



March 2024

Hi Members,

Please find following the March Newsletter. This newsletter benefits from member contributions, so if there is anything you wish to read about, have information that can be shared or generally would like to have more details about a particular thing, please return email to sunraysiahistoricalmotorcycleclub@outlook.com.

Thanks to everyone who has submitted articles for this Newsletter.

Vice President's Advice and/or Information:

I was wondering about noise laws and how it applied to older motorcycles in our club. I had a chat with Mitchell Truck Repairs who are the EPA testers in Mildura, They have paperwork to look up make and model to determine at what revs to perform the test , its 50% of max HP = 4125 RPM on my 1975 750ss Ducati.

Motorcycles manufactured after 1st March 1985 are allowed 94DBA while motorcycles manufactured before 1st March 1985 it is 100 DBA. Thinking that is fairly loud i assumed that most of our would pass easily, so i set up a test at home with my motorcycles, the level meter i have is not calibrated for testing motor vehicles but i thought it might give me some idea if i had to take them for a official test.

1st test Moto Guzzi 1970 750 98.6 DBA (i consider this bike to be quiet)

2nd test BSA 1971 650 Firebird 101.8 DBA (standard exhaust)

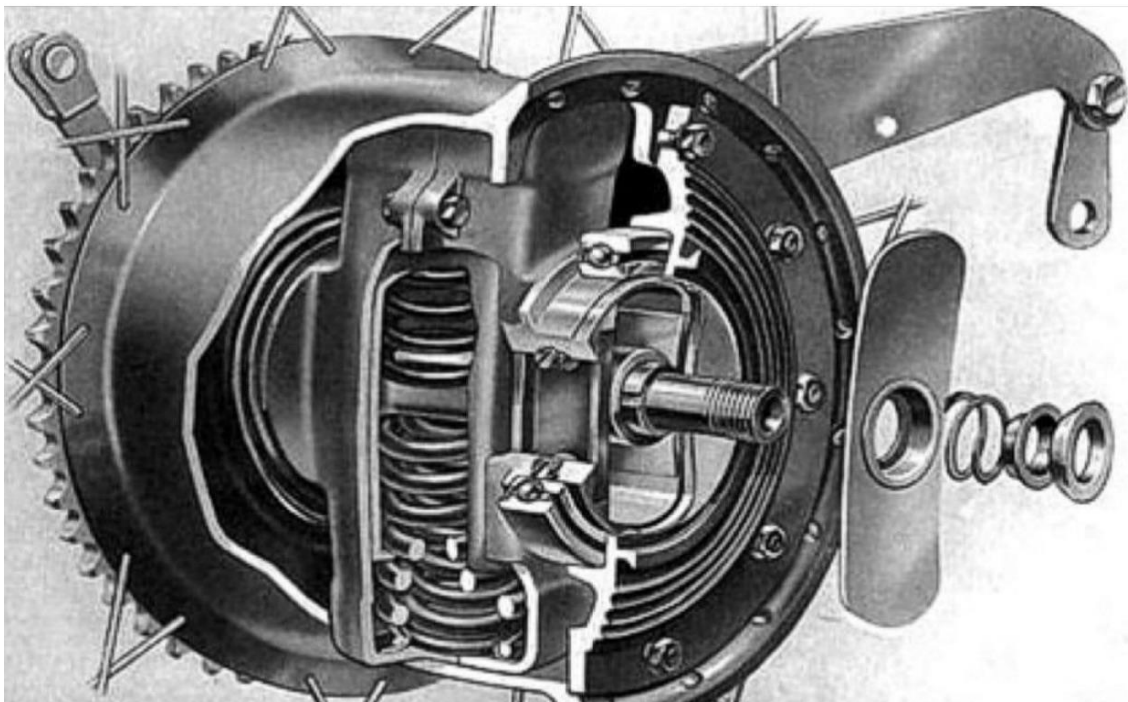
3rd test Ducati 1975 750ss 115DBA (standard and newish exhaust)

Below is from The EPA website and as it states anyone can report a noisy vehicle by taking note of their registration number and reporting to the police who then issue a notice to be tested.

"You can report noisy vehicles driving on a road to the police. You need to give the licence plate number and a vehicle description. If an authorised EPA officer or the police observe a noisy vehicle, EPA can issue a notice. This means the owner of the vehicle will need to get a noise test. If you think your own vehicle may be too noisy, book a vehicle noise test."

