White Horse Whispers

The Newsletter of the Motor Scooter and Cycle Association of Victoria

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MAY, 1970

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NUISANCE
Bruce Higgs

EDITORIAL

Hi! Another month, another year! During this month I've been rather busy so I haven't been seen around very much. Possibly, when I get a touring bike, I will be on a few more, longer runs. From the reports handed in, it seems that everyone is having an extremely good time and I wish that I could have been at all the functions. Thanks a lot, everyone, for coming to my 21st – hope you enjoyed yourselves, and thanks for all the groovy gear.

Kurt.

NOTICE

On Bernie's behalf, his surname is spelt SUCHER, not SUCKER!

SPECIAL NOTICE

Coleen Tapp would like to announce that she was engaged on 11th March to a person in the R.A.A.F., Ken Leslie.

Congratulations, Coleen.
Also, Coleen would like to write to anyone willing to write to her.

SEC'S REPORT

Thanks to all those who returned the questionnaires; about 1 in every 3 people returned them, so the other 2 in the 3 have swiped the stamp on the envelope, or must be illiterate. The committee didn't have much time to assess them, so some of the suggestions for runs, etc. will be introduced in the next itinerary. But remember, you can make suggestions anytime. Thanks also, to Ian Carron for screening the films on Saturday night. Apparently some members didn't receive a notice about itinerary changes and Kurt's 21st, but all financial members are sent a copy of all notices, so if you didn't get one, blame Wonder boy and the lousy P.M.G.

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APRIL GENERAL MEETING – TALENT NIGHT

Everyone was "crowded" in the hall (30 in all). The meeting was short and sweet, followed by supper, also short and sweet. Afterwards everyone gathered around in a circle and Tim broke the ice with one of his own compositions. It was a song about a Honda and a two stroke, dragging each other through town. Of course, the two stroke won every time, so the Honda, which "ran out of tow when it hit 12 though" was traded for the Suzie. Everyone was rapt and urged Tim to sing it in Elizabeth Street on a Saturday morning. Time is a great singer and he sang us quite a few songs,

like – Maxwell's Silver Hammer, Scarborough Fair, and one which seemed to go something like this, "I wouldn't say no to a nice cold beer and I wouldn't say no to a naughty".

Peter P surprised a few of us by proving he has a beautiful voice. He sang some popular numbers and everyone joined in and seemed to be having a great time, especially during "There's a Hole in the Bucket". Then Peter S decided to show us all he could sing too, and began with "The ladies in the harem of the court of king Karatucus – were just passing by.." Tim joined in and the pair of them revved on frantically for five minutes, but Peter was the victor, as Tim got slightly tongue-tied in the last verse. I don't blame him – I did in the first! Kurt gave us a bit of didgeridoo playing after that, followed by "My boomerang won't come back".

Then Frank led us through "My old man's a dustman", after which Tim sang the Queensland version of "Waltzing Matilda". Big Daddy wanted to know if he could sing the Australian version! Next we had a poem about a rabbit, and a few jokes and tongue twisters. After that, a bit of monkey business, during which the girl monkey was accosted by the boy monkey and screamed, "Monkies don't do that!" Then Tim told us a story about a fella whose sandshoe blew at 110mph. Wonder boy asked if we'd like to hear a saucy joke, but I won't say any more about that. And Bruce Kennedy chipped in with a story about a bus driver who couldn't get on his bus because it was full up.

The evening folded with a few more songs from Time and Big Daddy. In all, the talent night was quite a success, so to those who didn't come, you missed a great night.

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MT BAW BAW – 5TH April

A grand total of 6 bikes (4 Hondas and 2 Kawasakis) turned up at the car park at 7:30 the rest of the club was probably still in bed, as I nearly was. Most of us arrived at Lilydale feeling a little cold and peckish so we stopped for breakfast. We seemed to be missing one or two bikes! Warren went back to look for them and found Judy's bike had conked out half way up a hill. Turning off not far out of Lilydale, we passed through Launching Place and stopped again at Yarra Junction to wait for the stragglers, who were now being tailed by Big Daddy in his car.

Then we hit the dirt, or I should say, the dirt hit us. Yuk! You should have seen us and the bikes, all covered in mud. Passing cars had great fun by driving through the puddles and splashing us with muddy water. But the worst was yet to come. Roadwork! Would you believe? Great rifts of wet stones and sand and slippery slush. However, we all hung on tight and no-one fell off, even though we were slipping and sliding everywhere.

