



June 2020

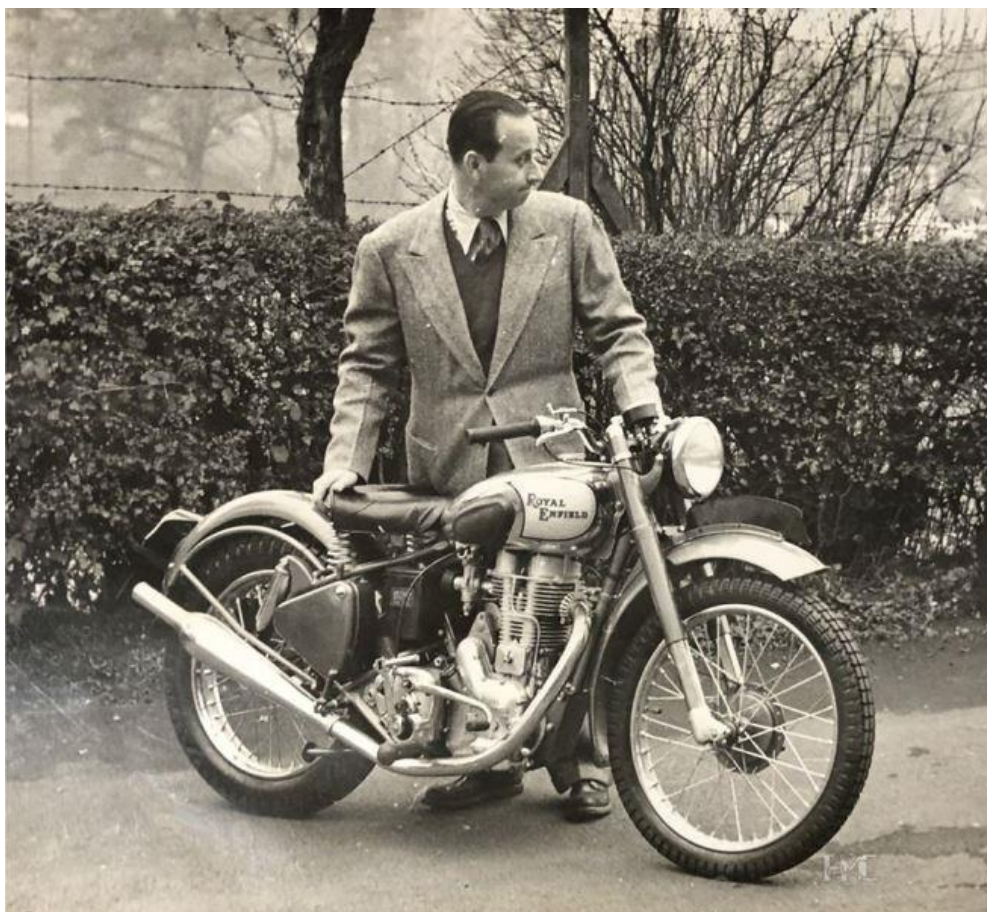
No. 94

THE KIWI BULLETIN

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

<https://www.facebook.com/groups/Royal.Enfield.Owners.Group/>

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



[Hitchcock's Motorcycles](#) archives

December 1948, a Mr Stokvis is caught off guard as he holds the then new 350 Bullet ready for a press shoot outside the Royal Enfield factory
A magnificent looking bike with a timeless design

We welcome these new members

Randall McKay in Christchurch, Randall has the latest - 2020 Interceptor 650
Chris Lane in Hamilton, Chris also has a new 2020 Interceptor 650
Shonit Chandra in Rotorua, Shonit has a 2020 Bullet Classic
Mukul Patel in Rotorua, Mukul also has a 2020 Bullet Classic
Ankur Patel in Rotorua, Ankur also has a 2020 Bullet Classic too.
Andrew Drake in Hamilton, Andy has acquired a 1936-7 Model JF (boxes of parts)

One tireless working club member

Steve Smith has been busy rounding up discount deals for club members at the following Royal Enfield motorcycle dealerships --

Royal Enfield Takapuna
Experience Motorcycles Auckland
Wanaka Powersports, Wanaka
First European Christchurch

Please note: You must show your official Club Member card to receive the discount. No card, no discount.

