

## Royal Enfield Club of Australia Inc.



### Newsletter No. 49

JULY 2009

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

Royal Enfield Club of Australia Inc.

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Patron: HRH Prince Leonard, Sovereign, Principality of Hutt River

G'Day everyone,

Well, this is another busy edition. Thanks to all the contributors. And, we've got some exciting new merchandise for sale for the Club!

Not long now - the AGM is coming up on 19/20 September at Murwillumbah, NSW. I am now calling for Agenda Items and nominations to be sent to the Public Officer, Anthony Wright as the Secretary is overseas for 3 months. At the rear of this newsletter is a nomination form. If you wish to nominate for any of the Committee positions of the Club, please complete this form and forward it to the Club's PO Box address, or email it to [recoainc@gmail.com](mailto:recoainc@gmail.com). Could all nominations and agenda items be tendered to the Club by 6 August so they can be incorporated in the September newsletter which will go out early.

For those of you who may wish to advertise something "For Sale or Wanted", or, send in an article or a tech tip for publication, either e-mail your ad to me at [shipping.office@bigpond.com](mailto:shipping.office@bigpond.com) or post it to Anthony Wright at PO Box 4075, McKinnon, Vic, 3204.

Safe Riding,

Dame Margaret

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### NEW VIC MEMBERS

Welcome to **CLIFF BARRETT** of Bendigo, VIC.

Cliff heard about us in "Old Bike" magazine. He has a 2007 Arqin scooter, 250cc, and he is interested in Royal Enfields. Cliff is also a new member of Ulysses.

To his credit, he is not only joining RECOA Inc, but he is coming along to our winter mallee rally at Culgoa, on his Arqin.

G'day all! I'm a 58 year-old lifetime biker, and I shall shortly be purchasing a new RE. I think I could bring some fun and experience into the Club. Thanks."

Welcome to **CARY CULLEN** of Murrabit.

Cary heard about the Club in MCTRADER magazine. He is also a member of Lions International.

#### **NEW WA MEMBER**

Welcome to **RICHARD ALLINGHAM** of Kelmscott, WA.

Richard is an "Owner and lover of 2005 Bullet Classic "

Richard heard about RECOA from friends, and so welcome Richard; hope to see you on the run to Hutt in 2010.

#### **NEW NSW MEMBER**

Welcome to **JOHN PENNOCK** of Summerland Point, NSW.

John is keen to meet members in the central northern coast region of NSW, and that area is certainly one of our strongholds. He is on Yahoo, so members in that region particularly , please make yourselves known to him. John's main dilemma is whether to get a classic, an Electra, or an UCE. He found us in "Just Bikes", and hopefully we will see John at the AGM at Murwilumbah, whether he has purchased an Enfield by then or not.

#### **NEW QLD MEMBER**

"Hi.I have just bought a RE Bullet and would like to join RECOA to liaise with fellow Enfield enthusiasts."

Welcome to **DEAN EVANS** of Murphys Creek QLD. Dean owns a 2003 Bullet Classic and heard about the club from: Google search a few years ago. Dean loves to travel...especially India Good to see another Queenslander joining the Club Dean.

#### **RIDES & RALLIES**

*Please advise any calendar dates in similar format to these by e-mail to Margaret Coan at [shippingoffice@bigpond.com](mailto:shippingoffice@bigpond.com) or Anthony Wright at [recoainc@gmail.com](mailto:recoainc@gmail.com) or by post to PO Box 4075, McKinnon VIC 3204*

#### JULY 2009

- 4 **VIC Group:** Monthly Ride (1st SAT) TBA – Anthony 0411 770 225
- 7 **WA Group** meet at Narrogin Inn, Armadale in the annexe of the bar at 7pm for dinner, meeting starts at 7.30pm (first TUES of each month) Contact Lindsay Mills on 9490 1896  
**SYDNEY:** Newington Hotel on Stanmore Road between Petersham and Stanmore - 8:00 pm - 10:00 pm. Contact Mike Floyd 0410 599141
- 12 SYDNEY - Old Pacific Highway to Spencer, Wisemans Ferry and return. Meeting 10:00am Mobil Service Station Old Pacific Highway Berowra, Contact Bruce Walker
- 17-19 MACI Jamboree in Bojonegoro (nobody sure about this event, because still around of election issue in Indonesia).
- 18 **WA Group** meet at car park in front of the Inn by the traffic lights at 10am for a run. Contact Lindsay Mills on 9490 1896
- 18th RECOA at Culgoa winter mallee rally, Culgoa, VIC. Contact Anthony 0411 770 225**
- 19th Alice Springs or Bust ride commences SUN 19th JULY at Culgoa, VIC. Contact Anthony. Members only**
- 19 **SE QLD** Story Bridge Concourse will be monthly club run, contact Mike 0410 457769
- 28 **VIC MOB** – monthly meeting at Racecourse Hotel Caulfield (last TUES) 8PM.

## AUGUST 2009

- 1 **VIC Group:** Monthly Ride (1st SAT) TBA – Anthony 0411 770 225
- 4 **WA Group** meet at Narrogin Inn, Armadale in the annexe of the bar at 7pm for dinner, meeting starts at 7.30pm (first TUES of each month) Contact Lindsay Mills on 9490 1896  
**SYDNEY:** Newington Hotel on Stanmore Road between Petersham and Stanmore - 8:00 pm - 10:00 pm. Contact Mike Floyd 0410 599141
- 15-16 Brotherhood Indonesia Jamboree in Sunset Road Kuta Bali, will be big event in Bali, and this joint event between Brotherhood Indonesia with some club classic motorcycles in Bali except HMT (why? I really don't know and don't try to understand).
- 15 **WA Group** meet at car park in front of the Inn by the traffic lights at 10am for a run. Contact Lindsay Mills on 9490 1896
- 16 **SE QLD** Monthly club run, contact Mike 0410 457769
- 25 **VIC MOB** – monthly meeting at Racecourse Hotel Caulfield (last TUES) 8PM.

## SEPTEMBER 2009

- 1 **WA Group** meet at Narrogin Inn, Armadale in the annexe of the bar at 7pm for dinner, meeting starts at 7.30pm (first TUES of each month) Contact Lindsay Mills on 9490 1896  
**SYDNEY:** Newington Hotel on Stanmore Road between Petersham and Stanmore - 8:00 pm - 10:00 pm. Contact Mike Floyd 0410 599141
- 5 **VIC Group:** Monthly Ride (1st SAT) TBA – Anthony 0411 770 225
- 19 **WA Group** meet at car park in front of the Inn by the traffic lights at 10am for a run. Contact Lindsay Mills on 9490 1896
- 19/ 20 **6<sup>th</sup> AGM of RECOA at MURWILLUMBAH, NSW. contact Mike Crawley 0410 457769**
- 29 **VIC MOB** – monthly meeting at Racecourse Hotel Caulfield (last TUES) 8PM.

## 2010

- 20th April Hutt River Principality 40<sup>th</sup> Anniversary Celebration & Ride – departing Culgoa VIC  
April 17<sup>th</sup> – members only



## **RIDE REPORTS**

### **SEQ MOB JUNE RUN from Mike Crawley**

Some might say that heading off into the region's major dams' catchment area is not all that clever when rain is imminent. Nevertheless Clint, Leon and I did just that on our June club run. And guess what, it rained all over us. Nevertheless, in spite of the drizzle it turned into a surprisingly nice little ride of 200 odd kilometers, going west from Brisbane to Gatton, north to Esk on one of

those roads the map-makers mark with the skinniest of black pens, stopping for a quiet coffee and then back the direct route to Ipswich and on to our respective homes. Apart from my Amal intermittently refusing to welcome petrol into its nether regions, it was another hassle-free Enfield run.

