



Dec 2020

No. 96B



THE KIWI BULLETIN

<http://www.royalenfield.org.nz>

<http://www.royalenfield.co.nz/>

<https://www.facebook.com/groups/1542767776027246/>

Secretary: Athalie Clement. 56 Waipapa Road RD.43 Waitara. New Zealand
Membership Secretary / Editor: Lew Martin. 60 Barrett Road. New Plymouth NZ



PAPAMOA RALLY



New member Gary (Stimy) Stimpson in New Plymouth

Stimy is true BSA man ... through & through
Finally converted, now a happy chaple with his purchase just last month
Stimy still has a couple of BSA twin's projects to work on.



Rejuvenated member - Alex Dimcheff with his new Classic 500
Also, probably hiding in the shed is his flying flea

West Coast DGR 2020
Photos Eils Parker
Kumara



In not particularly idea conditions John Belcher from Christchurch rode his Continental GT to Kumar



Steve Thompson's new Bullet

More Rally photos from Papamoa rally



Owen Haskell, Military Bullet --- Fred Burger, 04 Bullet



Just a little chain maintenance on the J2



Parked up at the BIG shed with the WOW factor



The Shed



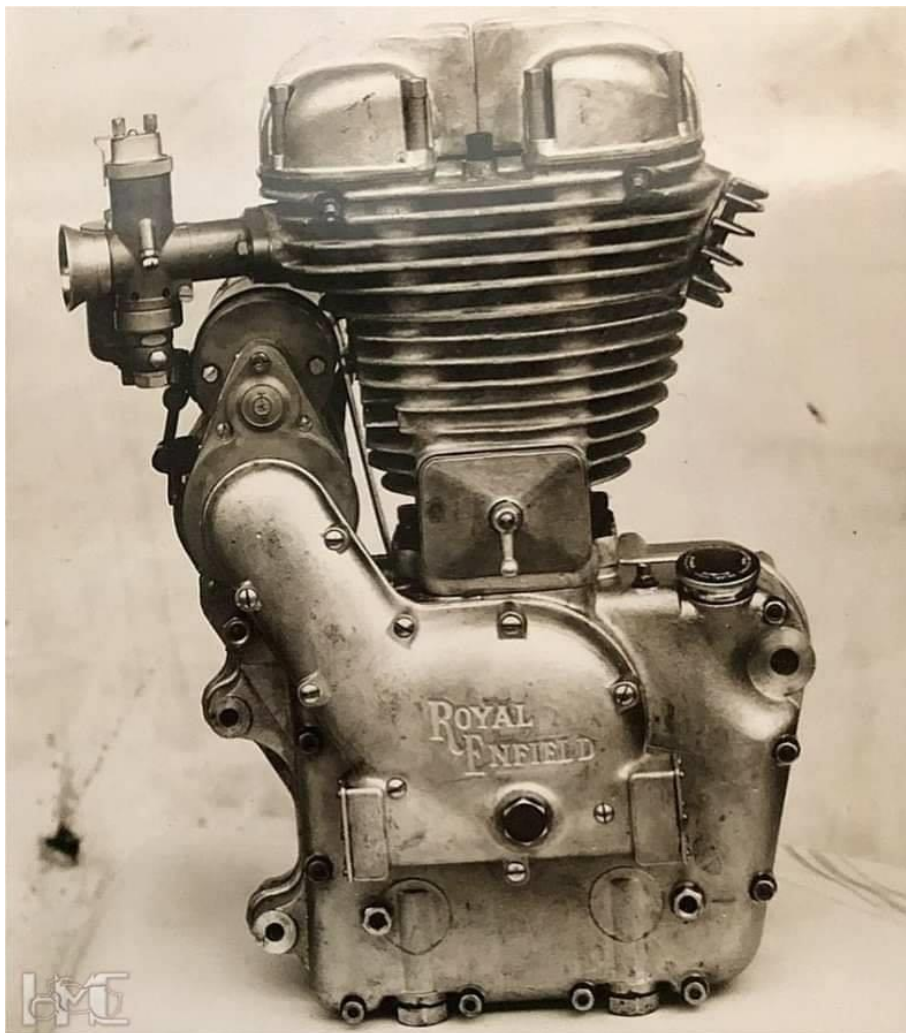
Lake Rotoma



Lunch break at OLD TROUT CAFÉ



Just can't keep him off the J2
At left -- Mal Ritchie's Bullet just in shot



Terry O'Hanlon
OLD Madras Motorcycles

MADE LIKE A GUN

Factory photograph of a 1939 all alloy Royal Enfield engine. Extremely rare and produced for just one year, but interesting to see the similarities that transpose to the post war "Bullet" engine that we recognise today

Picture -- Hitchcock Motorcycles

From: **Alan Marks** armarks.am@gmail.com

Lew

Hope all is well with you.

