



December 2019

No. 92

THE KIWI BULLETIN

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

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MK1 INTERCEPTOR



Cover page –

Terry O'Hanlon's latest acquisition -- This Interceptor has now departed from my shed. (Lew)

Raglan rally: It was awesome to get back into rally mode after missing the Reefton rally. Catching up with old and new members is always great and I'm sure everyone enjoyed the camaraderie atmosphere and mostly fine weather for Saturdays ride. Great to see a good turnout of new Interceptors and a Continental GT Riding my little Turbo Twin it was tested to its limit on the run heading back to camp into a stiff head wind after the museum visit. It passed the test with no worries.

Time is fast approaching for the Gisborne rally so contact Steve Lawrence now and book in.

At the Gisborne AGM we'll need some "Hands Up" to do the 2020 midterm rally also the 2021 Annual rally. Give it some thought guys.

WELCOME to our new members

Brian Pilley in Dunedin with a new 2019 Himalayan
Gavin Reid in Waitara with new 2019 Continental GT 650
Clifford Garside in Papatoetoe, Clifford has a 2017 Classic 350
Jinay Shah, Auckland. Jinay has a 2018 C500

Welcome Steve Smith (member) as facebook moderator.
Dion McAsey who originally set up the facebook page commissioned Steve to look after it. Quick on the job, Steve has everything well under control.

24th ANNUAL RALLY:

VENUE – WAIKANAE BEACH TOP 10 HOLIDAY PARK GISBORNE

Friday March 6th through to Sunday 8th 2020

Travel assistance – As discussed at the Reefton AGM a monetary assistance of \$50 will be payable to South Island participants going to the Gisborne Rally. Payment will be made after the AGM. This will also apply to North Islanders attending the next Annual rally when it is held in the South Island. This payment will be reviewed annually.

A couple of changed addresses since the annual print out.
Steve Krzystyniak -- gumby@indianmotorcycleadventures.com
Tony Lloyd -- somerset11@outlook.com

Thanks to Alan Marks for his Indian Tour article with photos.
Thanks to everyone for the Rally letters and photos.

Lew

FOR SALE

RE 500 Twin engine complete with clutch, generator, distributor and carb, 14000 miles on recondition. Crank case number 2120 suggests 1952. It has early conrods without shells and early heads and barrels with internal oil ways, No external oil pipes.

There is nothing wrong with engine; it was changed for a later engine, has been sitting for about 30 years. Price \$3000

Also 1 fame and parts for Bullet or 500 Twin

Contact Jack Bier 03 545 0637 Nelson.

Letters

From: Peter Baker [mailto:petertnv@gmail.com]

Sent: Monday, 2 September 2019 6:04 PM

To: Lew Martin

Subject: Re: NZREOR Bulletin Sept 19

Great way to start my day by reading the bulletin, thanks Lew.

Best Regards from France.

Peter.

K Goa <klkbgoa@gmail.com>

The Raglan rally started on Friday at 2 in the afternoon meeting Keth, Ken, Mark, Dion, Trevor and John at the Drury Petrol stop. From there, we quickly got off the motorway, and took every back road known to man. It was a fantastic ride, made especially good on such a fine perfect day. I couldn't help thinking while riding whether Jack from Nelson had bought an interceptor yet... anyway; we arrived at the campground and found our accommodation, which was a perfect choice, thanks to Owen and Chalky. It suited our needs to a tee! We were greeted by Terry, pulling apart his new toy, Lew's old interceptor. What a lucky man, it's a honey.

A quick trip to the liquor store, followed by hours of chatting, lying, drinking and eating. It was a great night. Nice to see old and new members of the club.

A massive breakfast, organized by the breakfast team, followed by the photo shots and off we went on the rally. Dion, Mark and I got separated quite early on, got lost, turned around, got found and continued on some fantastic Waikato roads and scenery. End destination was a highlight, the Car Museum, complete with lunch. Many happy hours were spent inspecting and admiring these dream cars and bikes. That is a superb museum. I recall overhearing Owen saying that this was the best day of his life!

Dinner at the Raglan tavern was great, I don't believe anyone left hungry. Then back to the dining area of our campground for some story telling and a few more drinks, except for Phil, I think I saw him hanging around a bus which held the Swedish Netball Team. He was putting in his application for the team masseuse.

Sunday morning, we all raced away, Mark and I were burning up the back roads until he stopped for a probable fag at which point I raced off to work before going home.

