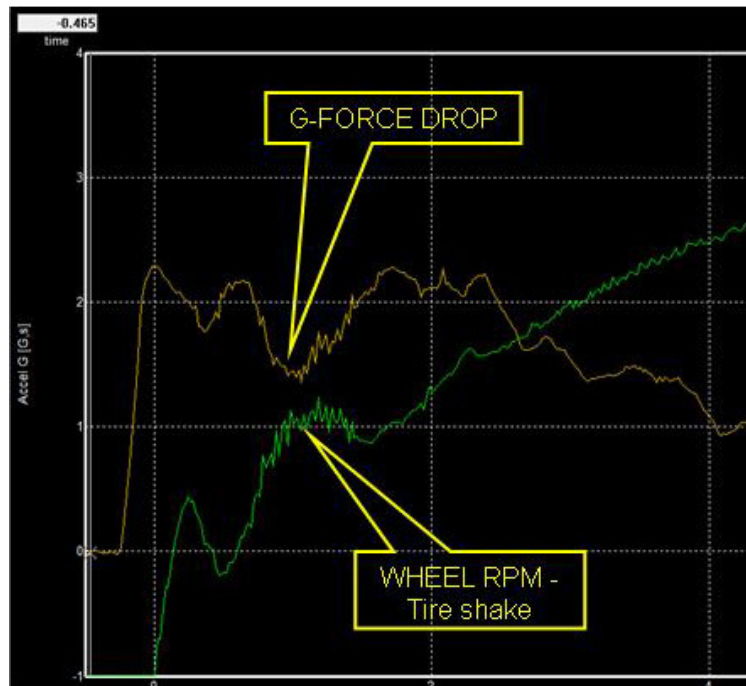


TIRE SHAKE



The Beast has as many other bikes frequently been troubled with tire shake. Tire shake is a critical situation, where the tire gets out of shape and becomes more square than round. This leads to an uneven contact with the track causing the bike to shake violently. Tire shake is caused by too much grip at the tire and/or not enough power being applied to the rear wheel during the launch. A certain amount of wheel spin needs to be achieved to get the bike launch properly. Too much and it goes up in smoke, too little and it can hit tire shake. Apart from destroying mechanical part *the bike drops in acceleration during shake*. Fuel delivery can also be disturbed and cause engine detonations.



In the graph from the Beast on board racepak computer it is visible that a fairly high tire spin occurs on the starting line but after just a few tens of a second, the tire hooks up and the tire shake is inevitable. More power/clutch might reduce the problem, but then the tire would spin away on the starting line.

To manage a good launch the Beast has for the 2011 season a new Bentec clutch control system, which allows different clutch engagement during short period of time.

This allows us to choose clutch engagement on the line and reduce tire spinning as well as increase the clutch engagement before the tire hooks up to sustain tire spin and to avoid tire shake.

Testing will be performed at Kunmadaras, but this new possibility will be most useful for real sticky tracks like Santa Pod.