

# The Coaster



The official newsletter of the Pacific Coast Owners Club U.K.

Issue 14

June 2003

## The Wicklow Adventure, A Great Weekend in Ireland

*Blessington - 9<sup>th</sup>. to 12<sup>th</sup>. May, 2003.*

Well where do I begin???

How do we match that????

For those of you not able to attend Blessington, County Wicklow, Ireland for the above dates, I can only say you missed a tremendous weekend; the Irish Members have put us to shame.

I would like to start by expressing my thanks and I am sure that of all whom attended from the U.K., to all of the Irish Owners Club, for making the weekend so enjoyable. In particular to Malachy McNulty (who I understand has called in all of his favours in the town of Blessington) and Ian Whithorn, for all the hard work that must have gone in to organising the weekend.

**Day 1** - For myself and other members of the Midland Group, it all started with a rendezvous at The Little Chef restaurant at Junction 16 of the M6. There on our arrival was Paul Turner from Cumbria. Just our luck though, the restaurant and petrol station were closed for the day for electrical repairs, so no drink or refuelling before setting off. Stopping just outside of Chester for petrol and a drink we then set off on the A55 for the long haul to Holyhead. Enroute we were joined by Martin Lang and Phil and Sue Evans. We arrived at Holyhead in time for a bite to eat, before the ferry came in. **May I at this stage apologise to those who travelled in our convoy for the speed we travelled at, in my defence I have to say I was conscious of the depart time for the ferry.**

We soon boarded the ferry and our bikes were strapped down. The crossing was great, a good calm sea not what had been forecast at all.

On arriving at Dun Laoghaire we were met by members of the Irish club. A slight delay was necessary before we set off to Blessington as Ian Whithorn had got stuck in traffic.

On his arrival we were escorted to Blessington where we met up with others who were also attending the rally at the West Wicklow House. Introductions were made and accommodation allocated. We were all then issued with our programme of events and a tea shirt with the events logo on it. Some of us chose to eat then, whilst others went to their accommodation to settle in.

On arrival at my accommodation I was impressed at the standard of the facilities. A quick shower and change of clothing and we were back down to the West Wicklow House to continue our introductions. (Apparently some people who stayed in the same accommodation as me were given preferential treatment, hot buttered malt loaf, tea and biscuits, no names mentioned hey Phil, Jackie, Ted and Tina).

**Day 2** - A hearty Irish breakfast awaited us on rising on Saturday. After breakfast we all met in the village square for a display of bikes and photo opportunities. I was impressed to find half the town square coned off for our use, (try doing that in the UK and see what would happen).

Ian had also arranged a competition, we were all issued a questionnaire and asked to give our opinions on various bikes, we had to decide on which bike had the highest

mileage, the lowest mileage, the most original and the most altered. Ian also had calculated who had travelled the furthest by using 'AutoRoute' and the result of the competition would be announced at the meeting later that evening.

A little bit later than planned we set off on our organised run out around the Wicklow Mountains and the Vale of Avoca. Some outstanding scenery and good quality roads. (apparently they had recently been resurfaced for the Tour de France, cycle race.)

A stop at the popular tourist spot of Glendalough for refreshments and a look at the scenery. Then on to the village of Avoca. A short stop here to admire the church and other buildings used during the filming of the TV programme 'Ballykissangel'. Arriving back at Blessington at about 5pm.

After a quick chat we all went off back to our accommodation to prepare ourselves for the evening meal and presentation at the Old School House Italian Restaurant.

At the Old School House we had the whole top floor to ourselves. Much drink and food was consumed, well certainly by me.... The presentations were made the results of which were as follows; -

- ◆ Lowest Mileage - John Hay (N. Ireland).
- ◆ Highest Mileage - Phil Manton (England).
- ◆ Standard Specification - Joe Finnegan (S. Ireland).
- ◆ Most Modified - Ian Whithorn (N. Ireland).
- ◆ Furthest travelled - David Murray and Neville Goldsmith (Nairn, Scotland)  
(distance assessed by AutoRoute).

All those attending the rally were presented with a certificate as well. And a good night was had by all. (From what I can remember anyway).