That's another story.

Ken.

24th ANNUAL RALLY:
VENUE – WAIKANAE BEACH TOP 10 HOLIDAY PARK GISBORNE
Friday March 6th through to Sunday 8th 2020

Accommodation details as follows:

I have reserved all nine standard cabins (sleep2) costing \$85.00 per person (2 nights).

For the expected numbers there are also two Ensuite cabins (sleep2) at \$105 per person (2 nights)

Two self-contained 2 bedroom units (sleep4) also costing \$105 per person (2 nights)

As per the Raglan rally the club have prepaid the cabins so it's just a matter of advising Steve of your requirements then depositing your rally fee and accommodation monies into the club account.

If you prefer other accommodation go directly to the venue.

Enquiries to Rally organiser Steve Lawrence: Email -- sandslawrence@xtra.co.nz

Check out the venue:

<https://www.gisborneholidaypark.co.nz/accommodation-overview>

GISBORNE RALLY

Entry \$25 per person

Select your accommodation

Cabins \$85.00 per person, 2 nights.

Ensuite cabins \$105 per person, 2 nights.

Self-contained 2 bedroom units.

Email you accommodation requirements to --

Steve Lawrence -- sandslawrence@xtra.co.nz

Cell Phone 027 7254304

Home Phone 06 8687372

Direct credit –TSB Bank – 15 3945 0253553 50

Particulars = Your name: Reference = Rally:

Make cheque to: NZ Royal Enfield Register

Post to -- Lew Martin

60 Barrett Road

Whalers Gate

New Plymouth 4310

The Enfield Bulletin



ENFIELD RIDERS CLUB of AUCKLAND is pleased to announce that we have reached a major milestone in signing up our 100th member in less than two years in existence ... unbelievable !!

A huge thanks to all of our members for their help, support and enthusiasm for the brand and for each other. And many thanks to the Royal Enfield Owners Group of NZ for their photos and their on going articles that help us to continue to generate excitement at the local level.

We are looking forward to continuing to grow the club and, more importantly, continuing to make it a reflection of our enthusiasm for motorcycling in general, and Enfield in particular.

Congratulations to all of us ...

Enfield Riders Club of Auckland



Steve Smith

Member of Enfield Riders Club of Auckland & NZREOR

Steve – dressed up for the DGR on his new Interceptor

Alan Marks - AB Original Tour – September 2019

I first heard of this ride from a chance meeting 2 years ago with a local man who knew I rode an RE. He had just returned from this trip and I Googled it as soon as I got home. Then I spotted the T shirt on a couple of our members at rallies – the rest is history.

My brother, Peter, and I flew to Delhi where we met other tour members and the tour leader Atul at a hotel. The other tourists were from Australia, England and Sweden. Pete and I were the only kiwis although several Aussies had kiwi connections. The group included only 1 female. The lady and her husband had heard about this trip so went out and got motorcycle licences and experience. They coped remarkably well considering.

The first day we did a complimentary tour of Delhi then day 2 it was a 3-hour train trip followed by a 5-hour road trip to Shimla where we stayed in Woodville Palace and were allocated the bikes a mixture of the RE Himalayan and RE Classic 500 bikes. I rode the Classic. Before setting off Atul thoroughly briefed us for about 3 hours. The briefing included the psyche of Indian driving. Go for the gap, use plenty of horn and expect the unexpected etc. As chaotic as the traffic is and as dangerous as the manoeuvres seem to the uninitiated the system (or lack of) works! The unexpected could include rounding a blind bend to find a sacred cow sitting in the middle of the road with an oncoming vehicle dodging it. In 1200k I did not see any motor accidents involving motorcycles or smaller vehicles. Nor did I see any road rage, the use of the horn is a courtesy to advise others where you are...apparently. However, I did see two trucks that had come to grief. One was lying on its side having rounded a bend too fast and spewing its load of fresh produce into the ditch. Another truck had disappeared over a steep switchback and was being retrieved in pieces! I doubt the driver survived.