## NSW OUTING TO KANGAROO VALLEY on the 7<sup>th</sup> of June 2009

From Mike Floyd

It was going to be hard to top our trip to Bathurst a month earlier. We didn't actually but we almost got there even though we were only out for a day.

Five of us met on at Motociclo at 0930hrs. Bruce Walker and John Wright on their Bullets and John Sharpe and myself on our Norton Commandos 850 Interstates and John Crisp on his Honda Fireblade. We proceeded to Heathcote where Ian Lyons and Russ Barrett 'fell in' on their Enfields. At that point it started to rain and it kept up a bit of drizzle until we approached Wollongong via the Royal National Park and Thirroul. That section of the trip was not as enjoyable as normal as the roads were a bit greasy and damp and once we got onto the coastal strip before Wollongong it got a bit stop start too.

All went well until the party became separated by traffic lights. Somehow, despite instructions from The Boss the last 3 bikes took the wrong turning onto the expressway and were forever locked in to proceeding alone to Berry. Secretly we three were very happy that we had got back into the fast lane and our trip was uneventful and fast all the way to Berry. Next after texting Bruce as to our whereabouts we ground up over Cambewarra Mountain to Kangaroo Valley. Some very tight turns on the way and very picturesque views too.

We pulled in to the pub where they do great meals. Being health conscious I had a scrumptious smoked trout salad and by that time the missing members of our group had arrived. I got a good talking to for deviating en route and I was I hope suitably apoplectic.

After lunch we jumped on our bikes and headed up to Robertson and Mittagong along those beautiful winding roads. Quite a bit of car traffic so that was a little disappointing in my opinion.

Once we got onto the highway we basically split up and went back to our homes. It was the first time that I had really ridden on a highway on my Norton and I have to say it is beautifully balanced and a real fast highway cruiser when you want it to be. It vibrates a bit at between 70-80 kph but once you get past that band it is superbly smooth and powerful. There was no problem in zipping up to 130 or 140 kph but of course I wouldn't do that ..... although an Electra overtook me with a snowy headed chap riding. Cheeky Bugger. Unlike him I have respect for the road rules! He must have been doing about 120kph!

You know what ?????? something did fall off Bruce's bike. I think it was his number plate holder. That way Bruce maintains his perfect record and even though we had a bit of a disjointed (my fault Bruce) and wettish ride it was better than not going on a ride and, of course, the company was excellent too.

Thanks everyone for making the day.





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Sovereign*

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*Nain*

**17/06/2009**

**ATT: ROYAL ENFIELD CLUB OF AUSTRALIA Inc.**

It is pleasing to have such a gathering of not only club members, but also non-members and members of other clubs here in Culgoa for this annual occasion, the Culgoa Winter Mallee Rally of the Royal Enfield Club of Australia of which I am proud to be Patron.

We wish to convey from the people of the Principality of Hutt River to you all, our very best well wishes for this special occasion.

Whilst we trust that the weather treats you well, we also hope that it has already been kind to the farmers of the area and may they have a successful year. It is also our hope and wish that this occasion be a great success and opportunity for camaraderie for all involved.

For those of you heading out following this meet on the "Alice Springs or Bust Ride" we wish you all a safe ride on the great journey that lies ahead, a ride that no doubt will create many lasting impressions that will remain in everyone's memory for all the years to come.

We trust that those taking part in this great run will use it as a learning experience towards the "Run to Hutt" next year for our 40<sup>th</sup> Anniversary Celebrations and hope that it will be such a positive ride that your tales on return will lead others to join those intrepid members who are to journey here to join us in Nain for that occasion in April 2010.

Best Regards

**HRH Prince Leonard  
Sovereign  
Principality of Hutt River.**

## WINTER MALLEE RALLY UPDATED ITINERY – CULGOA, VIC

**Fri 17<sup>TH</sup> JULY** – pre-rally dinner at the Kaneira Hotel, Main Street, Culgoa.

**SAT 18<sup>th</sup> JULY** –

**8.30am** – local shop is open, and Mobil service station is open briefly

**9.00am** – **DEPART** from Mobil service station Culgoa and head up the Lalbert Rd, through Lalbert and onto Swan Hill.

**10.30am** – all aboard the “Pyap” River Cruiser. We **MUST** be on time.

**12.00pm** - Lunch at the Lower Murray Inn at the Swan Hill Pioneers Museum

**3.00pm** - depart for Woorinen, travelling through vineyard and orchard areas. Brief stop at Woorinen, then back to Culgoa via Ultima.

**5.00pm** – arrive back at Culgoa. Time for maintenance and or relaxing.  
The Mobil garage will be open briefly for fuel either at this time or on the **SUN** morning early – this will be advised on the Saturday morning before the rally ride.

**8.00pm** - **Rally Dinner at the Kaneira Hotel, Culgoa including rally awards.**  
-Best Enfield  
-Best non-Enfield  
-The Norm Keen “Tough Luck” Trophy  
-The Draggin’ Jeans prize for the member most in need of protection  
-The Baton Trophy to be awarded to Steve Farrer (until his record is broken)  
-Perhaps a few more awards

**SUN 18<sup>th</sup> JULY** –

**07.30am** – Breakfast at the Kaneira Hotel, Culgoa. All registered entrants have their breakfast paid for. For others, the breakfast is \$5 for continental, or \$10 full breakfast.

**08.30am**- Culgoa Shop opens.

**09.15am** – Alice Springs or Bust ride commences from Mobil garage, Culgoa.

### **Notes:**

**1)RALLY REGISTRATION FORM IN THIS NEWSLETTER.**

**2)The following people have got their breakfast paid for on the Sunday morning:**

Jon Narik	Hon Ian & Dame Margaret	Mick Newton
John Sharpe	Coan DIOM	Bruce Kirkwood
Cliff Barrett	Garry Eyles	Norm Keen
Charles Todd	David & Karen Barber	Gary King
Bruce & Cynthia Walker	Anthony Wright	David Huybens
Derek & Barbara Pickard	Steve Farrer	
Mike Floyd	Mike Crawley	Nicole Hauser

## MEMBER OF THE MONTH – GRAEME MORRELL

My motorcycling career started when I left school and my father bought me a 175cc Royal Enfield 2 stroke, so that I could complete my school education at Fairbridge Farm School in metalwork. This farm school bordered our farm boundary and I just had to ride about 4 miles once a week for the school year. At the end of the year I sat the exam and passed it completing my formal education with 5 subjects.

Over the years I have ridden and owned several old type motorcycles including a Velocette, Matchless, BSA, Honda x2, Suzuki, Kawasaki and now own a 250cc and 900cc Kawasaki and my new Royal Enfield Electra 500cc Bullet.



