



Newsletter No 7, March/ April 2005.

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

Royal Enfield Australia Club


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 Let me say that I'm glad to finally get this newsletter out! I have been busy with the AGM, going overseas and work so I am pleased I can get this out. There is lots to put into this newsletter to make up for the ones I have missed.

I am please to report that the AGM was another successful one. With around 35 people attending (not all club members) and countless bikes. Hope you enjoy reading the AGM roundup. It was good of Graham from RE Australia to bring along a new lean burn as well as a B-65 for us to look at and test ride. Many people test rode the lean burn and the feedback was interesting. Is it considered a new old bike or an old new bike? Naveen Malhotra, deputy general manager from RE factory bailed out at the last minute due to unforeseen circumstances. Paul Carberry and his beast attending was a good surprise. Our

club seems to be growing at a great rate; by this time next year we can predict that we will be over 100 members Australia wide.

If you had your digital camera please send me a copy of your pictures on CD so I can make up a compilation for the other members. I will announce the picture compilation CD in the next few weeks. Finally, thanks to all that helped out during the AGM!

Charlie Tizzard.



Passing through Norway.

In December I met up and stayed with a member in Norway, our friend Oivind Roen. Let me say that my wife Donna and I had an awesome time in Norway and it was also great to see Oivind's bikes.

Oivind Roen is a club member from Norway. I had chatted with Oivind many times over the Internet and then on the phone. Donna and I were doing an around the world trip and had one unplanned destination as

other plans fell through. We wound up staying with Oivind and his partner Helen. They showed us great hospitality and it was great to see Oivind's bikes. Due to regulations in Norway his 2 bikes are old frames with modern running gear in them. His main bike (pictured above) is a standard 500 with many accessories we do see that often. It has passing lights, chopper style sprung saddle, tons of chrome and a nice red paint job. His other bike is a 535 Bullet with a Cozy chair. This was the first time I had seen a Cozy in the flesh and let me say that I was impressed. As it was totally freezing (around 2 degrees) I was not going to ask him to fire them up. Oivind personally imported these bikes from India and as far as we know is the only person importing bikes into Norway and surrounding countries. I have a feeling that one day we will see Oivind and Helen in Australia.



Charlie Tizzard.

The Lean Burn Electra X 500



Graham from RE Australia was kind enough to bring along a new lean burn to the AGM for us to scrutinize. This bike is the only one of its kind in Australia as it is still going through ADR so there is no point calling Graham until at least December. My first impression was it didn't look that different to the B-65. Up close the main differences are the engine and the new panels. I recall hearing another member saying that this bike took the Bullet out of

the 50's and into the 70's. When I jumped on the beast it only had 36kms on the clock. I was expecting this bike to feel like a new B-65 so I got a shock when I hit the road. My first observation was how much grunt this thing had. Graham said that on the dyno it had 25% more power than a standard 500 Bullet. Considering that this bike was not even close to being run in the acceleration was awesome! I then got to some lights and was impressed by the large 280mm single calliper front disc brake. The stopping power was almost too good to be true. This bike has gas filled rear shocks that would explain why it felt so smooth. The frame and front forks are all new design. This bike sounds much different to a standard Bullet. It still has more thump than Jap bikes but does not sound nearly as good as the previous models. I would be interested in hearing this bike with a short exhaust. Because of the extra power this bike is geared higher than previous models. Im not sure weather I love or hate this bike yet. In all I think that India have the right intentions and would be interested to see how well this bike does on the export market.

New features include:

- Modified frame with new front forks and mudguard.
- 280mm single caliper front disc brake.
- Gas filled rear dampers.
- Avon Super Venom and Roadrunner tires.
- Restyled panels, indicators and tank badges
- Fresh colour schemes
- Higher gearing than previous 500cc models.



