

RE AUST Club Newsletter No 18 - December 2006



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

Wishing all of you and your families a very Merry Christmas and a Happy New Year – and safe riding over the festive season.

In this issue we have CATCH UP AT WILLIAMTOWN, NSW, by me, and 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 including a **TECH NOTE:** Changing Fork Seals.

SPECIAL AGM NOTICE

The **2007 AGM AT TAREE** is getting closer. There is detailed information in this issue. If you have any further questions about the AGM, please contact Bill Rice on (02) 6553 2772 or email on williamjrice@hotmail.com. It's not long now. Look forward to seeing you there.

Once again, as this is **your** newsletter, please let me have any articles and photos of your rides and let me know if there is something special you would like to read in it. All contributions gladly received.

Newsletter articles can be sent to me at shippingoffice@bigpond.com or 74 Macquarie Street, Merewether, NSW 2291.

REgards, Margaret



For your information:

History of Diwali – The Festival of Lights

India is a land of festivals. Diwali, the Festival of Lights, is celebrated over 4 days with fervor and gaiety. The festival is celebrated by young and old, rich and poor, throughout the country to dispel darkness and light up their lives. The festival symbolizes unity in diversity as every state celebrates it in its own special way.

Significance of Diwali

Deepavali is a festival where people from all age groups participate. They give expression to their happiness by lighting earthen 'diyas' (lamps), decorating the houses, bursting firecrackers and inviting near and dear ones to their households for partaking in a sumptuous feast. The lighting of lamps is a way of paying obeisance to god for attainment of health, wealth, knowledge, peace, valour and fame.

TAREE TO WEST WYALONG AND RETURN FOR THE DWALI ON NEWELL MUSTER

by Bill Rice

The Taree Group left early Thursday morning with a plan to stay overnight at Dunedoo. We had an uneventful ride that day, stopping at Bulahdelah, Greta, and Merriwa arriving at the Dunedoo Hotel shortly after 4pm, where we did a few minor repairs to our bikes and our bodies. It rained all night so we had to wait until 7.30 next morning for the weather to clear before setting off Friday morning.

First stop Super Cheap at Dubbo where Stuart had to buy fuel hose for his 350. The quality of the product cant have been the best because his bike stopped on the Newell Highway just north of Tomingly. We were doing some roadside repairs when, in the distance we heard the unmistakable sound of a Royal Enfield in full flight. As the bike came into view we noticed the rider had a full beard and was riding in his socks. Very scary. We were worried. When the bike pulled up we noticed a pair of long riding boots tied to the saddle bags, with the tops of the boots facing forward. We were even more scared. We picked up the courage to speak to the rider. It turned out to be a new member, Leon Griffith, from Wauchope. Leon rode all night, in the rain, hail and snow, to catch up to us.

Stuart got the 350 going so we headed South again. Except for John McMullen running out of fuel our ride from Tomingly to West Wyalong was trouble free. When we arrived at the West Wyalong Caravan Park, our HQ for the weekend, we were greeted by Anthony who informed us that somewhere along the way his bike had lost all compression. He did say something about turning back to search for it but we overlooked that because we knew Anthony is not great with things mechanical. Fred Garland directed Anthony to wheel the bike to the parking spot outside Fred's cabin. Tools appeared from nowhere, and within the hour, what looked like a swarm of ants, had the engine apart and the problem diagnosed.

A quick visit to a local bike repair shop next morning, and Fred came back to the Park with the Cylinder head in his hands, valves and valve seats refaced and reground. The swarm of ants had Anthony's bike going before lunch so we were ready to explore the local area. We went on a ride covering about 200km arriving back at HQ in time to ready ourselves for dinner and a night on the town.

On Sunday morning we went to Temora where Johns sister provided us with the best morning then it was off to see the Air Show with everything from Tiger Moths to Jets being flown for our enjoyment. Late that afternoon, as tired as you could imagine, we rode back to West Wyalong and in fact got within 5km of our HQ when Stuart's 350 seized. Out with the tow rope and never mind the Paddy Wagon going the other way. Anthony tied the rope to his bike, Stuart held the other end, and somehow or other we got back to the Park. The same swarm of ants pulled Stuart's bike apart, but alas, this time the damage was too great for Fred to fix, so next morning we had no option but to head for home leaving Stuart to wait for the break down team to pick him up and take him home.

