



## Newsletter No 2, December 2003

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

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Ho Ho Ho, Welcome all, to the second Newsletter

First up I would like to wish all members a safe and happy Christmas and a wonderful new year.

Remember only 3% of the drivers have had anything to do with bikes and they just don't look for anything but cars and big trucks ( and Volvos). Just remember how many similar vehicles you now see on the road when you purchase one.

I'm sorry for the late newsletter, a short stay in hospital and then a return visit to the doctor 250k's away this week, has put a lot of things on hold. Just 3weeks 5 day's and 35 mins before I can get back on the bike and who's counting.

I have just received the CD containing all the Bullet-In magazines. A great read so far, only 21mags to read and then reread.

Raymond, has a word or two about his Bullet.

Mine has been very reliable, I can trust it to keep me guessing, keep me greasy, keep me talking to passers by of every age, keep me learning, living, smiling and sometimes even keep me moving. It also keeps me in with a great group of riders and keeps everyone who doesn't have one wondering why anyone else would.

I think I will keep her, she has a great personality

Chris, was reading an encyclopaedia of motorcycles in a bookshop a few weeks ago and looked up Royal Enfield. It sounded as if they were the author's favourite bike, the way he went on. "Simple, brilliant design. Bulletproof and Reliable. (Now who are we to argue)

### **SNAPSHOT** from Leon – 350 Bullet

Canberra may not be popular for some strange reasons but it gives me easy access to a variety of roads with hills and bends with little if any traffic. Ideal for a slow bloke on a slow bike. One of my longer efforts was when I rode my toy from Jindabyne to Orbost down the 'back road' the Barry Way. Its dirt most of the way. In parts the Barry Way is very windy, very steep, very narrow and very slow. Ideal 350 country! I trailered my bike from Canberra to Jindabyne. The highway from Canberra to the snow is full of speed demons and far to scary for a fat man on a slow bike. Many of the cars on this the highway are 4WDs. Odd, but I did not see any of them on the Barry Way. Perhaps it was too rough for them? I left Jindabyne about 7:30 am. I need my coffee, breakfast, shower etc. It is not a race after all. Sadly the first thing to fail thanks to vibration from bile and or dirt road was the camera, my daughters camera to make things worse. The Barry Way winds its way down into Victoria sometimes touching the Snowy River ending up at Buchan famous for its caves. Most of the countryside is quite dry in some sort of rain shadow under the higher ranges to the west. Once into Victoria I took a side road for MacKillops bridge, one of only 4 bridges that cross the Snowy (I've now ridden over all 4...the Lake Jindabyne wall, Dalgety, MacKillops Bridge and the Princess Highway at Orbost) and a quick gawk at Little River Gorge. I had no idea there was a hole like this in Gippsland. From Buchan I avoided the Princess Highway and diverted east to Orbost, again on a back road, eventually arriving in Orbost just after dark. About 14 hours to cover 400 klm. Its like making love...you can rush it or you can take your time and enjoy it. In Orbost I spent that night and the next morning catching up with old friends. We shared dinner at the historic Marlo Hotel looking out on the mouth of the Snowy and into Bass Strait, very pleasant. I then spent the night at the Marlo Hotel. Next morning I refuelled and re oiled in Orbost, had a coffee with my friends and checked for fallen off bits. None. Tighten a few loose nuts and bolts. OK several loose nuts and bolts...OK OK it took me 45 minutes to go over bike and check them all from front axle clamp through front mud guard mounts to engine mounts finally to tail light ...some were loose. We enjoyed the coffee and talked rubbish for a while. I then headed north again but this time up the Bonang Highway. It is sealed for most of its length and winds its way up through the wet sclerophy (gum tree) rain forests that Gippsland is rightly famous for. The road is narrow and for a while seemed to be an endless succession of open, tight and hairpin left right left right

