



## Newsletter No 10. December 2005.

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

### Royal Enfield Australia Club

PO Box 4075, McKinnon VIC 3204.


Email: [westbro@hard.net.au](mailto:westbro@hard.net.au)

Anthony Wright Phone 0411 770 225 (always include a stamped, self-addressed envelope with written correspondence).

Newsletter correspondence to Charlie Tizzard: PO Box 2146 Queanbeyan, NSW 2620 – [newsletter@aussienfields.com](mailto:newsletter@aussienfields.com) Phone: 0500 590001



Above: Simon Schuh's Bullet 500.

 The **AGM** is coming nearer (February 17, 18 and 19) and the response suggests that this time around will be huge. I expect 50 to 60 people this year. With some luck we can get more that 60 people attending meaning we will be hiring out the same venue as last time. Graham from RE Australia will be bringing some lean burns along for test rides, there will be tech demonstrations, BBQs, home brew tasting, rides and more. The whole weekend will revolve around Royal Enfield. What more could you want? I am finalizing numbers so if you plan to attend but have not let me know please email [agm@aussienfields.com](mailto:agm@aussienfields.com). I am getting the itinerary together and the application forms. Cost for the AGM will be \$35 per person. I will also be getting together a list of camping and caravan parks, hotels and motels central to the activities. If you have any questions please drop be a line at [tizz@elvis.com](mailto:tizz@elvis.com) or call 0500 590001 (mobile). We are also

looking for sponsors for this event. If anyone is interested they can get in touch with Anthony Wright on 0411 770 225 or myself.

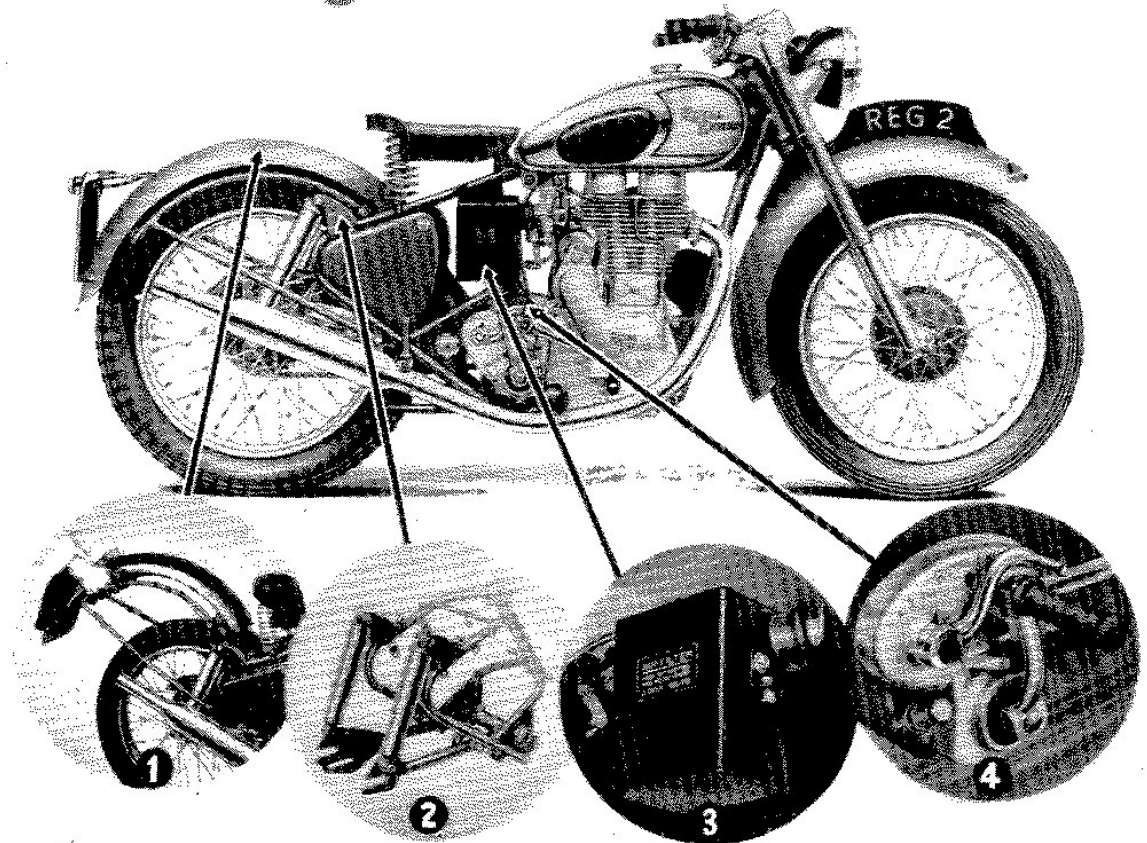
Christmas is rapidly approaching. Don't you just love the crowded malls, extra advertising and lack of money?! We'd like to wish everyone a safe and wonderful Christmas and a happy New Year!