Most of the roads varied from rough and narrow to very rough and very narrow. There were washouts and slips under repair while we waited under the hot sun before could get past. In places there was tar seal but in poor condition and just enough in the centre for one lane. Was not unusual to bottom out the suspension going through a pothole. Two Classics received broken or cracked frames but were repaired by roadside workers with welding equipment. Interesting when sometimes two large vehicles met head on. Someone had to yield and reverse to a place where they could pass. No real trouble on motorcycles except if you stopped and put your left foot down there had to be something to put your foot on! A drop off on the road edge could mean a tumble. Traffic was so close to each other that in one place while I was waiting at road works a Mahindra truck came up on my left and parked on my foot. No harm done but I had bang on his bonnet and ask him in sign language (language barrier) to back up a bit so I could move on! Occasionally in the very remote areas nearer the Tibetan border the road would be sealed for a few hundred metres in Black Top. Amazing. Apparently in recent years some effort is going into these roads for military reasons. Most of the travel was in 3rd or 4th gear doing 30 to 40 kph. So even though the daily distances were not great, the longest day being 190k, the concentration was high alert the whole time. Only once in 1200k did I reach 100 kph and that was for a whole 300 metres.

Except for one night there was no rain for the entire 15 days. The day temperatures were up to about 35 degrees C. One night at altitude, once the sun went down the cooling was rapid, and we were down to minus 2 C with ice on the bikes the next morning. But of course, once the sun appeared in the valley, we were soon cooking gain. The highest altitude reached was just over 4500 metres above sea level. Luckily, I only felt it when I ran into a river to help another of our group who had dropped his bike in the crossing. I was breathless as I walked uphill to where I had parked. Some others complained of shortness of breath as they tried to sleep at night.

The support crew was made up of 5. They travelled in three vehicles and carried our luggage. They were never far behind when we had a break to supply drinks and snacks. The crew included two mechanics and they carried plenty of spares. Twice they stripped down an engine at the end of the day, once replacing a piston and barrel and having the bike going again within 3 hours. Not sure what the other problem was but it was major surgery. Amazing to watch.

The accommodation was a mixture of very good hotel rooms to camping, glamping is a better way to describe it as the tents were roomy with electric light (solar power used extensively) and their own bathroom facilities. There was no room for grumbles about accommodation or food.

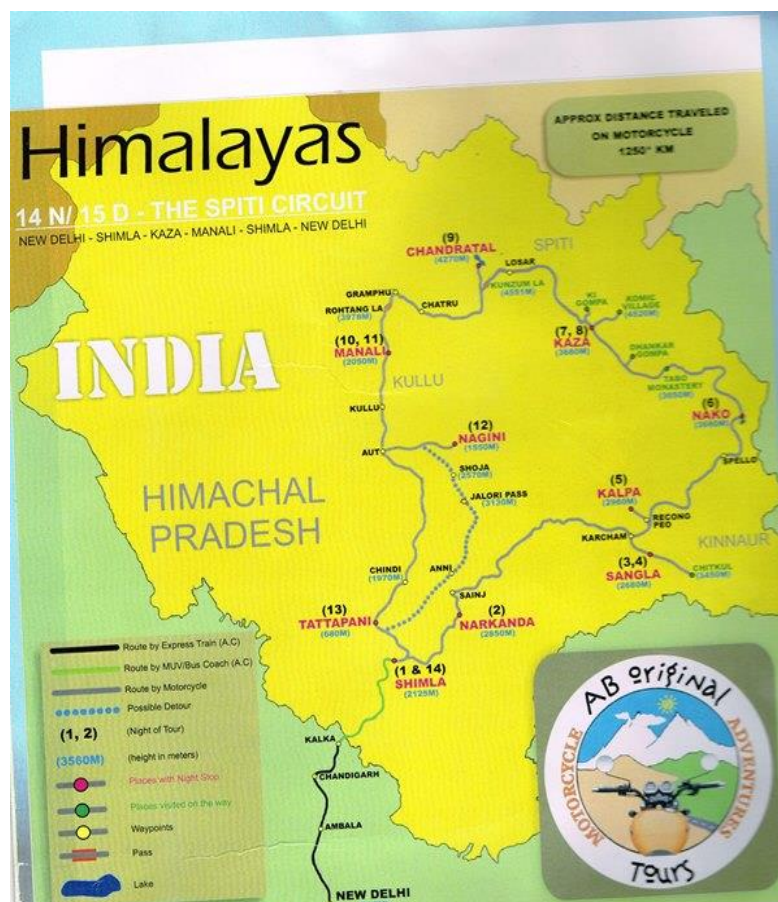
In some places we stayed two nights and used the spare day for sightseeing and at one place we had to obtain permits continue travel through military sensitive areas. We saw a lot of military convoys.

