

Royal Enfield Club of Australia Inc.



Newsletter No 29

NOVEMBER 2007

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

Royal Enfield Club of Australia Inc.

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Patron: His Excellency the High Commissioner for India.

Hi! Everyone

We've got another great issue of the newsletter together. Thank you to all contributors. I'm always looking for articles so don't be shy about contributing.

It's not long to the **DIWALI MUSTER, AGM & BIRTHDAY at WEST WYALONG**. Hope to see you there. It should be great fun.

For those of you who may wish to advertise something "For Sale or Wanted", either e-mail your ad to me at shippingoffice@bigpond.com or post it to me at c/- 61 Bolton Street, Newcastle, NSW, 2300. You can also use either of these addresses if you would like to send in an article for publication.

And don't forget – Christmas is not that far away ... maybe its time to start thinking about some of the Club's merchandise as Christmas presents.

REgards

Margaret Coan

RIDES & RALLIES

NOVEMBER 2007

- 2-4 **DIWALI MUSTER, AGM & BIRTHDAY at WEST WYALONG** - contact William 02 65532772 or Anthony 0411 770 225
- 4 **SEQId Mob** - Breakfast (details TBA) . Contact Mike Crawley mjcrawl@bigpond.net.au (07) 33557769 / 0410 457769
- 6 **WA Group** meet at Narrogin Inn, Cnr Albany Highway & Armadale Rd in the annexe of the bar. at 7pm for dinner, meeting starts at 7.30pm (first Tuesday of each month) Pat Reble on 040 719 6323
- 18 **WA Group** meet at car park in front of the Inn by the traffic lights at 10am for a run. You don't have to ride an Enfield. Supporters and enthusiasts welcome. These runs are paced for Enfields! Don't expect to go far or fast! Contact Pat Reble 040719 6323
- 21 **Taree Group**: Local Run – Riders Choice

- 24 **Taree Group:** Black Head via Krambach – lunch at Terra Cottage Tea House – Failford Rd
27 **VIC Group:** monthly meeting at Racecourse Hotel, Caulfield, 7pm for dinner. 8pm
otherwise. Final Meeting before Christmas.

DECEMBER 2007

- SEQld Mob** - too bloody hot! Contact Mike Crawley mjcrawl@bigpond.net.au (07)
33557769 / 0410 457769
- 1 **VIC Group:** Monthly Ride TBA – Anthony 0411 770 225
- 3 **VIC Group:** Lunch at Inkerman Hotel, 375 Inkerman Street, Balaclava, midday.
- 4 **WA Group** meet at Narrogin Inn, Cnr Albany Highway & Armadale Rd in the annexe of
the bar. at 7pm for dinner, meeting starts at 7.30pm (first Tuesday of each month) Pat Reble
on 040 719 6323
- 7,8,9 TAS “Isle of Tasmania T.Y.”
- 9 **Taree Group:** Dungog – meet with Coalfield’s Club for Lunch
- 16 **Taree Group:** Breakfast BBQ Crowdy Head
- 16 **WA Group** meet at car park in front of the Inn by the traffic lights at 10am for a run. You
don’t have to ride an Enfield. Supporters and enthusiasts welcome. These runs are paced for
Enfields! Don’t expect to go far or fast! Contact Pat Reble 040719 6323
- 19 **Taree Group:** Local Run – Riders choice
- 23 **Taree Group:** Coomba Park – BBQ Lunch

MARCH 2008

- 21-23 **ROYAL ENFIELD CLUB OF AUST INC. PATRON’S RALLY** in Georgetown,
Tasmania

SEPTEMBER 2008

Weekend Glen Innes Ride

OCTOBER 2008

Cranbourne to Phillip Island

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### **RIDE REPORTS**

#### **VICTORIAN RIDE 6 October 2007** by David Pickersgill

The Vic mob ride was on today. I met Roy, Rob, Humberto, Norm and Anthony at the Keilor Hotel. Roy led us on an excellent ride through undulating hills and easy bends. We stopped for a coffee at Wallan, turned around ... no Anthony. We continued on, Rob had a problem that we could not fix, even with the mighty Humberto on the job. The problem fixed itself (must have been a gremlin). On to Roy's place where his lovely lady had a marvellous lunch ready for us. Watch out Roy someone may sneak her away from you!

And from Norm: David, I second that, Barbie at the Taylor's was great. Coffee and Barbie to warm up, needed that. As for Ant, he must have known something because you didn't mention that just after he disappeared into the distance the rain came then the hail then more rain. Roy told us at least 12 times that it never rains in Bacchus Marsh .Well Roy any time you want rain up your way just organize another run . Great day just the same.

## **CRANBOURNE TO PHILLIP ISLAND MOTO GP RIDE – Weekend 13-14 October 2007**

What can I say about the ride from Cranbourne to Phillip Island either than it was AWESOME.

Anthony, Norm and I joined up with a few BSA's and Triumphs at the Prince Mark for the pre-ride to the starting line in Cranbourne. That made for a good pack of well matched bikes, in which the Enfields were definitely not out of place.

The main drag in Cranbourne was just packed with thousands of bikes of every description, as well as people that had come out to watch the start of the ride. I was amazed at just how many people came out at Cranbourne and each town we passed to watch it, and it was a real buzz to be a part of it. Even with all the bikes involved, the ride flowed pretty well all the way to San Remo where we stopped for refreshments.

After a couple of beers and a well earned lunch, Norm rode back and I carried onto Cowes and another short ride to the Nobbies after dumping my gear off at St John Ambulance base camp. For me, Sunday was spent on duty trackside, which also provided for a good vantage point to watch some of the action on track.

Left the island just after 6PM on Sunday and had a trouble free run all the way back home, and the bike never missed a beat. The Cranbourne GP Run is something that is definitely worth experiencing, and definitely something I am planning to do again next year. And to anyone that could not be there, it is one to pencil in on the calendar for 2008 if you can.

Humberto

PS: One highlight would have to have been getting a "thumbs up" from a bikie cruising along on a Harley chopper ... .. and before anyone makes any comment, yes I am pretty sure it was a thumb.

And from Alan Bartlett:

All for those who are interested, I rode (a Watsonian Sportsman kitted Electra) to and from the GP from Canberra. The Phillip Island trip was a blast (when it wasn't raining), all went well 1500 KM (over two days), 26K per litre overall, averaging 90 KPH for the entire trip (Acewell speedos have lots of functions) 50cc of oil, that's it. Side winds were a problem on occasion (light bike with all the weight up top) but I survived well shaken and not stirred.

### **SE QLD RIDE - 21 October 2007** from Mike Crawley

We hoped a run north might pick up a few new riders but as it turned out two new members couldn't quite make this one but reported interest in future rides. So the final makeup of the ride meant that it was easiest to leave from my place as it is only a short run to get to the country roads. At 8:30am, after a quick chain adjustment to John's bike, 5 riders and 2 pillions hit the road. My Meteor-Dusting outfit was in the lead to Samford village whereupon the solos lifted up their skirts and took off for the lovely country run to Dayboro, where they waited for us outside the pub. Shortly after their arrival Jenny and I trundled past and continued up into the dairying district of the Mt Mee range and it wasn't long before they caught up and sat with me as I manhandled the outfit around the twisty little road while Jenny bounced around and wondered if she was really having fun.

At the top of the range, with a lovely view, the Meteor got a flat tyre. We had tools, a tube and many hands, and within the hour, after the mandatory grunts and loss of sweat, the wheel was back where it should be and I proceeded to flood the engine, having then to run it down hill for a bump-start. Ten minutes more and we were into the small town of Woodford where Peter was still waiting, having ridden down from Blackbutt.

Sustenance was taken, mood restored, and then we took off for Caboolture and down the freeway while Peter headed back to Blackbutt. Home by 1:30pm.

So, a good ride yet again. I learnt a little more about the Meteor, Geoff & Karen had a training run for WW, Leon got to run-in his new bits, Clynt is getting closer to the ideal main jet, Peter got to use his new digital speedo and John got his chain adjusted. A club ride is never a waste! And it was nice to note that, of the line of Enfields in down-town Woodford, only the Meteor dripped oil. (as is the want of a 50year old bike). Thanks for the company and for the help with the wheel.



## **FOR SALE & WANTED**

Wanted: Rigid frame for 1937 – mid 1940's 350-500 R.E. Bullet or part of frames.

Also, front wheel speedo drive or complete wheel.

Contact: Andrew Judd – 03 9432 2821 or 0404 883 185

## **A MESSAGE FROM OUR CLUB SECRETARY – ROY TAYLOR**

To All Members of the RECOA INC Royal Enfield Club Australia

**Subject :- Release of RECOA Membership Details Security.**

This will be repeated in the club news for those members that are not connected to the Internet.

Just to ensure that everyone is fully aware that I, as Club Secretary hold a full and complete list of Paid up members of the club... By Australian Law and being appointed as Club Secretary it's my responsibility to ensure these details are kept up to date, secure and confidential.

Should anyone want to contact another club member the standard procedure is that you contact the Club Secretary by Email or Phone .... I will take your request for another member's contact ... where upon I will contact that other member and pass the request to them to make contact with you...

**I will not under any circumstances release members private details ...**

as this contravenes the Privacy Act of this country.

(Work) Phone 03 93380488

(Mob) Number 0418537794

Direct Email: roy\_melbournere700@yahoo.com.au

I trust that all members now understand the Rules and Regulations that apply to our Club the RECOA regarding membership details security.

Should anyone have any queries regarding this matter please contact me.