During early April 09 I was invited to join Blackies Ride over a 3 day weekend and covered about 900kms. I had to ride from Lesmurdie down to Kojonup, 254kms, then join the ride and travel down to Rocky Gully for lunch, 88kms, then on to Denmark. About 10kms from Rocky Gully I got a flat rear tyre, which we think was caused by a valve washer which was left loose inside the tyre and chafed the tube causing it to go flat. This would have been a factory assembly issue. We repaired the tube but it didn't last so the RE and myself rode in the support vehicle down to Peaceful Bay which was our overnight stop on the south coast. The punctured tube was repaired during much heckling and good humour, and it cost me a fine, as we were raising money for the Variety Club Bash. This distance was approximately 158kms, of which I rode about 10kms.



After breakfast and group photo we set off for Walpole and on through the tall timber to Pemberton for lunch, then on to Manjimup, Bridgetown, Boyup Brook and south about 40kms to an eco centre in the middle of one of the national parks for our overnight stop, about 291kms. By this time our numbers had reduced to about 23 bikes from the 40 odd at the start. Some then left us and headed south to Albany and the rest of us continued on back to Boyup Brook and towards Kojonup where I left the group part way and headed north to Darkan and Williams for a morning coffee, and then back to Lesmurdie, about 336kms for the day. My total for the ride was approximately 1137kms and my only problem was the flat tyre. The bike ran beautifully.

I have also been on several other rides that I can tell you about at a later date if you wish.

~~~~~

## ON SAFETY

**By Bruce Walker**

\*Volunteer Coast Guard

\*\*Royal Volunteer Coastal Patrol

Reading through some old issues of Two Wheels magazine from about four years ago I found an article by one of their columnists who lives in the UK and goes by the name of Kash. The column outlined some ideas he has on the issue of motorcycle safety. Until now, I considered motorcycle safety to have two predominant schools of thought. The **'Being Seen'** school which mostly relies on bright clothing, reflective patches and headlights on during daylight and the like. Personally I lean towards this approach myself. (But be careful not to confuse this group with the *'Being Noticed'* group which is a different thing altogether and probably has most of its' members from the other school of safety.) The second group is the **'Being Heard'** school which seems to be mostly comprised of Harley Davidson owners who have been known to expound this (actually quite valid) theory as an excuse to put louder mufflers on their bikes.

Kash presents a different and possibly more controversial school of thought altogether. The article came about from an assertion by one of Kash's friends that there is no such thing as an accident that isn't your fault. Kash says, "The knee jerk reaction is that this is rubbish, and plenty of riders can reel off a string of examples where some moronic car driver, pedestrian or even another bike rider has done something so blatantly stupid the resulting smash was clearly 100% their fault." That applies to the legal situation where fault is allocated according to who has broken which laws and by how much. You are riding along, your lights are on, you are within the speed limit and wearing a fluorescent vest and have loud exhaust pipes when suddenly a car comes out of a private driveway without any warning. Smack!! And he's caught and it's 100% his fault. You can laugh all the way to the bank even if you are now a paraplegic. Kash continues, "It can't possibly be your fault can it? And what's it got to do with headlights on and loud exhausts. It has everything to do with that because at the core of this is where you, the rider, place the responsibility for your own safety." We have an expectation that other drivers seeing or hearing us will react appropriately. You are expecting to be seen and to be heard by people and given right of way and avoided. That's a big ask. In both cases you are handing the responsibility for your own welfare to a complete stranger, who might be mentally unstable, have limited vision or hearing, be blind drunk or on heroin or all of those. If you knew the other driver was loopy in some way then you might concede that it was your fault for letting him run into you. The fact that you don't know the state of the other driver is not an excuse when you realise it might be the case.

Kash gives the example of two friends both sitting at lights with a car coming up from behind too fast to stop. One friend was hit and injured, the other friend was vigilant and slipped his bike into gear and moved out of the way. Sure it was the car driver's fault but really the first rider could have avoided the accident.

Kash concludes, "Forget the legal situation, compensation is no compensation when you really hurt yourself, or die. Ride on the assumption that all accidents are avoidable, even those which are 100% the other driver's fault, and that it's solely your job to avoid them. Because placing the onus of responsibility for your own safety on someone you don't know makes it your fault."

There can, of course, be no argument about fault in single bike accidents although even then, many riders look to blame someone or something else.

In maritime safety there are two schools of thought. The one supported by Governments and Maritime authorities is the '**Passive**' school where the vessel has to have a whole bag of prescribed safety equipment on board and can be fined if they don't. When in difficulties the skipper calls on the marine radio, fires off the flares and/or switches on the EPIRB (Emergency Position Indicating Radio Beacon) and waits to be rescued by the cavalry/Navy/Water Police/VCG\*/RVCP\*\*, etc. The other school, which could be called the '**Active**' school, puts the responsibility back on the person. You got yourself into this situation, you should not endanger others by asking for help. Make sure you take all the precautions and do all the preparations so that you can get yourself out of trouble. This theory extends to doing courses, getting experienced, being in the right sort of vessel for the situations you are likely to encounter and knowing what to do and having what is needed to do it. Perhaps the 'Active' school contains elements of the old view that the skipper goes down with his vessel, rather than face the subsequent inquiry and the ignominy and shame stemming from his incompetence.

~~~~~

#### **ASOB RIDE from Jeff Cole, Alice Springs, Australia ... The journey IS the destination**

I don't wish to alarm anyone and I haven't lived anywhere else for some decades to know what other places are like but I want to warn the ASOB mob about potential dangers in Alice Springs. This is not a particularly dangerous town but it has been known for tourists (and locals) to run into trouble with gangs of "youths" (read young thugs who should be put up against the wall and shot).

- \* If you are out and about at night travel in a group.
- \* Stay in the populated parts of town.
- \* Don't go anywhere near the river after dark.
- \* If you are staying in town (as opposed to on the outskirts) make sure your accommodation is locked at all times and you don't leave any valuables inside while you are away.
- \* Don't leave valuables visible in your car (Ian & Marg).
- \* If you are approached by anyone asking for money be polite but tell them you need your money for your family. Cigarettes? That is up to you if you are a smoker but be wary, especially at night.
- \* The most vulnerable accommodation seems to be backpackers on Gap Road which seem to be broken into regularly.
- \* The locals can be very voiciferous and you might think there is a fight when they are just having a conversation - or they might be having a fight. Keep out of it but call the police if you feel it is necessary.

Enjoy your time here :-)

