



Willem Vandeveld	Honda ST1300	Zane Dawood (1 <sup>st</sup> ride)	Suzuki Hayabusa
Ben Warden	Honda CBR1000	Glenn Aspden	Suzuki GSXR1000
Paul Southwell	Honda CBR1000	Richard Paulsen	Suzuki GSXR750
Peter Jones	Honda CBR1000	Tom Murchison (1 <sup>st</sup> ride)	Suzuki GSXR750
Scott Bowden	Honda CBR1000	John Hoare (2 <sup>nd</sup> ride)	Suzuki GSXR600
Toby Jaworski (1 <sup>st</sup> ride)	Honda CBR1000	Rob Langer (rear rider)	BMW R1150GS
Sean Brown (1 <sup>st</sup> ride)	Honda CBR1000	Rod Merrett	BMW S1000RR
Aiden Baker	Honda CBR929	Dean Murray (1 <sup>st</sup> ride)	BMW S1000RR
Simon Wastney (leader)	Honda VFR800	Geoff Dick	BMW 850R
Pina Garasi	Honda CBR600	Quinn Myers	Kawasaki ZX14
Paul Gilmartin (3 <sup>rd</sup> ride)	Honda CBR600	Cliff Peters	Kawasaki ZX10
Geoff Jones	Yamaha R1	Marc Marais	Kawasaki ZX10
Stuart Hosking	Triumph 955		<i>25 bikes, 25 people</i>

How to test the rebuilt R1? Simon's ride the obvious way: close to home start - well not as far as Officer, and the finish just as close. A ride around Gisborne to make sure I had 6 speeds and then on to Whittlesea to find 25 waiting for some dry roads. Names and bikes added by Editor Ben.

This ride should be titled the Three Highlands Epic and the first (and my only) leg was to Seymour. Off towards Kinglake West and those fine sweepers, now with a limit of 80km/h, and much flashing of oncoming car lights, Mr Plod or a camera car maybe. Hard to resist that tube on the right handlebar but nothing noted so sit in behind Marc's ZX10R and soon the pace is very MSR as we turn onto the Strath Creek Road at Flowerdale and lunch. It's nice to be back after two months.

Strath Creek to the Goulburn Valley Highway and along the King Parrot Creek road. I found myself corner marking at the Highway with Rod - it's great to hear the BM quick shifter at work.

Along the highway to the Highlands turnoff and then up the hill to the left turn for the Seymour leg. Mt Stewart (811m) is the highest peak and is visible to the right about 10km from the turn.

Into Seymour for fuel, the later group a bit lost, looking for the main group gathered near the Bakery. Soon all together and much catching up done and a group photo taken. Then back along the Highlands Road and I corner mark a righthand sweeper with great sounds as the pace was again very MSR.

Rob came along and I took off, only to find a very different feel to the front brake. I soon realised I had lost the master cylinder mounting bracket so pulled up and let Rob know I was leaving the ride. Home

at 2pm via Puckapunyal, Tooborac and Lancefield. Bike running okay apart from the brakes which still worked once the slack at the lever was taken up.

As you may know, the R1 expired on Cliff's Simpson Ride and the story of recovery and first engine option is in a previous magazine.

I got around to firing up the 1998 "knocker" motor to find the dreaded knock still present. Bugger! Drop the engine and what to do? Transfer all the rotating parts of the blown unit to the healthy cylinders and pistons of the knocker. A risk as the cause of the noise was still a mystery.

The blown engine showed signs of a severe pick up between the number one cylinder and its piston at the part of the bore that is siamesed at 3 o'clock on cylinder one, 9 o'clock on cylinder two and had no water jacket for about 30mm. The liner in cylinder one lost metal into the sump and looked like a two-stroke barrel with a large transfer port. Hence the extreme crankcase pressure that sprayed oil from Beeac to Winchelsea. The piston had smeared its rings in the same area, but no head damage noted. I completely stripped the blown engine and had parts all over the shed.