## MEMBER OF THE MONTH: ANDREW JUDD



I was born in 1956 in London and spent my childhood in Fiji and grew up in Christchurch N.Z. For the last 17 years my wife Marie and I have lived in Melbourne.

I have always been interested in mechanical things. My first bike was a 1960 NSU Prima 150cc at the tender age of 14.

One day I was twiddling with it in the driveway when I heard this bike coming down the road, and I can still see that chrome tank with Royal Enfield on it flash past. Without a doubt my first orgazim – Royal Enfield Interceptor.

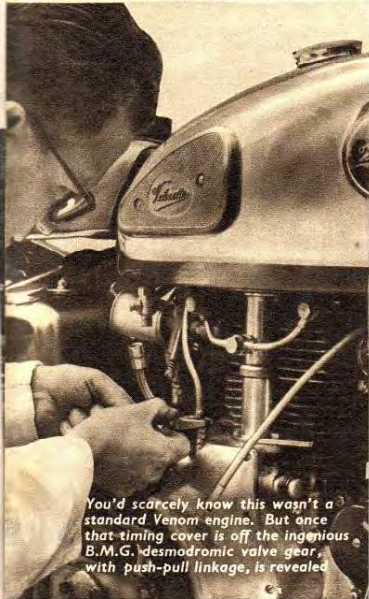
Since then I have never seen another on the road. Over the years I had a 1952 Norton Dommy, 1963 650cc AJS which kept blowing head gaskets, 3 Tiger Cubs, 2 boring Honda 4's, a 1972 Norton Combat (great bike), and a 1968 BSA Spitfire 650 cc which was fast and fun around town, but on the highway I couldn't keep my feet on the pegs for vibration.

I haven't had a bike for the last 10 years and have been playing with Studebakers which has kept me poor.

I still have a 1938 Royal Enfield Bullet 500 which I bought in 1977 in pieces. If anybody can help, I need a frame (rigid).

Unfortunately, I have not been an active member – not the same without a bike to ride.

I have been yearning for a Series II Interceptor for years. I not only want one – I need one. If you can help, please give me a call on (03) 9432 2821 or 0404 883



You'd scarcely know this wasn't a standard Venom engine. But once that timing cover is off the ingenious B.M.G. desmodromic valve gear, with push-pull linkage, is revealed.

# Blowers AND Gobblers

VIC WILLOUGHBY reflects on the bikes that most impressed him in the past year

**IF I SAID** it was a bad year because my fastest ride hadn't quite topped two miles a minute, you would think I'd become very blasé. And you would be dead right. For all that, one year's riding can vary from another as chalk does from cheese.

If I dig deeper than 12 months into my memory chest I stumble on highlights so scintillating they can never be dimmed. Such as John Surtees' five-hundred MV four (145 per on Monza's back straight); and one of the cigar-shape NSU - Baum world-record breakers (111 m.p.h. from 98 c.c.).

Or George Brown's Nero (first timed at 150-odd through a half-mile trap at Pendine, then years later blasted off the mark at Grandsen Lodge). And countless T.T. winners, solo and sidecar, including Joe Craig Nortons, dustbin-faired Moto - Guzzis, the D.K.W. three, B.M.W. and NSU twins. . . .

But it's 1962 I want to review. And though in terms of sheer speed my timed 118 m.p.h. on a Norton 650 SS would be third-gear stuff for most of

those racers, the year held some fascinating experiences.

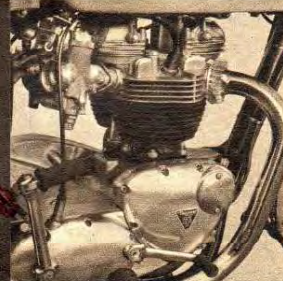
Let's start with the rare treat of a gallop on a supercharged outfit—Eric Oliver's Shorrock-blown Dominator 88 sprinter. When the old *maestro* first told me of his plans I quickly bagged the job of passenger. But I never imagined he would want us to prove the docility of the outfit by driving it the 100 miles from Staines to Ramsgate!

Actually a blown engine is the most velvety, tractable and

One of Enfields' smoothest twins—the 736 c.c. Interceptor. To fit a rev-meter the small timing-cover plate has to be removed.

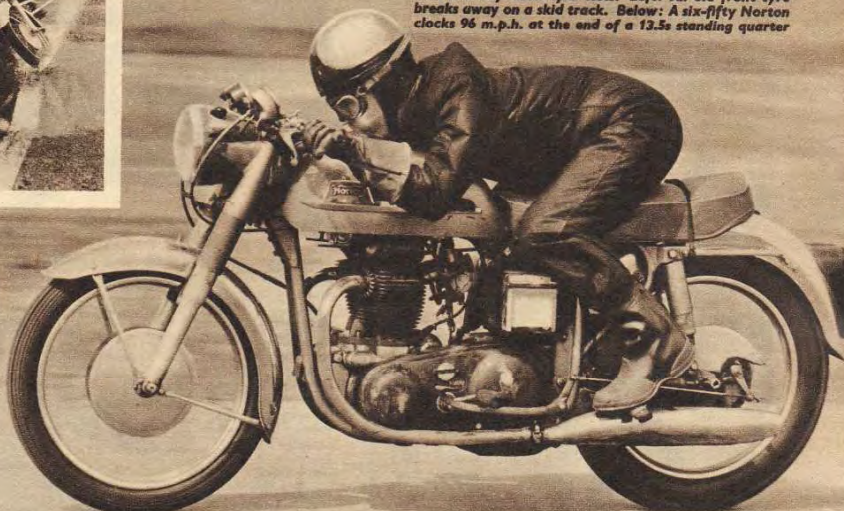


In its latest guise, the 649 c.c. Thunderbird engine has integral crankcase and gear box. The small round cover conceals the contact breaker.





Wet and dry Avon tyre tests. Left: An old front tyre breaks away on a skid track. Below: A six-fifty Norton clocks 96 m.p.h. at the end of a 1/4 mile standing quarter



## WHAT I RODE No. 1

effortless device you can imagine—bar none. Our first tip in May, though, was anything but carefree. For Eric had fitted 9 to 1 pistons and softish plugs (the blower was overoiled)—and so he stipulated zero boost as top whack.

That called for such incredibly delicate handling of the twistgrip that I was delighted on our next outing to be given a free throttle hand regardless of boost. Compression ratio had been dropped to 6.8 to 1, blower oiling corrected and hard plugs fitted.

Lashing a small sack of anthracite on the platform as a concession to left-handers, Eric asked me to pilot the outfit up the road to where we should borrow a trailer. Up the road proved to be 40 miles—but what an education the trip turned out.

I could let Olly's 3.8-litre Jaguar draw comfortably ahead, then gobble it up with a gorgeous burst of acceleration in all four gears.

So responsive was the engine that it seemed to anticipate

every tweak of the twistgrip.

For top-class sprinting Eric's outfit needs to shed a good deal of weight. But those 40 miles convinced me there could be no more thrilling passenger vehicle than a standard (rather than high-kick) 650-750 c.c. twin fed from a blower. What a rocket—if you could afford to keep it in rear tyres!

Nearest approach to that smooth, contemptuous sort of effortlessness in a standard roadster was the 736 c.c. Royal Enfield Interceptor—which, to me, will always be affectionately known as the Gobbler.

### USE OF GEARS

In its power characteristics it reminded me of my beloved Vincent thousand twins of the early post-war years. Apart from roadburning for the sheer fun of it, I used them for learning circuits when I was racing a Mark VIII KTT Velo.

I recall Jock West warning me of the danger to one's racing style in riding such effortless monsters. They un-

dermined the vital habit, he said, of using the gear box to the full.

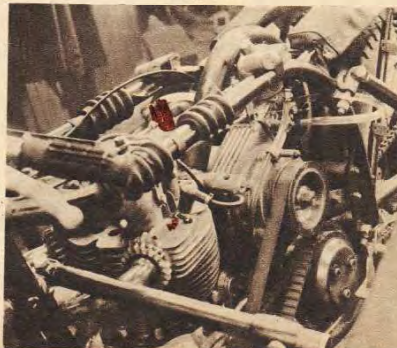
But with me it worked the other way. Racing had already fixed the habit and I carried it into my Vincenteering. So it was with the Gobbler. In spite of its 20-108 m.p.h. range in top, I preferred to use the gears freely rather than treat it as a steam engine.

But for all-out speed and

acceleration—the last whisker that only a marathon racer is seriously interested in—I rode nothing to match the Norton Dominator Sports Specials (there were two). Their sting sharpened as the revs rose and the electronically checked performance figures brook no question.

A mean 111 per in winter woollics, a fastest 118. Repeat dashes, me sitting bolt upright,

This close-up shows the belt-driven blower that makes Eric Oliver's five-hundred Norton twin outfit such a joy to drive on the open road



gave 99 and 108 m.p.h. On cling tyre tests, the factory hack was doing 96 per at the end of a standing quarter, which it annihilated in 13.5 seconds. Ninety to 95 m.p.h. cruising on fast roads was commonplace.

But so far as everyday riding is concerned, the last mile an hour through the trap has no real meaning. By and large, all the sporting big twins—whether single- or twin-carb



Above: Ian Harper's highly individual specials competition winner. Kerbstones were very welcome when coming to rest!  
Left: Bill Wright's thousand outfit was a honey to drive.  
Below: Willoughby samples David Blanchard's whispering Bantam-Anzani water-cooled twin



versions—will show a ton on the clock without your ducking your nut, and will push along indefinitely at 90 to 95.