By the time we left the dirt it was about 12.00 or 12.30 so we stopped for lunch (a pie and tea or coffee) at Noojee, where some cheeky little urchins explored the ins and outs of our bikes. We were in the middle of discussing how we could all fit into Big Daddy's car to make the rest of the trip (9 of us), when who should arrive but John Barker with the news that a tree was across the road further on. We could have fitted under the tree, as Rob Jellet and Greg Smith, who had come via the Princes Highway, had gone through earlier, but we'd had enough slush for one day (weak,eh?) so after we'd had a look at some prehistoric animals at the Noojee pub (some fella had carved them), we headed for Drouin.

This run from Noojee to Drouin made everything else really worthwhile. The weather was just great and the scenery was the most beautiful and picturesque I have seen for a long time. At Drouin we stopped again for refreshments and then headed for home. We weren't to finish the day without being rained on but it didn't last long so we dried out pretty quick. Upon arriving at Dandenong, the "quickies" stopped to wait for the "slowies". Poor old Judy really had troubles, for when she arrived her bike conked out again and Warren had to tow her home.

Everyone went home to get some of the mud off and then we met back at the bowl for tea. Twelve turned up – you should have seen the great heap of helmets and jackets that were piled in a corner (management's instructions). We didn't leave till after 8.00pm.

SPORTS DAY – UPPER BEACONSFIELD – 12TH April

Everything looked set for a good day – the weather was perfect, quite a few members were there, and the good old committee had got out of bed early to have everything ready for the peasants when they arrived. Only trouble was the peasants took a while to get there, and the committee thought they may have boycotted it and nicked off somewhere else. When they arrived, we started with the fire alarm race. It's easy to see that some people are better at taking their clothes off rather than putting them on!

After various weaving races, we had "musical bikes". If members could get on and off their bikes as quickly as some did in this race, then all the stops we make would be mighty quick. Tests of balance and strength were encountered in the golf ball and spoon race and the push your bike race.

Heard of loud bells, soft bells, low bells, cow bells? Well, we now have slow bells – Graham won the slow race, straight line, and Carmel won the slow race, weaving. During afternoon tea (provided by the aforesaid committee) some members did plank riding. Earlier, Rob Jellett had tried his hand at wheel stands, but ended up doing an uncompleted somersault. The day finished with the M.S.C.A.V Gift.

SPORTS DAY RESULTS

Fire Alarm Race – Les Hayes
Slalom - solo – Robert Paulin
- pillion – Robert Paulin and Jan Richards
Bottle Tom Slalom – Jan Richards
LeMans Start Slalom – Kurt Mueller
Musical Bikes – Robert Kissick and Robert Jellett
Golf Ball and Spoon Race – Graham Bell
Slow Race - straight – Graham Bell
- slalom – Carmel Bell
M.S.C.A.V Gift – Ron Chambers
Aggregate - Mens – Graham Bell
- Ladies – Carmel Bell & Jan Richards (Draw)

Bruce Higgs.

LAL LAL FALLS – 19TH APRIL
(By Jim Shilton as told to Bruce Higgs)

This was a good milk bar run!!! With about 10 to 12 bikes, the first stop was good old Bacchus Marsh. I reckon the club would stop there if it was on its way to save a dying duck in a thunderstorm. Stopped at Gordon, then continued on. I believe the bikies got some dust from a certain committee member in a red Mazda, and an anonymous person travelled over some gravel roads in slow motion. Lal Lal Falls was deserted, except for the water, of which we thought there should have been more, considering the rain we had been having. After an hour or so at the falls, we headed for Ballarat, straight to the milk bar, where coffee was enjoyed by all, except Rob Jellett, who had his usual cuppa. Warren then led us on a tour around the lake – a sort of remembrance procession for the Kangaroo Rally which died for this year.

We headed home. Guess where the first stop was! Yes, Bacchus Marsh. This was too much; I left the club and continued on home. The rest of the club later dispersed at the Camberwell bowl.