## Ride Calendar

- JAN 27<sup>TH</sup> 10AM ELIZABETH ST MELBOURNE. NATIONAL MOTORCYCLE AWARENESS RIDE TO CANBERRA, ACT.
- JAN 28<sup>TH</sup> NATIONAL MOTORCYCLE AWARENESS RIDE IN CANBERRA LED BY FORMER DEPUTY PM, JOHN ANDERSON.
  
- JAN 30<sup>TH</sup> (MON) TENTATIVE RECOA NSW MEETING – PARRAMATTA AREA?
  
- JAN 31<sup>ST</sup> MEETING OF VIC CHAPTER 8PM RACECOURSE HOTEL CAULFIELD
  
- FEB 16<sup>TH</sup> (THU) TENTATIVE RECOA NSW MEETING – PARRAMATTA AREA?
  
- FEB 17<sup>TH</sup> 18<sup>TH</sup> 19<sup>TH</sup> THE THIRD AGM OF RECOA, QUEANBEYAN, NSW.
  
- FEB 28<sup>TH</sup> MEETING OF VIC CHAPTER 8PM RACECOURSE HOTEL CAULFIELD
  
- MAR 19<sup>th</sup> – ROTARY CLUB OF ALEXANDRA 4<sup>TH</sup> ANNUAL MC SHOW. & SWAP MEET VIC.
  
- MAR 28<sup>th</sup> MEETING OF VIC CHAPTER 8PM RACECOURSE HOTEL CAULFIELD
  
- APR 25<sup>TH</sup> MEETING OF VIC CHAPTER 8PM RACECOURSE HOTEL CAULFIELD
  
- MAY 30<sup>TH</sup> MEETING OF VIC CHAPTER 8PM RACECOURSE HOTEL CAULFIELD
  
- JUN 27<sup>TH</sup> MEETING OF VIC CHAPTER 8PM RACECOURSE HOTEL CAULFIELD

“THE END OF YOUR QUEST!”

# Royal Enfield



## *The Really New Motorcycle*

This is the Royal Enfield “350 Bullet” Standard Model, and here are some of the Exclusive Royal Enfield features which make it so much of a success.

- 1** DETACHABLE REAR MUDGUARD which gives access to the whole of the tyre without removing wheel from frame when dealing with a puncture.
- 2** SPRING FRAME. Without increasing wheel base or weight, the Royal Enfield Spring Frame supplies perfect lateral rigidity and does not impose a strain on wheel spindle. It provides the rider with smooth speed and cushion comfort.
- 3** AIR CLEANER. Clean air is supplied to the carburettor by its passage through this scientifically designed air cleaner. This ensures long life for the cylinder and piston.
- 4** NEUTRAL FINDER. Foot pressure on lever enables “neutral” to be positively selected from second gear when the machine is at rest, or from top, third or second gear when the machine is moving.

PRICE: 350 c.c. BULLET, £140 . 0 . 0.

Plus Purchase Tax, £97 . 16 . 0.

**THE ENFIELD CYCLE CO LTD.** Head Office & Works, REDDITCH.  
LONDON SHOWROOMS AND SPARES DEPOT, 221, TOTTENHAM COURT ROAD, W. 1.

*Again, Jeff Cole has come up with the goods for this editions tech feature.*

### **Changing/Replacing the Countershaft Sprocket.**

The following is written from memory so if you follow these instructions you will surely be up S\*\*t Creek without a paddle.

As usual, you use this information at your own risk.

You will need a new crankcase to chain case gasket, a 3-jaw gear puller and a big socket/tube spanner (see text) and half a day.

For the R/H shift bikes you will need to loosen the rear brake rod. For L/H shift bikes the gear change lever will have to be removed. In both cases the L/H foot peg will have to be removed.

