bicycles. It's also a useful technique for steering quickly at speed.



THINGS YOU NEED TO KNOW...

Counter-steering is the term given to initiating a turn by moving the bars the opposite way to that which you intend to travel.

In other words, it's the technique of initiating a turn by steering opposite to the direction of the corner, or if you're already in a turn, to then change your course during the turn. It is really weird when you first hear of it, but when you think about the physics, t does make sense

This is not a new phenomenon, and I was first taught it back in 1981 at the Brands Hatch racing school by Jeff Crookbain. If you are going round a corner and are running out of road, he said to pull the outside bar and that would kick your steering round a bit more and get you out of bother.

Most riders are aware of it these days, even if at first they didn't realise they were doing it, and I also refer to it on my courses.

Why is it important?

Once you understand how counter-steering works, you can then use it consciously as a tool. Some people use it quite a lot deliberately, to turn the bike quite sharply.

That could be when a corner isn't what you expect it to be, and you need to put some extra steering in. This

Counter-steering is counter-intuitive – until you think about it...

Does it matter what sort of bike vou have? No, but it can have a more

technique is an effective way

It's one of those things

that, once you're aware of it,

you can keep in the back of

your mind as a technique

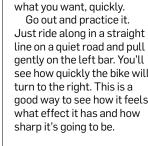
that you can use when and

if circumstances require it.

You don't consciously use

it all the time

of doing exactly that.



pronounced effect on some

motorcycles. For example.

you can counter-steer very

because of the leverage

Steering normally on

awkward because they're

so large. However, you've

got such a lot of leverage,

counter-steering is a good

way of making the bike do

them can sometimes be quite

available through their

high, wide bars.

easily on big adventure bikes,

What's it good for?

You can use counter-steering as an avoidance technique. If you see an object in the road in front of you, you can steer round it because

it does make a lot of difference straight away It's a good way of getting vourself out of bother, but you have to have the presence of mind to use it.

Some people use it a lot in fact. I've seen some people overuse it and then it can be a bit harsh. Some riders, once they discover it, go a bit crazy with it. They go round yanking the handlebars all the time, and the bike ends up tipping really suddenly. You've just got to balance out how you use it. Stay smooth and don't be too sharp.

ext wee Counter rotating



KIT CHOOSER Which motorcycle gloves

are both warm and sporty? Does anybody know if there is a glove on the market that is designed for use with heated grips? Gloves that are sports-like on the palm, but winter glove-like on the back of your hand? My hands are freezing at the moment if I use my sports gloves, but I hate wearing true winter gloves due to their clunky feel

Answered by Keith Roissetter, Infinity Motorcycles

Your best bet would be some dual-pocket gloves such as the Rukka R-Stars or the Held Twins. These very high quality Goretex-lined gloves both feature two hand slots; a lower one designed for maximum feel with all the insulating material on the back of the hand, and an upper chamber that surrounds your hand with insulating material which will keep you a bit warmer, at the expense of a slight loss of feel.

Be careful not to put a wet glove palm on a heated grip, as reverse osmosis will cause the moisture to come through the membrane and give you damp hands. The other option is to fit some handlebar muffs so that you'll only be battling the ambient temperature rather than the much lower wind chill