We stayed in Lithgow overnight and caught up with Chris Johnson, with whom we swapped Royal Enfield stories until we couldn't keep our eyes open. We left Lithgow early Tuesday morning and we were back in Taree about 4pm. Stuart and the break down team arrived home about the same time. You will be pleased to hear that, by the time you read this story, Fred will have Stuart's engine rebuilt and running.

We all enjoyed the Dewali on Newell Muster and are looking forward to the festival next year.

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

BIGGER LUNGS AND MORE FOOD

From Jamie:

Hi clubmates, it's been sometime since I posted here and now I have something to contribute. In May I bought a RE 500 classic which has now clocked over 2000kms. I recently recovered a toolbox by replacing the Australian Standards airfilter setup inside with the original separate chrome aircleaner box. The change was interesting and somewhat surprising: since the original air cleaner was less restrictive, the engine inhaled much better and for some reason the power curve moved up to the top end - the bike felt much more comfortable at 80 and 90 kmh than it ever did with the restrictive Australian Standards airfilter. There was also a noticeable growl when revved well above idle. Nice.

Next change made was increasing the jet to next size from standard supply - can't remember size number but it was \$10 and a simple operation. The increase in power was noticeable as one would expect but the power curve spread right back down to encompass a wide range of rpms than just the top end. Shortly after that, a BSA Goldstar silencer (shorter by perhaps 1/3 than the stock Australian Standards muffler the bike came supplied with) replaced the lengthy muffler and a restrictive 180mm baffle was removed from inside the pipe before the silencer was attached. Now the Bullet really looks at home with it's new gear but the difference in performance and tone is a wonderful thing.

Doing these modifications in stages showed me how each small change affected the bike's performance and how subsequent modifications built upon and altered the previous result in interesting ways. At first it inhaled better, then it had more energy with the extra fuel and finally, it was able to exhale all that it could inhale. Now it's fast, very throaty and it's much better top end was a complete surprise. All in all, a very good result. Petrol consumption is expected to rise some but be offset by needing less throttle to get up to speed in each gear. I feel less the inclination now

to go up to a larger primary sprocket which might in any case compromise heavy traffic riding. There you have it.

PS: When increasing the volume of air through the combustion chamber, the addition of more fuel is required so as to prevent burning the piston. That is why the larger jet was needed but only when the less restrictive silencer was installed. It is principally the silencer, not the air cleaner modification that ultimately increases the volume of air through the combustion chamber. Or so I was led to understand by Phil Pilgrim of Union Jack Motorcycles in Ivanhoe who helped install the silencer. He likened the move from restrictive to less restrictive components to trying to run a race with a ping pong ball in one's mouth before spitting it out.

From William:

Changing the muffler does not always lead to better performance, in fact the reverse can often be the case. Tim Busby from NZ, who has had years of experience working on Royal Enfields to make them perform better, has found that the performance of the 500 engine is dramatically improved by fitting a 350 exhaust header pipe. To do so you have to use two short, about 25mm, pieces of car exhaust pipe, one 1 5/8" and the other 1 3/4" to "size up" the 350 pipe so that it fits in the 500 head.

From Simon:

Just to add to that your local exhaust shop should be able to stretch the end of a 350 header pipe to the 500 diameter with mandrils

TECH NOTE: CHANGING FORK SEALS

Glossary: Main tube = the inner steel tube, Fork end = the cast alloy bottom part.

It is a good idea to have a parts manual handy as the exploded views are useful for identifying the parts and seeing how they relate to each other.

There are 2 ways to dismantle the forks to be able to change the seals. Both require that the wheel is removed along with the brake calliper for disk brake models.

Method 1 Remove the nut from the bottom of the Fork End and drain the oil by knocking the thread up inside the Fork End being careful not to damage the thread*. The Fork End can now be pulled off the Main Tube. The seals could now be replaced if you have rubber fork boots but reassembling the fork might be a bit difficult if you have the metal shrouds.

You can now proceed to remove the Main Tubes as will be described below.

Method 2 Remove the screw plug from the top of the fork where it screws into the casquette. Loosen the triple tree clamp bolts. You may need to wedge the gap open a little. Using the special tool (25108-3), a very large hex key or the footpeg shaft and spanner (if you are contemplating this operation this is a cheap alternative to buying the special tool) unscrew the main shaft from the casquette. The fork may drop out complete, or you may have to pull it through the triple clamp.

