

Editorial

The way things are going it looks as if Mr Gordon Brown, our erstwhile Chancellor of the Exchequer will have to stand up in the House of Commons to introduce another budget to pay for all the additional expenditure that he is being faced with this year. No, I am not talking/writing about 'the war' but a far more important subject! Just about everybody who is anybody in the EFA seems to be gaining the age of senility this year - yes becoming 60 with the advantages of no prescription charges and of course the 'new tyre' allowance. No, thats not right surely, isn't it the winter fuel allowance? Well it is unless you happen to live in Boxford when the Chancellor's gift goes towards a new pair of 'sticky boots' for the Arsefield or Little Eric!

Latest recruit to the 'wrinklies' is Geoff Daw who would like to thank all the members who contributed to his birthday surprise including the 'mega' card.

I see from T+MX that the trip Ray Gibb made to the Red Marley hill climb up in Worcestershire was very worth while as he claimed a fourth place with the M21, 'Little Erics Grandad'. Back in the dark ages, I had always wanted to go to Red Marley as it was only a few miles from where I lived but being held over the Easter weekend it mean't that I had travelled down to Devon to be reunited with my parents. However, all power to the AJS & Matchless Owners who have resurrected this very long standing event. In years past I seem to remember that it was used by the Birmingham factories to introduce their latest prototypes to the world. The monoshock BSA C15 was, I believe, first seen in public at Red Marley amongst many other wonders from the various comps departments.



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The May Plonkaround

Raydon Pit, Wades Lane, Raydon, Nr Ipswich, Suffolk

Saturday 17th May 2003

Start: 12.00 noon

Trials practise for:

Pre 65 solos • Pre 65 sidecars • Twin Shocks

Youths • Twin Shock sidecars

The Triangle Club are once again organising their Treasure Hunt on Sunday 8th June 2003. This is a road-riding event where you choose your own route, from a choice of 21 clue points. You decide the number of clue points you wish to visit and in what order. There are four types of award to enter for. The event is set in the counties of Suffolk, Norfolk and Essex and is designed to be an enjoyable event for all riders.

For more information contact Tony Cole on 01473 425170 or e-mail tonycole@trianglemcc.co.uk

I have included a copy of the entry form with this issue of T&T so there is no excuse, all you advocates of Tims Tour, for not attending!

This brings me on to Tims Tours. I am glad to see that they are still going ahead and I hope that as the summer months progress they will be well supported so as to make it all worthwhile for Tim and his crew to organise. One thing I suppose, is that within a few years, anyone who attends or takes part in all the tours will be able to write the definitive guide to Essex Chippies!

My ribs began to hurt when I heard about this but not, I gather as much as Peter Eaves ribs hurt! Seems that Peter was working in his loft when the thing that we all dread occurred - suddenly there was a surplus of illumination at foot level in the loft. Well in Pete's case, the light was what you might call at rib cage level. I think most of us have had a go at our ribs at some



John Beet

stage in our life and one thing that can be said with absolute certainty it is no laughing matter!

Once again Chris Bater is organising an involvement of Pre-65 machinery at the Weeting Steam Engine Rally and Country Show. More details can be found later in the newsletter but if you want a good weekend away with the bike this seems to be a good do.

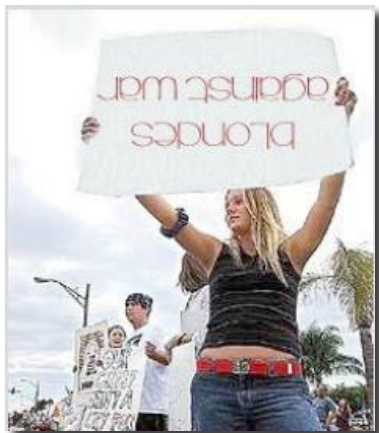
Its beginning to seem that if you haven't had a ride in the helicopter air ambulance then, as the saying goes "you haven't lived!" What with John Beet having been airlifted from beneath the power lines at Chattisham, we now have Jeff Stott acting as his own air traffic control centre!

