



## Newsletter No 4, May 2004

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## Club News

Hi everyone,

It has been a long while since the last newsletter but I am hoping that this issue will compensate for the delay. Lot's has happened since the last newsletter and we are getting bigger! We have 46 internet members at the moment and I am assuming many non internet members.

I am currently planning the next club meet in March next year. You may notice my article on how the club meet went this year, I think it was a success! I plan on making the next one bigger and better. I hope to involve other small clubs to thicken things up and even have our own venue. I am open to suggestions for ideas for 2005. It will be held the weekend before the Ulysses AGM and as that will be held in Canberra as well, I think this would make more people come along. The Ulysses AGM will be running from March 10 to 13 (a Thursday to Sunday), our meet will start March 4 (Friday) and run to the 7<sup>th</sup> (Monday). I was even thinking of holding a coastal run during this time. Please let me know your ideas.

Club T-shirts are still in the works, no one has come up with a good design so I will be getting an artist to knock something up. I am hoping to have them done next month or so.

What further news could there be about a bike that hasn't really changed that much over the last 50 years? I have noticed seeing more and more pictures of Continental and GT Café Racer kitted up bikes. I don't think we will see one of these bikes in Australia simply because the parts would be way too expensive to get here from the UK. In one of the more recent editions of Classic Bike Magazine, there has also been mention of the street scrambler. Essentially these are all just bullets with different tanks and guards, etc. but they still look nice.

In the January edition of Classic Bikes they spoke of 2 "new models". The Bullet Sixt-5 Street and the Bullet Sixty-5 S. The Street model is based on the 60's street scrambler look and the S is a café racer with rearsets, race seat and glass fiber tank shell. Will we see these in Australia? According to Graham at RE Australia we will not. These are not models that India have made. Again, these have been kitted up by Hitchcock's.

Graham from Royal Enfield Australia has not had time to do his little segment but advises me that he has some helmet locks that bolt on to your rear guard rail, also some visors. Just to test the visors out he put one on his bike and liked it so much, there it stayed. Looking at the pictures they look like they suit the bike, not like some of those afterthought pommy efforts. Check out Graham's website at [www.royalenfieldaustralia.com](http://www.royalenfieldaustralia.com).

If you have something you'd like put in the next newsletter, please drop me a line at [tizz@elvis.com](mailto:tizz@elvis.com) or send a snail mail to Charlie Tizzard, PO Box 2146 Queanbeyan. I am looking for tech tips, stories and any sort of Royal Enfield goss! I was thinking of having some nudie girls in this edition but hit two brick walls. First off, could not get a girl to pose for me, second thing is that Anthony would not let me.

Regards,  
Charlie Tizzard.

## **Here is a story from an Indian member of our club from Calcutta, his name is Indra.**

Last year right after my class 12 boards got over, I had taken a trip to Shantiniketan - it was my first road trip after Eastern Bulls was formed - as a matter of fact also the first road trip on my own bike.

Let's say the Shantiniketan chapter of Eastern Bulls (comprising Rik, Sudev, Srimalya and quite a few new additions - namely Anup Da, Kala) has been quite steadily making me jealous of this abandoned airfield they had visited about a 100 kms away from Shantiniketan. Also not to forget the fact how much I enjoyed Shantiniketan the previous time but forcefully had to come back since Buddha did not want to ride around!

I basically needed a reason to ride - and I got it. A friend of mine was on the hunt for a bike at a reasonable rate so he could work upon it to make it to his taste. So I had the reason but could not decide when to go since I had coaching classes nearly everyday. Saturday and Sunday were the only two days, which I could spare. My parents also had no issues as long as I did not miss my classes and do my studies on a regular basis. So finally everything was decided and 12th March was it.

12th March 2004

something woke me up at 4:00 am! But keeping in mind the problems we faced in the dark last year, I was hesitant to leave before 4:30 am. Finally my luggage was on my bike, blessings taken from parents and my bike roared to life at 4:40 am. I could not resist myself longer. A zipped to the neck leather jacket, camouflage cargo's, army boots, full mask helmet and cut leather gloves was the costume for the ride.