The 1963 prototype Triumph Bonneville did, with two carburettors; but so does my 1961 Dominator 99 de luxe with one (albeit with an SS camshaft and siamesed exhaust).

What I am getting at is that if your riding, like mine, finds you as much in dense city traffic as supercharging your lungs in the open countryside, then one carb can be a boon in starting, idling and tractability without significant sacrifice of open-road zest.

#### DEVELOPMENT

In any case, at least one experimental department is working on fresh lines to close the gap between its single- and twin-carb six-fifties for sheer speed.

Mention of the new Bonneville (with unit construction and fresh frame) reminds me that, though power output was every bit as surging as I have come to expect, it was Doug

Hele's steering development that aroused most of my interest.

Naturally enough in view of his background, he aims Norton-high. Though still detectable occasionally, the ton-up weave was much subdued and progress has gone a good deal further since.

This is the sort of problem to bring out the best in a go-ahead development engineer. Before long I'm sure we shall have written *r.i.p.* to that weave.

How about the year's singles, a minority though they were? Well, the least conventional was the Velocette Venom ingeniously converted to desmodromic valve operation by the B.M.G. folk at Ilford.

No increase in speed is claimed or obtained—but the rev-happy rider is saved from his own folly. With a sympathy for machinery, though, and a keen ear for valve float, how difficult I found it to rev a roadster five-hundred single up to an immoral 7,600 r.p.m. to check on the results!

Another interesting one-

lunger was the Royal Enfield Super 5 with its extra gear ratio, the new front fork and Sportsflow fairing.

Apart from reinforcing my preference for a leading-link front fork, this two-fifty left me very amenable to the idea of five cogs. Though I must say precise selection of the ratios is important; and a fairing is a boon if top gear is to be used as an overdrive.

Finally, a word or two on the winning trio in our specials competition. They were Ian Harper's 750 c.c. Harley-engine monster with 35in seat height; Bill Wright's burbling Ariel four-powered sidecar outfit;

and David Blanchard's very refined, water-cooled Bantam-Anzani two-fifty twin.

Each of them reeked character. But just how *personal* a true special is was brought home to me by the reflection that none of them was *my* ideal—though I could have had bags of fun with the Wright outfit.

#### NEXT WEEK

● You have enjoyed Vic's article? Of course you have! Read what our Midland Editor, Bob Currie, has to say next Thursday about the models he most enjoyed during the past 12 months.

ADVERTISING IN THE NEWSLETTER is available at the following rates:

\$50 per page on an ad-hoc basis, pre-paid.

\$30 per page when booked and pre-paid for 12 consecutive months.

ADVERTISING IN THE 2008 CALENDAR IS now being booked.

To advertise on any particular month is \$200.

Members please suggest this to interested businesses in your areas as the small profit from this goes into running the Club and producing the newsletters and calendar.

**Members please suggest this to interested businesses in your areas as the small profit from this goes into running the Club and producing the newsletters and calendar.**

At our Tuesday meeting, one of our members reported that he had been clocked for speeding on the Freeway, reportedly doing 115kph on his Electra. When he disputed the reading with the cop, on the grounds that he was riding an Enfield, it was knocked back to 108kph so he got the fine but not the points, as it was a Double Demerit weekend!

## DRIVE CHAIN by Jeff Cole

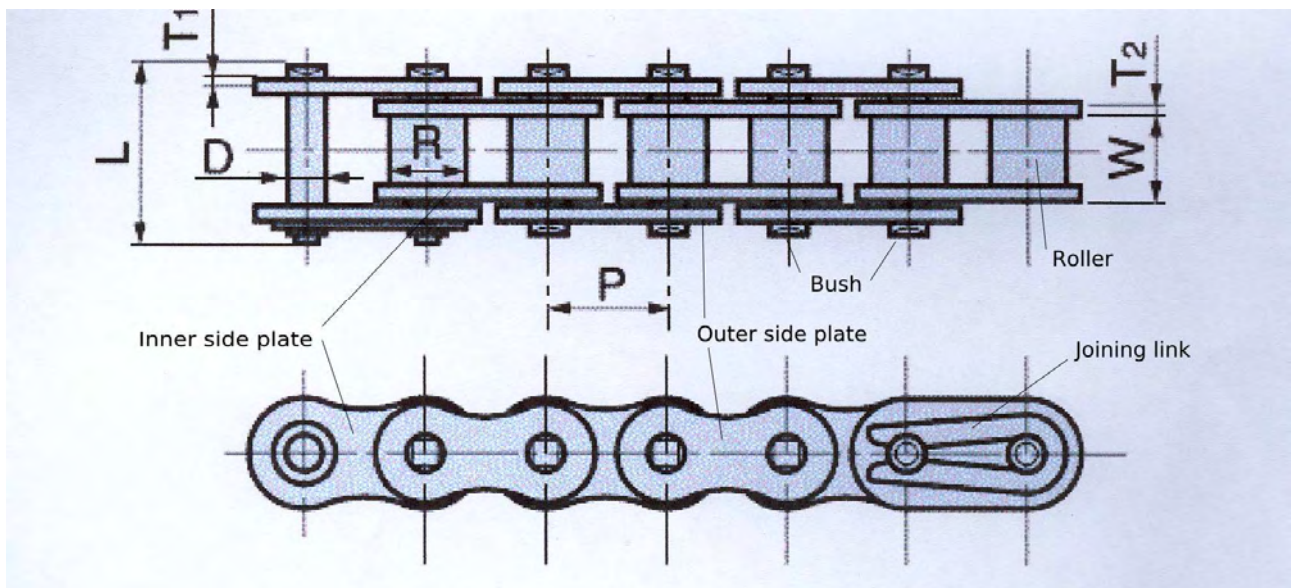
I am no expert but I have done some research on the subject and I have a little experience.

The standard Bullet final drive chain is 5/8" pitch (or 530 metric). I'll refer to chain in its metric form.

The standard chain is made in India. This doesn't necessarily mean it is bad chain as it is relatively cheap and reasonably long lasting. I'll discuss this point later.

### What is chain?

There are actually two types of links alternating in the bush roller chain. The inner links, have two plates held together by two sleeves or bushings upon which rotate two rollers. Inner links alternate with the outer links, consisting of two outer plates held together by pins passing through the bushings of the inner links.



### Chain Adjustment

Sprockets can suffer from runout where the outside circumference of the sprocket is not concentric with the centre. As both sprockets can have runout the chain can be tight or loose as it rotates. Chain adjustment should be carried out where the chain is tightest.. This applies to the primary chain too.

Find the tightest point on the chain by testing the play several times after rotating the rear wheel a little at a time. Ideally the rear wheel should be rotated fully a couple of times testing the play say 4 times for each rotation to find the tightest point.

The chain should be adjusted so that there is about 25mm of up and down play in between the sprockets with the full weight of the bike and rider (+pillion and/or luggage) on the wheels.

Count the number of notches from one end of the snail cam to the locating pin.

Remove the split pin (and throw it away to be replaced it with an R clip), loosen the axle nut, spindle nut (the big one), the brake anchor nut and the brake rod nut.

I find it easiest to tighten the L/H snail cam first with the R/H cam fully loose and the R/H end of the axle pushed forward. Once the L/H cam is adjusted it is easy to pull the wheel back and adjust the R/H cam to the same notch as the R/H cam.

Nip up the axle nut and spindle nut lightly and check the tension before fully tightening all nuts with the brake applied. Remember to adjust the brake rod nut and check that the brake light is working.

### **Cleaning**

Use kerosene to clean a chain. Do not use petrol, although diesel is OK. You can clean the chain while it is still on the bike but it is better to remove it and agitate it in a pan. A brush will help remove the dirt. Thoroughly dry the chain in the sun before lubricating it. There is a device called a Grunge Brush that can be used to clean the chain while it is on the bike but I have only seen this on the web. I also saw someone who uses WD40 to clean his chain.

### **Lubrication**

There are several ways to lubricate a chain, some probably better than others. The perfect lube penetrates the rollers and between the side plates, does not fling off but does not attract and hold dirt, sand etc. Unfortunately most lubricants don't fulfil all of the above requirements.

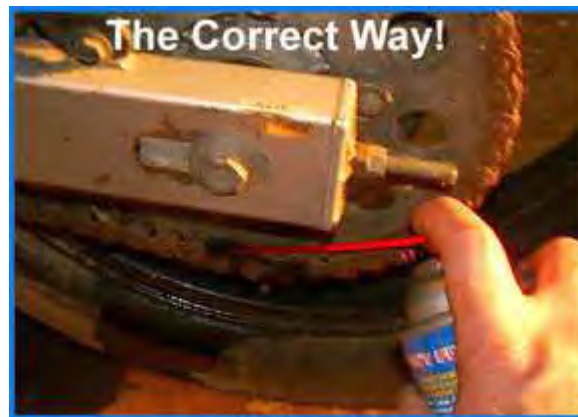
1. To fully penetrate the rollers the chain can be immersed in hot grease. The heated grease is thin enough to penetrate but when cool it sets. If you decide to use this method heat the grease until it is very thin (don't use the best kitchen saucepan on the stove) and then feed the chain in gradually to try and expel any air from the rollers. You could boil the chain for a short time. Slowly lift the chain from the grease using the wire you threaded through the end of the chain before you started and hang it above the pan to allow as much grease as possible to run off.

