



RE AUST Club Newsletter No 15 September 2006

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

Royal Enfield Club of Australia Inc.

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Hi! Everyone

In this issue **PAT REBLE** is our Member of the Month – read all about her. I need a volunteer for next month. Send me a short bio of yourself together with a photo of you and your bike. Or maybe someone can do it for you!

2007 AGM AT TAREE – if you have any questions about the AGM, please contact Bill Rice on (02) 6553 2772 or email on williamjrice@hotmail.com. The ride **CALENDAR** from December 2006 to March 2007 is below.

An Order Form for RE goodies is attached and I've been asked to advise members that a "savage price rise" will take effect from 1 October, so if you want any goods, you had better order NOW !! :)

As this is **your** newsletter, please let me have any articles and photos of your rides and let me know if there is something special you would like to read in it. All contributions gladly received.

Newsletter articles can be sent to me at shippingoffice@bigpond.com or 74 Macquarie Street, Merewether, NSW 2291.

REgards, Margaret

CALENDAR FOR JANUARY TO MARCH 2007

JAN 2nd 2007 8PM MEETING OF WA BRANCH 8PM CARLISLE HOTEL CARLISLE

JAN 21st 10am Carlisle Hotel WA Branch meets for monthly run.

JAN 30th MEETING OF VIC BRANCH 8PM RACECOURSE HOTEL CAULFIELD

FEB 6th 8PM MEETING OF WA BRANCH 8PM CARLISLE HOTEL CARLISLE

FEB 16th, 17th, 18th, 19th, 2007 4th AGM of RECOA to be held in Taree, NSW.

FEB 18th 10am Carlisle Hotel WA Branch meets for monthly run.

FEB 27th MEETING OF VIC BRANCH 8PM RACECOURSE HOTEL CAULFIELD

MAR 6th 8PM MEETING OF WA BRANCH 8PM CARLISLE HOTEL CARLISLE

MAR 18th 10am Carlisle Hotel WA Branch meets for monthly run.

MAR 27th MEETING OF VIC BRANCH 8PM RACECOURSE HOTEL CAULFIELD

MEMBER OF THE MONTH – PAT REBLE

I bought my first bike as a 50th birthday present to myself. The look on my children's faces was reward in itself. Revenge is sweet. I learned to ride in the Auckland rain, so a move to Perth 3 years ago was biker bliss. I gave up car driving altogether in favour of the two wheeled Broomstick. (#2 bike has the numberplate BROOOM)

Last November, I went to the most expensive bike show I've ever attended. I came away with two bikes, a Hyosung GV650 Aquila, and Grommet the Royal Enfield with his bullet sidecar. It was love at first sight, the vintage bike I'd always lusted after, but without all the problems of unobtainable parts and expensive restoration. (There's more - Himself had a ride on my Hyosung and liked it so much he bought one too. Moral of story: Don't go to bike shows!)

Learning to drive a sidecar was another challenge. Grommet is like a Harley - I can't let go of the handlebars to wave to people. He has other Harley characteristics that we won't go into... But he's a great drawcard for bike enthusiasts and is the reason the WA group is attracting so many members. People come up and start chatting and I whip a membership form out of Grommet's boot. I call it the EDF - the Enfield Delay Factor. Long may it continue.



WA Ride, Sunday 20 August 2006

When we gathered at the Carlisle at the start of the run, we were thrilled to discover that for the first time, Enfields outnumbered other bikes. There was one Triumph amongst the seven assembled in the first bit of sunshine we'd had for a week, all the rest were RE's. John and Dave were both proudly displaying their shiny new Electras, with the fluff from the show room floor still on the wheels. Dave's been wanting that bike for so long it was wonderful to see his dream come true at last.



It was a typical Sandgropers ride. We set off with Mike in the lead and managed to make it to the Kalamunda pub without losing anyone. Even made it as far as the look out over the Mundaring weir. Then somehow in a short space of road we managed to get separated, with three of us ending up at our destination, the Parkerville Tavern, and the remaining four going who knows where. We just missed them at the Parkerville, that's all we know!

It's the second time we've had a mix up. When we stay bunched together we seem to have problems with car drivers getting impatient and cutting in on us. When we spread out a bit we lose each other. Never mind, we all had a great ride and it really feels like we've got a club going now. The next meet is an evening one, where hopefully we'll get the ride issue resolved. A mud map has been suggested to help us stay on track!

REgards, Pat REble

THE TUMBARUMBA LOOP ANOTHER GOOD DAYS RIDE by Garry Eyles

It had been several weeks since my last opportunity for a ride, and having a rostered day owing, the decision was made to put in some quality 'Enfield time'. The morning was crisp and clear. The frost from the night before promised a sunny, warm winter day as I set off about 9.00am with the intention of taking a run up to Tumbarumba and back to Wagga for a late lunch.

Tumbarumba is located some 90km from Wagga in the foothills of the Snowy Mountains. It is accessed via a narrow, winding road that joins the Hume highway some 30km from Wagga at a locality known as Kyeamba. Its uphill all the way The Enfield loves this road and so do I – its always seems much easier to go 'fast' (relatively speaking of course) uphill for some reason?

The run from Wagga to Tumbarumba takes me through Ladysmith which is 10km out of



Wagga, to Kyeamba a further 20km down the road and across the Hume highway and through the quaint little village of Rosewood. If ever you travel this route - watch out for the log trucks which thunder along this road transporting the pine logs from the plantations in the mountains to the paper mill at Albury! They literally own the road. A quick fuel stop at Tumbarumba turned into a 15 minute break as I attempted to convince two locals that the Enfield was only twelve months old. Even the 2005 compliance plate failed to totally convince them.