Since my bike now sports a free-flow muffler, which is undoubtedly loud and rude, I was taking it easy in the residential area. I didn't wish for flowerpots and similar stuff on my head and bike did I? Once on the EMB I slowly opened the throttle, cruising at well over 95 kmph since I am very familiar with every pebble on this road. It was still slightly dark and the ride for 50 odd kms was considerably uneventful.

Turned right from the T Junction - and speeding was not really possible. My visor, helmet, jacket, gloves, back of the rear view mirrors, all the lights was covered with dead flies/mosquitoes! Riding had become hell and I could barely see a thing. I really don't know how I did those speeds on that road in the dark!

Traffic was quite unruly and no diversions were illuminated. I got quite close several times. Once on the Durgapur Expressway, I was cruising at 120 kmph and at full throttle, took it upto 140 kmph. This is a straight road and I was riding at that speed for quite sometime ... opening and closing the throttle slowly. At the time I crossed Panagarh it was just 6:30 in the morning! Took a right at the Darjeeling More and it was about an hour more. So I took it easy from here - steady at 90-100. I crossed Illambazar, Bolbur and was finally in Shantiniketan. I directly found my way to Rik's house without having to ask anyone - I was quite shocked myself. Rik had just woken up and was drinking his morning tea at the garage wondering what that loud noise was that was getting louder and louder. Then he saw me.

He was like 'what the hell' - I left your house the other day at 4:00 and reached at 9:30, how the hell are you here so early! I untied my luggage and freshened myself. Rik conveyed the news to the rest of the town about my ride. Sudev told Rik to send me across to his English Department of the University where he teaches. So of I went. I strapped my camera round my shoulder and asked my way to the English Department of Biswa Bharati University. I parked my bike inside and Sudev spontaneously came out wondering what the hell was that which just entered the campus. After which he was like please ride atleast 1 km behind me with this unsocial sound of your bike. LOL!

Srimalya dropped in and took the responsibility of keeping me occupied while Sudev finished taking his lectures and Rik finishes taking classes at school. Later on Sudev was asked by the students in his department how I was related to him, since they were very scared when I rode in, rough and tough. Sudev supposedly told those girls "he is quite junior to you - he has just turned 18" and walked of.

Srimalya and I went off for a short ride; I was very slow on the straights but negotiating turns at excess of 100 kmph. We rode around till about 12:30 pm, went back to the campus and Sudev took me to the principals office which is about 5 kms from the English department in the main "Ashram Building". It was flooded with cycles and due to my bike music Sudev said he wouldn't be able to go back there and show his face for about a week.

Finally I was dropped of at Anup Da's house. He rides a 2004 Bullet Electra. There I had some rest, a nice meal, fiddled around with the computer and gave my bike a wash and polish. Finally at around 3:30, Sudev arrived and told me I had to go to Rik's school with my bike because he did not quite like the idea of only his image being bruised in the university. So off we went to the school. Rik's school had closed for the day. Lucky Rik.

After checking out a couple of bikes, I short-listed two bikes and another trip to Shantiniketan is coming soon. In the mean while, at 7:00 pm Amit had arrived - he left Calcutta at 12:30 pm and had a pillion - but still six and a half hours! Our bike hunt continued and by 9:30 it was finalised and short-listed. The next day 6 bikes were supposed to go for a 200 km ride, so all of us tanked up. Here we split - Sudev headed home, Anup Da headed home - Rik, Amit, Amit's

pillion and my self went for dinner along with Kala and his friend from Greece who speaks Bengali way better than most of us.

Finishing dinner at 10:15 pm and being completely drained out after a lot of running around all day, we headed back home where we all took our showers turn by turn. After a lot of discussion, Amit and his pillion (I forgot his name. Sorry) went off to sleep while Rik and myself discussed a lot of things till about half and hour past the next day.

13th March 2004

I was woken up by Rik and Amit. Lots of tea and then we took our showers. I was in a very good mood and felt just perfect. Rik and Sudev both had taken off from work (I really appreciate that, thanks a lot brothers!) just to take me to Rampur Hat where the abandoned airfield is.