You used to be able to buy a can of special grease for this purpose but I haven't seen it in years. Maybe that says something about this method. I tried it and even on a hot Alice Springs day (40 odd degrees) the chain was thick with grease. I tried heating it with a paint stripper gun but I ended up having to wipe it off. The mixture I used came from someone on another group: 140 gear oil, petroleum jelly and moly bearing grease.

This method is very messy and the grease can hold a lot of dirt/sand.

2. Engine or gear oil. In an emergency oil alone is better than nothing but it is generally too thin and flings off.
3. Aerosol chain lube. There are some good products on the market. I use Chain Wax. This is sprayed on the chain while it is hot and then allowed to cool. Once cool it resists dirt quite well. It easily penetrates the side plates but I'm not sure about the rollers. It is easy and clean to use.

If you use aerosol chain lube it should be applied to the top edge of the side plates on both sides of the chain allowing gravity to carry it through to the bottom.



### **Chain Replacement**

Chain does not stretch. The wear of a chain is not “stretch” in that the side plates do not elongate, rather it is wear in the bushes and rollers that causes the chain to wear out.

To tell if a chain is beyond its service limit, with the chain adjusted hold the sides of the chain at the rear of the sprocket and pull it off the sprocket. If you can see half or more of the length of the teeth at that point the chain needs replacing.

It is easiest to replace a chain by pulling the new chain around the countershaft sprocket with the old chain. Keep the old chain to use in case you want to remove the new chain e.g. for lubricating it.

### **Wheel Alignment**

Just because both snail cams are on the same notch doesn't mean the wheels are aligned. Misaligned wheels will cause accelerated chain and sprocket wear.

To check the wheel alignment measure the width of each tyre and make up 2 spacers which are the thickness of half the difference between the two tyres. Run a string from the rear of the rear wheel to the front of the front wheel as high as possible up the wheels without fouling anything in between. The string should just touch the back and front of the rear tyre and the same for the front tyre with a spacer under each point where the string touches.

If the string is straight and just touches each of the 4 points the wheels are aligned. If you can't achieve this the wheels are misaligned. You now need to decide if the amount of misalignment can be corrected by moving one of the snail cams one notch.

### **Longevity**

Chain life is dependent on several factors including the amount of maintenance, correct adjustment and riding style. A cheap chain well maintained and adjusted could last as long as an expensive chain poorly maintained and adjusted.

### **What chain?**

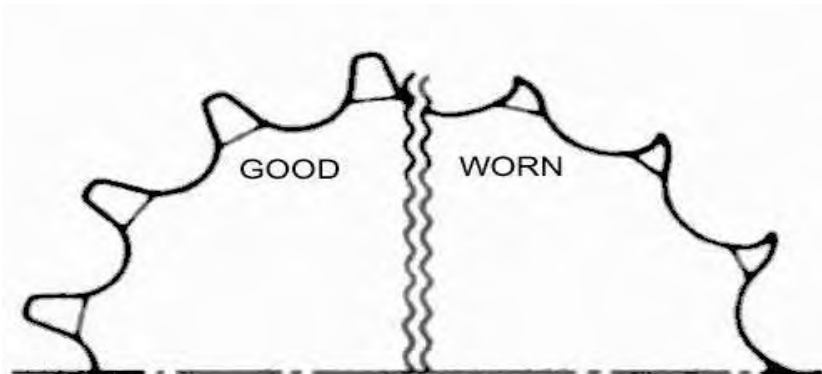
In most cases the OEM 530 chain can be replaced with 530H (heavy duty) chain which is 1mm wider. On some bikes the wider chain may catch on the casing near the countershaft sprocket, however this does not seem to cause a problem and it might be alleviated by fitting the joining link from the outside with the clip on the inside of the chain. Japanese or European chain of this size should be readily available.

Unfortunately the OEM 530 Bullet chain is 95 links and is manufactured with a half link. Any after market replacement will be 96 links (unless you can find a half link) so it will be longer when new than an OEM chain. The consequence of this is there will be less scope for adjusting an after market chain. It is possible to remove 2 links from an after market chain when it has worn sufficiently to still fit but I am not sure of the advisability of this.

It is not possible to fit 530 O-ring chain as it is too wide. There are other "ring" configurations which may fit a Bullet particularly the RK Ultra or RK XSO X-Ring, however, I have been unable to find a specification chart for these.

### **Other considerations**

The chain is only one part of the drive train. A poorly maintained, worn chain will affect gear changes as well as wearing the sprockets. On the other hand worn sprocket will quickly destroy a new chain. Although some people recommend changing the sprockets every time the chain is changed a set of sprockets should outlast a couple of well maintained chains. Still, it is wise to periodically inspect the sprockets for signs of wear. At its worst this wear will manifest as asymmetrical or even hooked teeth.



Most importantly, remember to make sure the open end of the clip on the joining link is facing away from the direction of chain rotation and carry a spare joining link of the correct size. Check it before leaving home, different brands of chain of the same size (e.g. 530H) can have different outside dimensions.

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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

An Engaging Problem

During the most recent servicing of my Electra I decided to replace the primary case fluid with ATF (f-type) instead of the standard motor oil as per the Pete Snidal book. That being done I now have a problem with clutch not disengaging fully, ie even the clutch lever pulled back to the grips when I

try to wheel the bike around in first the piston moves up onto compression. Now this could just mean my cable is too slack and I'm going to tighten it up to see if this has any effect, or is the cause of the problem the different lubricating qualities of the ATF not enabling the clutch to fully disengage. Thoughts on this matter would be appreciated.

Daniel

Your problem is very interesting.

Firstly, ATF is for auto boxes and auto boxes have clutches with conventional clutch plates. Secondly, ATF is little more than a thin transmission oil (somewhere between SAE 0 and 5, I believe)

Thirdly, if you are sure that the problem cannot be cured by clutch adjustment, then you have no alternative than to go back to ordinary thin engine oil - around 20 or 30.

What have other Bullet riders who have used ATF in the primary case found?

Derek

My Classic has always had ATF in it, and when Carberry did a service for me once a year or two ago, we replaced the ATF with ATF. I was not even aware that you were supposed to use 20 or 20 30. When it is cold, my clutch slips. Rob Dearsley used to have a slipping clutch at 90 - 95 k s in top, but my clutch slipped just when cold.

Ant

I find that ATF/ FORD makes my clutch grip more than motor oil, ie, it tends to grab suddenly, usually when the clutch lever is in the half- way released position; whereas with the recommended motor oil the clutch is smoothly released all the way without snatch. I don't think it is the oil which is causing the disengagement problem, I would check the cable adjustments.

I have even used Penrite HP 40, which is a 25/70 motor oil (to try to quieten a rattling noise) in the primary with no slipping problems.

Leon N.

A couple of years ago on another forum I saw a picture of the end result of someone who filled his primary up to the top of the filler plug with motor oil. I sure as hell do not know what happened but the primary chain came off and beat his alternator to death, the story goes he was fanging it flat strap down a hill at the time. I have had ATF in the chaincase for the last 3 years without problem, except for its ability to escape from the slightest gap.

Simon

I've adjusted the clutch cable, however the problem is still there, I think it might be because the bike is cold, so I'm going to take it for a spin to see if that has any effect. Hopefully it's just a cold bike problem, otherwise I'm going to replace the ATF tonight before the WA club meeting.

Daniel

ATF Type F (for Ford) was developed for early fords which had a problem with the slipping of whatever an auto transmission has. ATF Type F was recommended for Bullets to cure clutch slipping problems therefore, if your clutch wasn't slipping it could make it drag. My Electra clutch slips under power until it warms up. Then I have problems with disengaging. I have recently switched to 10W40 engine oil to see what the gear changes are like without ATF. The jury is still out.

Jeff

Bad Boy Rocker

1968 1/2 Royal Enfield Interceptor Custovation

BW Special Report by Joe in Dallas for webBikeWorld.com



How We Met

Sometimes bikes find owners when they meet on the showroom floor. Sometimes they meet in a dimly lit garage with an odor of oil and gasoline in the air. This Rocker's life story has none of that. It's about patience and determination that lead to its ultimate survival.

A while back, I passed my 1960 Royal Enfield Road Interceptor to my oldest son, but that "Made Like a Gun" motorcycle still holds a special place on my list of most desired manly bikes.



During the summer of 1999, I got a second chance to own a Royal Enfield twin, but this time it would be the biggest of the twins and acquired under unusual circumstances.

As it turns out, a chap named Jim acquired the 1968 Interceptor 750 cc in 1971 while running a motorcycle shop in Dallas, Texas. Jim got a call from a lady who wanted to dispose of a bike that her son rode before leaving town for Arizona. He wouldn't need it anymore since he met his ultimate fate someplace in the desert. Jim acquired the bike for free. All he had to do was pick it up.

Since Jim's only mode of transportation those days was a motorcycle, he enlisted the help of a friend with a trailer. When he got there he clearly understood what the woman meant by "pick it up". Jim had to pick up a lot. In fact, the bike was an explosion of parts all over the backyard of her duplex. So he gathered up all the bike pieces he could find, and loaded them into the trailer. Initial inspection revealed a failed attempt at repairing severe damage caused when the Big Twin threw a rod.

Undaunted by the task ahead, Jim spent the next couple of years acquiring a new set of cylinders, pistons and rings and other needed parts. Contacting dealers and scouring motorcycle junkyards, his resourcefulness paid off and eventually he got the bike running.



Undaunted by the task ahead, Jim spent the next couple of years acquiring a new set of cylinders, pistons and rings and other needed parts. Contacting dealers and scouring motorcycle junkyards, his resourcefulness paid off and eventually he got the bike running.

