

ANY QUESTION

ANSWERED

If we don't know the answer, we'll find the person who does
Send your questions to: advice@motorcyclenews.com or 01733-468002

Q How can I sharpen up my wandering Streetfighter?

I bought what was probably the last new Ducati 1098 Streetfighter left in Europe getting on for three years ago and I'm finally getting around to setting it up with new Pirelli Diablo Supercorsas. It already tracks round corners better and understeers less. I have added two clicks more rebound on the rear, although I have the feeling that it is not enough – entering bumpy bends the back feels under-damped and it settles down when you get back on the power. In faster sweepers, I lean forward to keep it tracking correctly as if you sit up a bit or if it is windy it feels a bit vague and seems to wander a bit. I'm around 6ft11in and 97kg, so the sag will be greater than on MCN's bike from a few years back.
John Hadlow, email

A Answered by Michael Neeves, MCN
Those tyres definitely help handling but the Metzeler Racetec RR K3s are even better. Extra rebound probably isn't the way to go, as it controls the speed with which the rear rises under braking/off the throttle. With all the weight on the front at this point, the feeling you're getting might be the rear skipping, which might mean the front is too soft and the bike is diving too much.
It's normal for a fast naked to feel a bit vague as the wind catches the wide bars, the fly screen you fitted, and your arms and accentuates minor wobbles. You can tame that with extra preload on the rear. As a general rule of thumb, I'd dial in around 15-20mm of static shock sag for a big twin.



A few clicks and your Streetfighter will be tamed

KIT CHOOSER

Q How can I stop cold weather being a pain in the neck?

My boyfriend is planning to ride to work in the winter this year (he's a bit of a newbie) and recently he's complained about the chill around his neck. What's the answer?
Stella McWhirter, Sheffield

A Answered by Keith Roissetter, Infinity Motorcycles
Something on the neck is always a good idea, even a light tube in the summer to help keep your neck clean and the bugs at bay. In the winter, they're pretty much essential. Alpinestars make a couple of very popular ones, their basic neck

warmer and the Tech Neck model, which is designed to go up and over your nose. Buff also make a couple of good variations for the winter, the Polar and the Cyclone. Both come in a huge range of colours and the Cyclone is such a wind-stopper that you can't breathe through it – it has a breathing panel on one side. The Polar is a bit more versatile and can be worn in a number of ways. Other good quality options are available from companies such as Forcefield, EDZ and Furygan. Other wind stopper varieties can be found from Oxford, Revit and Knox amongst others. Prices start at around £9.



Q Will USB power outlet wreck my iPhone?

I'd like to wire a 12v USB power outlet to my bike so I can keep my iPhone charged when I'm using the satnav app. I've heard horror stories about phones being destroyed as a result of the voltage output not remaining constant, which has made me very wary of all the USB outlets available on the internet.
George Mutch, Aberdeen

A Answered by Pete Mouncer, the Bike Alarm Man
Don't be tempted by super-cheap chargers. Any decent set-up should have internal circuitry that monitors output and a fuse that's rated low-enough to blow before your iPhone gets spiked. Excessive current draw can flatten your battery over a couple of weeks, so an on/off switch is useful, or even hook it up to an ignition switch circuit.



Be sure the socket is fitted with a fuse

Q I've got £5k for a mile muncher

I am planning to do some serious mileage touring around Europe, so I'm looking to replace my much-loved Honda Hornet 600. I have got a budget of £5000 and I am wondering whether to go up to the Honda CBF1000, Yamaha MT-07 or try a Triumph Tiger 800.
Tony Horne, Northampton

A Answered by Adam Child, MCN
The CBF is reliable and smooth, but I found it unengaging as a riding experience and it's quite a lot bigger than the 600. A Yamaha MT-07 might seem as revvy as the Hornet 600, although I'd give an honourable mention to the Kawasaki Versys 1000, which just eats miles. The Tiger 800 is the most versatile bike here. If you think you might be tackling some dusty trails, go for the XC. There are also lots of Tiger extras out there like luggage, screens, engine bars and handguards. The factory does three different accessory packs, so you might be able to find a fully-loaded one in MCN Bikes For Sale.