Thankfully, both these gentlemen are making a good recovery - perhaps we will be having discussions on the relative merits of different plaster casts and crutches on club night!

What has happened to the popularity of Henfields? Graham Braybrook has got himself a Harley! Now Graham, you will have to save up for a Harley hat!

Hope you like the article by Don Daley - dynos are a black art to most of us but I hope this explains a different side of the shed activity. Thanks Don, I enjoyed that and it looks as if there could be something else to come.

Best wishes,



Do we need further proof?

Jim

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The Atheist

An atheist was taking a walk through the woods.

What majestic trees!

What powerful rivers!

What beautiful animals!" he said to himself.

As he was walking alongside the river he heard a rustling in the bushes behind him. He turned to look. He saw a 7 foot grizzly charge towards him.

He ran as fast as he could up the path. He looked over his shoulder and saw that the bear was closing in on him. He looked over his shoulder again, and the bear was even closer. His heart was pumping frantically and he tried to run even faster.

He tripped and fell on the ground. He rolled over to pick himself up but saw the bear right on top of him, reaching for him with his left paw and raising his right paw to strike him.

At that instant the Atheist cried out: "Oh my God! . . ."

Time stopped.

The bear froze.

The forest was silent.

As a bright light shone upon the man, a voice came out of the sky: "You deny my existence for all of these years, teach others I don't exist, and even credit creation to a cosmic accident. Do you expect me to help you out of this predicament? Am I to count you as a believer?"

The atheist looked directly into the light, "It would be hypocritical of me to suddenly ask You to treat me as a Christian now, but perhaps could you make the BEAR a Christian?"

"Very well," said the voice.

The light went out. And the sounds of the forest resumed. And then the bear dropped his right paw, brought both paws together and bowed his head and spoke: "Lord, Bless this food which I am about to receive and for which I am truly thankful."

Air Ambulance - to the rescue . . .

Jeff Stott, has been the latest in an ever increasing line of people who have been airlifted to the hallowed walls of Broomfield Hospital.

Jeff was unfortunate enough to get trapped under his Honda following a zero mph spill. Finding he couldn't extricate himself and it hurt like the proverbial together with this being in the back of beyond, well High Easter to be precise, and there being nobody within shouting earshot, Jeff used the trusty mobile and lo and behold, following a chat with the various ambulance controllers Jeff took on another job of helicopter traffic control. Yes, they came and picked him up and took him to Broomfield.

Jeff suffered a broken tibia in this incident and is now at home recuperating. We wish you all the best for a full and speedy recovery.

Secretarys Scribblings

We enjoyed two trips to Snaque Pit in April. It looks so different when the leaves are on the trees. Observing was a pleasure in the warm sunshine at our EFA trial. Think the riders were glad to queue for a little while so they could cool down. Thanks to everyone who helped out on this one and a big Thank You to all those who signed the Get Well cards and contributed to the collection for our Chattisham casualties. We collected £102 altogether and this was split on a 60/40 basis between John Beet and Pete Horrex. John and Pete have both asked for their thanks and appreciation to be passed on. Graham (Pete's son) was taking him to the Woodbridge trial at Blaxhall on Good Friday and John was hoping to get to the Harwich club night last Tuesday. They are both on the mend but in John's case it's going take a good bit longer.

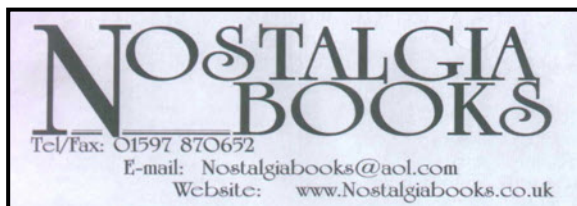
We took the outfit on our second trip to the Plonkers event at Snaque Pit and were doing all right until the front brake cable went ping. Needless to say we didn't have a spare and would like to thank everyone who offered assistance. We still enjoyed our day, just riding the sections which didn't need the benefit of this piece of stopping power. Chris Kearney came a big purler and it sounds as though he has cracked one or more ribs as he is in a lot of pain and discomfort - get well soon Chris.