Amit and his pillion decided to ride back to Calcutta! Everyone felt bad specially Rik, Amit basically just spent the night and rode back the next day morning, wonder why he came! Anyhow 6 bikes was in for the day's ride:

- 1) Indra - A350
- 2) Sudev - Electra
- 3) Srimalya - Electra
- 4) Anup Da - 2004 Electra
- 5) Amit - Standard 350
- 6) Kala - Standard 350

We thumped down to Kala's garage and woke him up - he rides a Standard 350. Amit diverted and now it was five bikes thumping down the countryside. Kala and I were thumping ahead while the remaining tailed. Many stops broke the rhythm. After lots of turns, which I was taking in excess of 100 kmph - many would vouch for that - I literally had to wait after taking the turn for the rest to arrive. On such a turn Kala had a bad fall - I did not see it happen, I heard about it after sometime. Everyone except Sudev said that it happened while he tried to imitate my turn - while Sudev said everyone is responsible and mature enough for his own action - and I specifically mentioned everyone would ride the way they ride. Some first aid and we were off again.

Kala was nowhere to be seen - all of them said they wouldn't bring him for the next ride onwards. I don't know him well, hence I did not interfere. I carried on till a breakfast joint. The road was really beautiful with trees lined on either side - Sudev was doing over 60 for the first time - and he was doing well over 60.

There were certain bad stretches right before the airfield. The airfield was amazing. It was huge! It was in ruins and it was beautiful. We had quite a few drags between Srimalya and me - before I shifted to third he could be seen in my rear view mirror quite far away. Lots of snaps and chitchat followed. Video documentation courtesy - Anup Da.

It was time to move on - At around 10:30 we moved out of the airfield and moved together with hardly any stops other than waiting for the rest to catch up. Sudev and I was always ahead doing good speeds while the other two bikes came together. We hit Shantiniketan at ten minutes to 2:00 pm. 202 kms already covered, 230 kms more to go. After a lot of good wishes and ride safely etc it was time to move on.

Tanked up. For the first ten kms it was bad as a lot of cows came in the way and it was getting irritating, road was under construction etc. And after I was negotiating each and every turn at 3 digits till I hit Darjeeling Mor. From there the traffic was quite bad for about 50 odd kms till I got on to the Durgapur Expressway. Even a km of empty stretch and I was doing three digits. After I got on to the Durgapur Expressway it was a great ride right upto Calcutta. When I reached Park Street it was exactly 2:30 pm. I had covered 220 odd kms. Called up Sudev and told him I was at Park Street and I had covered 220 kms in exactly 2 hours and a half. A non-stop ride.

From there on the next 14 kms was done more slowly, reached home - very safely indeed. Ride Safe - Do not try imitating others riding style - You are a good rider in your own way

By Indrajeet Sen.

## **2004 Canberra meet run down.**

Friday - Got a call from my wife that people were waiting for me at the hotel. I rode over there and was approached by a man with a beard, Anthony, the group founder. Then not long after old Fred and Max from the Taree district arrived. Because it was 38 deg. we had a quick drink at the pub and when we came back Chris and Lance were there, they had met up in Goulburn and ridden down together. A short time later Brian arrived (w/o bike because of shoulder injury). We went to dinner and met Leon there. I was very proud to see our bikes parked uniformly out the front! After dinner VJ arrived and some of us had a beer at my dads.