See if you can snare a fully-loaded Tiger



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MCN LAW

Your legal questions

Q I got hurt on a trackday but organiser won't accept blame

I had an accident in the summer at a trackday. I now have constant aching and the possibility of future surgery. The investigation the organisers undertook showed I hit debris on the track from a previous session that they had not cleared. Their lawyers have told mine that because I participated in a dangerous activity, I cannot claim as I accepted that it was dangerous. I did not sign anything. What should I do?
Rob Evans, Ferndown

"The trackday company owed you a duty of care which, in my view, they breached by not clearing debris"

A The Defendant's solicitor appears to be relying on a defence called *volenti non fit injuria* which can be a complete defence when it applies. It seeks to argue that a person who volunteers to take a risk should not be entitled to claim should a risk manifest itself and result in injury. For example, a boxer who is injured in a boxing match cannot claim for that injury as he has effectively consented to being punched. Mere knowledge of the risk of injury is not enough. Such a defence will not even get off the ground unless there is an agreement to waive any claim for negligence.

The trackday company owed you a duty of care which in my view (but a racing/trackday expert may be required) they breached by not ensuring the track was safe for riders. I would get your solicitors to pursue the claim, assuming a track day expert can provide a positive report on breach of duty.

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

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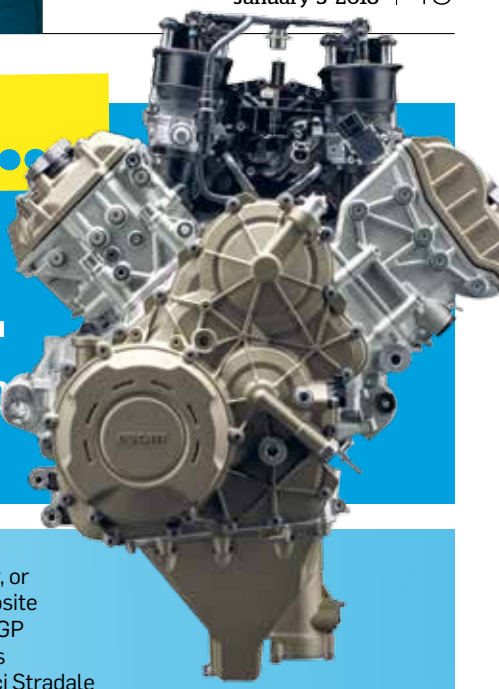


Motorcycle Accident Solicitors

EXPERT'S GUIDE TO...

GP tech for road

Counter-rotating cranks are making the leap from MotoGP to production bikes. And it's good news