## Obituary : Allan “Dicky” Leslie

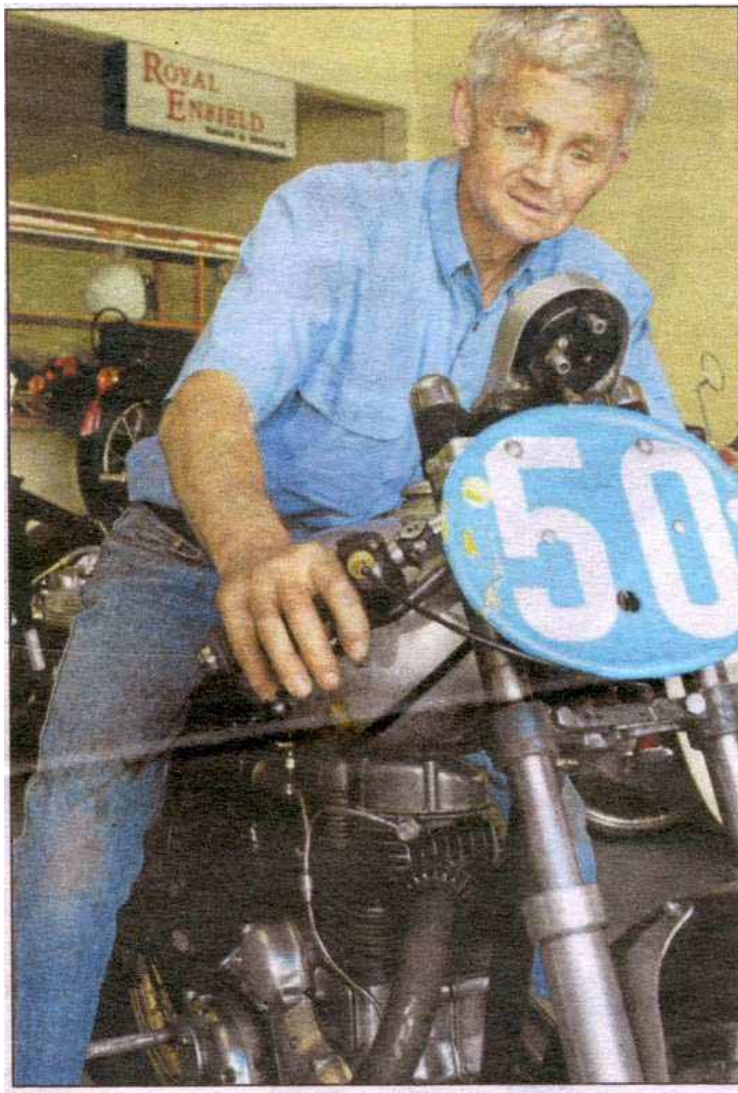
From Tassie Bob

Allan died peacefully at Launceston General Hospital after suffering a heart attack on Mother’s Day. He is survived by his wife Judy and daughters Estelle and Prue.

Dick was the proprietor of Regent Motor Cycles and the authorised dealer of Royal Enfields in Tasmania.

Dick enjoyed riding as well as tinkering with all types of motorcycles. The last few years he was a keen racer in the historic and “bucket” racing scene and was responsible for the introduction of quite a number of people to the class, including his son-in-law Nathan. Dick won his first race at Phillip Island from 18<sup>th</sup> on the grid. He won his last race at Symmons Plains earlier this month. He enjoyed the yearly Toy Runs to Hobart and also rides and weekends away with his mates.

Dick had cheated death once before when he was the victim of a hit and run in 1974. After his rehabilitation Judy and Dick were married in 1976.



Dick was one of life’s true gentlemen and would go out of his way to help anyone who needed it.

Ride On Dicky.

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**Motorcycle** **DIRT BIKE**  
**TRADER**

Congratulations go to **ROB BLACKBOURN** of MOTORCYCLE TRADER, on his promotion to Editor of MC Trader.

To quote Greg Leech, the Editor in Chief of MC Trader (the position that Rob is ascending to):

“Rob Blackbourn is the motorcyclist's motorcyclist. He's built them, raced them and rides them all the time. He loves the subtlety of language, still - after all these years - sees motorcycling as a hugely romantic notion and has a life philosophy of optimism that is second to none”.

~~~~~

Dear R.E. Club,  
I have enjoyed being a member for the past few years, but now find it's time to "hang up the goggles".

Thanks again, Ted Southon

## CARBERRY MOTORCYCLES

**From Bruce Walker**



I spent the June Long Weekend with Paul Carberry at the Carberry Motorcycle factory. Now, the factory is hidden in the bush some 70 or so kilometres north east of Melbourne and although I wasn't blindfolded it's doubtful I could find my way there again. I noticed signs to Marysville, Yea, and Kinglake and we passed through Healesville and I saw much of the devastation of the Black Saturday fires in February: flat areas where houses once stood, many with just a caravan, and vast forests of black trees now coated with life giving suckers thrown out in an effort to survive. This is fantastic motorcycle country with smooth twisty roads winding through spectacular mountain scenery and woodlands. Melbourne based motorcyclists have so much of it right on the outskirts. It was a pity we were in a car.

The purpose of the visit was a shareholders meeting to discuss business plans and cash flows and the like. Norm had ridden up from Melbourne on his Royal Enfield Interceptor. We'd heard a lot about his bike as Norm can be prolific on the website but no-one from NSW had seen it and we were starting to doubt its existence. Some had dubbed it the 'ghost machine'. The sight and throaty roar from the twin exhaust pipes and the accompanying noises from within the engine convinced us of its reality.



Not being shareholders, Norm and I were excluded from the meeting so we spent the hours wandering around the factory and not surprisingly, talking motorcycles. Having spent a lifetime riding and mucking around with bikes, and being a generous bloke, Norm is in demand in the Royal Enfield Club Melbourne chapter to assist with repairs and modifications. In the old days, the young tyro motorcyclist never took his machine back to dealers for servicing – he did it all himself and learned to wield a spanner, initially often under the supervisory eye of his Dad. My efforts were mostly with cars but

Norm had concentrated on bikes.

At various places on the factory floor are pallets of castings and boxes of bits such as flywheels, conrods, starter motors, oil pumps, Amal carburettors and cam gears. A row of late model Royal Enfield 500cc motorcycles await conversion and several more are in various stages of frame modification awaiting the installation of their Carberry V Twin engines. Benches hold the jigs and tools for the processes of assembly. The initial batch of twelve engines and bikes will be rolling off the shop floor soon.



Having lived in the Far East, Paul Carberry has an air Asian mysticism and wisdom about him. He is one of those rare people who are both dreamer and practical realist possessing the required skills. His dream of an Australian motorcycle designed and made here in Australia using Aussie know-how and skill is happening. He is the most meticulous man whose chief determination at this stage is to put together an engine which is completely fault free and reliable. He can't be rushed and

some of the shareholders have to keep the lid on their bubbling enthusiasm. Their impatience to see one of the engines running on the test jig is boundless. It is happening and very soon, perhaps in just weeks.

The rain beat down on the metal roof above us where we slept in a loft at one end of the factory. Burning wood crackled in the big stove below. I was warm although the night was cold. It was hard to sleep, as like the others, I too had become caught up in the dream.

**STOP PRESS: The first Carberry production engine was started and run on the test bed on Friday 19th June 2009. Blue flames shot out of the unmuffled exhausts as the engine came to life.**

### AGM UPDATE

Earlier this month a group of us met at Clint and Kay's house to thrash out a few more fine details on the planning of the AGM. In the process we ate them out of house and home just for good measure. Many thanks Clint & Kay.

#### **Invitations to other clubs:**

Last month I raised the question of whether or not to invite members of other clubs to the rally.

From the feedback it was decided to invite the following clubs:

Historical Motorcycle Club of Qld, Inverell Motorcycle Restorers Club, Northern Rivers Classic Motorcycle Club and the Taree Vintage Motorcycle Club. We thought this was a good way to start as there are members of our club who share membership with each of these clubs, except for the Northern Rivers club, and since we're on their turf we thought it only fair.

#### **Show & Shine:**

After much debate the categories for this year's AGM's Show & Shine are as follows:

- 1) Classic / 65 / Deluxe Bullet
- 2) Electra Bullet
- 3) Redditch Bullet or other Enfield single
- 4) Royal Enfield twin
- 5) Non-Enfield, pre 1980
- 6) Non-Enfield post 1980
- 7) Best bike at the rally

This year we will award only one prize per category.

And of course there will be other awards eg. longest distance travelled and these will be unveiled on the night.

#### **Acknowledgement:**

At this stage I would like to thank Marg & Ian Coan and Gary Eyles for their advice and practical support in helping us get the AGM organized. Gary and I also have plans to combine our notes and prepare a "manual" for the next rally organizer.

Regards,

Mike,  
(for the organizing committee)



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## **The President Writes** From the Square Office at the Cream House, Baulkham Hills

From Bruce Walker

It's hard to think of a better bike to see this great country from than a Royal Enfield (well, maybe a postie bike, but it would take a lot longer and some of us older ones – no names - don't have that many years of riding left). A motorcycle gives you a more intimate involvement with the countryside than being insulated in an air-conditioned four-wheeled motor vehicle. This has disadvantages when there's ageing road kill lying close by in the hot sun (the fox has to be the most putrid of all dead creatures that I've smelled – but then, and rather fortunately, I haven't had my olfactory senses overwhelmed by dead homo sapiens – Australian drivers aren't that bad). Since taking up motorcycling, I believe I've seen more of Australia than I ever would have otherwise. We riders tend to get off the main roads and find quieter back roads. Motorcyclists are far ahead of most of the rest of the population having long realised that the journey is so much more than the destination. Most people waste their lives achieving goals and staying on the motorway without noticing the journey. That's their loss and they don't know it, but they are poorer for that.

William Albert Robinson, an early sailor and circumnavigator (circa 1930s) once wrote:

*“All great goals are phantom. When you are pursuing them they are happiness. When you attain them, where are they?”*

Amongst long distance sailors it used to be common to slow down and even delay entering their destination port because they became saddened that their journey was almost over. In our increasingly frenetic society one suspects that people are more destination focussed than ever before. Those of us swimming against the tide, need to encourage others to do the same.

Notice how much more enjoyable the ride out is, compared to the ride home. Feel the wind, smell the countryside (even better after a drop of rain), notice the colours of the bush and forests and mountains, see the blue sky and white puffs of cloud and the wildlife. Listen to the steady heartbeat of your RE and breathe the clean unfiltered air. Isn't life great?