Specification

- Engine – 499cc four stroke single cylinder OHV
- Bore and stroke – 84mm x 90mm
- Power – 25 BHP at 5500 rpm

Fuel consumption (approx) – 80 mpg
Electrics – 12 volt
Ignition – electronic TCI
Starter – electric and kick
Transmission – 5 speed constant mesh
Dimensions (LxWxH) – 2110 x 700 x 1067mm
Fuel tank capacity – 14.5 L (inc.1.25 L reserve)
Suspension front – telescopic hydraulic fork
Suspension rear – swing arm with hydraulic dampers
Front brake – single disc, 280mm dia.
Rear brake – 6 inch drum
Weight – 160 Kg
Seat height – 77 cm

AGM roundup.

Friday people started to arrive and putting names to faces began. It was good to finally meet some of the people that I often chat to over our website. Paul Carberry arrived with Anthony and Graham showed up with a truckload of bikes. He had a new lean burn, new B65 and a classic Bullet with a Cozy. To see all the bikes arriving was a spectacular sight, something you'd only see once a year. After much chatting we went to the Central Cafe where the introductions continued. My plan for an early night was overshoot when some of us had a few beers at the Tourist Hotel and then on at the Royal Hotel where a crap covers band played. On Saturday we assembled at the Mid City Motor Inn for our ride to Tidbinbilla Tracking Station. I aimed for a 10am departure but it was 11am when everyone was ready to go. In true Canberra fashion the rain set in. It had not rained for weeks; I know having a bunch of freshly washed bikes in one place at the same time triggered the rain. Although it was lightly raining for most of the ride I didn't hear many complaints at all. The roads leading to Tidbinbilla are ideal for motorcycles and the rain had scared off everyone so we had a free run. After having a coffee we departed for Bungendore. As everyone was leaving I spotted Anthony on the side of the road and as luck would have it, Dave our support vehicle driver was caught talking to one of the girls at the café. I pulled over to find Ant had a sticking accelerator. As Dave was not far behind he pulled over and offered us the tools needed to remove the tank and have a look at the offending cable. 15 minutes later we were ready to go but were too far behind the other to catch up. We took a shortcut and met the others in Bungendore on 5 minutes after they had arrived. After a quick pie at the bakery we headed back to Queanbeyan to prepare for the AGM at the Queanbeyan Masonic Hall.

At 6pm people started to arrive at the hall and my mother, wife and sister had dinner almost ready. Because we thought that Naveen from India was arriving we decided on an Indian theme with curry and the like. The girl's hard work seemed to pay off as the feedback we got was good. Anthony and I provided some homebrew that was not as good as last years but was still very nice. I then gave out the door prizes, kindly supplied by Kevin Mahoney from Classic Motor Works and Motociclo from Sydney. After a brief rant from myself Graham from RE Australia, Anthony and I gave out the trophies. People that scored were: Jeff Cole and Ray Jones for furthest distance travelled; Roy Taylor scored best English bike for his 250 crusader sports; Helen Newton won best Indian bike; Steve Hill won best restored for his Lightning featuring a twin plug head; Paul Carberry



took out the most unique Enfield and also best overall bike. Graham from RE Australia handed out some RE books to some of the winners. In the picture you will see Roy, Graham, Jeff and Ray. In hindsight I should have made up more trophies because Kevin Finglas carted his TRAILER down behind his 500 Bullet from Queensland and William Rice with the help of friend Fred busted a gut to put together his 50's model G 350. The effort most people put in to their bikes for the AGM was nothing short of amazing. The Taree group (Fred,

William and Max) I'm sure will amaze us at the next AGM. I will aim to put pictures of Kevin's bike with trailer in the next newsletter. Roy Taylor also carted down his almost restored 1959 Constellation, just for us to look at. I think the fact that Paul Carberry showed up with his bike blew a lot of people away. Seeing this bike in the flesh was a sure sight to be seen. There are tons of pictures I could rightly include in this newsletter but there isn't enough room.



Shown above: (left) myself with Paul Carberry, (right) the Carberry Enfield.