DAY TRIAL – 24TH April

Quite a few turned up including some we haven't seen for a while on a run, namely Peter S and Dot. Everyone set off, anticipating to be the winners and "show them all". However, Warren and I had to buy a map to get out of Melbourne! Kids seemed to be running all over the countryside – I don't know how many times we passed Howard and Les "on the way back". Carmel and Steve got bushed and Big Daddy and Judy carried on under some bridge. Everyone got lost in the second section due to a misprint of a right turn instead of a left.

The 1st Check Point was a Bacchus Marsh, the second the 32 mile post on the Geelong highway and the third at the club hall. I think everyone had a good time – we didn't get too lonely as everyone was running into other "teams" here and there.

Brian Murphy and Bruce Kennedy (who picked up Chris Tapp, hitchhiking in Bacchus Marsh) came first. Second – Warren and me, and third – Carmel and Steve. Thanks Jim and Betty

Lyn.

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BEWARE OF HALF TRUTHS –
YOU MIGHT HAVE THE WRONG HALF.

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SOCIAL REATURES

LEN AND BARBARA'S WEDDING – BY PETER P – PRESIDENT

On Saturday, 11th April, I had the pleasure of attending our ex-treasurer's wedding, along with two other members. About seventy were at the service, which was held at St. Rapheals Catholic Church West Preston. It was one of the most modern churches I have seen and I was expecting the sound of guitars any time. While we were in the church we heard the lovely note of a motor bike arriving, which rang a bell with our Vice Captain, who was all smiles. It was none other than Betty on her Honda, coming to add a bit more encouragement to Len and Barbara.

Afterwards the reception was at the Pickwick in south Yarra. When we arrived we had whatever we liked to drink – beer, wine, sherry; you name it, they had it. Lovely; then after a while we all sat down to a three course meal – fish entree, ham, bacon and pineapple with vegies, followed by strawberries and ice-cream. It was beautiful. Between courses the various toasts made to the Wedding Party were left in the capable hands of Fred Carron, who did a wonderful job in adding to the success of the function.

Also, members may be interested to know that in a way, the wedding was like a reunion for me, as there were six old members present form the days when the club was just the motor scooter association of Victoria. They were Alex and Barbara McLean (Alex was Sec for three years and President for a time; a wonderful worker for the club), Maurie and Joyce Munro (Maurie was one who always had itchy fingers when riding bikes). He was Len's best man. Ian and Margaret Carron were there, too. Ian's father, Fred, is still associated with the club in many ways and it is a life member. So you can see what a happy day it was for me to be present.

KURT'S 21ST – 18TH April

I don't know about anyone else, but I had a tremendous time, thanks Kurt. Really, I think everyone had a great time. The juke box was a big hit with the dancers – and the supper was beaut. Thanks, specially, to Mr. And Mrs Mueller for having us.

BARBEQUE AND FILM NIGHT AT CLUB HALL – 25TH April

Haven't got much room, so can't say much. About 25 turned up, and I think, had a good time. The main film was King Rat and a selection of shorter films were shown too. Super was served half way through.