~~~~~

### ALICE SPRINGS OR BUST (ADVENTURE BEFORE DEMENTIA) PARTICIPANTS

Coan Ian & Margaret

Cole Jeff & Cheryl

Crawley Mike

da Cruz Humberto

Eyles Garry

Newton Mick

Schuh Simon

Sharpe John

Wright Anthony

Keen Norm

Havelberg Don

Not long to go now – how exciting!!

Has everyone bought their phone cards for use out in the bush??

If you could email/phone your mobile phone number to Margaret Coan, a list will be prepared and given to all riders.



# A shiny

The Royal Enfield Bullet's appeal for many has been that it hasn't really altered since its 1950s heyday. But tightening emission rules and regulations have meant change has had to come – but luckily the changes have been for the better.

Words by James Robinson  
Photography by John Wilkinson

At a glance, Royal Enfield's new Bullet doesn't really look too different from what has gone before. Sure, there's a new paint scheme and the engine casings look a bit different, but really there doesn't seem to be too much from what has been familiar for the last half century. However, look a bit closer and the differences start to become more apparent. For this is not simply a revision of the earlier machines – it is in fact a completely new motorcycle from the tip of its front wheel, to the back of its rear mudguard.

Necessity being the mother of all invention, it was a need to meet incoming emission laws that spurred Royal Enfield into action. However, the parent company looked to its importers and dealers for ideas and advice before building the motorcycle – and when it came to the building-process it didn't do it all in house, looking to British and Italian consultancy companies for expertise. British importer Watsonian Squire was at the forefront of the input/feedback process and put forward several ideas as to what customers had reported they wanted. This was all digested by the factory's research and development people in India and then a programme of testing was undertaken – this is in contrast to previous

new models, where there has been a tendency to launch them onto the market before they were, in truth, totally ready. Royal Enfield – encouraged by importers – was keen to make sure that this did not happen with the new, important model.

The outcome of this research and development has resulted in this, the new Royal Enfield Bullet Classic. So, what have we ended up with? Firstly, there is nothing – or very little – that has been carried over from previous models. Though the frame does look similar it is all new, though a conscious decision was made to follow the curves and contours of the traditional Bullet. There's a drum at the rear while there's a single disc at the front, attached to Royal Enfield's own telescopic forks, which are at a different angle than any previous Enfield. The Enfield also runs on smaller wheels than previously, 18 inch rims front and rear. The main and most noticeable difference is with the engine. Though it does bare a passing resemblance to the older models, it is new, which is in unit with the gearbox. However, it seems that the team responsible took a good look at Royal Enfield's other models, with the engine casing bearing more than a passing resemblance to

the late 50s Crusader, with neat 'RE' detailing. Bore and stroke remains the same as on previous models, while Royal Enfield's existing – and fairly well proven – five-speed gearbox nestles under the covers.

So having had a good look at the Bullet, we then afforded the opportunity to take it for a ride. The one I swung my leg over had recorded just a touch over 1000 miles, so was nicely run in. First impression was the seat height is reassuringly low with the handlebars where they should be. Saddle is only a single seat, but it's lovely and comfortable; apparently, if one wants to carry a pillion there's a choice of either a dual seat or a pillion pad. Gear change is on the left, with the rear brake on the right, standard Royal Enfield practice since the introduction of the electric start models. There's an ignition key on top of the 50s-inspired instrument binnacle which needs to be turned on, but there's no fuel tap as this is of course a fuel injection motorcycle. So it's a case of ignition on and thumb the

# new *Bullet*



starter button, which is located on the right bar and it's the only way of starting the engine – this is the first Royal Enfield to not have a kick starter. Though the clutch doesn't need to be in for it to start, there is a kill switch on the prop stand which comes into action if a gear is engaged with the stand down.

Gears are in the 'modern' sequence, with one-down then four up, with gear selection easy and positive. Out on the road and the sensation is very much like riding a 50s British single – the noise, the riding position, everything really, though the front brake is

reassuringly modern in its performance and will haul the Enfield up fairly smartly if used on its own, while when used in conjunction with the back brake, makes for stopping that is fit for this century.

First impression of the engine is its willingness to rev, with the riding sensation it most reminded me of being that of an XT500 Yamaha, rather than a 50s Brit single. I found myself going up and down the gears rather than letting it slog and it

## ROYAL ENFIELD BULLET



### Royal Enfield Bullet Classic

Year of manufacture 2009  
Engine type o/vv single  
cylinder  
Capacity 499cc  
Bore x stroke 84x90mm  
Compression ratio 8.5:1  
Fuel feed Electronic fuel  
injection  
Ignition Digital electronic  
Gearbox Five-speed  
Transmission Air chain  
Suspension Telescopic  
forks, rear swinging arm with  
gas-filled units  
Tyres 90/90x18in front,  
110/80x19in rear  
Brakes Front 280mm disc,  
rear 152mm drum  
Tank capacity 14.5 litres  
Seat height 790mm  
Wheelbase 1370mm  
Weight 187kg  
Top speed 80mph approx  
Price £4499 on the road

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► responded well. However, later on in the ride, I decided to try riding it on the 'torque' and again it responded positively, with dropping down to 30mph in top and gently accelerating away no problem. On a long, gradual incline, on a piece of dual carriageway, I took the opportunity to wind the throttle on and the Bullet responded brilliantly, pulling strongly in top gear all the way to the top, easily maintaining a steady 70-ish mph. Top speed would, at an estimate, be around 10mph more than that, while cruising at 65-70mph was pleasant and relatively vibration free.