The tales of woe continue with Jeff Stott hitting the deck on his road bike (stationary at the time) and Peter Eaves damaging his ribs whilst pioneering a new route down from the loft. Pete was in good spirits at the Plonkers trial but Jeff is a bit more restricted having broken his hip. However, he is hoping to see us on club nite if at all possible.

One bit of good news - congratulations to Jason Sigoumay on recently passing his road bike test. This opens up a whole new world of Sammy Miller trials and, of course, Tim's Tours.

Seems we picked an exceptionally busy Saturday for the first Tim's Tour of 2003. Nevertheless, nine of us (on eight machines) enjoyed fish and chips on Mersea Island at the end of the run. Think Tim has written more about this elsewhere in the newsletter. A donation totalling £12.84 has been forwarded to the A-C.U. Benevolent Fund - thanks to everyone for making that possible. Saturday 7th June has been put forward for the next outing but more details will be available next month.

Heather



Nostalgia Books, PO Box 4, Llandrindod Wells LD6 5WF

Harley Girls



As Claude took to the stage, he announced, "Unlike most stage hypnotists who invite two or three people up onto the stage to be put into a trance, I intend to hypnotize each and every member of the audience."

The excitement was almost electric as Claude withdrew a beautiful antique pocket watch from his coat. I want you each to keep your eye on this antique watch. It's a very special watch. Its been in my family for six generations.

He began to swing the watch gently back and forth while chanting, "Watch the Watch. . . watch the watch. . . watch the watch . . ."

The crowd became mesmerized as the watch swayed back and forth, light gleaming off its polished surface. Hundreds of pairs of eyes followed the swaying watch, until suddenly...it slipped from the hypnotist's fingers and fell to the floor, breaking into a hundred pieces.

"Shit," said the hypnotist.

The theater had to be closed for two weeks on health and safety reasons.

Weeting Steam Engine Rally and Country Show

Fancy a weekend with a difference?

Then why not join Chris Bater and Co at Weeting

Weeting is just outside Brandon in Suffolk and this year's event takes place over the weekend of 18th, 19th and 20th July.

It covers a large site with areas set aside for steam engine demonstrations such as ploughing, thrashing and baling, logging and sawing timber, stone crushing as well as displays and parades in the arena. There are lots of trade stands, a steam funfair and food stalls.

Chris is getting together a collection of pre-65 machines to make up a display. A rough, wooded area is also set for trials bike demonstrations. We took the sidecar outfit and the speed-twin last year and had a brilliant weekend.

There's space for camping/caravanning if you would like to make a weekend of it.

For more information give Chris a ring on 01473 622550 (he would like to have a varied display so another sidecar or two would be welcome)

THINGS THAT ARE DIFFICULT TO SAY WHEN YOU'RE DRUNK

- Indubitably
- Innovative
- Preliminary
- Proliferation
- Cinnamon

THINGS THAT ARE VERY DIFFICULT TO SAY WHEN YOU'RE DRUNK:

- Specificity
- British Constitution
- Passive-aggressive disorder
- Loquacious Transubstantiate

THINGS THAT ARE DOWNRIGHT IMPOSSIBLE TO SAY WHEN YOU'RE DRUNK:

- Thanks, but I don't want to have sex
- Nope, no more booze for me
- Sorry, but you're not really my type
- Good evening officer, isn't it lovely out tonight
- Oh, I just couldn't. No one wants to hear me sing.





A MESSAGE FROM THE MANAGEMENT

The commencement of our season took place on Saturday 28th April as proclaimed in last months Trials & Tribs.

Once again we were blessed with the "Rain Gods" having a work to rule day.

Nine brave souls and eight modes of two wheeled transport assembled in the car park of the EFA's traditional meeting place. Those being:

Chris Stokes (BMW); Roger Birch (Yamaha Triumph); Rogers neighbour Harry (Indian Royal Enfield); Chris Huxtable (BMW); Chris's Dad (on his scooter); Rog and Heather (new Triumph); "Arkwright" (Army Guzzi) and some odd looking chap on a B40.

