



## Newsletter No 1, November 2003

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

For articles to appear in the newsletter e-mail direct to [briansgr@yahoo.com.au](mailto:briansgr@yahoo.com.au)

Welcome to the maiden voyage of our Newsletter.

The Group is currently set up as a Web base forum for assistance, to share information and a get together at least once a year, in a central location. As our members are spread out across Australia, it is envisaged that sub groups will be formed in appropriate locations where numbers permit.

We are not dedicated to one type of Royal Enfield, however, at the moment the majority of members are involved with the India manufactured Royal Enfield.

This is evident around the world at the moment. At the recent Redditch Revisited Rally in the UK of the 1000+ machines that turned up, 50% were manufactured in India. Also at the recent Royal Enfield and Greeves Rally, again in the UK, a record turnout of 850 Bullets were present, with a large majority being manufactured in India. If we were to look at the Australian scene, I feel a similar percentage would apply.

For those of you that wish to join the group but not receive constant e-mails, from the group this option is available.

I can only speak from my own experience, however, if you are looking at getting back into the saddle or a first timer, don't overlook this unique Motor Cycle. With a wide and helpful Dealer network, that is just as enthusiastic about the product as the current owners are. Give it some thought and you won't have to mortgage the house. For location details go to [www.royalenfieldaustralia.com](http://www.royalenfieldaustralia.com) or phone 03 5422 1277 to find your nearest Dealer.

For those interested in an Australian Road tests on the current Royal Enfield "Guy Allen's" report of this tested in the July, 2003 edition of Motor Cycle Trader. The Test should also be available on [www.bikepoint.com](http://www.bikepoint.com) if you are unable to get a copy. The UK magazine Classic Bike has a Bullet on long term test with reviews every so often. Both point to a product that is improving all the time in quality, without being out of date before you take delivery.

**SNAPSHOT** (A snapshot in time that stays with you for whatever reason) This Column will appear with each newsletter, so send in your stories. (You All have at least one).

My snapshot was about 50 k's east of Walcha and not far from one of the best twisty roads in the state. It's March (cool in Walcha), I'm just back on a bike following a high speed get off (Kwaka GPX), about ½ way into a 280k trip, no traffic as normal and it's 9.00pm.

I relax and decide to take in everything around me. *(Snapshot)*  
I'm riding along (100kph) on a treeless spur that seems to go on forever, the moon is on strike and the sky is pitch black with the exception of the stars. Ahead of me "Ernie" (Sexy 1994 500 Classic) lights up the road on high beam, with the wind in my face and "Ernie" thumping between my legs. This is what motorcycles are all about. **I felt Great.** The result being a loud YAHOO, which if a Policemen had heard me, would have resulted in a breath test. (No fool like an Old fool).

The rest of the trip is a blur compared to that moment in time, even the footpegs being worn away in the corners.

### **News**

For details of the first get together to be held in Canberra, early in the year, see our web site.

For those members that are in the Northern part of Australia and find it very difficult to attend the Canberra function, I shall be trying to organise a function around Port Macquarie in conjunction with one of the Local Clubs. Stay tuned.

I believe that the Royal Enfield Group site is now one year old, with many more to follow. Membership is growing at such an extent that a dedicated site is in the wind.

We are lucky today being able to purchase a new small piece of history, not just a copy. I had this debate last night at the Local Vet and Vintage Vehicle Club with a fellow rider. My view is, yes, I would like to be able to afford an old banger as well to do up, but I also want a bike that will give me the same service those old bikes gave when new. If I am unable to hop on, kick the beast over and start on a 500k ride without a backup vehicle, it's not for me.

Quote by one of the Big 4 Jap manufactures "We are not interested in yesterday only tomorrow" sums it up quite well.

Jeff Cole was lucky enough to receive a copy of the new book out "Made in India" by Gordon May. Comments by Jeff are favourable and he was surprised to see how many models RE have produced in India. Overall impression, a great read. Check out the web site on the links from RE Australia or in the links on this group. The "Bullet-in".

I have just ordered a new sidecar from overseas. With the amount of interest there seems to be in these strange vehicles, I shall keep you posted with the results.

Information from Hiscocks UK [www.hitchcocksmotorcycles.com](http://www.hitchcocksmotorcycles.com)  
"On Saturday 16/8/03 we ran a couple of our Bullets at the Classic Bike Sprint at Woodbridge in Suffolk. For those of you not aware this event uses a 2 mile+ airstrip where the bikes are officially timed for their top speed after a mile and a half run up.  
One of the Bullets was Allan Hitchcock's personal café racer as used regularly and legally on the road. The engine is 612cc and all the parts are straight out of our catalogue with no special tricks. The gearbox is the new 5 speed version which we will soon have available. The only part modified for the competition was the silencer. It produces 39.3bhp at the rear wheel. Rider Dave Wicks took it to its best run of 120mph.  
The other Bullet was a similar engine, running at a higher compression and a larger carburetter but using the 4 speed gearbox in a totally standard Bullet rolling chassis. It produces 45.4 bhp at the rear wheel and obtained a top speed of 114mph, again ridden by Dave Wicks.  
You hear a lot of claims for predicted top speeds, but it is very pleasing to actually achieve these results at an independent event and have them officially recorded. Especially as the parts used are "off the shelf" parts."

I have acquired several Bullet Road Tests both old, new and one fitted with a sidecar, once scanned and converted they shall be in the file section of the Group page.

### **Tech Tips**

For a top workshop manual, on CD, the equivalent of a Scientific only better, Visit <http://webhome.idirect.com/~snidey/manual/>  
The Cost isn't great and I received mine within 7 days from the order.

To stop the sump getting oil into it when left standing for a period of time and a big mess on the garage floor, put the piston at TDC this will leave the big end above the level of the oil tank.

One of our members has advised that the Large Capacity Oil pumps can drop the head temp by up to 30 degs. I have just ordered a set (Let you know the results later).

Jeff Cole advised that for those owners, that are suffering from inlet rubber manifold splitting on the Bullets. Ditch the original rubber manifold and replace with Mikuni one for a VM28 (for the 500 Bullet).

Jeff also advised that ATF type F if used in the Primary Chain Case, results in smoother clutch operation. Some members have already changed to this with good results.

Jeff also has suggested to members that are having trouble with a flat battery, they might try fitting a Capacitor, of 60volts capacity, plus of at least 10 000 microfarads across the battery terminals. This must be wired up + to + and - to -. Apparently if you get a flat battery it will still start.

Keep on Thumping

Brian

For those *without* access to the Web a membership form is attached. Please complete and return with a cheque for \$10.00, this will cover the cost of postage and Photocopying for 12 Newsletters.

For those on the Web the cost is Nil.