I guess most of you will require a new Club Card.

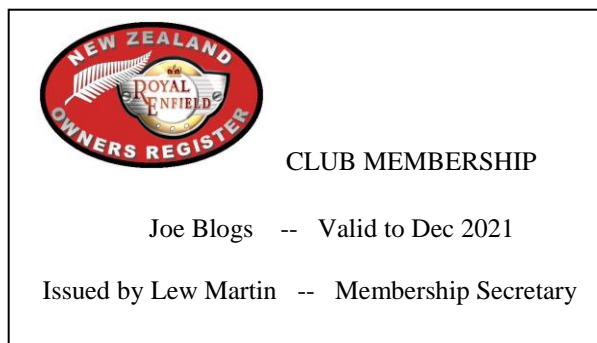
Receiving club card options.

Option 1. By email. Keep it on your phone so you will always have it with you.
(We are not the first club to do this way, saves a heap on postage)

Option 2. Print off yourself.

Option 3 . Old card by post. (please let me know - lewmartin.re@gmail.com)

Example



I have received a good response to asking those with new bikes for a report on their bikes. Any more articles on your latest bike for the next Bulletin – gratefully received. In fact any articles on any bike old or new – most welcome.

Thanks to all these guys for their articles.

Gavin Reid, Mark Bellringer, Jeremy Newell & Graeme Sutherland, new bikes.

Ken Goa & William Smith, rally reports.

Steve Smith for organising the bike shop deals.

Midterm Rally --

TAURANGA/PAPAMOA 30th – 31st October 2020

Venue: Papamoa Beach Resort, Papamoa Beach. Organiser – John Candy

Rally details page 5 & 6.

American Pickers --- Terry O'Hanlon ???

Lew

Benefits

As a paid up member of The New Zealand Owners Register, you will receive discounts on parts and labour from the following Royal Enfield dealers.

Please note: You must show your official Club Member card to receive the discount. No card, no discount.