Next step was to strip the 1998 engine down to its pistons which had been re-ringed after the 2001 engine replaced it. More parts added to the chaos but I finally combined the good 2001 parts into the 1998 engine crankshaft, along with bearing shells that were in good nick. Conrods and bearings, ditto. Piston pins from the 1998, gearbox parts - more on them later, oil/water pump from the 2001 as it turned more freely than the 1998 unit, maybe the knock reason? And refitted the head, closed up the engine and fitted it into the frame.

During this time I had three Saturdays at work and did a steering rack replacement on the Nissan R31 Skyline that was getting very vague in the turning department.

Ben had replied in an email warning of the need to replace all the "stretched" components but the 1998 manual calls for piston pin clips to be replaced only. The rest just gets retightened to torque specs. I like that tension wrench click as the bolts are set.

I turned over the engine in short motor form to check oil flows and then again when the head was on. Plenty of oil where it should be; handy to have a spare car battery in the shed.

Time to introduce Richard (Dick) Head, who I insist has no relation to me... well maybe some.

The engine is now in the frame and Dick does the wiring connections. Dick had done this many times before and was dead sure all was correct.

Exhaust and radiator fitted, top up fluids and it's time to press the button. Dick sprays some ether into the intakes, but notes there is no fuel pump noise but carries on. Turn it over but not a cough.

Test the spark leads to find nothing. Dick is now getting desperate so pulls off the fuel pump and tests it on the battery. Big spark but no life. Dick notes a dead fuel pump and retreats to eBay.

The R1 has most of its engine control electrics under the seat near the battery and suspecting some wiring damage during the refit Dick decides to do a replacement program until the faulty device is discovered. Geoff by now is out of the picture as Dick takes over and orders replacement relay assemblies from Partshark in the States, (new units) and hopes they are the culprits. The R1 sulks in the corner of the shed, amongst all the left over parts that seem to be getting some attention from Val who has trouble getting to the Peugeot 206. Dick, or Geoff, I am not sure anymore who is who, buys a couple of containers and restores some order to the shed

The relays come but the bike stays dead. Back on to eBay, used stuff now and a fuel pump is ordered, then an ECU. Dick then goes the whole hog and orders a kill switch, a side stand switch and a loom, still convinced he must be right. All the bits eventually arrive and are fitted with great expectation. But the bike remains dead.

A lunch at a local winery with son Ben and wife Kellie and grandsons Chace and Tate, the talk gets around to the R1. Chace likes to sit on the tank, start the engine, give it a rev and blow the horn. Ben suggests the problem will be something simple, so after lunch is done and there is a bit of spare time, I go to the shed and check the wiring. Sender unit from the crank, which has a white plug, is plugged into a black plug that is the fuel pump feed. Road to Damascus experience, swap the plugs and the bugger fires.

The knock is replaced by an unholy rattle which goes away when the clutch is pulled in. Drop the motor out again, tip it upside down, pull off the lower half of the crankcase which is possible without taking off the head and find Dick had mixed up the gear shafts, the 1998 has a lower first gear than the 2001. Replace the gear cluster, spin the shafts to check for smooth running and reassemble the motor again. Fit the engine back in the bike and finish up on Thursday night, Simon's ride on the following Sunday. Phew!

Dick did not tighten the front brake clamp after fitting the replacement start/kill switch, hence my early retirement.

I have restored the motor to standard: the extra breather is gone as is the oil supply to the clutch which may have taken some oil spray pressure from the four jets that spray oil to the undersides of the pistons. Quite a bit of bike abuse seems to be featuring, does it not?

The rest of Simon's ride remains a mystery for me but I did get an email from Ben who said all went well.

Rod mentioned that Damian's R1 is giving him some grief re-top end power loss. I am the last person obviously to give advice but I am sure Dick would take on the component swap saga if it comes to the only fix.

**Geoff Jones and Richard Head.** (What a team!)