There were not many faults that I could identify, although the pedal for the back brake is long and somewhat low, with one of my slightly, er, weightier colleagues finding it touched down under milkily spirited cornering and he's not a particularly hefty chap, so a heavy rider may find himself running out of ground clearance rather early.

Later in the day I rode another with just 200 miles on its clock and what a difference there was. Apparently, it's fairly well known in Bullet circles that they need to have done 1000 miles before they really start to settle down and perform

as the maker intended, the lower miles one feeling much harsher and vibratory than the slightly higher mileage one. The handlebars were also at a slightly different and less agreeable angle, but that was something that could be modified without much ado.

So, in conclusion, what did I come away from my ride on the new Bullet Classic thinking? Well, I loved the look, the sound and the riding experience and feel that for £4500 Royal Enfield is surely onto a winner. It will definitely appeal to the older enthusiast, who is tired of kick starting (or indeed finding it increasingly more difficult to use a kick starter) his big single but still wants to enjoy the classic experience. But that market is for the most part already aware of the Bullet and while this new version's better build quality and improved specification will be appreciated, it is surely at a different type of customer Enfield would like to appeal too; the 'retro market.' And, for the first time perhaps, the firm now has a machine that while still looking old actually performs how a 'modern' motorcycle is expected to and does. ■



# Motor Cycle Stories – The Talbingo Good Samaritan

By Alan Bartlett

It was the worst of days and the best of days, the trip I was about to take had started in the past. Months of planning, hours of execution. I had little thought that my day would turn out to be, one painful and two expensive, but what the hell I didn't know at the time so off I went. My plans included a quite run through sun dappled mountain meadows, carving the odd corner and generally having a fun time. My "plan" did not include a really bad headwind and much worse.....

Early on the day in question, I fired up the Enfield, just a press of button don't you know. She; yes she fired straight into life; no more than two thirds of a "rev", the sprang was happy, it exuded pleasure that its life would remain long and not pitted, a pitted sprang is not happy sprang, it slips where it should grip, but that's not today's story, we must press on. A fine even idle was the result, warmed her up and after saying my goodbyes to the assembled family, I set off.

Mobile at last, wind in my face, oops close the visor, much better. Stop 200 meters down the road gloves off, helmet off, put in ear plugs, kit back on and off we go again. The south road beckons, but first comes the suburbs, once cleared it's into the wind and south, I hate the wind. As my trip is only a short one, I just poddled along at 90kph. First stop just some 50 Km down the road to check the load, moving on I get to Cooma, re fuel and have coffee at the local bike friendly café; a mug of flat white, good temp and flavour. Next stop Adaminaby; there by good fortune I met a pair of fishermen who told both truth and lies about the fishing thereabouts. Unfortunately I could not tell the difference, so pressed on, strange folk those fisher persons, or better known as lying bastards. Onwards bearing north west, with my hopes of winning the clean shiny bike award fading with every piece of wet muddy roadwork, one of the road crew had the audacity of waving to me, must have thought nice bike pity it's so dirty. The open alpine highway is fun, corners for carving, did a bit of carving. Climbing ever climbing through the mountains I was in reach of my destination. With the last bit known to be treacherous and having time on my side, I slowed and poddled on. Note; bad bit coming up. I started on the way down; the last bit into the Talbingo valley.

All was well until the third corner, as they say "it happen so fast"; nice and easy into the right hander, then spotted a small reddish animal on the right hand side in the corner of my eye. At first I thought "its just road kill", but then it moved, in fact readers it came straight at me. Keep in mind I have just turned into the corner. Back to the impending disaster; I thought I would hit it so I stood the bike back up a bit and tried to wash off speed with the idea of one missing the animal and two making it around the corner, I got the first bit right. The last thing I saw of the little red devil was it shooting past my front wheel and under the Armco, bet it had a nasty shock when it discovered a real big long drop just the other side of the fence, justice I say, but no time for hilarity now the Armco awaits. I then ran out of road and onto the narrow dirt section (about two feet of it) between the road and the Armco, by this time I was moving relatively slowly and nearly in a straight line, I thought to myself I can make this and get back onto the road and all would be well, not so.

The front starts to wash out and I hit the Armco, bounce off and sort of high sided, I hit the road with my left shoulder and rolled and stopped. Step one a quick systems check, bike was not running, good, wiggled and felt various key body parts, check complete with no errors. Stood up and turned around to find my bike 90 degrees to the road, on its side, front wheel into the Armco. With the adrenalin supply now kicking in quite nicely now. I tried to stand the bike up, but the front end could not be straightened out, the mudguard had somehow got trapped behind my oil cooler. Petrol was poring out the fuel cap and the right hand side of the handle bars was snapped off so I little purchase. The bike was in gear and I could not get it out, I could not move. Meanwhile some traffic passed me on the road, they must have thought that's a strange place to park, but on they went, lets not get involved. I stood their stuck, not wanting to lay the bike down

and pour petrol everywhere, legs beginning to hurt like hell, but that's a story from 30 years before, no time to tell that one, maybe later.

I look around the bike to see what's damaged, funny the things you think of while a bit stressed out, the tanks dented and the right hand mirror I had recently replaced was once again smashed. I practiced some rhyming words, words like "truck" came out. Then a guy in a Ute stops "You ok mate", no I say, "ok" he says and drives off. I thought "great another one" but next minute he's back, "had to park off the road" he says and sets about helping me. We un-jam the mudguard, stand her up and got her out gear and on the side stand, I get my lid off and relaxed a bit. More cars go by, we need to move to a safer spot, so we slowly go down hill a hundred meters or so to a good spot on the right. Time to survey the damage. Dents, scratches, a wonky front wheel, snapped off handle bar, more rhyming words. "Where were you going mate" my new best friend asks, I explain where I'm headed for and he decides that he will go down to Talbingo caravan park and find some help.

It didn't look like I was going anywhere under my own steam and the back of his Ute is full of all kinds of pit (more rhyming words). Off he goes, leaving me a bit shocked and surprised. I sit down and rest, but not for long as my shoulder starts to hurt like truck and shock begins to set in. Sitting around wasn't helping, so to commemorate the not so auspicious occasion I took a couple of photos, the first is looking up the hill, the corner at the top is where I came off and the other pic is well, what do you say, sad I say.