Invert the fork and drain the oil.

Now remove the nut from the bottom of the Fork End, knock the thread up inside the Fork End being careful not to damage the thread*, and pull the Fork End off the Main Tube.

If you want to dismantle the Main Tube you have to remove the valve port which is a flat round nut arrangement with 4 holes in it. You can use a pipe wrench to remove this but the special tool 25105-2 should make the job easier and do less damage to the edge of the valve port.

To remove the fork seals there are special tools available but with a little Bullet ingenuity it is possible to make do with bits and pieces. You will need something to protect the open end of the Fork End as you lever the seals out. I use a plastic thing that looks like the surround of a sink plug hole. You will also need a drift to drive the seals back in. I use a large washer just smaller than the outside diameter of the seal and a large socket just smaller than this.

I got 2 pieces of 50mm x 100mm timber about 120 mm long and clamped their large faces together in a vice and bored a hole a bit less than the diameter of the Main Tube through where they touched. This makes an ideal clamp for holding the Main Tube and Fork End in a vice without damaging it.

Clamp the Fork End upright in a vice. Remove the wire circlip. Place the protector over the open end of the Fork End and lever out the seals and spacer (between the seals) using a screwdriver on the inside of the seal by working your way around the seal. You may have to do a couple of circuits. Make sure you don't scratch the inside surface of the Fork End recess.

Lightly oil the new seals and the inside of the Fork End. Place a seal in the top of the Fork End recess ensuring it is square to the recess. Place the washer on the seal and a large socket on the washer and tap it lightly with a hammer or mallet until the seal starts to move. Keeping the seal square keep driving it in until it stops. Place the spacer and drive in the next seal.

I have heard that 3 seals will fit if you leave out the spacer and circlip. If you are tempted to use non RE seals make sure you measure the RE seals before going in search of replacements – don't just use the size moulded in the seal, replacement seals of this size won't fit. I found some beautiful triple lipped seals of the “correct” size but their OD was too big.

Find some thin, stiff plastic sheet like the cover of a plastic binder, the thinner the better, and cut a piece about 70–100 mm x a little less than the inside circumference of the seal. Oil it and place it inside the seal so that it is below the lower seal lip but enough protrudes out of the top of the Fork End so you can hold it to stop it sliding inside the Fork End. Now slip the Main Tube inside the plastic sleeve and push it past the lip of the lower seal (a friend comes in handy here). Slide out the plastic making sure the Main Tube doesn't slide out too.

Push the Main Tube all of the way into the Fork End and make sure the thread on the Spring Stud engages with the hole in the bottom of the Fork End. If you have trouble getting the thread to line up with the hole put a large diameter screwdriver or other round object through the hole and inside the Spring Stud and wriggle it around while maintaining pressure on the spring. You just need enough treads to get the cap nut to grip and then pull it down by screwing the nut on. Fit the washer, screw the cap nut on the thread and tighten it. The fork can now be screwed back into the cassette making sure the forks are on the correct side. Put oil into the top of the fork and replace the screw plug.

HINT If there is a group of you living close together you might discuss the possibility of each buying one special tool and sharing them.

*If the threaded end of the Spring Stud is difficult to push up into the Fork End try this: screw the nut on about 2 threads and hit it with a mallet or hammer until the nut is flush with the Fork End. Remove the nut and drive the thread the rest of the way in using an appropriately sized socket or drift.

CATCH UP AT WILLIAMTOWN, NSW, by Margaret Coan



Ian Coan, Bill Rice, Wolfgang Freundt (kneeling), Fred Garland, Stuart Handsaker & Alan Buckland

On the weekend of 29/10/06 Ian and myself managed to catch up with some members of the Taree District Vintage & Classic Motor Cycle Club on their Sunday ride – this time to Williamtown Fighter World. I'm sure you'll recognise most of these faces as also being members of the Royal Enfield Club. It was a lovely day and great fun to catch up and go for a ride. Ian and I are looking forward to tagging along on another ride in the future.

SPECIAL AGM NOTICE

Attention: All members who have paid their \$20 deposit.

We have reached an agreement with the Motel owners which allows the Club to offer you a package consisting of the following:

#Two nights SHARED accommodation

#Two continental breakfasts

#An evening meal (Roast Lamb, Mango Cheese cake with cream, tea/coffee) on Saturday for \$100 per person, that is if you are prepared to share.