- 1 Remove outer primary case. Before removing the central nut place a long piece of thick cardboard folded down the centre under the entire length of the primary case with the rear end elevated and the fore end sloping down into a bowl to catch the oil.
- 2 Remove the 3-stator nuts and then the stator, feeding the wires through the hole in the inner case. Note the colour of the wire connections.
- 3 Release all tension on the chain tensioner
- 4 With the bike in gear and the rear brake on hard remove the rotor-fixing nut. You might need the help of a friend/wife/son/daughter to stand on the brake. You might also need to use a shock to get the nut off e.g. hitting the handle of the socket with a hammer.
- 5 Using the special tool or a three-jaw gear puller loosen the rotor
- 6 Remove the 3 clutch bolts a few turns at a time on each, the 6 springs, clutch pad (watch for the ball bearing) and the clutch plates. Note the order of the plates and their orientation.
- 7 To remove the clutch centre use the special tool OR:  
Replace the clutch cap (the round plate with the 3 holes) using the 3 bolts but screw them in just enough to catch a few threads. Now you will need a few 8 mm or 10 mm bolts of a couple of lengths. The first one needs to be just long enough to reach between the plate and the shaft in the centre of the clutch basket. Position the bolt and start screwing the bolts in one turn at a time on each bolt in turn. This will start to draw the clutch basket off the shaft. When this bolt will no longer do the trick replace it with a longer one. You will probably only need 2 bolts to remove the clutch basket.

- 8 Remove the engine sprocket, clutch basket and chain as a unit. Watch for the Woodruff key (small half-moon shaped bit of metal) that is situated inside the rotor but may be stuck in the recess in the shaft. If you lose this you will not be able to reassemble the rotor until you have bought a new one.
- 9 If you intend to replace the chain tensioner adjuster bolt with one of those fancy rubber-tipped ones that are supposed to make the primary chain run quieter that you bought and have had in the toolbox waiting for the appropriate time - well you could do that now. BUT be warned you will have to go through this procedure again to remove it when the rubber tip breaks up.
- 10 Now you need to remove the inner primary chain case. There are 3 tabs situated around the main shaft bearing, remove these.
- 11 I think you should now be able to slide the inner case off (perhaps with a little help from a rubber mallet), however care must be exercised so as not to damage the countershaft seal. A thin piece of plastic wrapped around the shaft and slid between the shaft and seal will help prevent damage.
- 12 Stop now for some refreshment, a can of soft drink, some yogurt or tea/coffee and toast with lashings of butter/margarine.
- 13 All of the above is just to reveal the sprocket. To remove the sprocket you need to unscrew the large nut with which it is attached to the shaft after opening the tab washer. I suggest you get a socket or, for a cheaper alternative, a tube spanner. After several hours unsuccessfully trying to remove the nut, Ray and I bought a 1.5" AF tube spanner for about \$6.00 and 2 minutes later we had the sprocket off. If you have a late model (>1999) bike it might be worth measuring the nut and buying a spanner to fit just in case REM has gone metric here. You will need to apply the brake to undo the nut or if this fails jam something between the final drive chain and sprocket to stop the sprocket from turning. You could try a large piece of rag but if the chain is a bit loose it probably won't help. A piece of wood will do the trick. "Break" the drive chain and remove from the sprocket and then remove the sprocket. You might need to use your 3-jaw puller again. If you have been thinking about replacing the gearbox bearings you should do this now, because the L/H bearing is situated behind the countershaft sprocket and you don't want to have to do all of this work again in a hurry.
- 14 Now you go into reverse.
- 15 So, now you have replaced the sprocket, tightened the nut and locked it with the tab washer, replaced the drive chain, the inner case using your bit of plastic to shield the seal, the tabs around the main shaft seal, slid the rotor/chain/clutch basket on as a unit making sure the woodruff key is in

position, replaced the clutch plates in the correct order and orientation, clutch pad and ball and tightened the rotor nut while holding the brake on.

- 16 The next potentially tricky bit is fitting the stator. Thread the wires through the grommet in the inner case and reconnect them now so you don't forget and wonder why you are having electrical problems. Slip the stator onto the studs and lightly screw the nuts on. Take the soft drink can, yogurt/butter/margarine container and cut 6 shims about 20mm x 40mm (you didn't think I really gave a damn about your gastronomic welfare, did you). Insert one shim between each of the wound sections of the stator and the rotor and tighten the nuts, but not fully. Ideally these gaps should all be the same width, realistically they probably won't be but there should be an air gap at all six points. Once you have tightened the nuts see if the shims will slide in and out of the gaps at all six points. If they do you are home and hosed and you can go to 16. If some shims won't move loosen the nuts to get them out and try with something thinner as long as it is not steel. If you have used yogurt (etc.) container try some soft drink can in the tight gaps and see what happens. If some shims fall out note which ones. If some gaps are too small it is highly likely that others are too big and our aim is to have all of them approximately the same. Re-tighten the nuts and with a rubber mallet give the stator a gentle tap on the side where the gaps are too big. Check the gaps. If all gaps are "equal" go to 16. If not use that mallet again. And again. And again until all gaps are "equal".
- 17 Fully tighten the stator nuts, check all other fasteners, tension the primary chain, check your parts tray for left over bits (go to 18), replace the outer cover and fill with your favorite oil. Replace the foot peg and gear change lever and adjust your rear brake.
- 18 Pack your tools away, clean your hands and have a refreshing drink of your choice.
- 19 Go to 17 and contemplate doing the job again tomorrow/next weekend.