625 New North Road Kingsland Auckland

10%



18 Northcroft Street Takapuna Auckland

10%



Wanaka Powersports

1 Sir Tim Wallis Drive Wanaka

10%



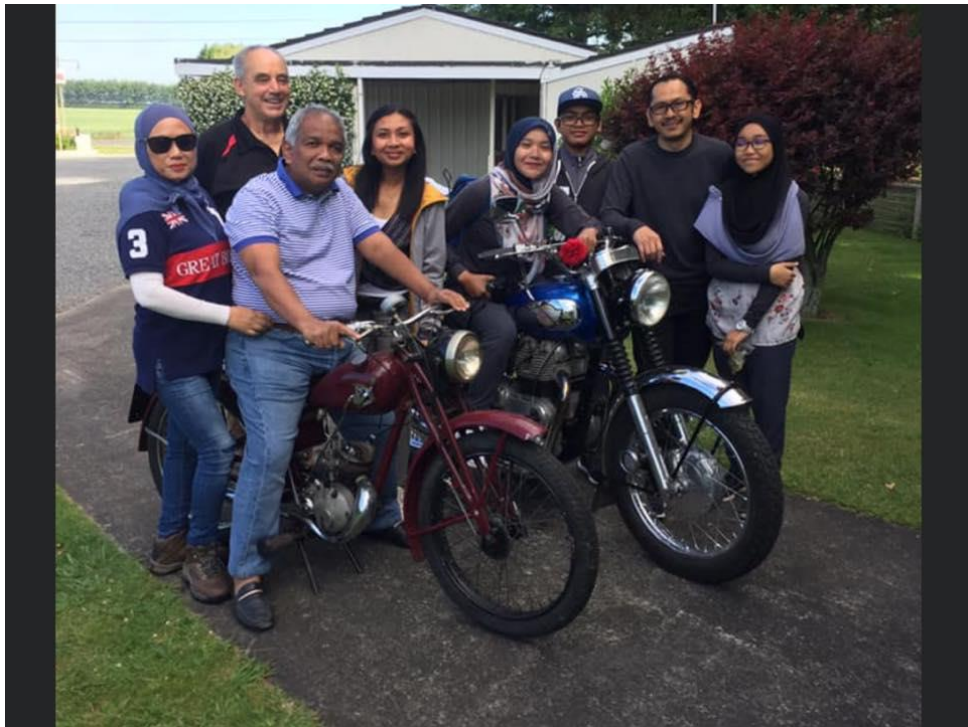
10%

First European 127 Ferry Road Christchurch



403-409 Te Rapa Road, Te Rapa, Hamilton (parts only)

Tower Road Motels, Matamata



Terry O'Hanlon

More converts to Royal Enfield, Guests from Malaysia enjoying a classic experience, ducked for cover when I fired up the Interceptor.

The father thought he was on American Pickers, had to wise him up, nothing for sale in my messy barn.

Steve Burgess Steve.Burgess@aucklandcouncil.govt.nz

Hi Lew,

Thank you for the latest Bulletin, brightened my day, a ray of sunshine in a gloomy times. The rally looked awesome and as to be expected Steve organised a great Rally

The last photo of the 52 Bullet, what a handsome bike and gorgeous photograph

Undeniably the Taranaki.



I am sure you have plenty of projects in the garage, self-isolation wrenching away doesn't sound too arduous. Look after Mrs Martin and yourself, be safe and I will call by for that cuppa tea next time I am visiting the Naki.

Kind Regards Steve

PS: I have tried marketing the Continental GT and swapping onto a Himalayan to get the upright riding position and dual purpose riding. I am actually keener now on turning the GT into a classic scrambler by changing the bars, tires and exhaust. Watch this space.

TAURANGA/PAPAMOA ROYAL ENFIELD OWNERS RALLY

16th – 17th October 2020

Venue: Papamoa Beach Resort,
535 Papamoa Beach Road
Papamoa Beach
Ph: 0800 232 243 or 07 572 0816
Eml: resort@papamoabeach.co.nz
www: papamoabeach.co.nz

Accommodation Info:

- *When booking advise you are with the RE Rally Group so our group will be located reasonably close together*
- *book your accommodation yourself- first in first served basis.*
- *Most units have a queen bed and bunks.*
- *Enquire about sheets when booking.*
- *No smoking in units*
- *Units are available Friday 16th Oct, 2pm onwards*

Accommodation Options:

- *Cabins (no shower or toilet) @ approx. \$112 for 2 people/night.*
- *Holiday Units (incl shower & toilet) @ approx. \$189 for 2 people/night*
- *Other more expensive options are available*

Friday 16th Oct	Dinner	- <i>BBQ at resort</i> - <i>alcohol permitted on site</i>
Saturday 17th Oct	Breakfast	- <i>At BBQ & Dining Area</i>
	Photo session	- <i>at resort</i>
	Bike ride	- <i>Departing 10.30am. Ride is approx. 4-5 hours</i>
	Lunch	- <i>pay for yourselves</i>
	Dinner	- <i>provided</i>
Sunday 18th Oct	Breakfast	- <i>At BBQ & Dining Area</i>
	Departure	- <i>by 10 am</i>

PAPAMOA RALLY ENTRY

Entry Fee \$25 PP

Direct credit to NZ Royal Enfield Register – TSB Bank – 15 3945 0253553 00

Particulars = Your name: Reference = Rally:

Paying by cheque:

