

Red Rock Lookout

Sunday 23rd December 2012

Cliff Peters (leader)	Kawasaki ZX10	Paul Southwell	Honda CBR1000
Gordon Heydon	Kawasaki ZX6	Chris Tran	Honda CBR900
Ronny	Kawasaki ZX6	Ray Weston	KTM 990
Glenn Aspden	Suzuki GSXR1000	Eddie Simonis (rear)	BMW 1200 S

From the MSR Calendar Page:

Leg 1: Point Cook to Werribee taking the third exit, Anakie Junction, Durdidwarrah, and Meredith for morning tea. (87 km) We will need to top up with fuel at Meredith because there is no petrol for the next 191 km.

Leg 2: Meredith, Steiglitz, Maude, Lethbridge, Teasdale, Shelford, Wingeel, Ombersley, Eurack and Beeac for lunch. (112km) The local takeaway serves pies, pasties, salad rolls, sandwiches and fish and chips.

Leg 3: Beeac, Cundare North, Dreeite, Alvie, Coragulac, Red Rock Lookout. Alvie, Warrion, Balintore and Colac for fuel. (84 km)

Leg 4: Short spell and then out towards Barongarook, Yeo and Deans Marsh for afternoon tea. (70)

Leg 5: Back roads skirting Geelong to break up at Lara. (80 km) Around 415 km for the day.

Life has many contrasts: Quinn's ZX14R sitting on Dave's dyno calmly delivering 184.6 hp as opposed to my elderly R1 smoking its way to 123.5 hp amid much back firing and other signs of stress.

As Dave shut it down and those who dared stay in the room were able to inhale less fumes and more air he mentioned a couple of things the bike could benefit from: fix the clutch slip and fit a jet kit.

Hot traffic crawl from Moorabbin to Gisborne also suggested some cooling improvement might be in order. Onto eBay and a Chinese aluminium radiator with a 48mm thick core instead of the original, and partly blocked Yamaha unit with a 28mm core thickness seemed worth the \$160 delivered price. Order and wait. Also a Dynojet kit which included 3 main jet options, needles and replacement diaphragm springs.

Goods delivered so a day in the shed (Club BBQ day as it turned out. Free feed missed, good grief.) fitting the radiator which turned out to not be a simple swap but a relocation of the horn and overflow bottle and a home-made radiator guard later and all was complete in the cooling area. A replacement fan switch replaced the non-operating original.

After work one night saw the standard main jet kit in and a look at the clutch pack height resulted in an extra steel plate going in, a fix or not? I guess time will tell.

Ian's Mt Baw Baw ride completed and for the first time the R1 was not the bike that ran out of fuel as the Noojee pump was out. Group fuelling later saw me pay only \$12 so I guess someone else paid more than they should have so I was not able to work out consumption after the jet change but a spirited run with Heydon and Scott through Christmas Hills after the R1 shed its Chinese hugger at speed and a fill at Gisborne delivered 7 litres per 100 kilometres. A set of piston rings have arrived from the States for a future re-ring which may lower the amount of blowby present. The work continues.

Cliff's way out west ride last Sunday indicated first stop Meredith and as I had some Christmas stuff around lunch time to attend to and the temperature forecast was to get to 39 degrees, I took the opportunity to check the R1 cooling again and so did the rear ride role to Meredith and then headed home via the Hill Climb road before fuel at Bacchus Marsh with took 13.5 litres for 220km. Temp stayed around 77 degrees with no clutch slip evident at peak torque revs. So far so good.

Geoff Jones