



## RE AUST Club Newsletter No 20: February 2007

Web Site <http://autos.groups.yahoo.com/group/Royal-Enfield-Club-Australia/>

Royal Enfield Club of Australia Inc.

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Hi! Everyone,

Not long to the AGM now. If you've decided to come and haven't sent in your paper work and \$'s, do so now. If you have any further questions about the AGM, please contact Bill Rice on (02) 6553 2772 or email on [williamjrice@hotmail.com](mailto:williamjrice@hotmail.com).

In this issue Our Member of the Month is Eric Fisher – see his photo – with friends. We've also got a Tech Note from Bruce Walker, Threads from Jeff Cole, Anthony has contributed some notes about the AGM, and our For Sale section. On the last page is an important message from Anthony regarding communication within the Club. Please respond to him.

I look forward to catching up at the AGM on 16-18 February.

REgards

Margaret Coan

### *For Sale / Wanted*

#### WANTED to buy:

Royal Enfield 750 Interceptor engine for Classic road-race sidecar project. The bike will be built in New Zealand by experienced motor cycle engineer, Ray Cook. The bike will then be raced in New Zealand, Australia and the U.K. A fair price is prepared to be paid for good units or parts. Ray can be contacted by phoning N.Z. on 0011 6463 76 5251 or Mike Kent in Qld on (07) 3314 3044 or 0412 058 188.

#### WANTED for Restoration:

Ted Southon from Broken Hill would like a Royal Enfield Classic to restore. If any of you can help him, please phone him with details on (08) 8087 4574

*Do you have anything that you'd like to advertise here?*

Either e-mail your ad to me at [shippingoffice@bigpond.com](mailto:shippingoffice@bigpond.com) or post it to me at c/- 61 Bolton Street, Newcastle, NSW, 2300. It will go in the next newsletter after receipt and on the RE site.

## **AGM – from Anthony**

There must be a few new members who have stage-fright or something, but really there is nothing to be afraid of at an AGM.

You see, Leon of Waniassa, who is our Chook Management Officer, is unable to attend this year, and so, as far as I am aware, there is no need for members to bite the heads off chooks in front of the members.

So if that's your main worry, well, stop worrying, bite the BULLET, and COME to the AGM :)

It's usually more fun than a barrel of monkeys.

I am hassling member Paul Carberry regularly, and I am hopeful that he will be attending the AGM also, as he attended in 2005.

The naughty list: (those who say they are coming but haven't sent their forms in )

TED BOWLES (I don't think Ted will be attending)

GUY REYNOLDS

HUGH McLEAN (I don't think Hugh is attending)

JOHN McMULLEN

Come on troops, please send in the form for the benefit of the organizers.

And those of you who are undecided, go ahead and take the plunge and attend. This is our biggest GALAH event of the year, and not to be missed if you are in any way able to attend.

REgards Ant

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## TECH NOTE FROM BRUCE WALKER re VALVES

I'm not sure people listen to me. I spoke widely about it at the AGM and did postings on the site. I had this problem last year when my 2002 RE Classic had done about 14,000 kms. The problem: valve seats not made for unleaded petrol. Solution: Use Flashlube or similar additive. My head was done up by a chap here in Sydney who made and put in a new exhaust valve seat. He said the new exhaust valve that Graham supplied should not be used with unleaded petrol and told me to use Flashlube. He also found the inlet valve to be not completely square to the seat. He machined that also. My bike has now passed 20,000 kms and runs perfectly. It hasn't needed tuning or adjustment for several thousand kms and I check it regularly. For safety I would recommend a petrol additive in **ALL** REs (including Electras) regardless of what is on the tank. It won't do any harm and may save a lot of expense for folks as their bikes hit the 10,000 kms mark

## MEMBER OF THE MONTH – ERIC FISHER

Born 1934 and raised in Invercargill NZ (Burt Munro territory). B Sc, Otago majoring in Zoology and Maths.

Sold Panther 350cc in 1960 to purchase engagement ring. Still have bride, ring, (it was a good investment) and at last another bike, 2006 RE Electra.

Came to Sydney with 5 children in 1975, who have since produced 12 grandchildren themselves!

Bride and self extensive backpacking and overlanding Europe, Central Asia, China, Middle East, North and South America, Southeast Asia, Central, East and North Africa etc etc. This year spent 5 months overlanding around India and riding hired REs which got us the bug again. Back here in June and hunted down John and Nicole at Motociclo for the Electra. To our amazement they are only a 5 min walk from where we live.



As for the pic I'm the one with the glasses.