bends. The sun was dappled through the almost closed tree canopy the air was filled with the smells of forest. It was magic. Ideal for a small flickable bike like the Bullet. I rarely got into top gear the turns were so tight and the climb almost constantly up. If ever you can, ride this road. I will again as soon as I get my faeces together. The only down side was the occasional car coming fast and sideways round the blind corners. More commonly on the dirt bits and yes they were more often 4WDs again. One high point was a Range Rover off the side of the road in the drainage ditch that often lurks on the up cutting side of narrow mountain tracks. The left hand front wheel was close to horizontal under the car, there was steam coming from the bonnet and a mix of fluids draining out from under the front and across the track. Two men stood with hands on hips looking at their handy work. Naturally I stopped and offered to help. They claimed to be OK and that they would summon help on their "cell phone" I detected an American accent, sorry accent, a Freudian slip. I suggested they may have problems and offered to call RACV from next civilisation, or land line phone which ever came first.. Again they insisted they were OK. So I abandoned them to their own efforts. They may still be there. The road gets a bit ho hum after Bonang through Delegate and onto Bombala. At Bombala I refuelled and oiled and stretched my legs then headed north to Ando, a mail box and a road junction. From there west to Dalgetty across the Snowy again then up up up a very steep pinch into the mountains and back to Jindbyne, arriving just after dark had really set in. A long day. A long two days. I packed the bike onto the trailer and headed back to Canberra.

Thanks Leon

## News

The Canberra Rally is currently set for the 22<sup>nd</sup> and 23<sup>rd</sup> of February 2003  
Information can be found on the Web Site or contact Anthony for more details

The Rally to be held on the North Coast, be it Port Macquarie or Taree later in the Year is still in the pipeline with a date to be fixed with the Taree Vintage Motor Cycle Club. Information should be available next newsletter.

Jeff Cole had a great day on Saturday December 13, the local motorcycle club held its 22<sup>nd</sup> Toy Run. The idea is for all motorcyclists to get together and ride through town to the Salvation Army where they donate the run's entry fee of food, money and toys to be given to the needy.

About 120 bikes of all descriptions took part. There were predominantly Harleys including a vintage WLA solo and an outfit. There were also a couple of scooters and 3 Bullets.

The group rode about 20 km around the town and what a buzz it was. I can just imagine what it is like to ride with a "gang". The noise, feeling of power and the friendship made the adrenalin pump.

At most intersections a couple of the organizers stopped traffic so the group could stay together, but even when there was no one to stop traffic the drivers just stopped and let us all through.

There was a prize for the best decorated bike that was won by Ray and Dhama. Ray had done a great job with the tinsel and a couple of teddy bears strapped to the bike. Most riders were like me and just shined the bike and left it at that. I'm looking forward to next Christmas so I can go on the 32<sup>rd</sup> Toy Run.

## Tech Tips

Jeff Cole tells of the following incident

A couple of weeks ago Ashley, Derek (not yet a member) and I went for a Sunday run. Ashley's 500 was brand new and he was being very cautious. About 25 km from home on the return trip Ashley stopped because he said he had heard a strange noise. We told him to forget it. As he pulled back onto the road I saw the chain drop off and unroll itself onto the road. Apparently the joining link clip had been put on back to front and it had come off. Ashley was lucky that he had stopped because he was only doing a few km/h when the link fell out. (*Check Yours Now*)

Several Simple Performance Mods taken from the Bullet-in May 2001.

Keep the tyre pressure checked, low pressure can result in a large waste of Gee Gee's. (We need every one.)

Apparently the Cam profile hasn't changed on Bullets since the 30's. By fitting higher and longer profile cams without any other mods gave up to 20% increase in power across the rev range. Can any readers help with a local supplier.

The following gives the horsepower at the back wheel ( DYNA CHART) for a standard 500

1	Standard Indian Muffler	16BHP
2	Short Hiscocks Muffler (Part No 200087)	18BPH
3	“ “ “ and S & B Air Filter with 117 main jet	19BHP

Until new month

Keep on thumping

Brian