A few of our members enquired with me at the rally about the Postie Bike Challenge in Australia next year. There may be some interest so the least I can do is to pass on the blurb so members can be properly informed.

Would you be good enough to include the information in the next newsletter and if anyone would like to hear of my experiences (I've done two Challenges) they can contact me. At this stage I intend to take part but like other kiwis am watching the Trans-Tasman travel thing closely so will not cough up until just before the early bird deadline if it's all on.

I have the permission from the organizer to advertise.

Thank you.

Alan Marks.

Tauranga

For more info contact Alan -- armarks.am@gmail.com -- 022 6561209

Early Bird Registration for 2021! \$4950 SAVE \$700 See our registration page for pricing after the first 30 places are filled. Special offer ends 31 Dec 2020 Postie Bike Challenge 2021 - Earlybird Sale till 31 Dec 2020 9 messages Postie Bike Challenge Mon, 14 Sep 2020 at 21:30 Reply to: Postie Bike Challenge To: armarks.am@gmail.com Brisbane to Darwin via Hells Gate! 4 – 15 Sep 2021 Hells Gate is a remote Pub/station near the Queensland Northern Territory border – remote, rugged and civilisation is several hundred kilometres away. Travelling north from here we cover 350km of wide red dirt roads and several river crossings before we overnight in a small Aboriginal community, with its crocodile infested waterway.

The trip from Brisbane to Darwin replicates the first event from 2002. It is the longest in terms of distance and travels through some of the most remote places of any of our previous trips. Travelling through local forests out of Brisbane you will find the landscape change daily, becoming sparse then scorched as the roads change to single lane and then red dirt. The humidity builds as we head north and west across some amazing landscapes. Remote towns, long ribbons of bitumen road, dirt, sand and bulldust is guaranteed. Several hot days will be rewarded with clear artesian water holes to swim in. Even time for a visit to the Qantas museum and Stockman's Hall of fame in Longreach!

Adventure is in the journey rather than the destination and this is one not to be missed. At times you will ride with a group; sometimes alone; you will feel remote; a million miles away from civilisation; there will be long days on the bitumen; your sand and dirt riding skills will be tested; some days you will travel at full speed (75km/hr!!!) and others will be spent negotiating narrow dirt roads at 30-40km/hr; YOUR MISSION: keep your small motorcycle going for the 3500+ kilometres!

Places are limited! Reserve your place in the 2021 by completing the online entry form. Copyright © 2018 Postie Bike Challenge, All rights reserved.

Royal Enfield Tribute Black limited edition



Royal Enfield's Classic Tribute Black limited edition marking the end of the firm's 500cc engine is here, and it costs £5499.

We first heard back in February 2020 that a limited run of 1000 bikes would be available in Europe and Enfield have confirmed that just 210 will arrive in the UK.

The single-cylinder engine has been used by the brand since 2008 and found a home in the Bullet and Classic models that helped power Enfield's growth into a global player in the modern motorcycle market.

Each Tribute Black will feature a special two-tone black paintjob (matte and gloss) and a serial number plaque. You also get canvas panniers with mounting racks, touring mirrors, pillion seat and a machined oil filler cap.

"Since 2008 the Royal Enfield 500cc motorcycles have proudly set the stage for the middleweight motorcycling segment," said Mr Vinod Dasari, CEO of Royal Enfield.

"The Classic 500 in particular has garnered success for Royal Enfield across various international markets with its sublime retro-chic design and engaging ride experience.

"As we sign off the last of the Royal Enfield 500cc motorcycles, the Classic 500 Tribute Black is an opportunity for aficionados to own a piece of Royal Enfield and motorcycling history."

The Indian brand will concentrate instead on building upon their successful 650cc platform as seen in the Continental GT and Interceptor models

Royal Enfield goes global again, establishes first assembly plant outside India

Royal Enfield's local assembly begins in Argentina in the presence of Alberto Fernández, President of Argentina

This will be the first time in Royal Enfield's modern history that its bikes will be assembled and produced outside India.