**Day 3** - Another hearty full Irish breakfast. Again we all met up in the village square. Some decided to take in the sights of the village and local area, others decided to go for a run out. Basically we all did our own thing. Paul Turner and I decided to visit Dublin, as it was only 20 miles away. Parking in the City side streets we found ourselves in what appeared to be a meeting place for the local scooter clubs and Goldwing owners club. We stopped and chatted for a while, and discovered one of the Goldwing owners owned a PC as well. He had only heard the night before of the PC club rally and had talked his fellow Goldwing owners into visiting Blessington with a view to going out on a run with us. Unfortunately he was too late. Desperate for a cappuccino we eventually found a nice little coffee bar in a side street. We went in, sat down and ordered our drinks. After a while I noticed this young man in the café who kept looking over in our direction. I became a little concerned when I noticed his rather effeminate mannerisms. Desperate to go to the toilet I asked Paul to make sure no one followed me in. (I shall have to stop wearing those leather trousers and thigh boots.) We quickly drank our drinks and made our exit. We managed to find a parking space in O'Connor Street and did a bit of sightseeing and shopping (pressie for my dear wife left behind in Blighty).

We returned to our accommodation at about 5pm. Again a quick shower and change of clothes for a few drinks and a meal down at the West Wicklow House. I have to say the food was good quality, promptly served and reasonably priced. Much chin wagging was done, and it was nice to be in company of people with a similar interest.



The remaining Coasters getting ready for the ride

**Day 4** - The return home (for some of us). Most of us had said our good bye's to those who were having an early start the night before. For the rest of us it was a rendezvous again in the village square at 0830. We said our good byes, had a few more photos taken and then set off on our different routes home, my group had to be at Dun Laoghaire for 1110. We set off with Ian Whithorn leading, until we reached the M50, I had foolishly told Ian we could manage from there as the ferry terminal was signposted at the M50 roundabout.

ing in, we had to stop at another set of lights and I

panced up alongside a taxi. I know I can ask him.

Me, "Am I on the right road for Dun Laoghaire Ferry Terminal?"

Reply, "Is that where you'll be wanting to go then"

Me, "Sorry, what?"

Reply "Is that where you'll be wanting to go then"

Me, "Sorry, yes".

Reply "Well, I'll be going there myself then, follow me." What he had failed to understand, was that he was in a dedicated bus lane. He could use it but I was not sure we could and besides which we were sitting behind an artic. The lights change, off he shoots and we are now stuck in traffic. Several other taxis follow him down the bus lane, but I had the presence of mind to make a mental note of his registration number. Several other sets of lights later we came to a set controlling a junction and guess what. There's a great big church on the left. I catch a glimpse of our taxi turning left, so we follow. Several roundabouts and junctions later, one of our convoy pulls up alongside me and asks. "Is this the right taxi we are following?" A doubt did enter my mind for a short while, until luck should shine on us and there at the next roundabout was a signpost for the ferry port. I breathed a sigh of relief. Our guide eventually came to a stop at another set of lights and beckoned me to him. I pulled alongside him and he gave me instructions of how to get into the ferry terminal. I shook him firmly by the hand and thanked him. With his help we managed to arrive at the ferry terminal at 1020, plenty of time to check in and prepare for the crossing.

Again our bikes were strapped down and most of us sat together in one of the lounges, we managed this time to get a number of seats together. Again the crossing was good. On arriving at Dun Laoghaire (a joke here for those who travelled with me, and my wife), I mean Holyhead, we all regrouped just outside the ferry terminal. We had all decided which routes we were going to travel on the way home, which meant that some would peel off the A55 as and when it suited them. So we set off at first in convoy and then went our own routes.

To sum up, it was a great weekend wholly due to the effort put in by the Irish Owners Club. The accommodation brilliant, the food brilliant, the company brilliant and the weather was good, we seemed to take the PC800 owners club weather with us. Every where we went there had been rain, but we missed it. I only got wet, slightly on my visit to Dublin on the Sunday and after passing Junction 16 on my way home on Monday, when the heavens opened and it rained all the way home. The only down side was that my speedo cable snapped shortly after getting off the ferry in Ireland, so I am now waiting for the speeding fines to arrive.

## **Irish Rally Pictures..**

Ted Foulger has asked if anyone has photographs of the rally he is prepared to compile a CD compilation of those he has taken. He is prepared to add any others he receives, to the disc. He can be contacted at [T2tedtina@aol.com](mailto:T2tedtina@aol.com).

