



Newsletter No 6, November 2004.

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

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Hi all and welcome to another newsletter, late as always. The past few weeks has seen me chasing up the next AGM here in Canberra and boy is it going to be awesome! In the next few weeks I will be sending out a special email with all details of the March 2005 AGM as well as a printable flyer.

I was planning on covering mostly English Enfields in this edition but as things panned out I didn't have the time or the room. I have been bitten by the Redditch bug since meeting a chap down the road that has many of them. I am planning to build something English just as soon as I move into my newly renovated house. Exactly what will be revealed at the AGM. Can English Enfield owners please email me tech tips, stories and the like for next edition? I know there are a lot of you guys so please get in touch with me. I have been supplying my friend with Indian parts for his English Enfields. Its amazing that a 30's bike can use parts from 2004!

This newsletter has been fun, mainly because I got to interview Paul Carberry and talk about his V2 Enfield. Although there are still some unanswered questions I think you will find it a good read.

I'd like to send out a special thank you to the guys who contributed this time round, if you have any tech tips or stories, please email them to me. Also, any classifieds you have as well as other material, send it on over!

March 2005 AGM news.

This coming AGM will probably be the biggest for the next few years. As you know we have Oivind and Helen coming from Norway to get married during the event. We will also have our own hall for the reception/AGM party with accommodation just a stones throw away. On the Sunday I am hoping to organize the police driving range so we can race our Enfields and have a show and shine with other clubs attending. Stay tuned for the AGM bulletin out soon!

Interview with Paul Carberry.

This was one part of doing the newsletter that I didn't mind doing. I got to talk with the hero of many in the Royal Enfield world, Paul Carberry. Paul is the mastermind behind the V2 1000cc air-cooled twin. I asked Paul what inspired him to build such a machine.

“My destiny and the universe, how I am going to fill my time while I’m alive. If there is anything I know, one thing is motorbikes and the other is engineering. There is a hunger for these old style bikes but no supply apart from the Royal Enfield which is a nice enough and cheap enough bike”. It took him 3 years to build the V2, half of that time he spent looking for time and money. The stock parts of the engine, made by Royal Enfield are almost everything from the barrels up, not including the custom built push rods. The gearbox is a stock 4 speed Albion and the pistons are 535 pistons from the factory. At a guess he thinks the compression is 7:1. Paul says his prototype bike is very grunty, even with the stock VM 28 carbs. He likens the power to a Harley sportster but much smoother. At a guess he says his bike would have around 55hp. When asking him when the V2 Enfield would be released he said within the next 2 years. When asking him if RE India have approached him he laughed at me. He sounded surprised that I would suggest



something so flattering. “How many eccentrics out there would be interested in this bike do you think?” One thing I know for sure is that he does have something up his sleeve because he said that he sold his house and all of his bikes to fund this project. He envisages having

different models, a sports bike, trail bike and a classic version. Paul said that when he started out he had the intention of building kits to sell on the market including a frame and engine but that was just one avenue. He hinted that someone was interested in his bike but finding out who was impossible. He found the time designing and building the prototype during weeknights and weekends, up until midnight some nights. Ian Drysdale has helped designing this engine as well as blueprint it. Ian Drysdale is well known across the country for sticking V8s into naked bikes. Paul says that his Enfield based V2 is the going in the direction of other companies like Vincent. He wants to enter the Harley market but he does not want to make a Harley copy. I am sure we will be hearing from Paul soon.



Asking Paul if he was coming to our AGM in March he said he would if he had time, with his bike!

For more information see

www.carberryenfield.com

Back to the future *Mod your Carburettor 101*

By Simon Schuh.

One of the popular retro mods for the 500cc Enfield Bullet is to fit a MK 1 900 series Amal Concentric Carburettor. The kit is sold by Graham at RE Aust and comes as either a 30mm or 32mm Carburettor, these are a performance modification... there is also no reason a 28mm Amal cannot be fitted. The 30mm needs a free breathing exhaust to get the best from it and the 32mm is recommended for motors that have had at the minimum

a free flow exhaust and a port and polish on the head.



The standard Indian Micarb is a copy of the Japanese Mikuni VM and is 28mm bore diameter it is based on the Amal MK 2 and is quite a good carby for a Bullet as it is easy to tune and has an excellent Teflon coated slide. One of its drawbacks is the dreaded vacuum leaks from the rubber manifold. The Amal Mk1 looks periodically correct for the bike but is cruder in construction. It is more forgiving; it is an easy

carby to get 80% tuned correctly and hard to tune the last 20% so perfectionists may get frustrated, fortunately the Bullet is a very forgiving bike. The carby has a tickler instead of an enrichener that when pushed sinks the float and floods the carby with petrol, which can be used for starting in cold weather. It also has an air slide within the carby slide that can be raised and lowered via a lever on the handle bars to alter the amount of air entering the carby. In Australia the air slide is seldom needed.