Make cheque to -- NZ Royal Enfield Register

Post to -- Lew Martin

60 Barrett Road

Whalers Gate

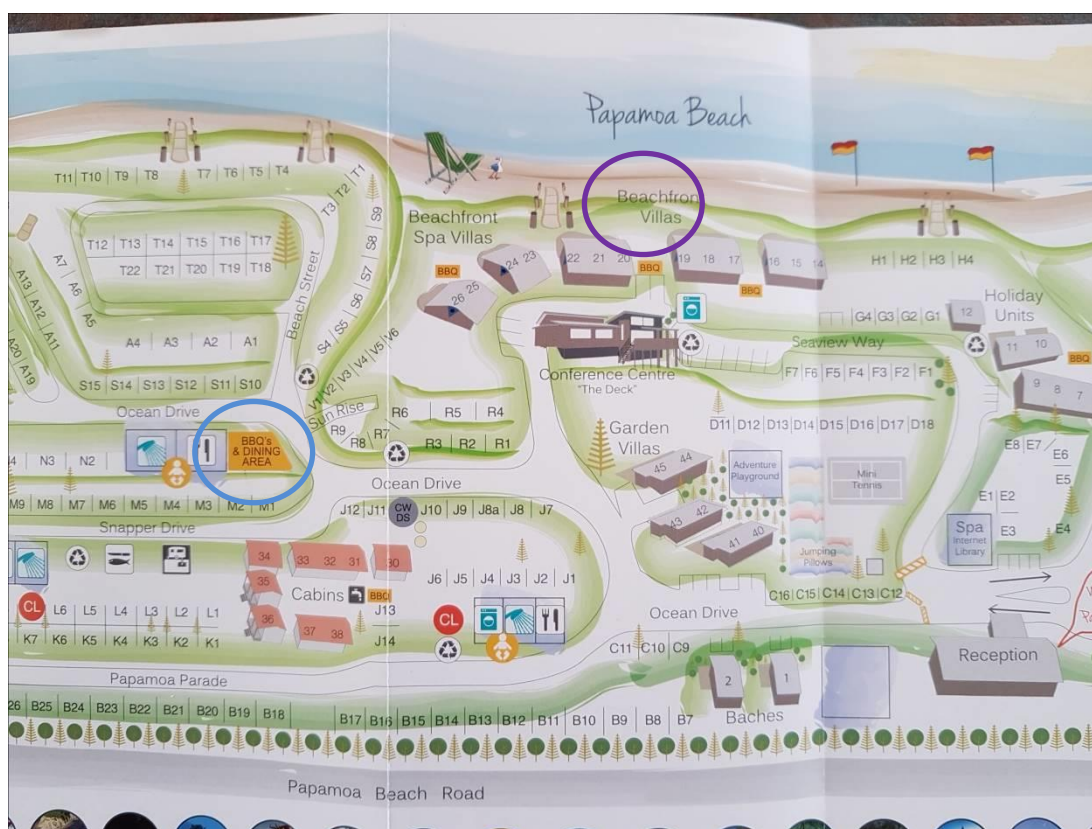
New Plymouth 4310

TAURANGA/PAPAMOA ROYAL ENFIELD OWNERS RALLY

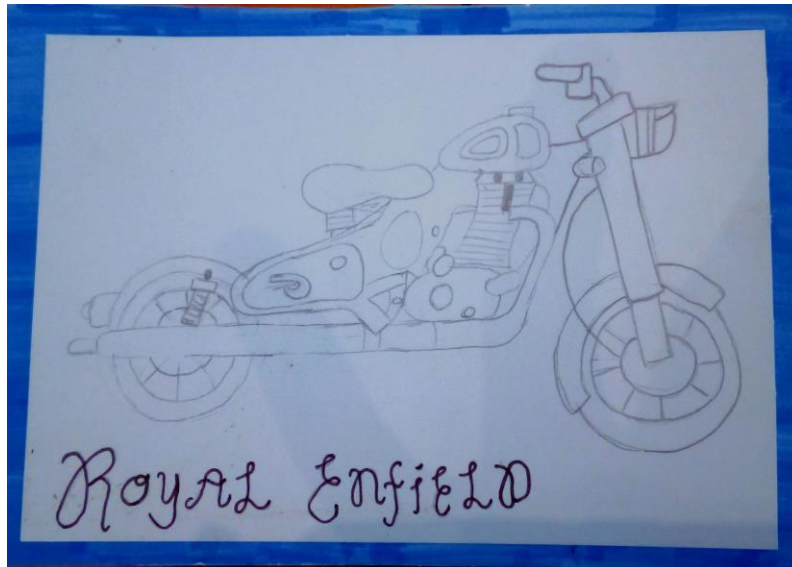
16th – 17th October 2020

PROGRAMME

Friday 16th Oct	Dinner	<ul style="list-style-type: none"> - 5.00pm meet at BBQ & Dining Area (blue circle below) - 6.00pm BBQ meal provided by REOR - alcohol permitted in dining area
Saturday 17th Oct	Breakfast	- 7.00am at BBQ & Dining Area. Provided by REOR
	Photo session	- 9.30am at Beachfront (see purple circle below)
	Bike ride	- Departing 10.30am for approx. 4-5 hours
	Lunch	- Buy your own at café stop
	Dinner	<ul style="list-style-type: none"> - Provided by REOR - 5.30pm Drinks at Pap Tavern - 6.30pm Dinner - Chinese smorgasbord at Canton Kitchen, Fashion Island Shopping Ctr, 18 Gravatt Rd, Papamoa Beach
Sunday 18th Oct	Breakfast	- 7.00am at BBQ & Dining Area. Provided by REOR.
	Departure	- by 10.00 am



MAIL FROM GISBORNE



Hi Lew

Thought you might like to see this. Our granddaughter drew it for Roger.
It made him smile! Stay safe.

Best wishes, Diane Cooper

News and Views on club member's new bikes.

Interceptors – Continentals – Himalayan

gavinreid@kinect.co.nz

Re: Stuff for Bulletins

Hi Lew

My new continental goes well and handles really well, but when pushed hard you can feel the suspension is lacking a bit. You get mid corner wobbles but not alarming or out of control it just lets you know it's at its limits. Motor is responsive and pulls well up to about 120kph but then lacks real go above that. Pulls good up to 140kph but I think it may fail to do the 160 they claim but I haven't tried that though. Power