Next came the hard part of restoring the Big Twin. After suffering through the resurrection of a damaged and disassembled bike, Jim's great expectation of a full restoration skid to a halt, as interest in the project's second phase dwindled rapidly.

1968 ½ Royal Enfield 750 Twin Interceptor Series IA

The 1968 ½ Interceptor Series IA is a rare limited production transition model that paved the way for final version of the 750 twin. The project is a professional quality mild custovation completed in March 2005 and built from a very sound donor.

The appearance was modified to show a modern ACE café style. The bike is comfortable to ride, 100% reliable and starts on the 1st or 2nd kick. It's powered by a mighty 750 cc long stroke vertical twin with a sound that turns heads, has tremendous torque and the gathers a crowd wherever it's parked.

Improvements include Boyer ignition to eliminate points hassles, ACE handlebars, Avon Venom X tires, stainless spokes, and stainless hardware wherever possible, maintained are the original carbs, wheels and seat.

A custom crankcase breather system was designed and

Price in 1968: \$1400

installed to eliminate the crankcase oil breathing mess.

Bike Specs

- Engine: Air-cooled 4-valve OHV pushrod parallel twin
- Stroke: 71 mm
- Bore: 93 mm
- Capacity 736 cc
- Power: 60 bhp (at 6,000 rpm)
- Weight: 450 lbs
- Top speed: 105 mph

The years passed on like a slow ride out of town. Still holding strong affection for the bike but knowing it was time to move on; Jim decided to find the bike a good home with someone who would restore it to its former glory.

Fate intervened about this time and through pure dumb luck, he and I met. He made me the same offer that his benefactor made him 28 years before: Pick it up and it's yours for free, with one condition -- treat it right. That's was a heck of a deal for the Big Twin and me.

After almost four years of waiting in my shop, I started work to hold up my end of the bargain. Previously scheduled projects are completed and in January 2004, the Big Twin custovation work started.

Custovation is a blend of customizing and renovation to build a one-of-a-kind motorcycle. In this case, it's about capturing the late '60's café' racer and Rocker heritage by blending the British big bore, long stroke vertical twin with some personal touches to turn heads.



My attraction to the Interceptor is its macho image -- alloy and chrome are the Interceptor's middle name and good looks are its game.

A handsome tough guy held together with an understated frame and plenty of bright-work. The bike I acquired is the 1968 ½ transition model called the 750 twin Series I; The main difference between the Series I and II are oil cooler, better lubrication design and more efficient brakes. An interesting feature that all Royal Enfield's share is the separate lever on the gearbox; a clever device used to find neutral, regardless of the current gear selected. I found it more of a conversation piece than useful.

Will It Run?

Unless the engine of a project bike is seized or otherwise incapable of running, I always like to test the engine condition by attempting to get it to run. I figure if it ran recently, I can take it apart and get it running again.

First the compression was checked -- good news, the right cylinder reads 130 psi and the left 100! Not great on the left but certainly enough compression to squeeze the air and gas mixture into explosive submission. The carbs and points were cleaned, fresh oil and plugs were added and a new battery was lashed up to push the electrons around.

Much to my surprise, the horn, headlight, taillight and ammeter worked, sparks were strong and even though the electrical system was a tangle of original and add-on wires, there was no smoke or smell of melting insulation.

Finally, the moment of truth -- bring it life with a little gas and a big boot for kicking. Because of previous engine experience, I had to make sure the oil pump is doing its job so the rocker covers were removed to confirm circulation.

Three stout kicks later and the Big Twin grumbles to life blowing out bits of rust and loose carbon that a moment before were living happily inside the silencers. The ammeter shows a good charge and the basic throttle response is good, no hesitation or backfiring, no unusual noises, just the sound of 750 cc alloy giant waking up.

After 25 years of silence, the Interceptor tells everyone who's listening, that the BRITISH BAD BOY ROCKER is back in town.

After a detailed oil flow inspection, the left intake rocker was a bit dry compared to the other three rockers. Blowing some air in the oil feed line doesn't fix the problem, so this will be fixed when the top end is removed.

Decisions, Decisions

Custovating this bike was supposed to be easier on my pocket book than some of my previous projects, so the

functional components of the bike would be left stock. I envisioned the Interceptor to be a good looking, good sounding, nostalgic café style rider but neither a garage queen nor high-speed runner. The fundamental engine, frame and brake design platforms have roots in the post War era, so it's not practical to expect the package to perform near modern standards.

A Royal Enfield sets the bar on how polished alloy and chrome should blend with paint to make a clean and simple, good looking bike. The frame is understated and not much of an appearance element; it is spindly but with the right color, could be a strong visual compliment to the bright work.

That conclusion meant that a black-painted frame wouldn't add any attention to the package. Several color schemes were tried on a Photoshop version, but the search ended when the fine-grained metallic cobalt blue color was found. Lay down some clear-coat for the ultimate gloss and what you have is a tasteful but spiffy visual combination.

Parts is Parts

Like writing to Santa, the missing and needed replacement parts list was made and checked at least twice. The

bikes from the late 60's are remarkably simple, so there just wasn't much to the entire parts list.

The big ticket items are stainless spokes, chrome fenders, complete exhaust system, complete headlight assembly, center stand assembly, shocks and tires. To get that café look, ACE bars were chosen to smooth out the side profile and to lean the rider forward. The chain, front wheel bearings, cables and fork seals were worn and needed replacement.

Getting to Work

The project was separated into two main assemblies, the complete engine and the frame assembly. The frame, suspension and electrical was tackled first to establish a finished rolling frame waiting for the engine. I found this to be the best way to keep motivated during the time period when a custovation is in process.

The frame and its attachments were pressured washed to remove most of the caked on goo. While moving the frame around, a loud metallic clunk materialized when the frame was tilted to and fro along the line of the backbone.



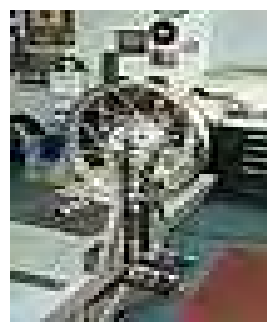
Much to my surprise, a prankster in the Redditch frame assembly area installed a gift in the form a large brass natural gas line coupler (photo left).

The huge lump of brass was just the right size to slide around inside the end of the backbone tube under the seat. This was no accident -- the only way the coupler could have found its way into the backbone is just before the final cross tubes were welded.

Pity the bloke that rode this bike home and had to listen to that mysterious intermittent banging as the coupler methodically slid back and forth hitting the frame tubes in a ghostly manner. I exorcised the coupler by cutting open the tube section and re-welding. The coupler is now mounted as a trophy dedicated to the anonymous frame builder at the Redditch works.

The Dirtiest Jobs

Buffing is by far the dirtiest job in the shop, but it pays off big in appearance. I use a three-step approach with decreasing degrees of abrasion and spiral wound cotton buffs.



All the steel frame parts were blasted with aluminum oxide and immediately primed.

The frame was too big to fit in the metal blaster box, so I got a large-screen TV carton from a retailer and used it as a temporary blasting box. The media was siphoned from a bucket using the blaster box gun and regulator. It worked perfect!

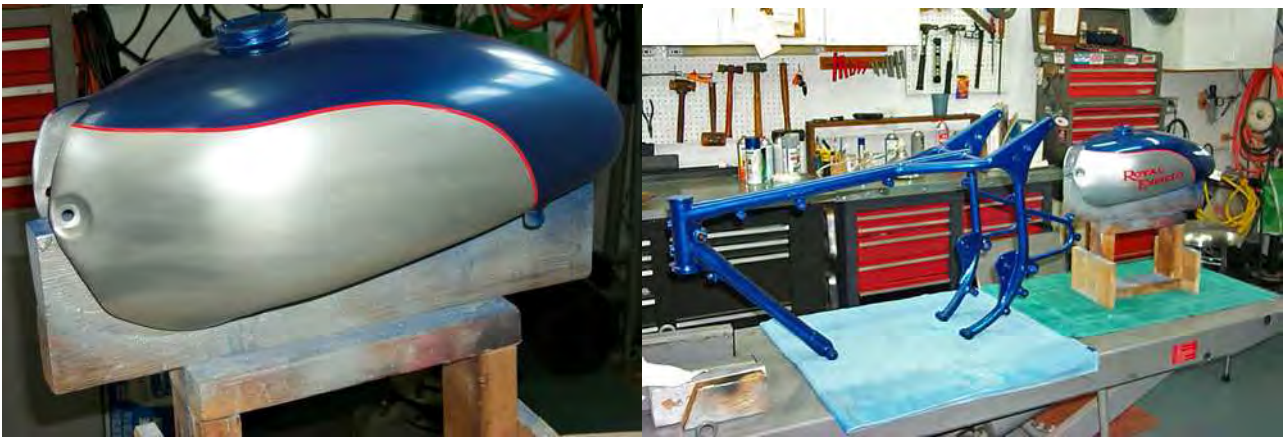
There was a fair amount of dust so I wore a NIOSH-approved respirator and goggles. The box captured the media so it could be vacuumed up and dumped in the bucket for more blasting. Before priming, the original weld splatter nibs and casting seams were removed for a more finished look.

The hubs were cleaned and polished. The brake shoes are in good shape so they only needed cleaning. The front wheel bearings were replaced with sealed units. The wheels laced with stainless steel spokes and nipples using my homemade truing stand. I like building and lacing wheels since this is something I learned a long time ago from my Dad. Finishing off this part of the project called for mounting fresh Avon Venom X's, ready for the road.