What seemed like an age passed. I had my doubts, I was sure he just kept on going. All those thoughts passed through my head, maybe I should just get walking for help. Then just as I was about to give up the cavalry arrived, it was all a blur, he was back with help, lots of help and before I could say "crap I fell off" my bike was loaded on a trailer and we were off to the camp site. On the way I discovered that my Good Samaritan was just out for a drive, he had got up that morning and decided that he would go for a drive in the mountains. So he put his dog in the back and off he went, strange how some things happen. Finally I was there, mind you not in quite the way I had envisaged. The bike was unloaded and all of a sudden he was gone, off on his way to somewhere, didn't even get his name. So.....but that can be another story.

~~~~~

From Jeff Cole:



The all new Royal Enfield Classic makes a perfect partner for the Watsonian Squire GP Manx sidecar.

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# RETROMANIA

Royal Enfield is the ultimate retro but is it a classic?  
Tim Britton finds out...

It's been my pleasure for the past few weeks to have the use of a Lean Burn Royal Enfield and there's no kidding about the pleasure bit either. But, before I pass on my limited experience of the model - I've racked up only a couple of thousand miles on it - let's get a few things straight about it. It's fashionable to knock things in this country and people who will enthuse about the character of some oily old nail that covers at best 200 miles between MoTs will dismiss new Royal Enfields as unworthy of attention as if, somehow, they aren't real motorcycles. More's the pity for them, I say. First off, it is a retro style of machine that harks

back over 50 years and there is no way that you can call it a speedster, though it is by no means a snail. Secondly, it goes, it stops, it starts and runs, all with a minimum of fuss, almost boringly so, which is exactly the point. It is push-button biking for anyone who fancies the classic experience without the drawbacks. I'm steeped in the lore of old bikes. I bought my first classic in my late teens... I'd had British bikes before that, but then they were just second-hand bikes. So I learned the hard way about timing and all that stuff, but now you don't have to. It isn't compulsory to go through secret initiation rite where you're blindfolded

## The other technical hitch was entirely my fault... did you know that modern bikes are required to have an ignition cut-out on the side-stand?

and have to accomplish certain tasks before being issued with a greasy waxed cotton jacket, taught the special handshake and given the secret phrase that goes with it – 'oh, sorry, I've just changed a plug'. Nope, with the lean bum you can jump on and ride it – even the gears are familiar to riders with only Oriental experience.

Were there any problems, I can almost hear you asking. Yes there were, but so minor as to be ignorable but, as this is a road test, you want to know what they were anyway. Take a look at the main pic on page 62, and focus on the carburettor. The choke lever is behind that head steady bar that goes behind the petrol tap and, yes, it's a blasted awkward thing to operate. Luckily, all I needed to do was flick it on, start the bike, turn it round then flick it off and it would run quite happily. You'd be right in thinking this could do with looking at, even though it only occurs on bikes with the optional 32mm Dell'Orto carburettor that comes with the Highway package. Watsonian Squire tell us that the latest models have the head stay on the other side so reaching the choke isn't a problem.

The other technical hitch was entirely my fault... did you know that modern bikes are required to have an ignition cut-out on the side-stand? No? Me neither, and it took me four-and-a-half hours of fiddling and a five-minute phone call to Watsonian to find this out. As they talked me through what had gone wrong, I mentioned that I'd popped the bike up on the centre-stand to adjust the chain the night before and next morning it wouldn't start. The lights worked, horn, too, electric starter whizzed over but would it fire? Not on your Nelly, says I, full of

Right: There were under 4000 miles recorded when Biffa picked it up.

Below right: OK, I admit it, I'd stopped for a breakfast bap and cup of Java. It was right cold, see.

Bottom right: Powerful starter motor turns the 500cc single over easily.





## I did test just how frugal this bike is when on a photo shoot in Gloucestershire.

Above: So, in order to show how sparkingly new the bike is, we park it next to an old shed.

### Juicy Jim

Ever since Royal Enfield were talking about a 'lean burn' bike, Uncle Jim has been saying he could get 100mpg from such a machine. He first mooted the idea in the prototype test he did ages ago. Now Watsonian have called his bluff and he's having a go to see if he can do it under strictly controlled conditions, of course. We'll let you know how he gets on.

righteous indignation over the phone. Oh, how pride comes before a fall.

As I picked the Electra X up I was told to just go out and use it so they could see how it performed in the modern world, well away from the caring hands of dealers. And that's what I did, though not before fitting the optional luggage rack. It's a fairly simple device needing two bolts per side and 15 minutes spanning to fit. I could have managed with a rucksack but, for safety reasons, it isn't a good idea to wear such a thing on a motorcycle. So, instead of visiting a dealer every two minutes, all this bike got was my caring maintenance schedule, which amounted to a squirt of chain lube every so often, checking the oil level every other day and before a long trip, and filling with petrol when it needed it. Bit like a Japanese bike really.

First trip was a trundle to Winchester for the Jampot Rally – a WWT in this issue. Banging down the A1, I found that the upright riding position meant a cruising speed of 70mph was comfortable. I've no doubt that to maintain a higher maximum, in those countries where it is allowed, I hasten to add, would not be a problem

for the engine, though the rider's arms might tire. At the Jampot Rally the Enfield created a bit of interest and a couple of Jampotters risked the scorn and ridicule of their fellow-club members by having a quick ride. Both reported favourably on the bike.

There is no pretence from the importers that this bike is an exact copy of the 50s Bullet but it has enough of the styling to give the image for the retro market. It would be virtually impossible for a factory to produce an exact replica and still meet the emission targets that the European Union has set for road vehicles. Royal Enfield are in a slightly better position than some as, despite rocketing sales in Europe, they remain classed as a low-volume manufacturer and escape the worst of the draconian rulings.

That isn't to say that the company have their head in the sand – as Watsonian point out, the new lean burn engine was designed with the help of the Austrian engineering concern AVL. Their brief was to retain the essence of the simple British single that Royal Enfield were and are famous for but to make sure it met the current and future legislation – oh, and make it frugal.

I did test just how frugal this bike is when on a photo shoot in Gloucestershire. Filling up at Strensham Services on the M5 I headed for Gloucester in a shower of rain... (sorry, couldn't resist) it was actually a

thunderstorm, but the bike never missed a beat. Next day it started up on the first push of the starter despite standing out all night in the pouring rain. From Gloucester it's a short hop to Cheltenham, then a longer hop up the M5 to Birmingham, and along the M42, then the A46 to Newark and Lincoln, where it went on to reserve on the ring road. The first petrol station on the Horncastle road was open but had no fuel. I decided that I could make it to Horncastle if I chugged along at tick-over in top gear. I almost made it, too, and in a change from the usual empty tank scenarios I've had, I was right at the top of Crowder's Hill and it was a few moments freewheeling down to Richard Dear's service station. What does this equate to? About 75mpg average – not too bad considering I wasn't really trying to conserve petrol at all.