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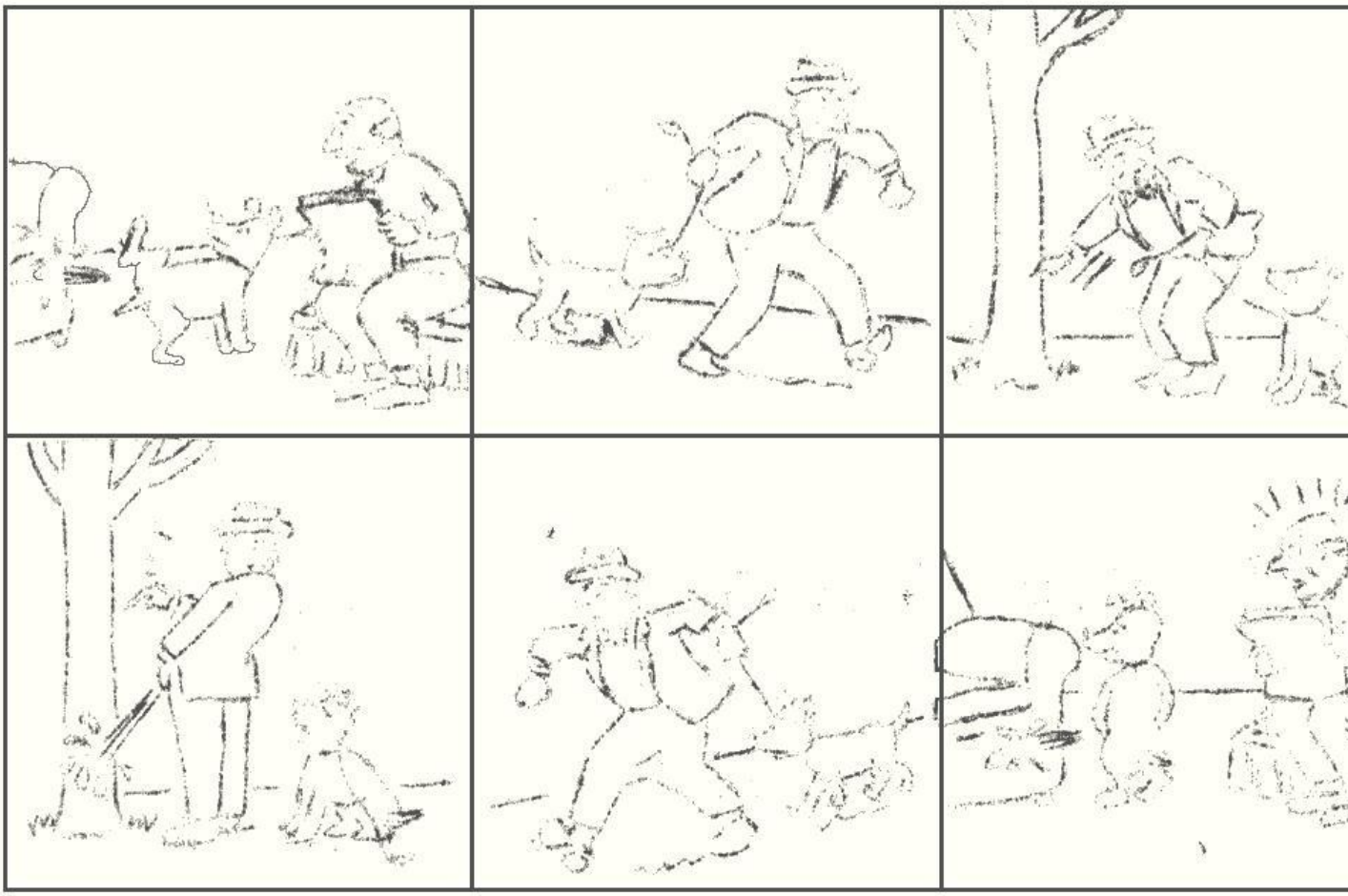
WHEN NATURE CALLS

Peter P goes at night, after tea;
Bruce goes when he's been to the pub;
Barney goes when the camera's rolling;
Peter S goes in the bushes.

Chris Lacey favours the Black Spur;
Carmel is known to be frivolous.
Rob Jellett goes at the right time and place,
But Bill Davies – he goes anywhere.

John Bryant has used an occasional fence,
And Lynda once used a billy.
Brian Murphy has used a radiator..
But I bet no-one can beat this dirty dawg!



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THE GOOD GAS ON PETROL

PART 1

BASIC REQUIREMENTS – OCTANE RATING

Before any discussion of gasoline may commence, an understanding of the basic demands made on a motor fuel must be realised. Gasoline, in either two – stroke or four-stroke engines must be:-

1) Sufficiently volatile to permit easy starting of a cold engine, in any weather but –
2) Should not be so volatile as to boil in the carburettor or fuel lines (this is known as vapour lock) in a hot engine, or at high altitude.
3) Must have a proportion of comparatively non-volatile components to provide adequate poser and reasonable fuel economy but –
4) When are not so inert as to allow incomplete vaporisation in the carburettor, resulting in uneven distribution of fuel in the ignition mixture, and –
5) Must burn slowly and evenly and not "explode" under ignition conditions.

This last requirement is tied in with the most important of all properties of a gasoline, its "knock" rating or, octane rating. Octane rating is a measure of the tendency of a fuel to pre-ignite or "ping" in an engine, producing overheating and its associated damage, significant loss of power and possibly direct mechanical damage.