Fuel Tank

In my mind's eye I saw the Interceptor with its signature chrome gas tank gleaming from every angle. With the years of crud on the chrome the tank appeared to be in pretty good shape, but then I cleaned and polished it to reveal what was hiding underneath -- several small but pointed dents and lots of scratches and a few places where the chrome failed to keep back the rust.

So the tank and I went looking for a chroming shop willing to tackle the repair / re-chrome project. I came up blank, with only one motorcycle chrome specialty shop estimating at least a grand for the task but then declining to get involved. Frankly, I wasn't surprised.



Over the years the tank has seen its share of wear and abuse leaving noticeable character marks all over the shiny surface, so the solution was clear: paint the entire tank. I've seen some BSA tanks that were intended to have chrome sides painted over with tasteful silver paint in the chrome places, so that's what I did.

To make the paint stick better, I chose to bead blast the entire tank to remove the chrome glaze. In the process of applying the body filler I decided to remove the ugly front mounting flange by blending the sides of the tank forward. The results made the tank look longer and more noticeable.

All the painting took place in the garage inside a plastic sheet spray booth.

Engine

The bottom end appeared to be sound; besides the rod damage from the old days, the fully assembled bottom end was cleaned with repeated kerosene flushing to remove as much of the sediment as possible. New rings, gaskets, clutch plates and primary chain tensioner were all that was needed to complete this stage.

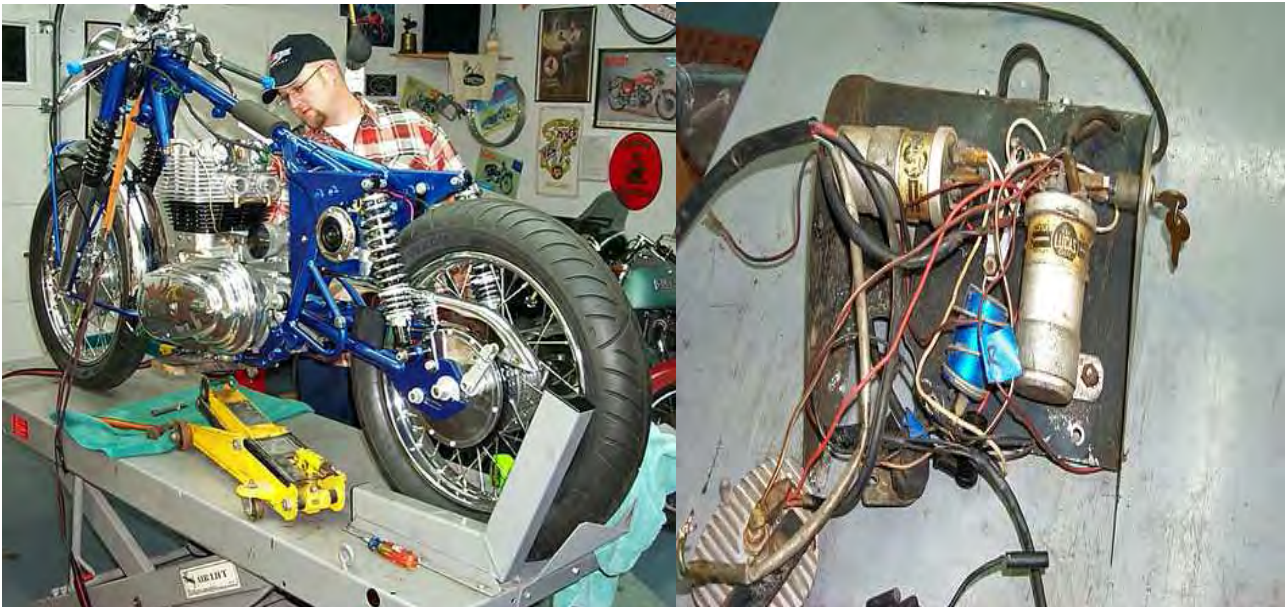


Head Ache

The top end presented a special problem. When the engine was damaged long ago, Jim replaced one of the cylinders from an earlier 750, but Royal Enfield twins use two separate cylinders rather than one cast unit. The replaced cylinder had some leakage problems that were cured by a fresh head gasket and some sealant. The alternator stator also needed rewiring to refresh the connections to the charging system.

Bling

One of the most rewarding events of the project was seeing the fully assembled polished engine, waiting to be reunited to the frame. Royal Enfield designers had an eye for the bling! The 750 twin engine is one of the most stunning examples of mechanical jewelry ever.



Assembly

With help from Bill and jack, the engine slid right into the frame. A few bolts, Ace bars and the transformation into a ride-able bike began.

The wiring came next; the needed connections are simple since there's not much to connect. The Royal Enfield has a remarkably simple electrical system; a distributor, two, coils, battery, shunt Zener regulator and a couple of switches to control the lights and ignition. The entire wiring loom was rebuilt to ensure there would be no future electrical connection problems. I like to use multi-strand marine grade wiring because it holds up well under vibration and resists breaking.

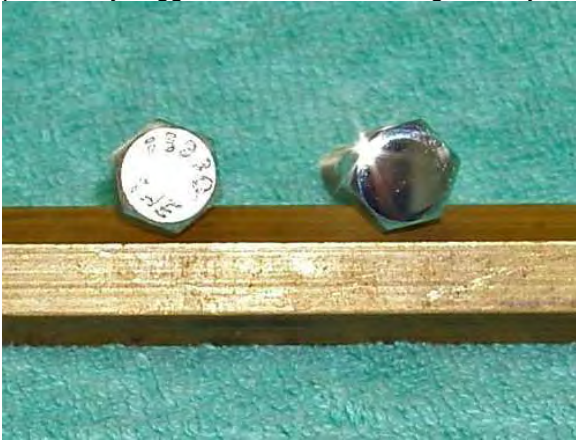
The points were replaced with a Boyer electronic ignition, the same type used for vintage Triumphs. They are easy to install and once adjusted, never need attention. That's a big change from the stock dual-points setup that

All standard hardware was replaced with stainless. For bolts that are in prominent view, I smooth the bolt tops on a sander and then polish. For the effort, they look like chrome and are a lot cheaper. This adds an eye-catching detail to the any project and raises the quality of the build.

The original bike had an alloy front fender and chrome rear -- neither looked very good. The new rear shocks were slightly longer and hiked up the fender too much for my liking, so both fenders were replaced.

However, to get the proper rear tire to fender spacing, I lowered the rear-most mounting with shims. This made a big

per factory suggestion needed cleaning and adjustment about every 1500 miles!



Riding

With the fluids topped off, gas and a little tickle to the Amals, the Bad Boy Rocker roared to life on the second hefty kick. What a sound!

This is a man's bike with a throaty sound and engine girth sporting bulbous cylinder fining. Its long stroke engine is designed for torque and it gives the rider a sensation that there's a giant magnet pulling him forward. Open the throttle in top gear and you unleash a load of power that makes your hair prickle up. At idle, it's subdued and ticks over with big thumps coming out of the silencers.

The Bad Boy Rocker became an instant head-turner at stoplights. The silver / chrome / blue colors and textures make sure it gets a second look. People not familiar with vintage English bikes mistake it for anything but British. In fact Royal Enfield strikes no reference point for them. That's fine with me. It gives me another opportunity to talk about the bike, the makers and how we first met.

VOLUNTEER SOUGHT:

We need someone to do the accounting for 07/08.

The person would work in conjunction with Craig Jolly (Auditor) and Anthony Wright (Public Officer & Treasurer)

Please contact Craig or Anthony.



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

Royal Enfield Club of Australia Inc.