## PC800's and parts for sale.

**1996 P, Magna red**, 23300 miles, all original, well maintained, test until 10/03, taxed 12 months. £2750 ono. Picture available.

Contact Tom Johnson, Sheffield on 0114 2303295

**1989 F, White**, designer edition (Hollywood special), 27800 miles, radio, top box, very good condition, needs some attention for mot.

Contact Steve Pymount, Daventry on [steve.pymount@northampton.ac.uk](mailto:steve.pymount@northampton.ac.uk) or [steve@fragnet.fsnet.co.uk](mailto:steve@fragnet.fsnet.co.uk)

**1989 F, White**, good condition, mot and tax, 39000 miles. Originally from Canada. Quick sale required. £2100 ono  
Contact Glen Robinson on 01737 841617 or 07796 141302.

**1995 P, Magna Red**, 53000 miles poor condition, no other details known, £1700.  
Contact Jacksons Motorcycles, Burton on Trent.

**1993/1994 M Black**, 16000 miles was written off due to bodywork damage, rebuilt by present owner using body parts from 1989 donor bike. Also available 1989 engine complete except for rear head, piston and conrod. Anyone interested? Contact Don Murphy on [celtsaway@yahoo.com](mailto:celtsaway@yahoo.com).

E-mail received from someone signing himself as John offering parts available for a PC800 he is breaking. He can be contacted on [john@blackbook.fsbusiness.co.uk](mailto:john@blackbook.fsbusiness.co.uk)

DK Motorcycles, Newcastle under Lyme, Staffordshire, had until recently 2 PC800's for sale. A silver one yet to be registered over here but likely to be a 1991/1992 model and a black one no other details known.

**Standard screen**, £30.00  
Contact Robert Morris on 01743 358977.

## Gazelle Exhausts

I have recently had an e-mail from Phil Crawley who signs himself as a very pi\*\*ed off PC rider.

He recently purchased a stainless steel exhaust for his bike from the above company. He details certain problems he has encountered with his exhaust. Apparently you have to take the bike to them in Rhoshill, Pembrokeshire, which entails at least a one night stay over there, while they fit the exhaust to your bike. The exhaust does have a 'lifetime guarantee', just as well because after 6 months the front pipe parted from the collector box around the weld. Part of the guarantee conditions is that the bike has to be taken back to them for repair. Difficult if the bike is now not road legal. Phil decided in the end to have a local garage do the repair and at the same time MOT the bike. Whilst doing so a new rear tyre was required. Oh dear, the new exhaust prevents the rear wheel axle bolt from coming out thereby preventing removal of the wheel. I am aware that other owners with Gazelle Exhausts have had exactly the same problem. You can get round it by removing the rear shock absorber bottom bolts and dropping the swinging arm a little, or as Phil has done, get a piece of wood, a large hammer and knock a dent in the exhaust to allow the bolt to clear. Perhaps any other owners considering a Gazelle Exhaust may wish to bring this fact to their attention so they can make suitable alteration to the silencer box. The exhaust Phil had cost him £650.00, but he estimates by the time you take into consideration time off work, travelling and accommodation costs, the total cost was more like £1000.00. Sounds like an expensive exhaust to me, although Gazelle do say the exhaust will out live the bike.

## Lonely Coaster

Coaster Dave has e-mailed me asking if there are any other Owners Club members in the Corby Northants area that would like to meet up with him. He can be contacted on [divedjl@aol.com](mailto:divedjl@aol.com)

# Used Motorcycle Guide

I had an article published in the February 2003 edition of the above magazine, (issue 130). Detailing how I came to own my Pacific Coast. I am aware that the magazine will publish several articles about the same bike, so how about some of you out there writing an article for them on how you came to acquire your bike and why.

They can be contacted on [UMG@buyingbikes.co.uk](mailto:UMG@buyingbikes.co.uk) or UMG, PO Box 99, Horncastle, Lincs, LN9 6LZ. I now have a year's free subscription to UMG. Well worth the effort.

## Anyone for Cross stitch

I have had a couple of e-mails from members informing me of a cross stitch pattern available depicting the PC800. Just the thing for the woman in your life, to idle away those dark lonely hours whilst you are out either riding, cleaning or working on the bike. They can be obtained from a company called Crafts Unlimited, for further information contact Alan Greenwood at [alan48.greenwood@tascali.co.uk](mailto:alan48.greenwood@tascali.co.uk).