Leaving the Alma we made our way towards West Bergholt, but were brought to a premature very abrupt halt. It appears that "Arkwright" was experimenting with obtaining extra boost by incorporating a bungee strap in the rear wheel! Luckily no harm done.

From West Bergholt, Great Horkesley, Langham and Ardleigh were encountered - the latter taking us past Percy's where our long established members will recall the many successful closed to club trials held there in their spinney.

After this we crossed the Hythe via Greenstead and on to Rowhedge, achieving our destination of West Mersea at the obligatory Chish and Fip establishment. A pleasant time was then spent consuming aforementioned nosh at the Yachting Quarter before making our way homeward bound.

The next 'Do' will be Saturday 7th June, start 5.30 pm at the Alma.

The Management



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SATISFACTION GUARANTEED



CHARITY BARBECUE TRIAL

SATURDAY 5th JULY 2003

Start time to be advised

at

Seven Rivers, Great Bromley

This year we hope to make the event even bigger and better and raise more money for the Leonard Cheshire Charity.

To achieve this we have contacted a neighbouring landowner to use some of his land where we hope to find some mud that we know you all missed last year! We also hope to raise sponsorship for the ten sections. Each section can be sponsored by a company or business for £100 per section or a £25 share of a section. For this the business will be featured in the event programme and any publicity provided by the company will be displayed at the sponsored section and at the start.

Would any member or their employer like to sponsor a section? Or do you know a company that might? If so please contact Mick Brown on 01206 250462 (home) or 01206 230345 (work) who is also contacting suppliers to the home and local traders.

More information in next months Trials and Tribulations.



The Burglar . . .

A burglar broke into a house one night. He shone his torch around looking for valuables and, when he picked up a CD player to place in his sack, a strange, disembodied voice echoed from the dark saying, "Jesus is watching you."

He nearly jumped out of his skin, switched his torch off and froze.

When he heard nothing more after a bit, he shook his head, promised himself a holiday, then switched the light on and began searching for more valuables.

Just as he pulled the stereo out so he could disconnect the wires, clear as a bell he heard again, "Jesus is watching you."

Freaked out, he shone his light around frantically, looking for the source of the voice.

Finally, in the corner of the room, his torch beam came to rest on a parrot. "Did you say that?" he hissed at the parrot.

"Yep," the parrot confessed, then squawked, "I'm just trying to warn you."

The burglar relaxed. "Warn me, huh? Who in the world are you?"

"Moses," replied the bird. "Moses?", the burglar laughed. "What kind of people would name a bird Moses."

"The kind of people that would name a Rottweiler Jesus."

Learn to love your Computer...

by Tracey



I'm back!!! Yes, after a break for a month I now have time to write something more about the various aspects of computing. First though, why was there nothing in last month's magazine.

Believe it or not I had a catastrophic failure of my PC - the first catastrophic failure in 15 years of computing. I've had failures before but never anything on this scale. Jim and I had gone to Duxford for the day and in the evening we went down the pub for a meal. Having had a wonderful day we looked forward to a pleasant remainder of the day. Some hopes! I turned on my computer, collected my email and went on the internet. At this point my PC crashed (stopped working). No problem, thinks I, it does that on a fairly frequent basis anyway, so I just pressed RESET. However, that was the last time I had my PC up and running until I'd replaced the main board (more correctly referred to as the motherboard), the microprocessor and the memory - I also had to get some lesser items which, although the computer ran without them, were nonetheless necessary to use the equipment I have connected to my PC. In the process I had to spend money we really haven't got and it took out at least a week around the end of March that I could least afford.

This whole business is something I could have done without although when such a thing does happen, I'm in the fortunate position of being able to sort it out myself. To have had a computer dealer do it would not have been worth the money. It would have been cheaper to get a new computer. As it is, I purchased the bits and replaced them myself and incidentally, I've just added another 256Mb of RAM to my system and have another 256Mb to add to Jim's PC. I should add here that the previous microprocessor and memory was NOT faulty but I couldn't replace the main board without replacing the other two items as they are incompatible with the crop of main boards currently available. Anyway, I'm up and running now and its running much better than it has done for a long time.