PO Box 4075

McKinnon VIC 3204

0411 770 225

Inc. No: A0048806R

Bank Details: Royal Enfield Club of Australia Inc

BSB 063-303 AC 1010 2194

Email: recoainc@gmail.com

Patron: His Excellency the High

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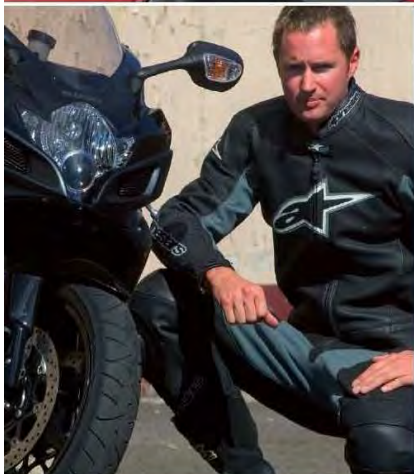
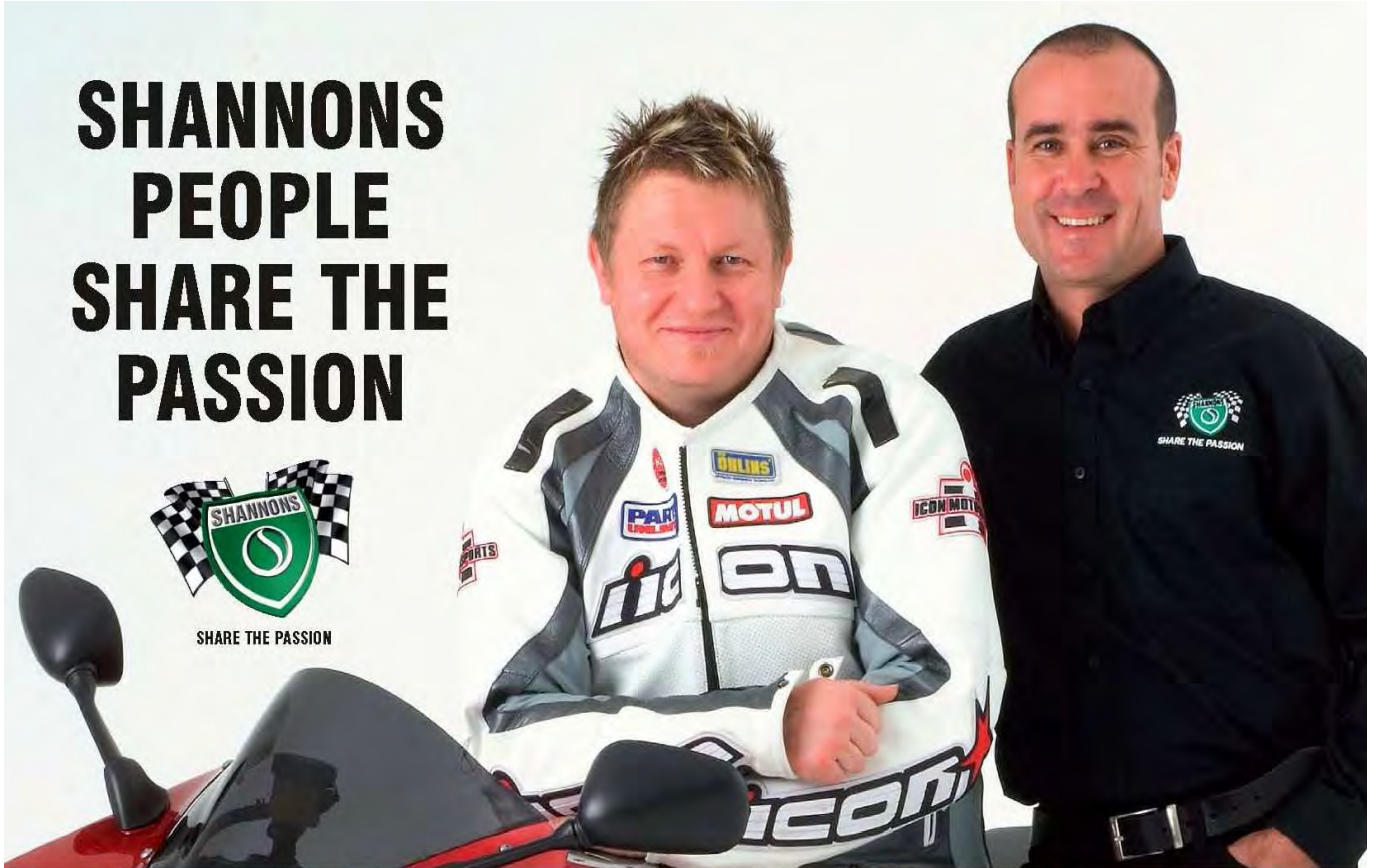
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SHANNONS PEOPLE SHARE THE PASSION



Daniel James, 30, Business Owner:
 "I have always known about Shannons but naturally I became interested when they introduced their specialist bike insurance. It's always good to deal with people who are as passionate about bikes as yourself. In my experience you won't find any insurance company more in tune with your needs than Shannons."
Bikes owned: "After starting with a dirt bike I've been riding for quite a while now and my latest bike is a Suzuki Gixxer 750."



Joanna Price, 28, Sales Manager:
 "I got put on to Shannons from a number of friends at the Ducati Club and after chatting on the phone I had everything I needed – a policy that offered benefits like customised modifications and salvage rights. What's more, I was able to choose the 'pay by the quarter', which suits my budgeting."
Bikes owned: "Being a Ducati fan, I've owned a few of those. But because I work part-time in a bike shop I'm lucky enough to get to ride other bikes as well – like this MV Augusta F41000R!"

John Le, 28, IT Systems Analyst:
 "Chances are, you're going to have a stack at some time and while mine didn't look that bad it ended up being a fairly major claim. Anyway, Shannons were great. They called every week to keep me posted on the progress of the repairs and it wasn't long before I had my bike back, as good as new. Basically, a good result all round."
Bikes owned: "Previously I've owned a Suzuki RGV and a Honda CBR900 and now I've stepped up to a Honda CBR1000RR."



Trevor Bell, 51, Real Estate Agent:
 "I saw the Shannons TV ad on during the World Superbikes and MotoGPs and thought I'd give them a go. They are very competitive. Fortunately I haven't had to make any claims! What I like best is that Shannons involve their customers more – certainly that's true in my case. It really sets them apart from a lot of the mainstream insurers."
Bikes owned: "I'm currently riding a 2005 Kawasaki ZX12R Ninja and absolutely bloody loving it!"



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BSB 063-303 AC 1010 2194
Email: recoainc@gmail.com
Patron: His Excellency the High Commissioner for India.

Enthusiasts and owners of Royal Enfield motorcycles in Australia are invited to join this Club.
PHONE: 0411 770 225

If you have applied for this form by post, and wish to be an email member, you will need to go <http://autos.groups.yahoo.com/group/Royal-Enfield-Club-Australia/> and click on "join this group" and follow instructions.

Membership is \$30 p.a. Your application is approved upon receipt of the \$30 by postal note or Direct Deposit to: BSB 063 303 AC 10102194 as well as your membership form. If you use Direct Deposit, please send the receipt to the above address.

If you don't have email, you can receive the occasional newsletter by snailmail if you send in a postal note for \$30 p.a.

Personal details such as phone and address will not be divulged without your permission.
Please neatly fill out the following, and post back.

It is necessary to have an email address in order to receive and send correspondence.

If you want to use snail mail, please always include a stamped, self-addressed envelope.
If you don't have access to email, you can receive a newsletter, by sending a postal note for \$30 which gives you one year's subscription, which expires 30th June of every year. If you wish to receive all the back-copies of the newsletters, send a postal note for \$70. All new memberships from MAR 24th 2008 are financial till JUN 30th, 2009.

1 1st Name:

2 Surname:

3 DOB:

4: Ph

5 Postal address

6 Email Address

7 RE owner or enthusiast?

8 If owner, year & model of RE:

9 Heard about the club from:

10 Any other interesting info:

11. Other Clubs:

Regards Anthony, R E Club of Australia Inc, Phone: 0411 770 225

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MINUTES OF GENERAL MEETING
OF THE ROYAL ENFIELD CLUB OF AUSTRALIA Inc.
HELD AT CUNDLE MOTOR LODGE
ON 17 FEBRUARY 2007

Meeting commenced at 6.33pm

Chair: Bill Rice, Anthony Wright and Roy Taylor

Bill Rice: This club was started off by Anthony Wright establishing a Club on the internet and this club grew and was incorporated on 5 June 2006 and became the Royal Enfield Club of Australia Inc. Prior to that it was a loosely run group operating a Yahoo group on the internet and we were members of an ad hoc group. Bearing in mind there is a distinct difference between the 2 groups, from 2006 under the Incorporations Act we have to go through formal procedures. We appointed a care-taker committee of Anthony Wright, Roy Taylor and myself to do this. The care-taker executive has got you this far.

We need to formally open a bank account in the name of the Royal Enfield Club of Australia Inc. and that a cheque book be attached to that account and that payments be made by cheque with the signature of the Treasurer and one of the other 2 Executive Members, all payments by cheque. The Club has to get a receipt book and all monies coming in be receipted. It is a requirement under the Constitution.

Currently Anthony has been able to work the club at a very low cost to our group. If you are going to have a cheque situation it will cost extra money as the bank will charge fees. It will in fact mean that your fees for the Club will probably rise. Regardless, it is a legal requirement that we do it in a formal way as per the Incorporations Act, and that we have a cheque account from where payments can be made. All money has been through Anthony's account. We need to move away from that situation and get an account of our own.

Discussion followed:

Motion: All payments by cheque where practicable, receipt book, and that all income be receipted.

Moved by Garry Eyles and seconded by Roy Taylor.

This Motion was passed with a majority.

6.43pm All positions were declared vacant.

Graham Nelson was appointed Returning Officer

Nominations for President:

Anthony Wright nominated BILL RICE. This was seconded by Ian Coan.
BILL RICE was elected President unopposed.

Nominations for Secretary:

Bill Rice nominated ROY TAYLOR. This was seconded by Craig Jolly.
ROY TAYLOR was elected Secretary unopposed.

Nominations for Treasurer:

Craig Jolly nominated ANTHONY WRIGHT. This was seconded by David Pickersgill.
ANTHONY WRIGHT was elected Treasurer unopposed.

Nominations for Public Officer:

David Pickersgill nominated ANTHONY WRIGHT. This was seconded by Eric Fisher.
ANTHONY WRIGHT was elected Public Officer unopposed.

Nominations for Auditor:

Ian Coan nominated CRAIG JOLLY. This was seconded by Chris Seares.
CRAIG JOLLY was elected Auditor unopposed.

Bill Rice: Thanks for the vote of confidence.

ITEMS FOR DISCUSSION:

1) **Membership fees for the coming year**

Current membership expires on 30 June 2007. A decision has to be made as to how our membership should be from 1 July 2007. Our membership currently is \$25p.a. and we have 110 financial members.

Motion: Do we want to keep it at \$25pa?

Moved: Bob Turner Seconded by Fred Garland.

Before vote was taken there was further discussion and the motion amended:

Motion: Do we want to raise the Membership fee to \$30pa?

Moved: Terry Freeman Seconded by Eric Fisher.

It was decided to discuss the financial position of the Club prior to voting.