The hall emptied by almost 10:30pm as most people headed back to their hotels for some sleep. Those of us that didn't want to sleep went to the Royal Hotel with free vouchers they kindly supplied for the club. I left early from the Royal; you can read Ant's account of the proceedings in his letter.

Sunday at 11am everyone went for a ride to Mt. Ainslie to get a good look at Canberra and then arrived at the Thorpe Avenue Park in Queanbeyan for a relaxing BBQ. Later that evening the remaining crew went to the Punjabi Hut, a very nice little Indian restaurant and then back to the Tourist for some quite ales on the balcony. This wrapped up our weekend.

Monday morning Anthony, William and myself headed to Narooma, on the south coast. The ride was wonderful, going through the hills and down the Clyde Mountain. After a brief stop in Batemans Bay we wound up in Narooma where Ant's bike broke down. The petcock clogged up with tank crap. Anthony had cleaned the tank not long ago so it was a

blow that was unexpected. Back at the hotel we stayed at William and Ant strained the fuel and cleaned out the petcock just enough to get us home. Tuesday we departed early for home. This is the longest distance I have travelled on my Enfield and was happy with its performance. As soon as we arrived back in Queanbeyan at my home Ant's bike defiantly conked out and would not start again. Ant tells me his bike is on the mend. I am really looking forward to next year.

Charlie Tizzard.

Anthony's AGM write up.

My aspirations for the AGM took a leap when I called Paul Carberry early in the week and he said "yep, I'll be there".

Thursday night saw Paul roll up to my joint; we loaded his masterpiece and my bike onto my 1980 trailer with the help of my son Joe.

Friday morning I awoke at 03.58, precisely two minutes before my alarm went off.

I got to Carberry's residence at 4.35 and we were well and truly on the road by 5.

We re-checked ropes ties at Broadmeadows, and added a couple of extras.

The Tarcutta Hotel in NSW was looming, and I reminded Paul that I allus has wan at eleven, so we did, and because there was two of us, we had two.

We also commenced a regular stock-take of the bikes in the trailer every time we stopped. To our good-fortune, the number never changed from two thank goodness, because if it had have changed, we would have freaked.

Next stop was the Coolac Hotel, where we met a handful of Rebels out of a group that was already 300, and would be 800 by the end of their ride. It was quite an experience to be surrounded by a sea of roaring Harleys.

Finally got to QBN, and checked into the tourist hotel.

Strike a light, talk about a lack of sleep that night – must have been woken 30 times by trucks, motorcycles, drunks, screaming girls, swearing, etc. The locals in the bar the next day said "ah, that's nothing mate ☺"

Friday night was back to the Central Café, where we had meals that were ridiculously large, and you couldn't get a beer. Next year I am going to eat at the Tourist Hotel in their ample dining room, or preferably the superb Indian restaurant opposite the Mid-City Motor Inn where Charlie, Paul, William, Steve, and I had a fantastic meal on the Sunday night and had interesting conversations with the two Sikh waiters, both of whom rode Enfields back in their homeland.

In fact we decided to have the AGM there next year – as long as our numbers aren't too large by then ☺

Saturday came and with it the big ride. Next year, we need to have a leader with a coloured jacket, a rear-guard, and maps because it was a bit vague, but nobody got lost,

though Anthony's bike nearly didn't make it due to accelerator cable problems. Thanks to Charlie and his mate Dave (the fellow with the Fairlane), my bike was kept on the road.

The AGM was magnificent, and it was great to see people from all over the place. Charlie's family really went overboard. After the AGM, a few kicked on to the Royal Hotel until the wee hours – a friend of Glen's (the pre-1940's RE man from QBN) called Dave (whose business is called 'Junk and Disorderly') gave me a pile of drink vouchers as his good woman Helen was dragging him out of the joint. Paul, Glen and I managed to demolish the vouchers by 4.30 and it was only when we tried to buy a drink that the management threw us out. Funny people these Queanbeyans ☺

The Sunday barby which followed a visit to Glen's was very enjoyable. I believe a ride also occurred to Canberra.

