An Inside Look at Honda’s Secret Collection

Honda Red Riders Sweep Daytona
HRCA Partner and nine-time off-road champion
SCOTT SUMMERS on EATING FOR PERFORMANCE

When I was racing I spent quite a bit of time trying to figure out what things were keeping me from going faster. Typically for me, National events were followed by a long drive home, and this was a great time for uninterrupted thinking.

One night I realized the reason I couldn’t go faster that day was because I got tired. I knew how to make the motorcycle go faster, but my body did not have the strength or stamina to control the motorcycle at top level for the whole three-hour event. From that point on I started taking my fitness very seriously. I hired a physical trainer, and he helped me realize that getting results in the gym were directly related to what I put in my mouth.

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With that as a starting point, I started reading everything I could about diet and nutrition. I wanted to do all the right things, but I didn’t know what they were. Slowly, I learned. I stopped eating anything fried, drinking caffeine, eating at fast food restaurants, and stopped eating sweets and processed foods. I started taking vitamins, using supplements, and drank more water than I ever had in my life. I learned what organic foods are and would always buy them if I could, even though they were more expensive. I learned about juicing vegetables, and actually enjoyed the taste of drinks such as carrot-apple-lemon juice, and so on.

Sometimes my eating habits made those around me uncomfortable. When I ordered oatmeal and cantaloupe and green beans for breakfast, everyone who ordered the Fried Country Skillet seemed to feel a little guilty. Most restaurants just didn’t serve the types of foods that I really needed to eat. Fortunately, a lot of them did serve pasta. I had heard carbohydrates give you energy, and I knew I was using much more energy than an average person, so I ate carbs often. I’d also read some negative things about red meat, so I pretty much stuck to chicken, turkey, and fish when it came to proteins.

Everything I learned can best be summed up in the well-known food pyramid. It’s the basis of a well-balanced diet that will allow your body to work as well as possible. At the top are fats, oils and sweets, which you should use sparingly, followed by the dairy group (milk, yogurt and cheese, two to three servings daily), the protein group (meat, poultry, fish, dry beans, eggs and nuts, two to three servings daily), and the fruit group (two to four servings). At the base of the pyramid are grains (bread, cereal, rice and pasta, six to 11 daily portions).

I also learned the other thing your body really needs is plenty of water. Water helps with waste removal, it’s a crucial element of your body’s cooling system, and it helps maintain proper blood volume. To me, drinking enough water is more important than any supplement. A person who drinks supplements and doesn’t drink enough water is like bolting works suspension on a bike that doesn’t have enough gas in the tank to finish the race.

Maybe the best advice I can give you about diet and nutrition are some things I’ve heard. One is, “If it’s not alive or wasn’t once alive, you shouldn’t eat it.” And, “The closer food is to its natural state the better.” While this final quote might be corny, it’s still true: “You are what you eat.”

After I started taking my diet and training seriously, I no longer got tired in three hours of hard racing. There was a secondary benefit, too, which was an abundance of confidence. I was pretty confident nobody on the starting line had worked as hard on being as prepared to win as I had. The same things will work for you, whether you’re racing or just riding with friends.
A marching band, confetti cannon, smoke machines ... What can all of this be? The annual American Honda Ice Cream Challenge, of course! This year, seven divisional teams competed to raise money for Students Run L.A., a local charity that gives underprivileged children a chance to train for a marathon. The finale of the challenge was a contest where each team had to build a Honda product or concept product out of sundae ingredients (i.e. ice cream, nuts, cherries, and bananas).

We had our plan laid out perfectly, a cardboard map to the creation of our Ruckus World. We only had 5 minutes to complete the entire project, which definitely heightened the intensity of the task ahead. Like running a marathon, we had trained diligently for this event, and when the flag dropped we jumped to our individual tasks. Ice cream was flying, ice and blueberry Kool-Aid melded together to form our ocean. Chocolate syrup streets were laid down, a chocolate ice cream and crushed Oreo mountain emerged, our brown-sugar- and crushed-nut-covered vanilla ice cream beach seemed to appear out of nowhere, and finally a skateboard park—all places where the Gen-X Ruckus was likely to be seen. Mini AquaTrax™, motorcycles, ATVs, skateboarders, and gummi bear sunbathers took their places in our scene. And the finishing touch? A Ruckus™ made of licorice, candy bars and other sweets. The crowd went wild as the Ruckus was placed on top of its special banana platform.

We stood there, gripped with anticipation awaiting the final results. And first place goes to ... the Motorcycle Division! Our division erupted with applause and cheers while our whole team threw up the touchdown sign as if we had just won the Superbowl. We had defended our title and raised a lot of money for a good cause in the process. I can't wait to be there for the three-peat next year.

track in nearby Gorman, California. (Turn to page 16 for more on Laps 4 Love.)

The top motorcycle club was the Orange County Dcuals, whose members raised $26,396, and the top motorcycle dealer was Nationwide Cycle of Palmdale, California. The multi-line dealer, who happens to be one of Curtis’ sponsors, raised $17,383. In addition to the funds raised by volunteers and participants, many companies donated money and prizes, including the Honda Rider’s Club of America™. Bob Sackett of Anaheim was the lucky winner of a Honda XR100R presented by the HRCA®.

Off-road motorcycle legend Malcolm Smith is a longtime supporter of RFK. As usual Malcolm came out to participate, and shared the stage with the young brain tumor survivors and their families that were also present. Under a blue sky spattered with thin white clouds, Pat Higa told the riders that without their help, her 19-year-old daughter Michelle might not have survived.

The 2003 San Bernardino RFK is just one of 26 events spread around the country that run from March to November. For more information on the next events, visit www.ride4kids.org.
A. After removing the filter, inspect the mating surface for any signs of dirt entering the engine [1]. Then remove the filter from its basket and inspect it inside and out for any tears, or dirt getting into the filter.

I prefer using diesel fuel to clean the filter instead of mineral spirits because it is less harmful on the polyurethane expanded foam. We usually suggest rinsing the filter from the inside out. That loosens all the debris that's in the filter and coated on the outside. I wash it for about five minutes, and I never wring the filter. I squeeze it and try to rinse out all of the filter oil and any dirt [2].

Then I blot the filter dry, and it goes into a rinse solution of water and HondaBrite cleaner. Again, rinse it from the inside out to get out any sand and all of the cleaning solvent. Then I shake it inside the water to loosen any fine dust that might still be in the filter.

The next step is to put the filter in some clear water and do a second rinse [3]. Then take a couple of paper towels, put them inside the filter [4] and roll it like a burrito, and just press it, and that will push out all the water in the filter into the paper towels [5].

Then reinspect it for any tears or dirt. I take the bottle of Pro Honda™ foam filter oil and put on a flip-top lid off a gear oil bottle or a bottle of drinking water so I can apply the oil evenly in a small stream. I put 3 to 4 ounces of oil inside the filter, then roll it up and press it. That will push the oil into the pores of the foam. Roll it in both directions, adding a little bit of oil if necessary. That will give you very even coverage [6]. Filter oil has an identification dye, so I look for light spots in the filter and make sure it's thoroughly oiled. Put the filter in a ziplock bag for storage, or on the vehicle. And always apply a thin layer of grease on the mating surface.