2) **Financial Position of Club**

There was discussion about the financial state of the Club.

Anthony advised that there are 2 Financial Statements - one prior to Incorporation and one since. Anthony tabled the Financial Report to 26/6/06 (Incorporation) (which has previously been available on the Club site).

Motion: To accept the first Financial Report?

Moved: Craig Jolly Seconded by Graham Nelson

Motion carried

Motion: To accept Financial Statement from 26 June 2006 to 13 February 2007?

Anthony Wright provided the following figures

Income: \$7,706.70 Expenditure: \$7,564.95

There is still \$705 in club money.

Balance as at 13.2.07 is \$1,566.68.

Craig Jolly asked if there were any outstanding bills.

Anthony said that \$300 was owed to Charlie, and \$20 was owed to Anthony. There are also expenses from this AGM still to be deducted. Craig Jolly moved to accept as read the report and he will give an audited report in about 1 month over the club site and we will be able to reconcile the figures. The outstanding debts are to be paid. This report will also go out via the newsletter.

3) **Membership fees for the coming year**

Motion: To Increase the Club fees to \$30 p.a.

Moved: G. Eyles Seconded by Terry
22 members were in favour 7 were against.
Motion carried

This topic can be discussed at the next AGM when we will be more informed as to the Club's financial position.

4) **Historic Club Plates in NSW**

This is an expensive procedure. Do we want to go ahead with that?

Motion: We seek recognition from the RTA that we be recognised as a club that qualifies for historic plates

Moved: Bill Rice Seconded by Garry Eyles
Motion carried

5) **Where is the next AGM to be held in 2008?**

Anthony Wright said Gordon Stevenson from Tasmania has offered to do it. He would be helped by Tassie Bob. They are very keen. It would be up to them to decide the date and place of the AGM. 18 people from this AGM said they would definitely go to the next AGM if held in Tasmania (plus there would be all the Tasmanian members as well).

Motion: That the next AGM be held in 2008 in Tasmania?

Moved: Bill Rice Seconded: Graham Nelson
Motion carried

Meeting Closed at 7.15pm

Things to do prior to AGM:

Hi everyone - this is a long e-mail - sorry about that.

I've received a few suggestions for topics for discussion at the AGM and on checking the "model rules" of our incorporation thought we'd better start getting something moving. Due to the close proximity of the AGM, perhaps it might be timely to send out a formal notice of the AGM and the agenda and asking for last calls on agenda items.

Clause 9. Annual general meetings says:

9.1 The committee may determine the date, time and place of the annual general meeting of the Association.

9.2 The notice convening the annual general meeting must specify that the meeting is an annual general meeting

(I believe both of these have been complied with several times in the newsletter under Rides & Rallies.)

9.3 The ordinary business of the annual general meeting shall be-

(a) to confirm the minutes of the previous annual general meeting and of any general meeting held since that meeting; and

(b) to receive from the committee reports upon the transactions of the Association during the last preceding financial year; and

(c) to elect officers of the Association and the ordinary members of the committee; and

(d) to receive and consider the statement submitted by the Association in accordance with section 30(3) of the Act.

Part VI—General Meetings and Accounts

30 Annual general meeting

(3) At the annual general meeting of an incorporated association, the incorporated association shall submit to its members a statement containing the particulars of the following—

(a) the income and expenditure of the incorporated association during its last financial year;

(b) the assets and liabilities of the incorporated association at the end of its last financial year;

(c) the mortgages, charges and securities of any description affecting any of the property of the incorporated association at the end of its last financial year; and

(d) in respect of each trust of which the incorporated association was trustee during a period, being the whole or any part of the last financial year of the incorporated association—

(i) the income and expenditure of the trust during that period;

(ii) the assets and liabilities of the trust during that period; and

(iii) the mortgages, charges and securities of any description affecting any of the property of the trust at the end of that period; and

(e) any trust, held on behalf of the incorporated association by a person or body other than the incorporated association, in which funds or assets of the incorporated association are placed.

Although it does not specifically state the time of notice of the agenda of the AGM, in Clause 12.1 it states:

12. Notice of general meetings

12.1 The Secretary of the Association, at least 14 days ... before the date fixed for holding a general meeting of the Association, must cause to be sent to each member of

the Association, a notice stating the place, date and time of the meeting and the nature of the business to be conducted at the meeting

Clause 12.2 just goes to the means of advising members notice of the meeting.

AGENDA ITEMS

Clause 12.3 says: No business other than that set out in the notice convening the meeting may be conducted at the meeting.

Clause 12.4 says: A member intending to bring any business before a meeting may notify in writing, or by electronic transmission, the Secretary of that business, who must include that business in the notice calling the next general meeting.

which corresponds to:

Clause 9.4 The annual general meeting may conduct any special business of which notice has been given in accordance with these Rules.

These clauses clearly state that a topic must be notified and placed on the agenda. This will stop anyone trying to hijack the meeting and dragging it out by waffling on about a topic that has not been placed on the agenda. Which is fair enough - we don't want to be there too long - there's partying to be done!

Which I suppose is a long-winded way of me saying that in accordance with clause 9.3 I attach the current agenda with items as forwarded to me by some of the members:

AGENDA ITEMS:

- 1 Confirmation of the Minutes of the General Meeting held in Taree 17/2/07
- 2 Receipt and consideration of financial statements for 2006/2007 and auditor's report
- 3 Election of President, Secretary, Treasurer, and Public Officer.
- 4 General Business
 - 4.1 Ian Coan: Life Membership to be given to Anthony Wright
 - 4.2 Daryl Davies: Mechanical Workshops at future AGM's
 - 4.3 David Pickersgill: Events Co-ordinators
 - 4.4 David Pickersgill: Future Long rides
 - 4.5 David Pickersgill: Future Electronic Communication of AGM's
 - 4.6 Date and place of 2008 AGM.

I wasn't sure of what to put in for No. 2 above. I don't know if we have financial reports and auditor's reports. It may need tightening up.

I think it timely for this draft agenda to be publicised together with formal notice of the time, date and place of the AGM and asking for last calls on agenda items. I just don't want us to stuff up on this.

Section 23.

23. Election of officers and ordinary committee members

(1) Nominations of candidates for election as officers of the Association or as ordinary members of the committee must be--

(a) made in writing, signed by two members of the Association and accompanied by the written consent of the candidate (which may be endorsed on the form of nomination); and

(b) delivered to the Secretary of the Association not less than 7 days before the date fixed for the holding of the annual general meeting.

and

(6) The ballot for the election of officers ... of the committee must be conducted at the annual general meeting in such manner as the committee may direct.

So maybe put your nominations in quick to Roy and save any problems there.

Anthony, if you could advise me of the final number of members attending the meeting I'll bring along copies of agenda. Roy, I'll also bring along a copy of the Minutes from last meeting for you to put in your "Minutes" book for the Club.

Hope this is of assistance and see you at WW.

I'm in Sydney this week.

REgards,

Marg

Margaret Coan

Associate to the Hon. Justice Mullane

Regional Coordinating Judge NSW/ACT

Newcastle: Phone: (02) 4929 0267 Fax: (02) 4929 5796

Sydney: Phone: (02) 9217 7284 Fax: (02) 9217 7138

Statement of the Financial Position
 Royal Enfield Club of Australia
 As at 30 Jun 07

Cash at Bank as per statement			\$ 2,963.48
less unrepresented cheques	\$ 45.00	023	
	\$ 20.00	014	
Bank Error*	\$ 0.10		\$ 65.10
			<hr/>
Cash Available			\$ 2,898.38
			<hr/> <hr/>

*Cheque 022 \$64.90 cashed for \$64.80

General Account	\$ 1,960.85
Function Account	\$ 547.53
Benevolent Fund	\$ 390.00
	<hr/>
	\$ 2,898.38
	<hr/> <hr/>

MODEL K. 1140 c.c. SIDE-VALVE TWIN. ANNUAL TAX. 45/-

The last word in luxury motorcycling.

<p>ENGINE - - 1140 c.c. side-valve twin cylinder. Bore and stroke, 851 x 993 mm. Valves totally enclosed and automatically lubricated. Detachable cylinder heads.</p> <p>LUBRICATION - Royal Enfield dry-sump system. Oil feed direct to big end and to front cylinder.</p> <p>CARBURETTOR - Amal needle type. Twist grip control.</p> <p>FRONT FORK - Tubular type, of wide and rigid construction. Central compression spring, hand-controlled shock absorbers and steering damper.</p> <p>GEARBOX - - Heavyweight four-speed with hand control. Standard ratios: 4.3, 5.5, 7.7 and 11.9 to 1. 3rd ratio (on special order) 1: 2.8, 4.9, 6.6 and 10.5 to 1.</p>	<p>CLUTCH - - Multi-plate all Ferodo, with dry plates. Foot operated.</p> <p>IGNITION AND LIGHTING SET - Lucas 6-volt Magneto lighting set with automatic voltage control. Electric horn.</p> <p>BRAKES - - Internal expanding, rim, front and rear, chrome iron drums.</p> <p>TRANSMISSION - Front chain totally enclosed in oilbath case.</p> <p>TYRES - - + Dunlop cord, 400-19 in. 107 x 40-3. Universal treaded, front and rear.</p> <p>FINISH - - - Best quality black enamel, bright parts chromium plated. Tank finished in black enamel with gold lining.</p>
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to specification above.
Cash Price £72. 10s.

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to specification above, but with detachable and interchangeable wheels. Tank chromium plated with frosted silver panels.
Cash Price £77. 10s.
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