## Anthony's adventure.



1) Taree Branch of RECOA. In September, I headed from Melbourne to the Goldie with my daughter, and took my Enfield along too, so that I could enjoy a couple of day' s riding with the Taree RECOA Branch. On the first night, we stopped in Canberra, and I picked up a whole bunch of spares

for Bill Rice from Charlie, and Charlie and Donna and my daughter, me , and my mate Steve enjoyed dinner at the Punjabi Hut in Queanbeyan. We arrived in Taree the next day. In this photo you will see Anthony (Melbourne), Fred (Taree), Peter Earl (Taree), and William. We enjoyed two magnificent rides through the hinterland as well as along the coast. Thank you Fred and Bill for organizing this.



2) Bill Rice has a magnificent rambling home with large grounds in a rural setting. One of Bill' s pass-times is agriculture. Here you can see one of his patented developments. He is waiting for a Commonwealth Grant to further his studies in this unique area.



3) Wal Littlejohns with his superb 500. Have a look at it - it's better than new I really hope that Wal can attend the next AGM, because that 500 is a prize-winner in my book.



4) Wal and Steve Hill in Wal's shed by jingoes, that shed is the mecca of all sheds between the Gold Coast and Brisbane - and all the bikes are in magnificent condition. Thank you to Steve Hill for organizing our pilgrimage to Wal's place. Good on ya, Wal.

My daughter is 19, and up till now, she only liked Harleys and the big Jap stuff. Now, after two days of brainwashing by Fred, Bill, and co, the Jap stuff is boring, and Enfield is right up there with the best of them! It was a load of fun roaring through the hills behind Taree, and a great warm-up for the tower of terror at Dreamworld :)

Regards Anthony Wright.

# David Hawker MHR Joins the Melbourne Ride

On Friday January 27, 2006, the day after Australia Day, motorbike & scooter riders will assemble in Elizabeth Street in Melbourne for a ride to Canberra to join the **National Motorcycle Awareness Ride** on Saturday, January 28.

At 10am on January 27, Melbourne riders will head for the ACT along Royal Parade, Sydney Road and the Hume Highway. It will be an informal ride with the emphasis on safety. Road rules apply and everyone sets their own pace.

**David Hawker MHR, Speaker of the House of Representatives**, will lead the Ride from Elizabeth Street, Melbourne. David will ride a motorcycle supplied by Harley City. He will stop for a coffee and to meet the media at Highway 31, a restaurant with a motorcycling atmosphere, opposite Harley City. Highway 31 is at 743 Sydney Road, Brunswick.

The Melbourne Ride supports **CANBERRA 2006**. It draws attention, particularly car drivers' attention, to motorbike & scooter riders' right to ride and the need for safety on our roads. It will significantly add to the numbers in Canberra for the ride to Federal Parliament the next day and expects to gather wide support from the Victorian motorcycle community.

Motorbike & scooter riders from points south of Canberra are invited to join the flow of bikes headed north. There is no sign-on or fee. All are welcome. Riders can go all the way to Canberra or part of the way - Elizabeth Street to Brunswick, Seymour to Benalla or Albury to Holbrook. Just join the bikes heading up the highway and be part of the awareness campaign.

The route is north on the Hume Highway then right at Yass onto the Barton Highway. Accommodation is available in towns along the way and in Canberra. On Saturday, from 11.30 am, riders from the south will assemble with thousands of others on the Federal Highway north of the City. At 1 pm a huge column of bikes will proceed to Federal Parliament to draw the attention of the general driving public to the importance of being aware of riders on Australia's roads.

For more on the **Melbourne Ride** contact Damien Codognotto OAM on [uncled@bigpond.net.au](mailto:uncled@bigpond.net.au) or call 03 9846 8621.

For information about **Highway 31** call Michael on 03 9386 3392.

For details on the **Canberra Ride** contact Bikers Australia on [canberraride2006@hotmail.com](mailto:canberraride2006@hotmail.com)

**PO Box 185, Guildford, 2161.**

**Phone/Fax 02 9609 6887**

[www.bikersaustralia.com.au](http://www.bikersaustralia.com.au)