The retro appeal is quite strong and there are a number of people who have taken the trouble to compliment me on a nice restoration 'but I wouldn't have put the mirrors and indicators on, mate'. There is genuine surprise when I point out it's a brand-new

Below: Developed with the assistance of AVL, the engine unit retains all of the character of its British parentage.

Bottom right: Bigger carb is part of the performance package. Ordered from Royal Enfield, it includes a freer-flowing exhaust and breathing mods to the inlet. As it is a factory-approved kit, fitting it doesn't invalidate the warranty.

Below right: oops...yes...err... well...umm...

machine. And that is where the conflict between retro and classic arises: I'd say it all depends on your view point. It is a classic in the same way that the Triumph Bonneville is and, in exactly the same way it is a new machine. It is aimed at the sort of rider who has had Japanese machines and little or no experience of traditional British iron. It has the right looks for a classic, but a whopping 280mm disc front brake vastly outperforms an s/s drum. The indicators, too, are a boon in modern road conditions and are easy to use with gloved hands. It is light enough or at least feels light enough in use, and comfortable enough for long journeys. With the Highway package on it is quick enough in most conditions.

I'd have to be honest and say if you wanted to do a lot of overtaking at high speed, perhaps the Enfield isn't the one for you but, if you're in the market for a classically styled bike with the refinements of modern machinery, then this could be or should be on your options list.

Would I buy one? Possibly, though after getting a ride on the lean burn trail bike when I dropped the Electra X back to Watsonian I'd probably go for the trailie version. Same basic machine with the five-speed box and electric start but chunky tyres, an upswept exhaust pipe and single saddle. I suppose that's the advantage of the new range: there is a choice of bikes in it. ■



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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, R E Club of Australia Inc 0411 770 225

1) FILL THIS FORM OUT

2) SEND IT IN WITH \$30 CHEQUE, OR DO A DIRECT DEPOSIT AND SEND RECEIPT AND GO TO THE WEBSITE, OR SEND WITH \$60 CHEQUE IF YOU WANT A PRINTED, POSTED NEWSLETTER SENT OUT EVERY MONTH.

# AGM RALLY 2009 at MURWILUMBAH

## ENTRY FORM



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: HRH Prince Leonard, Sovereign, Principality of Hutt River

**FRIDAY, 18<sup>th</sup> SEPTEMBER to SUNDAY 20<sup>th</sup> SEPTEMBER 2008**

**ENTRY FORM ENTRIES CLOSE 30<sup>th</sup> AUGUST, 2009.**

Riders Name.....

Address:.....

Telephone No: .....

Pillion Passenger Name: .....

Make of Motorcycle.....

Year of Manufacture.....

Solo or Outfit:.. ..

Cubic Capacity:.....

Conditional or Full Registration Number Plate Number: .....

Late Entry Fee \$5 & No guarantee of meals.

Entry Fee [per Machine] & [includes morning tea and Badge] \$30 .....

Extra badge \$20.....

**GRAND TOTAL ENCLOSED:     \$.....**

All Cheques should be made payable to:- The Royal Enfield Club of Australia Inc. P.O. Box 4075. McKinnon VIC 3204.  
For further enquiries, please phone the Rally Co-ordinator Mike Crawley on . 0410 457 769.

Conditions of Entry: Entries accepted for all motorcycles of all ages. Motorcycles entered, must complete the Saturday ride to be eligible for judging. All riders must hold a current motorcycle riders licence. All motorcycles, must be either on Historic / Conditional Registration, or on full registration, or an approved R T A (NSW) permit.

**Indemnity:** In consideration of acceptance of my entry and participation I agree:- to be bound by all rules, regulations and directions of the Royal Enfield Club of Australia Inc., and to enter and participate in the rally at my own risk, and to indemnify and keep indemnified and severally the Royal Enfield Club of Australia Inc., and the organizing committee & sponsors from and against any and all liability for personal injury and/or damage to property whether arising out of, or in conjunction with my entering in and participating in the rally.

Entrants signature:

Date:

## RECOA at CULGOA WINTER MALLEE RALLY 18 JULY, 2009



Web Site <http://autos.groups.yahoo.com/group/Royal-Enfield-Club-Australia/>  
Royal Enfield Club of Australia INC.  
PO Box 4075  
McKinnon VIC 3204  
**Ph 0411 770 225 Email: recoainc@gmail.com**  
Inc No: A0048806R  
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Patron: HRH Prince Leonard, Sovereign, Principality of Hutt River.

### SATURDAY 18<sup>th</sup> JULY 2009 ENTRY FORM ENTRIES CLOSE JULY 14<sup>th</sup>, 2009.

Riders Name.....  
Address:.....  
Telephone No: .....

Pillion Passenger Name: .....  
Make of Motorcycle.....  
Year of Manufacture.....  
Solo or Outfit:.....Cubic Capacity:.....  
Registration Number Plate Number: .....  
Entry Fee [per person] includes Sunday Breakfast **\$10**  
Pioneer Settlement Museum and PYAP River Cruise (optional) **\$20**

**GRAND TOTAL ENCLOSED:** \$.....

All Cheques should be made payable to:- The Royal Enfield Club of Australia Inc. P.O. Box 4075. McKinnon VIC 3204. For further enquiries, please phone the Rally Co-ordinator Anthony Wright on 0411 770 225

Conditions of Entry: Entries accepted for all motorcycles of all ages. Motorcycles entered, must complete the Saturday ride to be eligible for judging. All riders must hold a current motorcycle riders licence. All motorcycles, must be either on Historic / Conditional Registration, or on full registration, or an approved R T A (NSW) permit.

**Indemnity:** In consideration of acceptance of my entry and participation I agree:- to be bound by all rules, regulations and directions of the Royal Enfield Club of Australia Inc., and to enter and participate in the rally at my own risk, and to indemnify and keep indemnified and severally the Royal Enfield Club of Australia Inc., and the organizing committee & sponsors from and against any and all liability for personal injury and/or damage to property whether arising out of, or in conjunction with my entering in and participating in the rally.

Entrants signature: \_\_\_\_\_ Date: \_\_\_\_\_

NOMINATION FOR POSITION OF \_\_\_\_\_

**ROYAL ENFIELD CLUB OF AUSTRALIA INC.**

I, ..... of .....  
(*name and occupation*) (address)

wish to nominate myself as \_\_\_\_\_

of the **ROYAL ENFIELD CLUB OF AUSTRALIA INC.**

.....  
Signature of Applicant  
Date

I,....., a member of the Association,  
(*name*)  
nominate the applicant, who is personally known to me, for the position of  
\_\_\_\_\_ of the Association.

.....  
Signature of Proposer  
Date

I,....., a member of the Association, second  
(*name*)  
the nomination of the applicant, who is personally known to me, for the position of  
\_\_\_\_\_ of the Association.

.....  
Signature of Secunder  
Date



**Many thanks to Sgt. Daryl Davies who in his spare time with the assistance of his daughter and wife has organized these fantastic new RECOA mugs.**

**The mugs are available @ \$12.50 plus postage (cost plus 10% to the Club).**

**They will be available at the winter rally at Culgoa as well as at the AGM, post free.**

**The new belt buckles will also be available at Culgoa and the AGM.**

**Thanks again Daryl. It's fantastic how many members are contributing to the on-going success of our Club.**

**On Top  
Down Under!**

PERTH SOUTHERN CROSS NORSEMAN EUCLA CEDUNA PORT AUGUSTA SYDNEY  
ADELAIDE MELBOURNE TASMANIA

ROYAL ENFIELD

1118

Send for the latest Royal Enfield Motorcycle folder which gives full details of all Royal Enfield machines.

Winifred Wells, 22 year old, 7 stone 13 lb. Australian girl, recently completed a 5,500 miles double Trans-continental journey, in intense heat, alone, riding her Royal Enfield Spring Framed "350 Bullet."

A solo ride from Perth to Sydney and back, including those barren, sandy, waterless wastes of the Nullarbor Plains, might easily daunt the strongest rider, yet Miss Wells accomplished this journey in twenty-one days according to schedule. On 15 actual riding days she averaged 366 miles per day without any mechanical trouble.

We salute a great little motorcyclist.

This tremendous performance has created a furore throughout Australia and we add our congratulations to those already showered on her "down under."

**Royal  
Enfield**  
*By MILES the Best!*

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