On Monday, William, Charlie and I headed to Narooma through the hills. This was the real sort of riding that I like, and there was some lovely countryside to see, and the roads were good.

William's patience and experience was helpful in keeping my bike on the road, because it was being unreliable, with fuel and timing problems.

Charlie deserves a special medal of honour for receiving a speeding ticket (111kmh). I am dreading the mail for the next week, as maybe Bill and I also will be receiving one Δ

The three of us really enjoyed ourselves and I would have liked to ride further. Next year, if my bike is more sorted, I would like to ride all the way back to Melbourne through the Great Divide and coast. Any takers ☺ ?

Regards Anthony Wright

William Rice's 1950's Model G 350



Anthony and I decided to give everyone a special look at William's mid 1950's Model G 350 as William and Fred put so much effort into getting it onto the road for the AGM. Fred is a member from Cundletown, right near Taree. Fred is an expert on anything RE and if there is something Fred does not know about RE's it's not worth knowing. Such knowledge can't be wasted.

We all look forward to seeing the Taree guys at the next AGM. Unfortunately our AGM this year coincided with the Taree club rally. Great work guys!

Charlie Tizzard.

ROYAL ENFIELD CLUB OF AUSTRALIA

Business arising from AGM NO 2. 5TH MARCH, 2005.

Club Policy Statement:

- 1) That the annual general meeting (AGM) shall continue to be the governing body of the club.**
- 2) That between AGM's the following contact persons shall conduct the day to day business of the club:**

LOCATION	NAME	CONTACT NO
WA	vacant	
NT	Jeff Cole	08 89523317
SA	Simon Schuh	0412 673 369
QLD	Steve Hill	07 3816 0912
NSW NTHRN REGION	Fred Garland	02 6553 9263
NSW STHRN INC ACT	Charlie Tizzard	0500 590 001
VIC	Anthony Wright	0411 770 225
TAS	vacant	
OVERSEAS:		
Finland	Christer Holstrom	358 400 474397
India	Keku	919 823 332 666
Malaysia	Eoin Christie	3 4256 9714
Norway	Oivind	n/a
USA	Kevin Mahoney	1 507 333 0714

Anthony Wright.

Tech corner

Twin-plug head.

Steve Hill from sunny QLD supplied us with instructions on how to make a twin plug head. After seeing his lightening with this mod I was very intrigued. The sacrifice here is losing your decompression lever. He demonstrated how it ran on one plug and then two.



The difference was very noticeable. I am unsure of the down sides if any.

Steve's instructions as follows:

Well there is two ways to do the twin plug; I think the safest way is to have the head off so you can check the depth of the plug and also for cleaning out the swarf when drilling.

1. Remove decompressor

2. Machine down spark plug to fit in the hole (or you can cheat and grind down on linashall belt)

3. Check the bypass hole from the decompressor to the exhaust port by using a drill bit. (I found the hole to be between 6.0mm and 6.5mm), and this also give you the angle on the bypass hole, it is very hard to enlarge hole on this angle due to fin restriction so I just used a 7.00mm drill bit and drilled just deep enough to take out the grub screw. I drilled at an angle more towards the exhaust port side of the bypass hole gauged by the room I needed to get the tread tap beside the fins and screw in grub screw.

If you choose to do this with a head on.

1. Make sure you cover a rag with grease and push it in the plughole so that swarf sticks to the grease.

2.as you cant check the plug depth I would recommend leaving the copper washer under decompressor in the hole and putting in the copper o-ring from top end gasket set just to make sure you have piston plug clearance.

3.when I screwed plug in to head that was off motor without the o-ring it was perfect depth (but you know those Indians hey might have altered something as they do).

Coil was brought from AM-BRIT cycles Queensland, standard twelve volt Harley twin plug coil, about \$80.

4.wired as standard coil.

5.the carby will need idle adjustment as it gets better fuel burn.