Having got that off my chest, I've been trying to think what to discuss this month. It seems that one of the most frequently used programs these days is the Microsoft email program, Outlook Express, probably only because its installed when the PC is purchased. Everyone should have some idea of how to send an email, so we thought about going through attaching files to emails. However, having had a look at Outlook Express (which is installed on a spare PC specifically for this series of articles), it seems so straight forward and shouldn't take too long to cover so I'll also cover the terms BCC and CC, i.e what do they mean and how are they used.

First all, attaching files. This is something you may wish to do if you want to send letters and/or pictures to friends and/or relatives abroad - but how do you

do it? You may not even be aware that you can DO it - but this is an essential part of the email facility. Such files are generally picture files (normally .jpg or .gif files - all other types of graphic files are normally too large) or document files which may be one of the many types of wordprocessor files or desktop publishing files, or possibly a .txt file. Another type of file I frequently send is .pdf files, a format specifically designed for electronic transmission as it is extremely compact - I think I wrote about these files some months ago.

So how do you attach a file. When I checked this on my test PC, it seems obvious. Essentially, it is a case of preparing your email as required but before sending, you click the ATTACH button at the top of the window (I can't check it just at the moment but I think its the sixth or seventh button along the top). This opens a dialogue box which allows you to navigate to where your file is located and once selected, its location and filename appears in a line immediately above the message panel. If you wish, you can add further files as necessary.

There is a word of caution on sending files though. If you try and send a large file you may find it doesn't go even though everything has been done correctly. The reason could well be that your Internet Service Provider (ISP), e.g. Freeserve, BTOpenworld and any one of the many other ISPs vying for your business, limits the maximum email size that can be sent and each may set a different maximum. For example, a job I had a few weeks ago required me to try and send a large file of about 5 or 6Mb to my contact but although it looked like it was going, in the end it was rejected by my ISP (Nildram) after sending for some time simply because it was too large. As a result I had to find another way of getting the file to them. There is also one one thing to remember as well. Any file you send is encoded before sending and this can increase the file size by up to 66%! In my case, I think I'm limited to a maximum of 4Mb that I can send. As a result by the time encoding has been applied, the maximum file size is limited to about 2.5Mb - not a lot for my needs.

Well, I think I've covered all I need to about attaching files but what about CC (Carbon Copy) and BCC (Blind Carbon Copy)? Very briefly, they each work on a very similar basis and enable you to send a copy of an email to any number of others as well as the main recipient. The main difference between them is that CC shows the email is that the received email shows the addresses of all those to whom copies have been sent whilst BCC doesn't. Essentially, CC equates to a letter which states who you are sending a copy to and which is printed on each letter you send. With BCC, it is the same as sending out the same number of letters but not saying who the copies are going to - only the main recipient's details are included. Sometimes BCC is necessary when people are a bit touchy about broadcasting their email address.

I think you can see the ways in which each of these features can be used and when they should be used. However, as always, if you have any questions on what I have said above then please get in touch. And please, if you disagree with anything I've said in this article, I'm not too proud to acknowledge any error and would be only too willing to print a correction and credit you with putting me right. Until next month then.

Well . . . Fancy That!

Q: Why needn't you buy a woman a wrist watch?

A: Because nowadays there is always a clock on her stove.

STOP PRESS

Terrorist Alert

The US Navy today announced that it has released a senior terrorist after questioning him extensively for 27 days while he was held prisoner aboard a US aircraft carrier in the Arabian Sea. In a humanitarian gesture the terrorist was given \$50 US and a white Ford Fairlane automobile upon being released from custody. The accompanying photo shows the terrorist on his way home just after being released by the Navy.



In 2003 the US Navy initiates it's new
"Terrorist Catch and Release Program"

Chinese Proverbs

Man who run in front of car get tired.