To understand what octane rating means, it is necessary to take a brief look at one aspect of the combustion process – pre-ignition. Pre-ignition, or "pinging", occurs when a portion of the fuel – air mixture in the combustion chamber ignites "spontaneously" after the spark plug has fired. As the piston of an engine undergoes its downward stroke (intake stroke in a four-stroke – transfer-exhaust stroke in a two – stroke) it draws in a fresh charge of fuel-air combustion mixture, which immediately begins to absorb heat from the surrounding cylinder and piston. As the piston ascends, it compresses the mixture and heats it even further. (If you should doubt this heating effect of a compressed gas, try holding the barrel of a bike pump next time you vigorously pump up the tyre). If the mixture were to be compressed a good deal further, then its temperature would continue to rise until combustion occurred spontaneously, but pressures (except in a diesel engine) do not usually rise high enough for this to happen.

About the time of the end of the piston's upward stroke, the spark plug fires and a flame spreads out in all directions from it, causing an immediate and sharply rising increase of temperature and pressure in those parts of the combustion chamber not, as yet, reached by this flame. If the temperature of the fresh charge not yet reached by the flame should exceed a critical point, or if there should be a piece of solid, red hot combustion reside (commonly but erroneously called carbon or coke) or a sharp ridge of metal, formed by a scratch or burr, which will also glow red hot, then the fuel air charge ahead of the flame will ignite and, because of its high temperature and pressure, will burn extremely rapidly, or explode. (Incidentally, many factors in engine design affect this pre-ignition tendency – compression ratio; distance from plug to extremities of combustion chamber, positioning of spark plug on "hot" or "cold" side, i.e. exhaust or inlet sides, of combustion chamber; presence and positioning of ridges or pockets in combustion chamber, etc. to name just a few). This over – rapid burning produces a sometimes audible metallic thump, or "ping", which is dissipated uselessly, as shock, down the drive – line and, since the fuel has burnt too quickly, the hot spent gas remains in the cylinder for too long a time. Consequently, it transfers excessive amounts of heat to the engine, possibly resulting in piston seizure; ring sticking and scuffing or seizure; sticking or burning of valves, etc. This overheating, in turn, tends to further promote pre – ignition in a vicious circle and can, in extreme cases, lead to the extreme of pre-ignition – knocking or self ignition, in which fresh combustion mixture is ignited by re hot combustion residue or a red hot sharp metal edge before the spark plug fires. Knocking, if sever,

can cause an engine to literally explode, since the fuel has ignited in the cylinder while the piston is still trying to compress this rapidly expanding rush of gas.

The octane rating of a fuel is determined in a single cylinder engine which is run under standardised and controlled conditions of temperature and speed while its compression ratio is altered to induce mild pre-ignition; all very scientific, but having very little direct relationship to the conditions the fuel will experience in various engines in practical use. For example, one engine may run very happily on a fuel rated at 89 octane's (normal standard grade) but may ping on a fuel of 98 octane (normal super) though this is quite unlikely. That same 89 octane fuel, when put into an apparently identical engine, may ping like blazes. It seems then, that octane ratings may be used only as an arbitrary guide (although a highly useful and fairly accurate guide) to the suitability of a fuel.

For example, the knocking tendency of a fuel increases as the fuel air charge is made leaner, and similarly decreases slightly as it is made richer. Also, the tendency to knock increases as any, or all, of cylinder head, piston crown or inlet air temperatures increase, and this tendency is complicated to extreme by variations in combustion chamber shape and the degree of turbulence induced in the combustion mixture by inlet port shapes. Add to this confusion the variations produced by the degree of vaporisation of the fuel in the combustion mixture (i.e. whether it is present as vapour, droplets or a mixture of both), the relative humidity of the air and the barometric pressure of the air (which is related to the density of air, which affects compression pressures) and you have a situation in which the fuel requirements of your engine may vary from season to season, night to day and even vary over the course of a short run to work through the suburbs.

The reasons for the existence of this confusing state of affairs is, perhaps, revealed when we consider the subtle complexity of the latest engines, and realise that petrol is not one chemically uniform material, but consists of literally hundreds of chemically and physically distinct substances, which can be grouped together in a few score "families" of similar compounds (each contributing its own share to the overall performance of the fuel) all lumped together into one fantastic cocktail, with a few man made additives like anti – knock agents, lead scavengers, combustion deposit modifiers, detergents, corrosion preventatives, acid neutralisers, etc.

