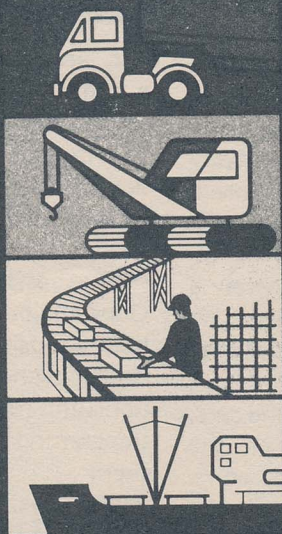


# VISCOTENE® - The Ultimate Answer?

**wynn's**  
**VISCOTENE**  
MULTI-FUNCTIONAL  
LUBRICANT



**DANGER!** EXTREMELY FLAMMABLE. CONTENTS UNDER  
PRESSURE. Read carefully precautions on back panel.

**NET WT 14¼ OZ / 404 gms**

Life has a funny way of tossing up help and surprises when least expected. At the recent Sandown Truck Show, Nasty and the Little Fat Man were using their Pentaxes madly, and in the background of the conversation and general noise was a horrible grinding noise. Out of curiosity they checked this out and saw a demonstration being put on by the people who make those slippery additives for motorcars, Wynn's.

The sharp agonising noise was coming from a small roller bearing being held in a clamp, with pressure applied by a torque wrench onto a 2" diameter steel collar about an inch wide. This collar was top-quality material, the same as the roller which had been broken from a roller-bearing cage. Both were 61 Rockwell C hardness. The roller had been worn away from contact with the collar. Sufficient force was being used to stall the quarter-horsepower electric motor driving the collar, and smoke was rising from the roller.

Intrigued, our two heroes watched the demonstrator change the roller, fit a new one in and then give it a spray with a can of stuff named Viscotene, made by Wynn's. The same process was repeated, and no matter what the pressure was, applied to the roller, it would not squeal, and it was plain the demonstrator was using a good deal of force to make it stall. This did eventually happen after a few tries,



but the roller did not begin to give off smoke as a heat indication. When the roller was removed from it's clamp, Nasty and the L.F.M. examined it carefully. Both are engineers, of different kinds, and both were damn surprised. Someone harder to convince without considerable evidence than this pair would be hard to find. Both were intrigued still further when the demonstrator took a bit of emery cloth, and tried to grind this Viscotene off the collar. Another roller was fitted, and the smoke began to rise after a minute or so, even though the chap demonstrating had tried to cut or grind this sprayed liquid off.

To convince himself, and not really paying attention to the demonstrator, Nasty conducted his own little experiments, including spraying the liquid into a little tray mixed with water, then tipping that onto the collar. He could not get rid of the Viscotene sprayed on the collar, and even mixed with water, the damn stuff still worked.

After a bit of heavy conference, because the stuff was about \$7.00 or so a medium-size can, our two lads bought one. Sneakily, they were going to use it on the chains on their bikes, with a wet weekend ride planned. Looking up to see who else was around, Nasty discovered the bloke doing the demo was one Neil Fairbairn, one-time squad-mate from another world and now the Industrial rep for Wynn's products. Being able to ask dumb questions easily comes naturally to Nasty, so he and L.F.M. buttonholed Neil for an explanation of this Viscotene. What it boiled down to was that this stuff will not wash off, is not sticky and so doesn't collect mud or grit or dust anything like oil or other lubes used on chains.

Apparently it has an authorised use in the food industry where it can be put on chain-drive machinery without flinging off or drifting off under heat and load. Neil was helpful, and answered questions as well as he could, honestly. He suggested that in the application intended, the chain be washed totally clean, allowed to dry

and then saturated with Viscotene. It is important to wipe off excess, this can collect grit and enough penetrates the links, rollers and sideplates to lubricate the chain without overspray.

This was done carefully by Nasty, who conducted another small experiment - before removing the chain, which had been freshly washed and oiled for the Sunday anyway, a fairly good chain, he wheeled the bike up and down the driveway. The chain could be heard clicking over every tooth on the sprockets, although properly oiled. Removing it to wash, after spraying it heavily with Viscotene it was replaced and the experiment done again. NO NOISE came from the chain, an interesting comparison. Jacking the bike up, the wheel was spun 20 times, each time stopping in a different place and each time slowly gliding to a stop, not clunking stopped as is the normal thing.

On the Sunday, these two intrepid riders covered 120-plus kilometres on the PROJECT SUZUKI and an old Mick Andrews Replica trials bike; the whole day was wet and drizzling, and both bikes were in water/mud/reeds most of the time. The chain on the M.A.R. needed oiling about halfway through the morning and the rollers were galled and shiny, even though it had been properly oiled. The chain on the PROJECT SUZUKI was merely a dull-grey colour on the rollers, no muck on the sideplates and still well lubricated.

At the lunch-break back at the cars, over the top of the muck on the M.A.R. chain, onto the rollers, some Viscotene was sprayed, and the L.F.M. tried the experiment of wheeling the bike and listening to the chain before and after spraying.

At the end of the day, the M.A.R. chain was still quite OK, and the PROJECT SUZUKI chain looked just like it had at the break. In fact, for the next ride, they intend not to spray the chain on the Suzuki, to see how long this Viscotene will last. A new chain will be fitted shortly, lubed only with this product, in a test to see if it's

effectiveness is as good as first appearance. Be that as it may, both Nasty and the L.F.M. are totally convinced this Viscotene is the answer to a trail-rider's prayer. Heat causes wear, as does grit getting into the links; this product seems to remain grit-free, and it will NOT wash off. To hell with all the other home-brew chain lubes and Rocol and all other stuff tried - Viscotene is definitely the way to go as a chain lubricant. One application appears to be ample for a solid day of riding in bad conditions, a factor which must be considered as an increase in chain life. We recommend it. Check out the local Service Stations, most of them seem to sell other Wynn's products so they may stock it. It is an Industrial Division product, but maybe it should be called Trail-rider's Friend.

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#### GENERAL SPECIFICATIONS -

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For applications of lubrication in outdoor use where brine, acids, detergents and water occur.

Will remain on parts which tend to drop or throw conventional lubricants Rust and corrosion inhibitor.

Vibration and noise cushion in parts with excessive tolerance.

Good fluidity at low temperatures, high viscosity at high temperatures.

Can be blended 5-to-30 percent in it's undiluted form, with other lubricants, transferring it's characteristics to them.

Will mix with any normal petroleum-based lubricant.

130 degrees C. temperature limit.

Must not be allowed to contaminate foodstuffs.

Flash point - OCM degrees F. --401.

Pour point - 32 degrees F.

NOT available in general locations.

Only from Dallas industries, phone Melbourne 478.7844.

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