From Tumbarumba I headed north towards Batlow, a cannery town in the heart of a thriving apple growing district near Tumut. Batlow is another one of those places that time has forgotten. The main attraction (unless you want a tour of the cannery!) is the famous Batlow bakery – well known for producing the best pies and cakes in the region. The bakery is easy to find. Just look out for a big wooden bowl of fruit carved in situ from an ancient tree that once existed on the site. These days the carving is protected from the elements by an awning that somehow seems to detract from the viewing experience.

Morning tea at Batlow and then back onto the Bullet for the trip to Adelong. The road from Batlow to Adelong is narrow and winding and also frequented by log trucks. Sitting on an indicated 60mph (actual 55 on the Smiths pattern imperial speedo) I was passed from behind by one of these behemoths and left rocking and weaving in its' wake. I estimated its' speed at a genuine 110kph - and this on a road where visibility is limited to a hundred meters at most. Apart from this one, slightly un-nerving experience, the ride to Adelong was enjoyable. Set back from the road are small cabins with smoke whispering from the chimney and the inevitable collection of rusty pick-ups in the front yard – reminds me of something that might be seen in the backwoods of Kentucky. This type of road suits the Enfield to a 'T'. Midway between Batlow & Adelong, the hamlet of Laurel Hill suddenly appears out of the mist. This former logging town, nestling serenely in the pine forest, now boasts only a shop/post office and a small but beautiful forest park hidden discretely among the trees, and only visited by those in the know. The ground is carpeted by a thick, pungent mulch of pine needles from the towering trees surrounding the area. Through the rustic gate is a surprisingly modern picnic table and BBQ area to welcome travellers.



After a quick break, and a fumble through the saddle bag for gloves (the temperature had dropped markedly and mist was moving in) it was back on the bike for the ride into Adelong. A road sign warned of ice on the road and I slowed down to about 30mph. Guess what? 11 in the morning and ice still on the road. Sometimes it pays to take notice! I finally pulled into Adelong at

11.15am and stopped under the historic old wooden bridge. We used to fish here 20 or so years ago – but there's no water anymore. Adelong, like most of the small towns in this part of the country relies on the rural community and its proximity to a major center (Wagga) for survival. Adelong does however have one major tourist attraction – the old gold workings at Adelong Falls. I have been there many times before so passed by on this occasion as the Bullet and I headed down through the hills towards Tumbalong on the way home.

This turns out to be the best part of the ride. The day has warmed up, the road is deserted and the Bullet is right on 'song'. We swing through the hills, the exhaust note rumbling off the cutting walls and the motor pulling strongly on the short, sharp inclines. I stop at the gateway to 'Glenroy' station near the locality of Grahamstown and take a photo of the Enfield next to another mechanical anachronism, another refugee from a bygone era. Both appear to have the same three moving parts. The country here is dry and barren in stark contrast to the lush hills and forest regions passed through in the early part of the ride. It's amazing how quickly conditions and landscapes can change in the space of a few kilometers.



Tumbalong is a small place on the local service road running next to the new Hume highway. It is comprised of a surprisingly good motor vehicle wrecking yard (a throwback to the days when the place was a major centre on the old Hume highway) and a pub with a truck on the roof. The pub has excellent beer and serves hearty meals. The truck was probably installed on the roof in an attempt to attract truckers. Unfortunately the prevalence of convenient truck stops and roadside rest areas means that curious travellers and a smattering of locals is all that the pub ever sees.



Leaving Tumbalong I crossed the new Hume highway and headed back towards Wagga on the old Hume highway road. This route takes in the villages of Mundario, Wantabadgery and Oura. The road is narrow and winding but in excellent condition with little traffic. The Enfield hums along effortlessly - funny thing is, it seems to take at least a good hours running to get fully into it's stride – or maybe it's me that takes the hour to settle in? Pulling back into the driveway at home has seen four enjoyable hours pass and 300 odd kilometers pass under the Enfield's tires. Another good days ride!





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2006 **ORDER FORM FOR CLUB GOODS –**

PLEASE READ CAREFULLY.

FULL NAME:

POSTAL ADDRESS:

EMAIL ADDRESS:

PH NUMBER:

**POST THIS FORM, WITH YOUR MONEY ORDER MADE OUT TO
“ROYAL ENFIELD CLUB OF AUSTRALIA” TO PO BOX 4075,
McKINNON, VIC, 3204.**

RECOA BLUE POLO SHIRTS (7 S, 15 M, 35 L, 10 XL): \$10ea
RECOA stickers: 1 FREE TO MEMBERS, EXTRAS \$1 ea
RECOA PATCHES: 1 free to members, EXTRAS \$5 ea
STUBBY HOLDERS: \$2 ea
POSTAGE : \$15 average (will advise if higher)

**POSTAL NOTE FOR \$ INCLUDED WITH THIS PURCHASE ORDER
AND MADE OUT TO “ROYAL ENFIELD CLUB OF AUSTRALIA”**

ORDERING: REMEMBER: USE POSTAL NOTES ONLY. NO RESPONSIBILITY FOR CASH.
MAKE THEM OUT TO "ROYAL ENFIELD CLUB OF AUSTRALIA". FILL OUT YOUR OFFICIAL
ORDER FROM, AND POST IT TO PO BOX 4075 McKINNON WITH THE POSTAL NOTE.
**IF YOU ARE ORDERING LOTS OF STUFF, THERE MAY BE A HIGHER POSTAGE CHARGE; I
SHALL ADVISE YOU BY EMAIL OR LETTER.**
DIRECT DEPOSIT WITH YOUR NAME ON IT: 063 145 10187874