## Aberdare rally 2003

Just a reminder that our own annual rally will be taking place at Aberdare over the weekend of 16<sup>th</sup> and 17<sup>th</sup> August 2003. Any persons wishing to attend should contact Mike Dean as soon as possible as I know rooms were going quickly. (Contact details on page 6) Also I intend having a set agenda for the meeting on Saturday. I would be obliged if anyone wishing to put something on the agenda, contact me with details.

## Useful tips.

I have received an e-mail from Neville Goldsmith offering useful tips he has found when working on his own bike. As a result I intend starting a column to pass these details on to all members. Some of my own are also included:-

### 1. Thinking of fitting a radio or other electrical item to your bike in the area of the boot?

Well Honda have thoughtfully placed a spare power supply just for that purpose. It is located just above the battery, near to the solenoid. It has a blanking socket, which is normally taped in, but can be removed easily. The socket has a constant live, switched live (ignition switch) and earth wires.

2. **Magnatec oil.** A number of owners have expressed concerns about this product and it's use in our engines. From personal experience my advice is **do not** use it. I fitted it in my engine thinking it was a good idea, only to have my clutch fail some 1000 kilometres later. I cannot prove that Magnatec was the cause of the problem, but when examined the cork pads on the friction plates were fine and appeared serviceable. A fact my mechanic friend commented on. So why did the clutch start slipping?
3. **Front wheel axle spacer.** The axle spacer at the right hand end of the axle is subject to corrosion, which tears the bearing grease seal lip and ultimately wrecks the right hand wheel bearing. Regular inspection, cleaning and greasing is recommended or alternatively, get one made out of stainless steel.
4. **Front Brake Discs.** PC800 discs are identical to VFR750FK ones and good pattern ones are readily available. Neville recommends 'Stealth' discs (H7 left or right side) at £49.99 each. Stealth advertise in MCN.
5. **Front brake pads.** There are several different thicknesses of brake pad available to fit the PC800. The first time I changed mine I fitted genuine Honda ones. On fitting I thought they looked rather thin. This time I asked my friendly Honda dealer for pattern ones. He had a choice of at least 4 different thicknesses, which would fit. In the end I opted for the thickest just to see if they would fit and they did. They are Vesrah make number VD-156/3. To date I have had no problems and they fitted easily.
6. **Front Brake Calipers.** Piston housings are prone to corrosion causing pistons to seize, (no dust covers you see). Neville and I recommend when doing any work on your brakes, use silicon grease on any exposed area of the pistons, particularly the seals and retaining grooves if possible. The caliper slides on pins. I always give these a good coating of 'Copperease' grease when re-assembling to ensure easy dismantling later. More on working on calipers in later issues.
7. **Steering Head Bearings.** Another item Neville and I agree on. The standard ball

races can wear after about 25,000 miles resulting in an indent in the cups. This causes a notchy feeling in the steering normally in the straight-ahead position. Don't waste your money on genuine Honda items. Change them for taper roller bearings. The bearings are common too many Honda models e.g. VFR750FG-V and bearing kits are readily available. Both Neville and I got our replacements from M and P Accessories, Neville quotes the part number SSH 4903R and a price of £32.25. Like mine these came with replacement dirt/grease seals. More on how to fit the bearings in later issues.

8. **Wheels.** I recently had my wheels powder coated. I took the complete wheels in to the firm doing the job and left them to it. When done I collected them and re-fitted them to my bike. Unknown to me the firm had forgotten to refit the very large circlip, which holds the cushdrive retaining plate. As a result the next time I came to take my back wheel out the cushdrives and retaining plate fell out of the wheel jamming the whole lot in the swinging arm. To rectify the fault I had to remove the final drive and wheel complete and wait 2 weeks for Honda to source a new circlip from the States. The air was blue.
9. **Swingarm.** The PC800 like the Pan European and CX500 is prone to corrosion in the box section of the swinging arm, directly in front of the rear wheel. Neville says he is aware some have been able to carry out repairs by welding plates over the affected area. On a CX500 I did this to, the metal distorted which resulted in the wheel axle pin mounting holes no longer lining up correctly. Neville recommends washing the area regularly. If possible check the area, even if it looks okay re-paint it and coat it with plenty of underseal. (Me thinks I had better do that).

More next time.....