Mitchell Trucks said that they get plenty of Harleys to test but no classic bikes , and i think if we take care not to annoy other people we would never be sent for a test.

🇬🇧 Edward Turner made Triumph Engineering profitable again when he released his pre war rigid frame Speed Twin. Post war the 500cc twin appeared with telescopic front forks giving it a modern stance but the frame was still rigid on the rear. That all changed a couple of years later when, with much fanfare and promotion, the Triumph Sprung Hub was released. It was a wheel assembly containing springs in compression and a curved cam box that allowed approximately 2 1/2" suspension travel while maintaining constant chain tension. An added bonus was minimal retooling as the sprung wheel was a simple swap with the old rigid job. Later when Turner had time he introduced the swingarm frames and the Sprung Hub was consigned to history



Thanks to Hayden Roy for above.

Wanted to Sell:

Blue 2003 BMW K1200RS, 132,000kms, in good condition. Runs well, new clutch 6,000k back, Paralever greased when clutch done, tyres about 75%. Heaps of extras, panniers, new battery.

\$4200.00. John Basham - 0411 349 290. (No photo-contact John for more details).

Peter Blaby still has for sale his BMW

BMW 1987 K100 Ex SA Police Bike

New rear shockers, new brake rotors, new braided brake lines, new tyres, new seat, fresh paint, new LED driving lights, Reconditioned Speedo Cluster, \$6,500.00

Contact Peter Blaby 0478 737 216



1950 350 Ariel Red Hunter

Fully restored, 600+ miles since restoration. Good condition.
\$12,000.00. (no photo)

Contact Doug Laird, Telephone 5023 5286

Wanted to Sell (cont):

The following are being sold by Frederick Singlehurst. He can be contacted on 0409 500 856 or on email at kfasinge@yahoo.com for further details.

Motorcycle Workshop Manuals:

1. Clymer Yamaha 650Twins, 1970-1982, \$50.00 firm
2. Clymer Triumph 500-750 Twins 1963-1977 Left hand gearstick, \$50.00 firm
3. Original Triumph Unit Construction 650 Twins – TR6 Trophy T120 Bonneville Right hand gearstick, \$50.00 firm
4. Yamaha XV -Twins (Viragos) 535-700-750-920-1000-1100, \$50.00 firm, and
5. A 1980s Westcar 4.linkage (was on a Harley Sportstar), no fittings yet, \$3000.00 negotiable – see photo below:



Yamaha XT600, 1972, \$2,500.00, see Roger Moser or telephone him on 0428 413 323.

Looking to Buy:

Small Chopper , Sports Bike or Sidecar, 200-250. Raelene is a longtime rider, but has not ridden for approximately 10+ years and is looking to get back onto a bike. If you have anything suitable, or can help, please contact Raelene Hagen on 0488 610 433

The following information on fuel is compliments of Trevor Scholar (the article is reproduced from the Rover Car Club of South Australia:

Does petrol really go stale?

Petrol from the pump is a mix of many organic components with different properties that determine the performance of the fuel. If left in an open container it will, in time, completely evaporate. But as it evaporates, the composition of the fuel will change as different chemical components evaporate at different rates. This evaporation also happens in fuel cans and tanks and the process of degradation starts the moment the fuel is purchased.

Petrol will generally last for around 3 weeks at summer temperature in a vented fuel tank, after which time the performance will suffer, and it will be best to add fresh fuel to restore the performance. Petrol in a sealed container will last for more than 6 months before the performance suffers too much.

Fuel stored in underground garage tanks is unlikely to degrade much because of the rate of replenishment, except in remote, small garages (which these days are rarely found!).

How the petrol changes in the fuel tank:

The lighter, more volatile components evaporate first. These are the chemicals that provide valuable octane benefits on starting from cold. These are very volatile and compose most of the fuel/air mix during initial startup, but when they are depleted by evaporation the mixture becomes leaner, causing poorer detonation, pre-ignition and piston damage, especially in small high revving two strokes such as trimmers and chainsaws (hmmm.. the chain saw that is used seldom .. starting to make sense now..)