Saturday - We assembled at the hotel at around 9:30am and talked for a while. We took off for Mt Ainslie at around 10:10 (late as usual) and had a look around up there. After a look around and many photos we took off for the war memorial. We parked under some trees on arrival and got a drink in the aircon of the cafeteria. After cooling off and rehydrating we had a look at the hall of remembrance and then took off for another great photo opp. We parked in the middle of this roundabout out the front of the War Memorial and I shot away. There is also video footage of this! Moving off quickly (to avoid getting asked to move) we headed through the city and wound up at Old Parliament House. The sandwiches from the posh looking restaurant in the old parliament House were very nice and cheaper than everyone thought! Some folk were eager to go straight to Bungendore so we headed out via the Federal Highway. Because an intersection had changed I got us all lost for a 20km detour! On this detour the scorching hot wind carried dust that sandblasted us all but as we got closer to Bungendore the conditions got better. Once we got to Bungendore everyone decided to go to the pub and I drank 3 lemon squashes to rehydrate. After the stop we headed back to Queanbeyan. We arrived back at around 4:15pm and Graham Nelson from Royal Enfield Australia and Metho, along with his nephew Aaron greeted us. On arrival when I saw Grahams work ute with a B65 on the back I was very excited. I have spoken to Graham many times, as most of you have but never seen him so it was great to finally meet him. After getting the B65 off the back of the ute Graham gave us a blast. This bike was black with a metallic green pearl tinge, damn sexy bike! We all took turns, everyone came back with smiles. I can remember thinking that the 5 speed gearbox felt smoother than the Albion. During the test ride session Gary from Sydney arrived, late because he ran out of fuel on the way down. He had a fuel tin strapped to his bike. After seeing everyone with their short mufflers I planned to put on mine (got it with the bike but too lazy to put it on) and up the main jet under the supervision of the 15 or so strong turnout. At about 7 we arrived at my dad's house and talked bikes/crap and drank my famous homebrew. Because most people had to leave early the next morn we didn't get too plastered. I was pleased that my homebrew was so successful! We had a late dinner because things were a little disorganized but the BBQ went down well. Thanks to Lance and Metho for being the official 2004 Canberra meet cookists! They did a wonderful job and I still feel full! In all, one of the best nights I have had in a long time.

Sunday - After much joking we never got round to fitting my pipe and main jet. That WILL happen soon! I had planned to get up early to see everyone off but ended up sleeping in, through 2 alarms! At around 10am I arrived at the hotel and Gary was there with Metho and Aaron, everyone else had left. Metho and Aaron headed back to Orange, I hope to start work immediately on Metho's Constellation! Gary and I took off out to the Police driving range to meet up with the Vintage old farts club. There were heaps of nice bikes out there! Gary headed back to Sydney to avoid the rain and I hung around to watch the old bikes fly around the track with some friends that I had met up with there.

My conclusion to this event is that it was well worth it! Thanks to everyone who came! I can't wait 'till we meet up again! We now know what works and what doesn't. Some people suggested that we have next years meet in Canberra/Queanbeyan again, I am happy to organize again. Next year it would be good to have it go a little longer and go to Batemans Bay (Fred's suggestion) for a night. I could handle that! Go down there on a Friday and come back Saturday.

Charlie Tizzard.

## **Tech Tips**

Graham from RE Australia had a quick go at some tips:

1. If the gearbox leaks.... The English Bullets in the '50s had a small hole (1/8" diam) about 1 cm from top of inner g/box cover so g/box could breath. This relieves pressure build up.
2. Periodically stop engine by decompressing. This blows clean fuel past the seat & keeps it clean & seating properly.

Eoin Christie posted this fix for coughing and spluttering:

There are many possible causes, all of which are easy to fix and none require a new carburetor.

- 1) Check that the rubber inlet manifold definitely doesn't have any cracks.
- 2) Check the condition of the spark plug and what sort of a spark you are getting kicking the engine over with the plug grounded.
- 3) Check that the advance mechanism is moving freely
- 4) Do ping-timing to ensure that your timing is set OK.
- 5) Do plug chops at 1/2 and 3/4 throttle to check that your needle and main-jets are OK.
- 6) Set the idle screw for a fast idle and then turn the air screw in an out to find the point where the rev's rise. Back the idle screw off to lower the rev's and play with the air screw again to find the point where the rev's rise. If you keep

doing this, you should be able to get an idle where the engine is only just turning over, but it still picks up on the throttle without hesitation.

7) Check that the air screw, when adjusted correctly for idle, is not too many turns out. When it is, the spring doesn't hold it in adjustment and it will move with vibration. If it is too many turns out, you need a bigger pilot jet.

Eoin C.

What does Eoin mean when he says plug chops? This will be covered in the next edition!

Well that's it for this edition, will see you next month and please send me submissions for the next news letter!