Man who run behind car get exhausted.

A Day on the Dyno . . .

Unlike other forms of competition, the life of a tuner is a lonely road.

With roadracing, trials or lately, sprinting, I've always had someone to talk to or exchange ribald insults.

In the shed, it's you on your own with perhaps one of the more sane types of radio station.

It all changes once you arrive at Dave Holmes' test house - kettle on, toaster ditto, Rob Lidgate will look in and Dave Kewley, the well-known plumber, opps sorry, frame builder, turns up to call me a few choice names.

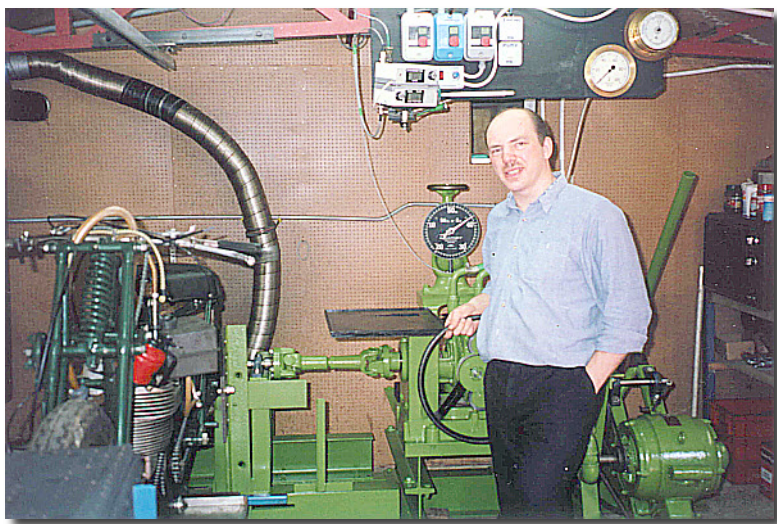
So we buckle down to get the KTT ready and connected to the DPX2, basically, its rear wheel out and a chain from gearbox sprocket to input shaft of the brake, the swinging arm is bolted to two big adjustable brackets on the bed of the DYNO, and the exhaust extractor is connected to the end of the bike's exhaust system.

While Dave checks out the dyno, i.e. 25 or 50lb weight in the pan of the spring balance to verify both freedom of movement and correct reading, water supply on, computer fired up (completely above my head this one), I'll be checking the Castrol 'R', methanol and various other bits and pieces.

You must have a clear picture in your mind of what you're aiming for and will have double checked valve and ignition timing, jetting etc. before leaving home.

Fuel set up is variable, but this time I'm opting to verify the system as used at the Woodbridge Sprint.

So, fuel on, top gear (I to I) engaged, back on compression, a touch retarded, throttle closed and fire up. accomplished via an electric motor driving the dyno shaft through a clutch; it doesn't always start first time.



Dave Holmes with his dyno set up.

Since the photo was taken a whole panel of instrumentation has been added.

Check oil pressure - off the clock when cold, and fuel and oil leaks. There's always plenty of oil around a Vellocette! I'm not proud of it but it is a 1923 design and we have to live with some faults. I try to keep bike within VMCC regulations.

After around 10 minutes at 3000 to 3500 rpm, the pressure will have dropped to 5-6 psi and we proceed to perhaps 4500 to 5000, turn the main cooling fan on and away we go, alternating between opening the throttle and the gate wheel on the dyno so putting enough load on the engine to let it rev at the required test speed on full wide open throttle (W.O.T.) and no more. It's not sensible to attempt this below 5000 rpm on this sort of engine.