One commonly believed misconception is that the higher the octane rating, the more "powerful" the fuel, when in fact this is not so! A higher octane rated fuel is capable of having more power extracted from it by suitable machinery, but when used in engines designed to run on less expensive diets, will produce no more power, or even less power, than would be produced by the fuel for which the engine was designed. Indeed, the high octane fuel will, in many cased, produce large amounts of undesirable combustion chamber deposits, resulting in spark plug fouling and misfiring – in four strokes yet! The best all-round fuel to use in an engine is one which has an octane rating just sufficiently high enough to prevent pre-ignition occurring, plus a small safety margin to allow for extreme conditions. Some British and continental machines, however, when run on super grade Australian fuels, seem to be lacking a sufficient safety margin of knock tendency, and as a result, will ping or overheat in severe conditions unless some form of octane improver (e.g. Benzyl) is used.

Finally, it seems that the only sure way of telling whether a fuel is suitable for an engine, is to run that fuel in that engine under "normal" conditions – in short, suck it and see!

Peter Sanders.

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"BIG DADDY"
PETER P.

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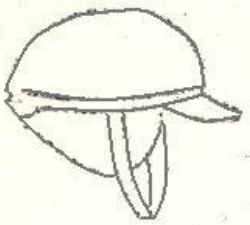
STACK HATS

In a recent issue, Choice magazine published the results of tensive tests they carried out on motor cycle crash hats. tested two types:

STANDARD



JET

The tests considered mainly - shock absorption
- strength & resistance to pene
- harness attachment
- comfort

Absorption:

This test was to find out how well the helmet absorbs the force of a blow from a blunt object, as it would have to if your nut hit the road. For the test a weight was dropped onto the helmet, which was mounted on a specially constructed head form. The shock transmitted was measured with special equipment, checking the maximum shock with time variations of the transmitted shock. Four helmets were found unsatisfactory in that they transmitted too much shock. They were: Cosyfit, Kangol, Kunoh Skyliner and Speedway Jet. If a helmet has been subjected to impact in an accident, it should be replaced, even if no visible damage has occurred.

Penetration:
Even if a helmet withstands impact well, something sharp, like a jagged piece of broken metal, may pierce the outer shell. All of the helmets were tested by dropping a pointed striker onto them. The Centurion Police, Centurion Standard, OGK and Everoak Standard performed very poorly.

Harness:
A helmet is of no use if it comes off in an accident. Fasteners of all helmets were tested by subjecting the chinstrap and harness to a strain, measuring the stretch as the pull was increased. It was found that all helmets would withstand reasonable strain.

Comfort:
A helmet must be comfortable to wear, reasonably easy to fit and remove, with a convenient and easily adjustable chin-strap. The majority were rated as good; two were poor – the HR Jet and the ISS Auto guard; and three were only fair – the Centurion Standard, Ever oak Standard and Honda Jet.

Conclusions:
In general, racing helmets, which have to pass a more severe standard than ordinary ones, give better protection. Helmets meeting U.S Standards must also pass a severe test and these give more protection, too. And Jet style helmets, covering more of the head, will give better overall protection than the regular standard ones.

Overall results classified the helmets tested as follows:-

Very Good

Jet -	AGV Valenza 69GT	17.00)	
	Cromwell Jet	13.50)	
	HR Jet	22.50)	Recommended
	Kunoh Jet	20.00)	

Good

Jet -	AGV Protector 67	13.20	
	Cromwell Semi Jet	13.80	
	Honda Jet	23.19	
	Romer Semi Jet	17.50	
	Shoei Semi Jet	8.30	
	Stadium Project 4	11.25	
Standard -	AGV Protector Std.	10.25)	
	ISS Autoguard	7.85)	
	Shoei Deluxe SPF	9.25)	Recommended
	Shoei Standard	8.58)	

Fair

Jet -	Cosyfit	9.95	

	Hammer Jet	10.25
	Kangol Comet	11.50
	Stadium Poject 3	12.30
Standard -	Centurion Police	10.30
	Cromwell Low Crown	13.50
	OGK	9.50
	Stadium Clipper	7.50
	Everoak Standard	8.75

Poor

Jet -	HR Jet	12.45
	Speedway Jet	9.00
Standard -	Centurion Standard	7.85
	HR Standard	7.50
	Kunoh Skyliner	10.00
	Kangol Standard	10.95
	Speedway Standard	9.20

I think these helmets may have been purchased in Sydney, so the prices may not apply in Melbourne.

Bruce Higgs.

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