The kit comes with the Carby, manifold, pod filter, cables and the air lever for the handlebars. And is easy to fit, however the jets supplied with the kit are only a starting point and are not necessarily correct. For my conversion I chose a 28mm 928 MK1 concentric as I had one lying around that came off my AJS and a Bell mouth with gauze

on the end all I had to do was get the manifold. Fitting was very straight forward, you do have to remove the airbox from the bike as it is not needed and you need to mount the air control lever on the right hand handlebar and route the cables (throttle and air slide) through the casquette and under the tank to the Amal.



Tuning the bike is the same as the Micarb and the usual rules apply except turning the air screw out leans out the mixture not increases the richness' of it. Amals have pilot and primary jets as well and are not interchangeable with Micarb jets. The spark plug should have a nice brown colour as described in the last newsletter.

Your bike will get a modest increase in power and have that period look as well. Amal Concentric's have a fuel strainer in the base Banjo fitting and a drain plug in the bottom of the float chamber. Amal Concentric's were fitted to many British bikes in the late Fifties and Sixties. If you are deciding whether to do the conversion or not, it is worth noting that they have an Achilles heel and that is that they do wear out eventually as the slide rubs in the body as it goes up and down causing wear and the float can stick open sometimes causing flooding. Apart from that they look great and perform well and are very simple to maintain and Tune.



RIGHT FOOT GEAR CHANGE CONVERSION

By Lance Pilgrim

Why?

A good philosophy is 'keep it simple'. So, converting back to the R-foot side was a natural inclination. I ride a RE because I actually want to work on my bike. This means that I am actively looking for jobs to do. I enjoy getting grease on my hands and tinkering with machinery (believe me, if you work on your gearbox, you'll get plenty of grease on your hands). There is a lot of pleasure in pulling something apart, fixing or improving it and putting it back together again. I'm not much of a mechanic, but I take my time and learn as I go.

The linkage system for the 4-speed left foot gear-change is sloppy. The linkage from the gear lever to the gearbox is full of joints that all have some play in them. I can see that as the linkage wears this play will only worsen and lead to problems. I had ridden a R-foot gear-change RE and found the mechanism more precise and easier to ride.

I should mention that I have ridden a 5-speed L-foot change 65 Bullet and this was a delight to change gears with. I am not against all L-foot changes. Just ones that don't work well.

Pete Snidal says his reasons why:

- *Removal of a number of "middle men" in the shifter linkage - from 6 moving parts pivots to 1 - giving a much more positive shifting action.*
- *Allowing the gearbox to run straight SAE90 gear lube instead of grease or a grease mixture - smoother operation and gear changing, as well as better bearing, bushing, and gear lubrication (Provided the 6303 ZZ bearing is installed with the job)*
- *A more period look and feel to the living dinosaur that is your motorcycle*
- *If you have other "old Brits," an elimination of the need to "switch hit" between them*
- *A chance to "really get in there" and do some serious nuts-and-bolts work on your Living Meccano Set*

Why not?

The most common worry seems to be the idea that in an emergency a person would revert back to their original riding instinct and hit the gear-change instead of the brake. I'm sure that there is something to be said for this theory if you have only ever ridden L-foot change bikes. However, I also believe that it's not hard to retrain your brain to swap sides. Even, in an emergency.

I have always ridden both right and left changers. Occasionally, I have shifted gears in the wrong direction because of the differing shift orders but, other than this sometimes embarrassing slip, I've never had a problem.

Pete Snidal advises doing a few practice emergency brakes as you first set out for a ride, to help your brain swap over. This is good advice.

Getting the parts

There are a number of options:



Get the list of parts from Pete Snidal's manual and order them through Graham at RE Australia.

Order a conversion kit through the American distributor. Other dealers may also have these kits?

Find a friend in India to collect the parts and send them to you.

I chose the 'Indian friend' route to get my parts. Although it left me feeling a little disloyal to Graham, it was the cheapest alternative. Purchasing parts this way was not all clear sailing. I ended up waiting a full 6 months for the parts to arrive. My friend was swamped with work and other commitments. He went to a lot of trouble on my behalf, so I am reluctant to ever put him through a similar ordeal again. Especially as he seems to need nothing from Australia, so this makes it difficult for me to return the favour. I hope to visit him in the next year or two. Perhaps on a Australian RE club ride through India (just thought I'd throw that idea into the soup).

Doing the job

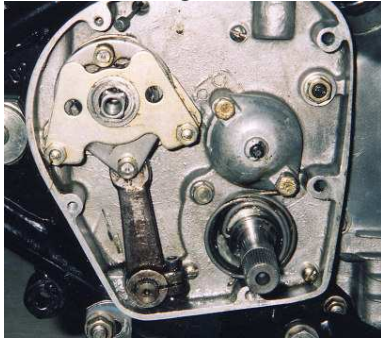
Procrastination is my second name. Lance Procrastination Pilgrim, that's me! Eventually I ran out of excuses. The moon was in the right phase and the stars were aligned with good portent. I had the parts, I had the time and I'd run out of legitimate reasons for putting it off. I sacrificed a small child and burnt some incense at the altar. Then I went out to the garage.