**THREADS: FROM THE GROUP** - ThREads is a summary of the more interesting on-line discussions for those who don't have web access" **COMPILED BY JEFF COLE**

**Model J Sticking on Starting**

Today hasn't been good. I jumped on the J and tried to kick her over...she seems to be sticking as she was being kicked over; however, once it got to TDC it was easy and almost started. I pushed her up the hill and clutch started her, no worries. I thought I would ride her round a bit and see if she loosened up. She went fine, no worries with acceleration or idle; however, when I stopped the same sensation. I loosened the chains - no change.

I'm guessing that I have done a ring so I'm up for the big dismantle. This will give me an opportunity to tart up some of the paintwork in preparation for the AGM in February. I guess that my project to make the front guard is well and truly on hold.

Anyone else got ideas on what else may be causing it?

Craig

Craig,

If the engine started when you push started the bike, and you could ride around normally then there cant be a problem with rings. Do a compression test to eliminate this problem. If it is difficult to kickstart the engine then the problem may be in the clutch or the shaft going through the gearbox is bent. Can you move the kickstarter easily when the clutch is pulled? Are you sure that you have assembled the crankshaft correctly? Remove the primary chain and the sparkplug and test that the engine turns over freely. If not then remove the timing cover and test again. Let us know the results. Do not dismantle the engine, yet.

William

Compression – 40 psi with a hand held jobbie. Seems low but she runs fine.

Spark plug removed – problem gone. So it is compression related i.e. I do not have a decompression lever. A big, I mean huge, change from her normal easy kick over. Could it be that the rings have finally bed in after 1300 miles? I certainly can't start her in this condition.

Ideas anyone?

Craig

Craig,

Something does not add up. How could you do a compression test if you have trouble kickstarting? It requires the same effort. You should get a reading over 100 psi if your kickstarter rotates the engine freely. As the kickstarter turns the engine through the clutch, could it be that the clutch is slipping and not allowing you to turn the engine over at the correct speed to fire up? A slipping clutch will prevent you from starting the engine by the kickstarter. Do a clutch test. Push start the bike again then engage 4th gear with the front wheel against a fence post. Increase the revs to about half speed, and release the clutch. When you release the clutch the engine should stall

if the clutch is operating normally. Report back with your findings.

William

I also had to check the clutch for slip by leaning over the bike while kicking it. What you say may well ring true as it was only about two months ago that I went from 6 springs back to three because it was lifting eccentrically. The clutch has been wonderful since then and allowed me for the first time to be able to select neutral when stationary. I will put her back together in the AM with the six springs and see how it all goes. Of course this happens immediately after I sort out the leak in the primary. Bloody painful to prise apart the primary after you seal it up with RTV silicone

You were spot on! I fitted three additional springs, from the Meteor project, and problem solved, the clutch was slipping. Enough grab to get the old girl going, and stall the motor as per your instructions with the fence post, but not enough to turn her over (heaps of compression). I guess I'll be buying you a beer at the AGM. Now I have to get the Maggie back in time!

Craig

## **2007 CALENDAR from ANTHONY**

I wish to thank Simon Schuh our Calendar Manager.

The final edition of our 2007 calendar has been printed. Each member is entitled to one calendar for FREE, and extra ones will be available at \$10 each.

The calendar will also be distributed electronically when it is completed. I only received Simon's work on Thursday 11<sup>th</sup> JAN; that's why things are a bit behind time. The 2008 calendar will be well organized before the end of 2007.

I shall take ample copies of the calendar to the AGM, however there may be members who cannot wait that long, or who are not attending our supreme GALAH event of the year, so if you want to get a 2007 RECOA INC Calendar ASAP, just post a STAMPED, SELF ADDRESSED, A4 ENVELOPE with \$1.00 of stamps on it to RECOA INC, PO BOX 4075 McKinnon VIC 3204, or transfer \$3 to the Club AC BSB 063 145 AC 10187874 WITH YOUR NAME ON IT!

If you don't put your name on it, you will need to post me proof of deposit because if it just has a number, rather than your name, or if it says RECOA Calendar on your deposit, how am I supposed to work it out? I don't think my neighbours would appreciate me reading the entrails of a chook which is destined to have it's head bitten off at the AGM, just to get a hint of who lobbed \$3 into the AC. At this stage 130 of the calendars have been published, and they are available NOW.

It is intended that the calendar will also be distributed electronically. Just email me at [mandrake\\_oz\\_1999@yahoo.com](mailto:mandrake_oz_1999@yahoo.com) if you would like a copy emailed to you.