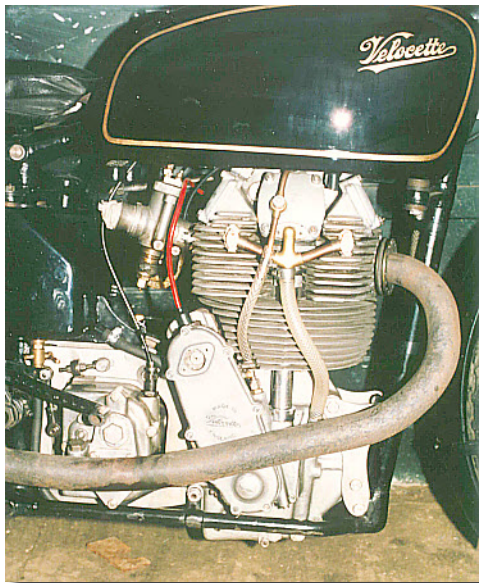
So - we're W.O.T. with the brake dragging the rpm down to the required level. Dave takes a note of both the spring balance and rev counter readings - always at least two calibrated rev counters - and repeat the above in perhaps 250rpm steps up to the point when piston speed approaches 4400 feet per minute, around 6500 to 6750rpm.

These figures are fed into the computer which does the sums, BHP ((RPM x TORQUE)/5252 (a dyno constant) = BHP), fuel flow per minute and hour, torque LBFT, BHP per litre, mean piston speed etc. As shown on the accompanying test sheet, it also applies a correction factor for temperature and pressure against a required standard. These are all printed out on an easily read sheet from which we can glean information at our leisure and of course to check if we've gained or lost BHP via any mods we've made.

Various runs can be made checking:

- Main jet and overall carburation,
- Ignition timing - full load on W.O.T. around 5500 to 6000 and slightly retard the lever, taking note of the spring balance dial which is very sensitive to any variation in load or you might have to open the magneto points (advances ignition) and then try the other way.
- Valve timing - fairly easy on O.H.C. singles - advance or retard the cam as required to produce the best overall figures.
- Exhaust System - various lengths, diameters and types of exhaust system.
- Inlet System - various lengths, diameters and types of carb and intake system.

The above is a very basic description of a day's testing. Sounds pretty mundane but if you can find another couple of HP then I think it a worthwhile exercise.



500 KTT with 38-39 TT winning cylinder head

Ex Dearden & Stanley Woods

DAVE HOLMES PERFORMANCE ENGINE DEVELOPMENTS - ENGINE TEST REPORT
DYNO TYPE: MANUAL CONTROL HEENAN & FROUDE DPX2
TEST ENGINEER: DAVE HOLMES
0777 981 6266

OWNER Don Daly
MOTOR 495 KTT Velocette
DATE 5-09-03 **TESTRUN** 2
5-4-03

TEST TERMS OF REFERENCE
 > Reference test conditions:
 Barometer 29.921" mercury
 Ambient temp 15.0cc C
 > Dynamometer spring balance
 readings taken after engine
 speed & load stabilisation

MOTOR TEST SPEC

DD4 KTT1029R

Methanol, GP carb, fully tapered exhaust, mag ignition @ 29.5deg, special Cams, Jap Piston,

Air jet adjuster 2 turns open,

28.8 Testhouse Temp Deg C
 30.20 Testhouse Barom Rd'g "
 1.010 Combined C-Factor
 50.0 Lbs Dyno Loose Wt

23 1 Engine Sprocket
 44 1 Clutch Sprocket
 25 1 G-Box Sprocket
 28 1 Dyno Sprocket
 1.000 :1 G-Box Int Ratio
 2.143 Motor/Dyno G-Ratio

34.92 mm Carb Venturi
 2 Valves Per Cyl
 1 Cylinder
 61.00 mm Cylinder Bore
 96.00 mm Crank Stroke
 494.7 cc Total Cyl Capac