I don't want to bore you with too many details. If you're going to do this, my advice is get Pete Snidal's manual. It guided me through it step by step. So, I'll limit my description to the highlights, with tips for anyone else thinking of a similar escapade.

Disconnecting the R-foot brake system is easy. Just take your time and look for split pins.

Removing the outer gearbox cover, also easy. Just remember that the screw for the rear inspection plate is also a retainer for the outer cover.

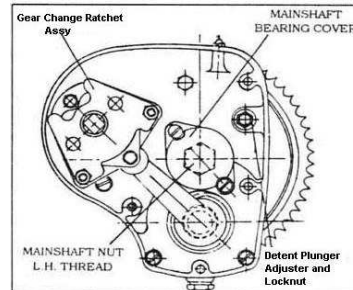
Left foot change



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Right foot change

(The photo didn't work out)



Draining the grease/oil out of the gearbox is a joke. I took out the drain plug and waited, and waited, and waited. After half an hour the drain pan contained about 20mls of 'elephant snot'. It would drain better if the engine and gearbox were warm. You might even get 40 or 50mls. Removing the inner cover solves the problem. The grease can then be scooped out with your fingers. Keep the drain pan and plenty of cleanup rags handy as the cover is removed.

The gearbox guts



Removing the ratchet shifter assembly is another story. Jeff Cole was right when he described it as 'what the #?>k'. Someone in the RE design department must have been having a good chuckle under his breath when they built this little mother. I'm not sure if they were experimenting with LSD back then, but it sure would explain a lot. My advice is to keep all the parts in the correct order so that re-installation is less troublesome. You'll be learning a lot about how it works when it comes time to change gears. It makes sense, eventually.

The detent plunger is best left in place. It saves mucking about getting it right on rebuilding. The detent plunger locknut will have to be removed in order to take off the inner cover.

The main thing that struck me about taking everything apart was how easy it was. The only times I had any difficulty was due to an oversight on my part. A screw or clip still in place that I'd missed.

Rebuilding the gearbox was a simple matter of following Pete Snidal's instructions. The difficult bit is adjusting the ratchet shifter assembly. With some luck you could get it right first time. I didn't. Pete Snidal states that adjusting it the first time takes anything from one to many hours. I took about two hours to get it right. First I replaced a countersunk screw that was originally on the old inner cover with a much higher profile screw. It took me the first hour to realise that the screw was interfering with the shifter assembly. Slightly countersinking the soft metal of the new inner cover and putting the original screw in place solved the problem. Don't tighten the outer cover down too much at first. I found that I had to remove it several times to make further adjustments to the ratchet shifter and detent plunger.

How long does it take?

I took a weekend to do the job. I am deliberately slow and cautious, so this may not be a good guide. Now that I have a better idea of how the gearbox works, I could do the job in a couple of hours.

Following Pete's advice

I did as Pete suggested and changed the bearing in the inner-cover for a sealed unit. I also drilled a small hole in the inner-cover to vent the gearbox. I'd not have a problem previously, but I thought that the new sealed bearing may bring on trouble with pressure build-up in the gearbox. Especially as I had found grease in behind the outer-cover, which was possibly a sign of pressure escaping through the old unsealed bearing.

The result



I'm pretty chuffed with the result. More for the fact that the bike is going and has four gears, than for anything else.

The shifter is more precise and positive. It's still possible to find false neutrals, just less frequently.

It is a good feeling to be rid of the complexity of brake and gear-change crossover mechanisms. I feel far more secure with the simpler set-up of the original R-change and L-brake.

Above all, I know my bike a bit better. With every little thing I learn about the bike, I get a little more confident with my skill in looking after it.

Should anyone else do it?

Only if you're like me and want to meddle in things that don't **really** need fixing. Or if you're also like me and find the sloppy left foot change frustrating.

It's really not that hard. If I can do it, so can you.

Lance.

Classifieds

For Sale

1) Slightly used Hitchcock's copper head gasket to suit a 500 Bullet. All you need to do with this item is heat it to cherry red, put it in a mild acid bath to clean off the oxidation (vinegar might do) and then use it as a replacement for your REM gasket. Maybe it won't leak oil in your bike but there is no guarantee with this item. This gasket cost about \$25 from Hitchcock's.

It is yours for the cost of postage & packing, but don't complain to me if you have to use a litre of gasket goo or buy an REM gasket to replace it.

2) Slightly used Hitchcock's crankcase breather oil return modification minus hoses. Comes with original fitting instructions. My instruction is : Don't do it!

This fine piece of British engineering cost about \$75 but could be yours for \$10 plus postage and packing. Before you decide to buy this item you might want to call me so I can talk you out if it.

Both of these items can be seen on Hitchcock's web site.

Jeff (I just gotta stop wasting my money on crap) Cole jeff.cole@ozemail.com.au