The circuit was completed when we arrived back at Shimla. The next day we travelled some of the distance back to Delhi by a World Heritage train (see Kalka – Shimla Toy Train – Wikipedia), road and rail.

The comment was commonly heard amongst our group was to the effect that words and photographs would little to convey the euphoria at the end of each day's riding. The success was largely due to Atul's leadership, experience, organisation and crew. One cannot speak more highly of how professional, friendly, down to earth our tour hosts were. Right from the first contact with Atul I was treated as an individual client and no question was made to look stupid.

Value for money? Any future such rides will be measured against this and I doubt they will compare.

Interested? Have a look at AB Original Tours at <https://www.indianmotorcycletours.com.au>





Alan Marks





Photos – Alan Marks

Terry O'Hanlon
ratlyone@hotmail.com

Hi Lew

Well what a great rally Raglan Rocks turned out Owen and Chalkys organising and cooking skills to the fore, Friday started off okay at home till a ride to gas up seen a miss fire on Rosey the Meteor, turned out to be oil getting into the distributor, change of plan seen Lew's ex Interceptor loaded up, John Candy and Steve from Tauranga call in, they were off to Morrinsville to look at a new bike on the way the rally. Steve Burgess was next to arrive on his nice Yellow Continental, a quick shed tour see us heading out the back roads past Hobbiton movie tours, Karapiro dam to Ohaupo. then back way to Raglan. Was great to catch-up with a lot of familiar faces and meet a few new ones, even got to sit on the latest 650s, Spoilt by a plentiful Bar b q and comfy accommodation. Saturday ride out through Wainaro to Hamilton was ideal and a return visit to Classic museum is always a highlight. Trip back to Raglan into a stiff headwind was pretty hard going, Lew's little 2 stroke performing real well, good to see nothing needing Chalkys backup vehicle, Thanks again guys and here's looking forward to Gisborne 2020, Surfs Up.

Terry

Raglan Rally photos



Ashley Swinglehurst with his new Interceptor



Ray Jacob also with his new Interceptor
Photos – Alan Marks

[Mal Ritchie](#)

A BIG thank you to Chalky and Owen for a well organised weekend in Raglan....Elric (Interceptor) and I enjoyed ourselves immensely.

We are looking forward to the rally in Gisborne and the ride around the cape afterwards!



Jeff Taylor – 1958 Meteor Minor 500cc



Lew Martin – 1965 Turbo Twin.
Powered by (factory fitted) Villiers 4T 250cc Two Stroke Twin.

Photos-- [Mal Ritchie](#)

Rally photos



Mal Ritchie's new interceptor



Unfortunately Bob Lupton was unable to attend the rally due to poor health
But Rosy (In back ground) was there, Steve Dense riding.



Honda GB 650 -- Rick Denning
Photos -- Alan Marks





[Terry O'Hanlon photo](#)



Ashley Swinglehurst --
Fantastic weekend trip to Raglan for the Enfield Rally.
Great people and awesome bikes.

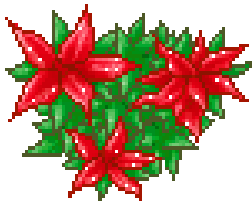


[Dion McAsey](#)

Royal Enfield Rally at Raglan. Always good catching up with the guys. Great back roads for riding.



Ken Goa has personalosed his new Interceptor



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Spotted this on the REOG Face Book page.

Sir Dove-Myer Robinson on one of his race bikes. He was also the agent for Royal Enfield. He raced a J.A.P engine Enfield speedway bike too.

From Wikipedia

Sir Dove-Myer Robinson (15 June 1901 – 14 August 1989) was Mayor of Auckland City from 1959 to 1965 and from 1968 to 1980, the longest tenure of any holder of the office. He was a colourful character and became affectionately known across New Zealand as "Robbie". He was one of several Jewish mayors of Auckland, although he rejected Judaism as a teenager and became a lifelong atheist. He has been described as a "slight, bespectacled man whose tiny stature was offset by a booming voice and massive ego"

He married Betty Williams, a seamstress, March 1941 they had two daughters and one son. He raced motorcycles as well as selling them and for a time he was a sidecar racing champion. His racing injuries and impaired eyesight excused him from military service in World War II. During and after the war he and Betty focused on creating their own company, Childswear Ltd, into a prosperous clothes manufacturing business.

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