



Ben Warden	Honda CBR1000	Cliff Peters (leader)	Suzuki GSXR1000
Misho Zrakic	Honda CBR1000	Bill Simpson	Suzuki GSXR1000
Pina Garasi	Honda CBR600	Danny Hawker	Suzuki GSXR1000
Geoff Jones (rear)	Yamaha R1	Adam Locke (1 st ride)	Suzuki DR650
Stuart Hosking	Aprilia RSV4	Ian Payne on Rob Langer's	Kawasaki ZX10

Out West with Cliff is for me a “must do”, so along the freeways to Point Cook for the pre pre-ride talk and then off to Moriac for the ride start.

Riders and bikes to be added by Mr Editor as events later in the ride relating to R1 oil incontinence has me doing this report very close to print date though I do have Cliff's list as I was rear rider. Ten bikes and ten riders, to start with anyway.

First leg: Point Cook, Lara, Moriac. Freeway running to the Little River off ramp and then on to Lara Lovely Banks with the nose mounted Cessna as a garden gnome. Batesford and the run through Ceres to the Great Otway Road and Cliff, Danny and Billy at the Moriac store. Talk the talk, fuel-up for some. Cliff does the pre-ride talk with some very relevant info about how rough the road gets after Carlisle River. Then we are off.

Second leg: Moriac, Deans Marsh, a stop near Irrewillpe at the pine trees before pushing on to Carlisle River and Simpson. Pace to match Adam's DR and all seems well with things mechanical on the R1 front.

After a talk with Misho, after Ben's Euroa ride ,about front wheel travel, I ordered up a set of front springs and spacers from the US to suit the 2003 forks. I made up a spring compressor and swapped the units. They seemed exactly the same as the units that came out. I am still getting rather short wheel movement with no preload and about 25% settings on the clickers. The springs and things were a 66th birthday present. Ho-hum.

Off again, through the unmade section and on to Cliff's "rough section" before the final blast to Simpson. We line up for fuel but not much in the way of food. An offer from the store owner to have more variety if he gets a message, and business card handed to Cliff for next time.

Much talk about many things: I recall an interesting discussion about bathroom renos that got a bit "Adults Only" if you get my drift. The usual type of thing when Billy fires up. Adam left to visit relatives in Geelong and so we headed off at a slightly more elevated pace - at the rear anyway.

Third leg: Simpson, Scotts Creek, Jancourt, Carpendeit, Alvie and Beeac. Somewhere on this leg the R1 started to oil my boots as well as the rear of the bike and, with hindsight, showed some engine distress, missing a beat now and then. At Beeac where we stopped for a break, there was a very English motorcycle oil puddle forming under the bike; you can see it in one of Ben's photos, long shadows included. As the oil level indicator was flashing now and then, I added my 250ml of 5/40 and hoped for the best. Out of Beeac I failed to notice the President had not left, so it was a bit of a surprise when he passed me on Rob's high-bar ZX10R.

Fourth leg: Beeac, Inverleigh. The R1, now with the oil level warning light on, made it to the intersection of the Cressy and Shelford roads before calling it quits, fully coated with oil on the outside and none showing on the sight glass. Incontinence indeed. Misho went south looking for a safe place to leave the bike but Billy had gone north and found farmer Jason's 40 acres 1.3km up the hill. Ben syphoned out some fuel, as I surely did not need it, and Misho pushed the R1 and me to Jason's haven via the passenger footpeg.

Pina to my rescue with the offer of her 600. So after losing time on the shortest day of the year, we head to Inverleigh, Misho and Pina on the CBR1000 and me on the trim, taut and terrific 600. So nice to be on a relatively new bike after the 1998 R1.

More adult-type talk-the-talk at Inverleigh, Billy leading the charge once more. Then in to the darkness to Anakie Junction where there was a great view of the Super Moon. I departed the ride to go north to Gisborne via Bacchus Marsh. Arrangements were made to return Pina's bike on Monday but, as it turned out, Tuesday morning. Thanks again, Pina.

Hope all got home okay. Temperature was dropping rapidly; sorry for the delay. Thanks for Cliff's lead - always some surprises it seems. Cliff phoned and offered bike pick up help if I needed it. Thanks mate.

So it's now Saturday 29th June and I rent a motorcycle trailer and head for Winchelsea. Val comes for the drive and, after some morning tea while Jason was at a clearance sale, we loaded the oily one and headed home.

Into the shed and check the oil loss was not a result of a recent mod that picks up oil from the main gallery and sprays it on top of the clutch plates [*refer McCoy Motor Sports R1 clutch mod on the web*]. I removed the breathers and started the motor. Mucho blow by. Remove the motor - always easy with the help of gravity, lift the head and notice some terminal damage in number 1 and 4 cylinders, the liners of both missing sections. [*Gulp ...Ed.*]

As I write this, I have not stripped the pistons out as I spent Sunday installing the head onto the 1998 motor that developed a knock on a ride and prompted me to purchase a 2001 motor from a wrecker. I did replace rings, bearings and a piston on the 98 motor but I was still suspicious of the

cause of the knock and so it has sat in the shed for quite a while. The 98 engine is now back in the bike but as yet I have not fired it up, more connections and parts to fit. Next weekend maybe.

Refitting not as easy as removal but with much grunting and groaning, it is in. I must be getting old. If the knock persists and is gearbox related, I will swap the parts from the now extinct engine but that means a removal and case split so I am hoping for a knock-less start up.

Looks like this is Part 1 of a continuing saga. I will keep you posted

Geoff Jones