The fuel that remains when the volatile parts have evaporated has a higher density as well as a higher octane rating, but as it is not as volatile, cold starting is impaired. Because carburetors meter fuel by volume the mixture now becomes richer because of the extra amount of fuel in the denser liquid. This richness will cause plug fouling and unburnt carbon deposits will block exhaust ports. The lack of volatile octane will suppress full revs of the engine. So, in short, degraded fuel will result in harder starting and lack of top end revs and power, but the machine will run once started.

Formation of 'Gums' and Other Deposits..

After several months storage at summer temperature the petrol will start to form carboxylic acid and gums. This degradation will continue as the fuel ages and the carboxylic acid which forms will slowly attack the soft materials in the fuel system. The first to suffer will be the rubber and plastic fuel hoses, which will lose their flexibility, followed by primer bulbs and carburettor diaphragms. Finally, even the aluminium of the carburettor will be eroded.

The 'gums' or 'varnish deposits' are solid materials which settle on the inside of the carburettor, blocking the microscopic bores and jets, thereby affecting the operation of the carburettor. Stale fuel is the number one cause of stiff metering diaphragms stick to the piston rings of a running engine, causing expensive failure. If the engine is lucky enough to start, it will run on a separated fuel/oil mix and rapid engine damage could occur, but more commonly the damage could occur, but commonly the damage is done during storage while the phase separated fuel corrodes the inside of the carburettor.

Stale petrol is nothing new

We had the problem of stale fuel long before the addition of ethanol, it's just that today's fuels turn stale much quicker than in the past, in fact, depending on temperature, light and humidity, the fuel can be unusable in as little as 30 days. The ethanol speeds up the process for two reasons, it has an affinity to water, and the fact that ethanol is oxygen rich, speeds up the oxidation process to acetaidehtde (ethanol) finally into ethanoic acid (aka acetic acid, which is a carboxylic acid).

How to overcome the problem?

Keep your fuel fresh and store it in sealed containers in a cool dark and dry place (under the bench on a stone floor, rather than on the bench in front the shed window).

Purchase only enough fuel for 30 days use, and never, ever use fuel purchased over 60 days ago; chance of developing minor problems.

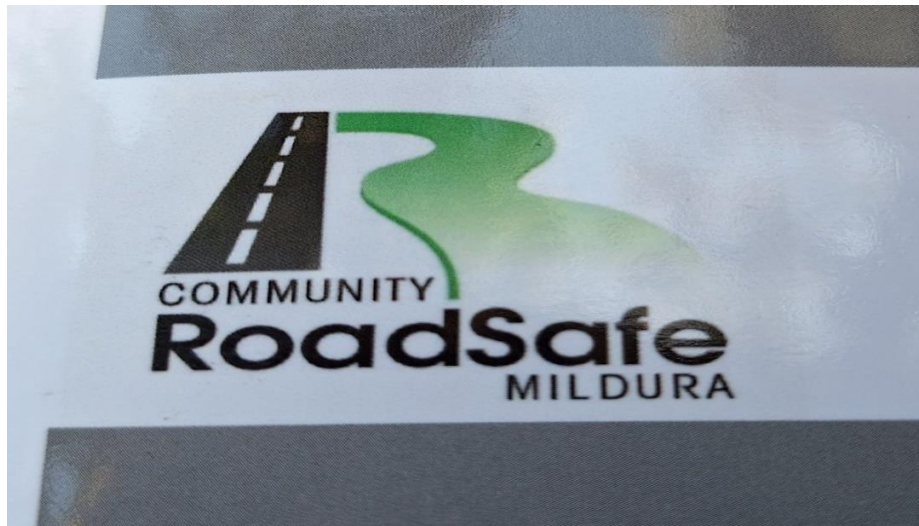
Use a fuel additive such as Briggs and Stratton Fuel Fit or Hayter's Premium Fuel Treatment. If this is added correctly to fresh petrol at the time of purchase, then your fuel should stay use-able for up to 90 days (a bit longer). Remember that additives will never be able to rejuvenate old, stale petrol whatever the manufacturer claims on the bottle. You could drain your machine before storage, some manufacturers even recommend this, but this may cause the carb metring diaphragm to shrink and go brittle. It never rehydrates properly.

You could change the type of petrol that you purchase (seek out a brand of fuel with limited ethanol). This petrol will still degrade over time, but a higher grade of fuel may see the degradation process slower and take place to a much lesser extend than the standard 91 RON available. Octane matters!

How to recognise stale petrol (other than the chainsaw won't start...)