THE EXPERT

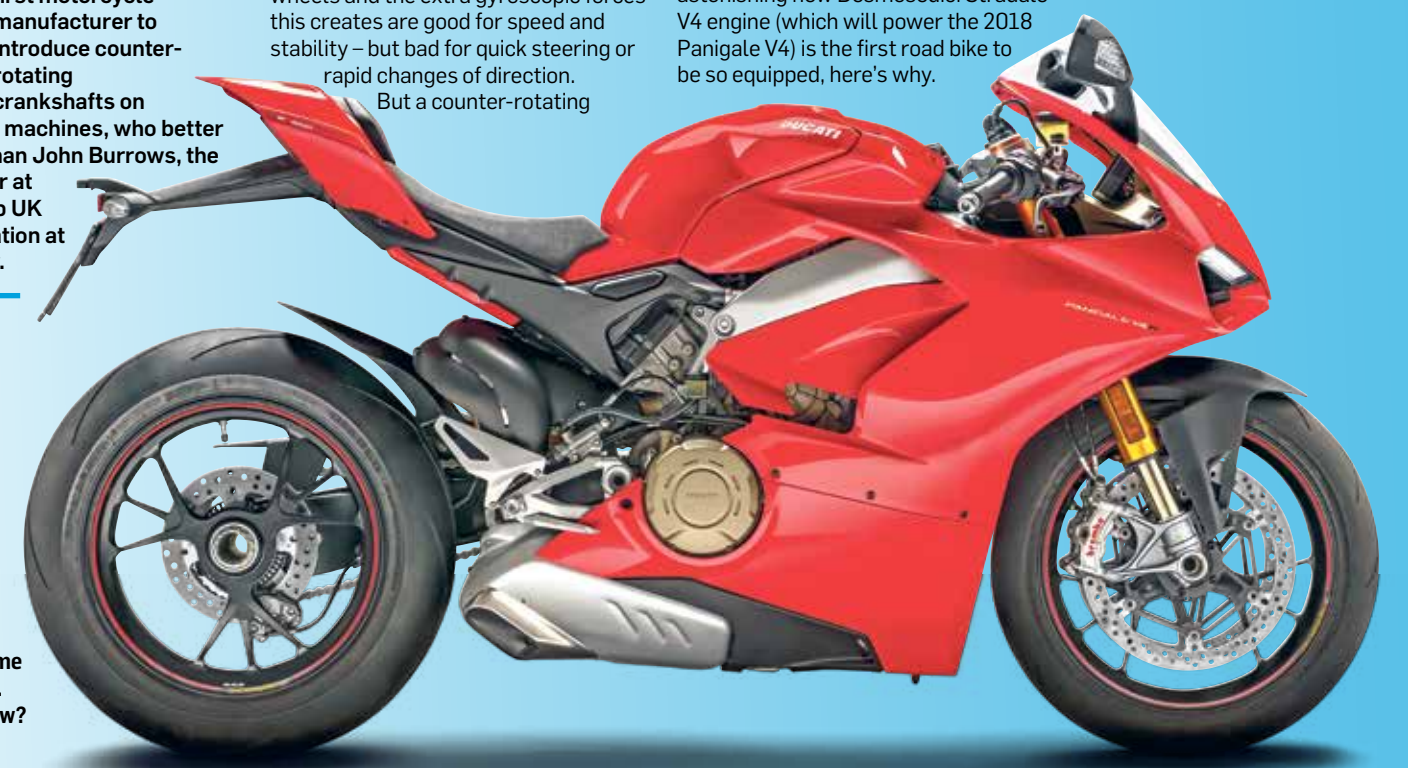


John Burrows
As Ducati are the first motorcycle manufacturer to introduce counter-rotating crankshafts on production road machines, who better to ask about it than John Burrows, the service manager at Ducati's flagship UK workshop operation at Ducati Coventry.

Counter culture

Traditionally, a transversely-mounted road motorcycle engine's crankshaft rotates in the same direction as its wheels and the extra gyroscopic forces this creates are good for speed and stability – but bad for quick steering or rapid changes of direction.
But a counter-rotating

crank turns the opposite way, or backwards, and has the opposite effect, which is why all MotoGP engines run this way. Ducati's astonishing new Desmosedici Stradale V4 engine (which will power the 2018 Panigale V4) is the first road bike to be so equipped, here's why.



Ducati have changed the game with the new V4. Will others follow?

THINGS YOU NEED TO KNOW...

What is it?

A counter-rotating crankshaft is basically one where the crank rotates in the opposite direction to normal. Normally, a road bike crank goes in the same direction as the wheels but counter-rotating means it's going in the opposite direction, or 'backwards'. It's also one of the standout features of the new Ducati Desmosedici Stradale V4.

Where's it come from?

The idea comes from MotoGP. Ducati's MotoGP machine has had a counter-rotating crank since 2015. It's all to do with inertia and gyroscopic forces.

If the crank is spinning up forwards and you're going forwards then you go faster. It's the same as with the wheels. When the wheels spin they create gyroscopic forces, which keep the bike upright but also make it harder to lean and steer. The

lighter the wheels, the less gyroscopic effect and the quicker you can turn. With a counter-rotating crank the engine is spinning backwards and thus effectively further reducing gyroscopic forces.

So it's the same as Dovi's Desmo?
It's downgraded from MotoGP, but the idea is still the same. Because it's reverse spinning, the inertia and gyroscopic forces work

in the opposite way and make the bike easier both to get into the corner and to get out of it. It's quite something to get your head around and even I don't profess to be 100% on it – we're going on a course in January!

Anything else?

It also works as an anti-wheelie device (which is again good for maximising performance) because the motor is spinning the

opposite way, meaning the inertia is operating in the opposite way, too. This in turn creates torque, which tends to lower the front end during acceleration.

Any downsides?

It's too new to be saying things like that. Ducati engines have always been really, really good and Desmo valve gear is so simple. A lot of people think it's difficult, but it's actually simple and very easy to maintain, as there's no weight up there.

Not a lot goes wrong at the top end, either. While at the other end, the crankshaft only has problems when people don't put oil in the engine.

So it's a good thing?

Yes, I'm very excited about it. I think everybody is. The new Desmosedici Stradale V4 is the way forward for us really, isn't it? We're never going to lose the V-twin entirely, but



The crank goes one way and the wheels go the other

these are exciting times. The new bike is pushing the boundaries again – certainly in the road world.

Next week

How fuel injection became so good



The design helps MotoGP hero Andrea Dovizioso corner faster