Royal Enfield Royal Enfield Himalayan Royal Enfield Interceptor 650

Royal Enfield on Wednesday announced that it will commence local assembly of motorcycles in Argentina in partnership with Grupo Simpa. Royal Enfield partnered with Grupo Simpa back in 2018 which is the local distributor in the country for RE.

This is going to be the first time in RE's modern history that its bikes will be assembled and produced outside the firm's manufacturing sites in Chennai, India. The company announced that the event for the local assembly announcement was attended by Alberto Fernández, President of Argentina.

Royal Enfield entered the Argentinian bike market back in March 2018. It came up with its first store in Vicente Lopez, Buenos Aires. Since then, RE has expanded its customer touch points to five stores in Argentina which is among the biggest mid-capacity bike markets in Latin America. Overall, the retro bike maker has 31 exclusive stores and 40 other retail touch points in all of Latin American countries.

RE's Argentinien assembly unit will be based at Grupo Simpa's facility situated in Campana, Buenos Aires. This plant will be responsible for assembling three models - Himalayan, Interceptor 650 and the Continental GT 650. Production of these models will start from this month.

Speaking about the announcement, Mr. Vinod K Dasari, CEO, Royal Enfield, said, "With a strategic view to cater to growing demand and to gain significant market advantage, we have been pursuing our plans to set up local assembly units across specific markets in the Asia Pacific region and across South America. In the first of these, we are very happy to announce the first CKD assembly plant in Argentina

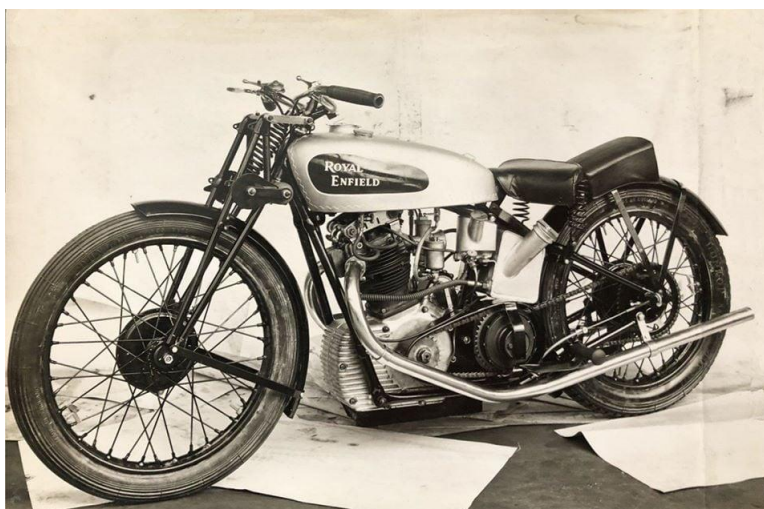
Hitchcock's Motorcycles



This was an exciting day, last week (year) we had one of the most impressive Royal Enfield Bullets ever produced stop by the shop, a 4 valve TT racing Bullet from 1934 ridden by C.S. Barrow. It's most probably the loudest bike we have ever run on our dyno, but what a spectacular noise!

Incredibly, this bike has made it through all these years in an unrestored original condition, the machine features a solid 4 valve bronze cylinder head, open valve train, a lever control throttle and many more experimental features. In 1935 Royal Enfield officially entered this very machine into the prestigious Isle Of Man TT race where it completed the 264 miles in an average speed of over 74 mph, this would be the last time Royal Enfield entered the race.

Included below, is the original factory photo, shot in 1934 of this very machine in its original configuration, a few small changes were made by the factory for the following years TT, but the bike remains all most cosmetically untouched for over 80 years! What a piece of Royal Enfield history





Greetings from Enfieldwallah Spares, the New Zealand home of spare parts for pre 2007 Bullet Motorcycles. Due to the covid situation Lily and I have now pulled back from our **motorcycle tours in India** and are focussing on the parts business which has been ticking over in the background all these years. To that end we have designed an online shop for ease of purchase along with streamlined contact and payment options. We carry in stock full spare parts support for pre 2007 Indian Bullets as well as many accessories that will suit other classics. Our unique Lucas style brass automotive **horns** are in stock again and make a truly unusual Christmas gift.

Everything that we offer is held in stock here in Parakai so that you can shop with confidence with a New Zealand company. Feel free to give us a call if you need any advice about your bike and if you are in the area we can arrange a visit. As you read this, our team in India is busy packing up another shipment of parts and accessories which should arrive in early December with a few more lines of accessories. In the meantime, please visit our online **store** or drop us a line if you require assistance with any parts requirements.