If you want a room to yourself the cost of the same package is \$170.

Not all rooms are the same. They will be allocated on a first in basis so if you want to secure your accommodation now please send a money order for the relevant amount made out to Royal Enfield Club, PO BOX 4075, McKinnon, VIC, 3204.

OR for Direct Debit: BSB 063 145 Account # 10187874 A T WRIGHT
Commonwealth Bank

Make sure to put YOUR NAME as reference, and email me a receipt please
mandrake_oz_1999@yahoo.com.

Members, direct debit or get your postal notes / money orders in the post ASAP!

REgards Anthony, Public Officer.

It needs to be explained that the Motel deal is in addition to and separate from the \$20 deposit. All riders entering in the two day Rally part of the AGM will be required to pay a \$20 entry fee, and pillion passengers will pay \$10. This is to cover the cost of organising the Rally, Brunch on Saturday, morning tea and a light lunch on Sunday and Trophies. The \$20 deposit can be used to pay the Rally entry fee.

We expect members to arrive at the Motel, our base for the weekend, on the Friday afternoon around 4pm for registration. Following this we will be taken by bus to a local club for a BBQ and refreshments. On Saturday morning after breakfast we will hold a briefing for all riders and our Rally Will start at 9.30 sharp. We will be back at the Motel by 4.30pm. Dinner will be at 6.30pm in the Motel dining room "Lilli Pilli's Restaurant". Sunday's briefing will follow breakfast and the ride will start at 9am sharp. We will be back at the Motel by 12.30 so that members who have to work on Monday can be on their way.

William

Information on the Cundle Motor Lodge, where the AGM is to be held, is attached.

In November 2006 the motel was awarded 2 Australian Achiever Awards – 98.94% for Customer Service, and a Highly recommended Award for Excellence in Customer Relations.

Cundle Motor Lodge

Old Pacific Highway, Cundletown via Taree



FREE CALL 1800 657 918 or Ph (02) 65539709, Fax (02)65 539706

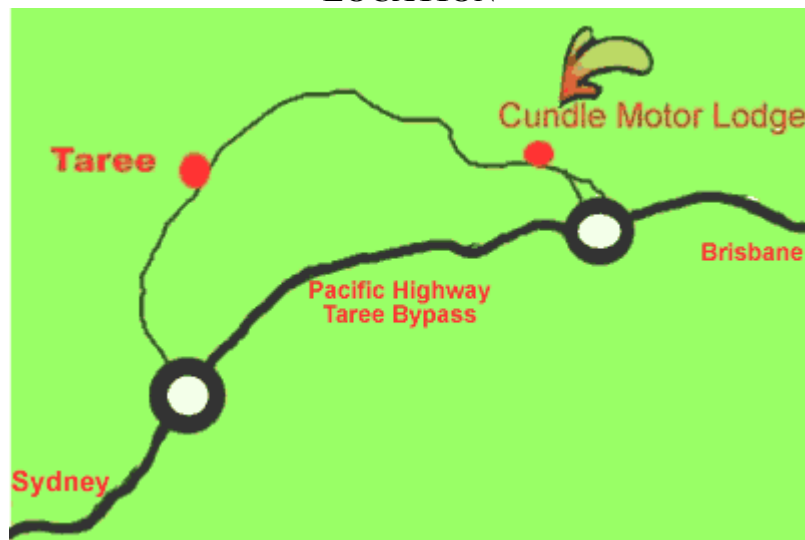
Email: cundle@motorlodge.com.au

Cundle Motor Lodge is a 28 unit motel situated 8 km north of Taree on a spacious 2 ha. landscaped site in a pleasant rural setting at the Northern approach to Cundletown, central to the Manning Valley and the surrounding district. Coaches and tour groups are welcome.

Cundle Motor Lodge consists of 28 quality, spacious rooms which include:

- 3x2 room self-contained suites
- 1 Bridal Suite / Executive Suite with indoor spa
- 4 large Family rooms
- Air conditioning
- Colour TV
- Facsimile facilities
- Fridges
- Guest Laundry
- Pool with heated spa
- Room Service
- Tea and Coffee making facilities

LOCATION



Cundle Motor Lodge is just 500 metres from the Northern exit of the Taree Highway By-Pass