As petrol ages it will change noticeably in colour, smell and viscosity. New petrol, fresh from the garage will have a pleasant 'tang' and will be almost clear, with just a slight colour, but as it ages it will develop an unpleasant smell more akin to pain or varnish which will linger on materials or skin for much longer, whilst the colour will deepen considerably. The old fuel will also become much thicker, more akin to very light oil or diesel fuel. Really old petrol will have a very heavy and unpleasant smell and can be very dark in colour, whilst being very thick, more like a liquor.

Information from Moose McGowan who is the Motorcycle Representative on this committee. Membership is also made up of Community Representatives, Police, Council DWELP and SES. Tresna Martin is the Executive Officer. If you wish to find out more about what RoadSafe Mildura does, or having input into Community RoadSafe Mildura, see Moose McGowan at the next meeting or contact him by email on moosemc2003@yahoo.com.au



Don't forget that the Club has a website:

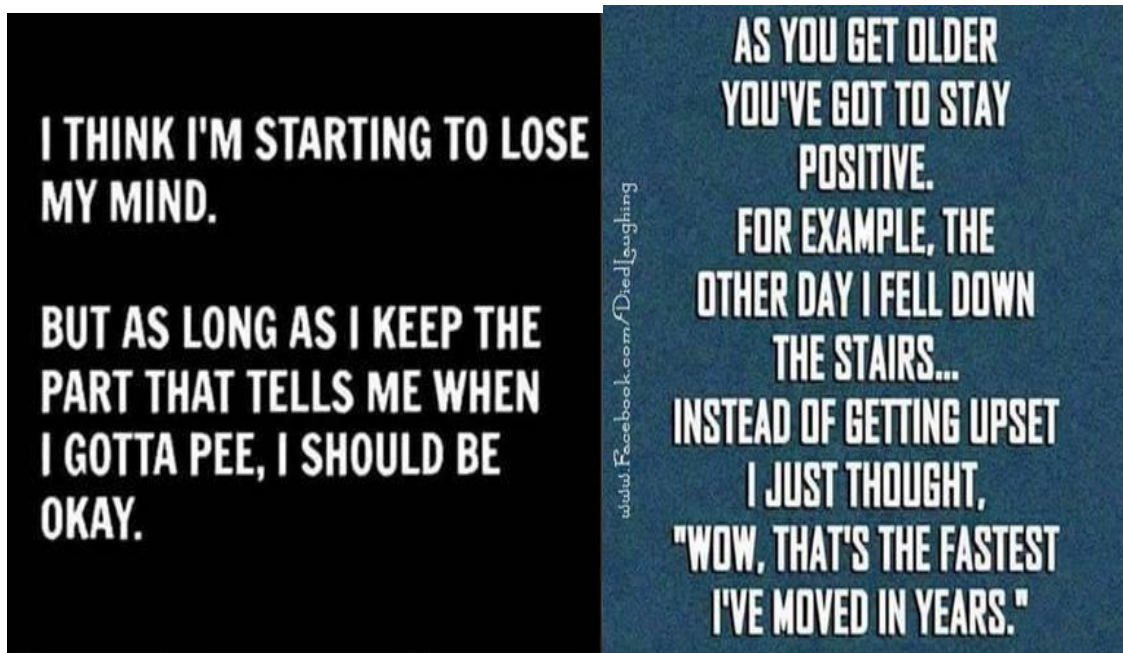
shmc.org.au

Check it out to find further details on the club, history, what is happening and contact details for the Club Executive Committee contact details.

Dates for your calendar/diary:

- March 24 General meeting and monthly ride (not the last Sunday of the month due to Easter)
- March 29 Good Friday, bike display in the Mall. **More details to follow in a separate email.**
- April 14 Mid month ride
- April 27 Bike and Car Show, Merbein Hotel
- April 27 Dareton-Coomealla Centenary Parade from 9am – Contact Andrew Cannard on 0427 663 859 for further information
- April 27 All British Rally at Newstead.
- 18&19 May Meander weekend with a great river cruise on Saturday night with The Bluesberries. **Entries close on the 26th April – no late entries, for further information contact Chris Sibley on 0429 951 513.**

And to finish with a couple of laughs from John Basham;



Thank you to everyone who has provided information for this newsletter, I have some extra articles already for the next one, but more would be appreciated. Keep them coming.

Bonney