Steve Krzystyniak & Lily Guilford

P O Box 188
Helensville 0840
New Zealand

Home: [64\(0\)9 4206002](tel:64094206002)
Mobile: NZ [0211077848](tel:0211077848)
Email: enfieldwallahnz@gmail.com

Tech talk by Tim

The following is a short article concerning the pre 2009 Indian Enfield Bullet:

Have you ever checked your wheel alignment?

To get it right is not such an easy thing to do without partial dismantling of the bike...

Do you rely on the snail-cam wheel adjusters? Don't!

Is the info in the Workshop manual correct? No!

What started out as a check on the truth of a rear wheel turned into two days effort and an exercise in frustration?

I picked up a replacement Bullet rear wheel this week, but before fitting a tyre I thought that I had best rust proof the inside surfaces and check rim truth; it was 1.4mm out of round. No problem with truing the wheel back to round. Where I did find a problem is in the W/hop manual, the reference points advises to build central to the bearing distance collars.

Which I soon discovered is not necessarily correct...

As I soon realised that info is valid only if you are building up a old style Non QD half-width hub. But NOT for the post '81 Full width QD hub!

So I stripped a wheel out of another bike to confirm rim offset. Its offset was 4mm off compared to the new wheel???

So I checked a third wheel: it was 'off' by 6mm! All over the place!

Right about now, I also discovered that if I pulled the wheel hard back to 'Zero' on the chain adjustment snail cams, that all three wheels were all MILES off-centre (Left to Right, Front to Rear) and out of alignment.!?! By over 12mm!

If you were not aware, the rear wheel is 'supposed' to sit with its rim centred on the wheel bearings and the centre line of the swing arm, and in the frame. This was definitely not the situation... Miles out!

I don't think that there will be many people who would have spare swing-arms to hand, for better or worse, I have 8 English and Indian, old and brand new.

So I grabbed a spare NEW swing arm complete with its central pivot bolt, and marked off its centre line.

A strip of masking tape placed along 'top' (bottom) of swing arm, to facilitate marking out reference points: The Frame Centre line marked, which is also bearing centres in side the hub, bearing outside edges location all marked out on the tape, and the width of rim (WM2) marked out to the centre line. 600mm steel rules use as straight edge, run down BOTH sides (two points of contact on rim) of the rim and onto top (bottom) of swing arm.

Axle assembly and swing arm pivot set true and square to each other, measured between centres at a nominal 383mm

The results

The Indian Bullet swing-arm is a really really nasty bit of kit!

THREE swing arms needed one snail cam adjuster to be advanced by up to SEVEN or EIGHT notches to achieve wheel alignment and frame centralisation!

The least 'out' still needed 2 notches difference, and was miles out axle/pivot alignment.

It also highlighted wheel build inaccuracy. Rim Offset varied +/- by as much as 6mm, and a minimum of 2mm. Impossible to set the wheel alignment correctly if the wheels are not built true!

Even the Hubs are not always concentric, one hub has 2mm of 'wobble' in its spoke flange!

So I studied the swing arms and double checked EVERY THING for good measure: The end plates are not identical, the swinging arms vary so much not just in the angle and position of the arms welded to the main pivot but also the angle and length of the hub plates including positing of the slots and snail cam positioners.

All four spare Indian Bullet swing arms that I have are 'warped and distorted', not one single critical dimension is identical! There are variations across all plains in length, width, height, and angles.

Imagine that you had a wobbly card box, and you randomly stood it on one of its corners, then pressed down on the opposite corner and partially crushed the box. Then got another 'similar' card box, and stood it on a different corner, and in turn randomly and partially crushed the box. That is the best way I can descried how ALL the swings arms are 'distorted' to differing degrees through every plain. Horizontal and Vertical! All four swing arms require remedial repair!

Three need to be 'twisted' across both arms. The worst was 8mm out of square over 300mm.

Only one swing arm I have is able to be repaired (re bent) for use without cutting off arms or end plates and re welding.

Only ONE swing arm has its pivot point in the same plane as the wheel axle. BUT its right side end plate will need to be re-bent so that it is parallel with the drive side end plate.

Even then the snail cams will need to be 'set' with a 7 or 8 notch difference.

Tim Busby

SUBS --- DON'T FORGET TO PAY YOURS --- SUBS

