Editorial August 2012

Julie and I met with Life Member **Peter Philferan** early in July to collect a copy of his will bequeathing his scooter to the Club and to collect historical magazines and other related Club documents such as newspaper clippings, photos and membership lists. All very interesting. The plan is to scan the documents and store them electronically on the MSR web site, and to sort through the 20 or so mainly 1970s Club Magazines and scan or retype the one's not already on file. All I need is time!

Two people (that we know of) had trouble finding the **Point Cook Shell servo** last Sunday. Just to confuse the issue, there are two Shell service stations in Point Cook and the one we use is near Point Cook Road. This was an oversight on the MSR Itinerary page in that the Melway's Reference was not noted. Guilty as charged. But the reference was noted a screen or two up when we last used this pick-up point. *Facebook* was used successfully by one member (thanks to Ern Reeders who responded swiftly) to garner a response on directions, the answer a Google Map. I have since added this Google Map link to future Point Cook departure points. I have also asked Jesvin to provide me with the Google Map references for Whittlesea, Yarra Glen and Berwick – which he has done, and they will soon be clickable on the itinerary. This will make it easier for first time riders to find us, though the current method does act as an intelligence test and filters out unlikely prospects!

There has been a push for **rides to finish around 4 pm** to allow members to get home while it is still daylight. Riding in the dark and cold, sometimes rain, makes for an unpleasant and potentially dangerous finish to the day. The Club has a duty of care to its members and looks to minimise risks where possible. So leaders, please tailor your rides to finish at a reasonable time, or closer to Melbourne.

Speaking of **leaders**, we are always looking for people to lead rides, and at the moment only have rides planned for the next 6 weeks or so. Please look at the 2012 Rides page and scroll forward to September and onwards. There are holes galore. Please volunteer to lead. A route can be devised – just ask – or use a previous ride as a template. You don't have to reinvent the wheel.

Honda CBR1000 Talk: I replaced the **cam chain tensioner** (CCT) at 35,000 km a couple of weeks ago. It had been getting more and more rattly over the last 10,000 km, the noise particularly noticeable at 2,000 rpm, loaded or unloaded. A second opinion from my friendly C&C Engineering mechanic confirmed my suspicion. Though still under new bike warranty until September 30, with no official stamps in the log book, it wasn't worth the hassle to chase a $102 part, especially as it was delivered next day allowing me to determine where and when I would put the bike off the road.

I have a fair amount of experience with CCT's, having had plenty of Kawasakis in my time, so I wasn't phased by the technical aspect of changing it over. Effectively, unbolt old, bolt in new, job done. Easy, if you say it fast.

Started Friday night: remove seat, tank, air box lid, air filter, trumpets, injectors (pressurised fuel – all pops apart very simply (no banjo bolts), but squirts ~50 ml of fuel everywhere), and air box base. All to get access to the CCT jammed up against the inside of the beautiful curvy main frame spar. Two 8 mm bolts are all that need to be undone, but you can't get a straight shot at them.

Saturday morning off to the tool shop to get a ¼ inch drive with a universal joint and, just to be sure, a screwdriver with a flexible shaft with a ¼ inch driver – so I can bend around corners! The universal joint did the trick. All back and going again by 2 pm, motor quiet, rattle gone. Yeah! I was tricked by sensor bolted to the bottom of the airbox (no slack of course) which when bolted back on interfered with the tank sliding back into place. Just another 35 minutes to pull everything out again, rotate the

sensor 45 degrees and put it all back together again. I am now an expert – with cuts and nicks all over my hands and wrists from contortionist positions required to access the bolts. Incidentally, the airbox had copious quantities of ingested stray dogs and small children. And the throttle bodies were pretty grungy as well, so while there, everything was vacuumed, washed and polished. Better than new.

I'm running the new **Pilot Road 3** tyres front and rear, imported from the USA via the web. Lots of sipes (cuts in the tread) to assist in water dispersion, in theory providing superior grip in the wet. Back to the future in some ways as tyres used to have many more sipes than modern tyres do today. Of course, the theory says more sipes equals more flex, more heat, faster wear, and less grip in the dry. We'll see. So far they seem faultless but as most rides have been wet this month, conditions have been ideal for long tyre life.

I put 150ml of **ACTIV8** friction modifier additive into the engine oil last week, as discussed on the Google forum. It sounded too good to be true and a mate at work had some left over and wanted me to try it. The test data looked impressive. What could go wrong? Then Dave Chisma chimes in with a link to a web site which basically decrees it as *snake oil* with corrosive properties on copper and its alloys such as bronze. Been around since 1930, marked up at 1000:1, and if it was any good the oil companies would have been on to it. All sound arguments. Hopefully Hondas don't have too many copper parts in the oily works. It should disappear after 40,000 km or 5 oil changes. In the meantime I'll have to put up with superior fuel economy. It seems to be working because last Sunday I had to stop and take some fuel out and give it to Billy for his Suzuki GSXR1000.

This whole ACTIV8 conversation above was carried out on Facebook in a few short sentences with links to informative web pages. It shows the **benefit of being in the Club** with access to the whole group's collective experience. Another reason to pay your membership, as Cindy has no doubt prompted you to do.

Check out my rear shock – in a sock. The **shock sock** (I sense a Dr Zeus rhyme) will either catch fire (barely 10 mm clearance from the hot exhaust catalytic converter/muffler) or keep tar and road grime off the beautiful Ohlins yellow and silver shiny bits. Hopefully, the latter.

I had an issue with the **clutch dragging** – to the point of stalling when I engaged first gear with insufficient revs. Normally the gearbox gets clunky and the clutch starts to drag when the oil has gone "off", a timely reminder to change the oil, currently expensive Honda SVX, purchased in 20 litre drums. I had adjusted the clutch cable prior with little improvement so an oil change was next on the agenda. The problem remained and I persevered through a couple of Club rides and daily commuting till I could go no more. Logic said it was either clutch basket wear (unlikely), old oil, or clutch cable adjustment. Four turns on the cable adjuster did the trick. The cable had been stretching and I had been adjusting automatically. The 954 had a much heavier grade cable and never moved an inch. This one is lighter and clearly stretching – which means it will break sooner rather than later. Honda's quest for shaving weight does have a downside. But I'm very happy with no clutch drag. The bike is much easier to ride.

Only **washed** the bike three times this week – and that was just to get the mud off from Tim's Gippsland ride last Sunday. Love those white wheels. Not!

Fuel consumption figures for 2011 Blade, purchased September 30 2011. Wives should look away now. After filling at Meredith last Sunday the odometer indicated 36,287 km (generally with a 180/55 rear tyre, so reading slightly lower than standard 190/50), the raw figures are: 141 tanks, costing $2901.35 using 2,008.92 litres of 91 octane unleaded fuel producing 17.97 km/l average with an

average tank range of 257 km. The trends lines are interesting too but I have run out of paper. Next time.

Ben Warden