So, THANK YOU to Simon Schuh for being the engine room behind the 2007 Calendar.

Strike a light, the things people will do for a bottle of Bulleit Bourbon!

If members would like stubby holders @ \$2, or Club Shirts (S,M,L) @ \$15, please download the Shirts for sale form at "FILES".

SEE YOU AT THE AGM!

REgards Anthony

Tech Tip for the newsletter

The Electra Manual has two torque specifications for the head nuts. On page 03-11 it is 33Nm (3.36kg-m, 24.33 ft-lb) and on page it is 24Nm (2.45kg-m, 17.7ft-lb).

I used 33Nm to try and stop a head gasket weep and it worked whereas the 24Nm didn't.



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PO Box 4075  
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**CLUB GOODS FOR SALE** Members, we have the following Club goods for sale:

2007 **ORDER FORM FOR CLUB GOODS – PLEASE READ CAREFULLY.**

FULL NAME:

POSTAL ADDRESS:

EMAIL ADDRESS:

PH NUMBER:

**POST THIS FORM, WITH YOUR MONEY ORDER MADE OUT TO  
“ROYAL ENFIELD CLUB OF AUSTRALIA” TO PO BOX 4075,  
McKINNON, VIC, 3204.**

RECOA BLUE POLO SHIRTS (47 IN STOCK, S,M,L) :	\$15ea
RECOA WHITE T-SHIRT (3 IN STOCK, Large ONLY)	\$20ea
RECOA stickers: 1 FREE TO MEMBERS, EXTRAS	\$2 ea
RECOA PATCHES: 1 free to members, EXTRAS	\$5 ea
STUBBY HOLDERS :	\$2 ea
RECOA CALENDARS 1 FREE TO MEMBERS, EXTRAS	\$10 ea

POSTAGE & HANDLING: \$ 15 (WILL ADVISE IF SUBSTANTIALLY HIGHER)

**POSTAL NOTE FOR \$ INCLUDED WITH THIS PURCHASE ORDER AND  
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ORDERING: REMEMBER: USE POSTAL NOTES ONLY. NO RESPONSIBILITY FOR CASH. MAKE THEM OUT TO "ROYAL ENFIELD CLUB OF AUSTRALIA". FILL OUT YOUR OFFICIAL ORDER FORM, AND POST IT TO PO BOX 4075 McKINNON WITH THE POSTAL NOTE.

IF YOU ARE ORDERING LOTS OF STUFF, THERE MAY BE A HIGHER POSTAGE CHARGE; I SHALL ADVISE YOU BY EMAIL OR LETTER.

BSB 063 145 AC 10187874

**Sent:** Tuesday, January 30, 2007 11:18 AM

**Subject:** [RECOA INC.] SPECIAL NOTICE RE NEWSLETTER COMMUNICATIONS - Please respond direct to Ant

Members it has come to my attention that many of the members of RECOA Inc do not get to see the newsletters.

For instance, Rob Dearsley from Frankston came to the vintage MC races with Don Atkinson, Paul Carberry, and myself on Sunday, and because his PC is stuffed, he gets NO NEWS from the Club.

This is a worry.

So, the solution is to post a newsletter to all members.

Now that we have 103 members, postage alone would come to over \$50 per month, plus paper, printing, envelopes, and time.

There is a solution to this:

Shannons have expressed an interest in sponsoring our newsletter. The dollars have not been discussed yet.

I am confident I can get other sponsors, to cover the postage and other costs, and intend to get a quote from Stamp Graphics who did the calendar.

Now, to make this possible, I know that MOST members DO get to read the newsletter from the Yahoo site, or they have it emailed direct from me or other members.

Would ALL members who read the newsletter monthly via internet, PLEASE respond direct to :

[mandrakeaust@gmail.com](mailto:mandrakeaust@gmail.com)

The purpose of this, is that if those who are able to use computer systems and/or have decent comms lines, can continue to do so, that is GREAT! But those who are UNABLE to receive the newsletter, even though they are getting emails, can be sent a hard copy.

This is part of making this a better Club.

If sponsorship from Shannons does materialize, as well as from other sponsors, well, eventually we might get the Club to the point where EVERYONE gets a copy sent to them, and the work will be outsourced to a printer at the right price, or a member may want to do it.

So, EMAIL ME AT [mandrakeaust@gmail.com](mailto:mandrakeaust@gmail.com) AND LET ME KNOW if you need the Club Newsletter posted to you.

I shall have to regard non-responses as being those who need it posted.

Please do this as it will really help in communications because we are a national Club.

REgards Anthony