EXPERIMENTAL TEST SPEC

AIR JET COMPLETELY CLOSED, 800M-JET,

IGNITION TIMING MUST BE..... 25.5 DEGS BTDC, POINTS SET @ 0.012", PLUG POINTS 0.009",

495 KTT Velocette
TESTRUN 2

REAR WHEEL BHP & TORQUE
PERFORMANCE TABLE

ACTUAL MOTOR RPM	BHP Imperial (J Wat 1783) CORRECTED	TORQUE LBF.FT	BMEP LBS SQ.IN	SFC PINTS/ HP/HR	MOTOR OIL TEMP DEG-C	MEAN PISTON SPEED FT/MIN	MEAN GAS SPEED AT CARB (EST) FT/SEC	FUEL FLOW PINTS /HR	BHP PER LITRE	BHP/ LITRE/ 1,000 RPM
5,000	41.7	43.8	218.7	1.16	n/a	3,150	282	48.0	84.2	16.8
5,500	48.4	44.3	221.5	1.15	n/a	3,465	311	53.0	93.8	17.1
6,000	50.0	43.8	218.7	1.23	n/a	3,780	339	61.0	101.0	16.8
6,250	50.2	42.2	211.0	1.31	n/a	3,937	353	65.0	101.5	16.2
6,500	51.8	41.8	209.1	1.29	n/a	4,094	367	66.0	104.6	16.1
6,750	52.1	40.6	202.8	1.36	n/a	4,252	381	70.0	105.4	15.6
0	0.0	0.0	0.0	0.00	n/a	0	0	0.0	0.0	0.0
0	0.0	0.0	0.0	0.00	n/a	0	0	0.0	0.0	0.0
0	0.0	0.0	0.0	0.00	n/a	0	0	0.0	0.0	0.0
0	0.0	0.0	0.0	0.00	0	0	0	0.0	0.0	0.0

COMMENTS/OBSERVATIONS

BIKE TACHO ACCURACY = Not fitted

Rich @ part throttle openings, weaker slide required,

NOTE - TO OBTAIN METRIC BHP (CV-France/PS-Germany) MULTIPLY READINGS BY 1.014

44.3 LBF.FT max torque
 52.1 BHP... max power
 221.5 PSI... max bmep

1.15 PT/HP/HR min specific fuel consumption (SFC)
 22% brake thermal efficiency (BTE) best
 78% of potential heat value in fuel wasted

*Reset from previous sensor when points were set in Test Hse
 at 25.5 - 0.12"*

Thing is, with a dyno, you might only find one or two BHP in a session with these mods but they are accumulative and of course its only too easy to make it worse. This is where a studied conscientious approach is very important as you can consult previous test sheets and notes and make a fresh start.

You must also be prepared to recognise that a minus reading can also show the way forward. For instance, fitting a different float chamber may point to a fuel flow problem which when cured might show an improvement.

It has taken 25 years on and off in my spare time to reach the results as shown on the print-out. In this time I've made five engines from raw castings but you can be sure I'd never have got this far without the dyno as you have the ability to detect small variations in power which is almost impossible to achieve without it.

At the most recent session, the main improvement came from recognising the part played by the compensatory jet in the GPI carb and we spent the day setting up the carb and ignition timing to suit. Indeed, given more time we could have gained even more.

We came down from a 1500 to a 800 main jet through reading off the fuel flow, with a gain of 2 BHP at 5000 down to one BHP at 6750 while going from partially open to fully closed on the compensatory jet.

This jet is normally used to correct the fuel slope on the main jet, i.e. the difference in depression over the spray tube between say 5000 and flat out.

But we had to shut it right off by means of a mod I'd done to get the carb to flow the very considerable increase in fuel required by methanol.

The lesson of dyno testing is never, ever to rely on what you've read, seen or been told unless it can be backed up by repeatable calibrated testing.

I am nowhere near being a qualified expert or otherwise in this field, but if anyone has any questions, I'll do my best to answer them.

FOOTNOTE:

The bike is a Mk8 KTT Velocette, the engine is an 81x96 very close copy of the standard 74x81 350cc KTT (Velocette never sold O.H.C. 500s).

David Holmes is owner and operator of the dyno facility as well as owner and tuner of the 250 and 350 Velocettes that swept the board in vintage racing some years back when ridden by Steve Tomes who now rides Manor Manxs.

Rob Lidgate (sponsor of KTTs and Rob North Triumphs), son of my friend the late Jim Lidgate, long time Velocette racer and true gentleman.

Don Daley

End Thought . . .

Next time you think you're perfect, try walking on water.