I would compare to a mid-60s Triumph. Brakes a bloody good but you need to remove pads and replace with softer composition ones as they are far too hard and glaze up, had no problems with electrics or engine and it is a good all round bike for the average punter comparing it to my triumph Thruxton. The Thruxton had way more power (but that was a 900 slightly modified) but the Conty

Is lighter better handling and better brakes, if I was going to put them on the track I would go for the Conty but would search for more power from it, fitting after market cams exhaust and opening up the restricted air box. For the money it is a good bike and I have owned a few including a Yamaha owo1 (which I used on the track). Sorry no photo I'm not into picture taking.

Regards
Gavin

Jeremy Newell <newboy1064@gmail.com>
Re: Stuff for Bulletins

So got 4000km on my Himalayan now and really enjoy it. Not really any issues with the bike, it occasionally stalls, I think it might be a tank venting issue, and the first day I got it it rolled off the side stand and fell over. I have ground about two mm off the side stand stop plate, and it seems to have made it much more stable.

I have made the run from Ohope to Hamilton a number of times and my travel time is no different really from the time it took on my previous bike, (BMW F800). I find I need to plan overtakes more carefully but that's a good thing too my mind, and it will sit in the 100 to 110 range all day. The comfort for a standard bike is great, good position and seat is comfy. Fuel economy has been between 75 and 90 mpg which is awesome. I have fitted the Ventura Evo rack with 60 litre bag which though a bit pricey looks good on the bike and is practical for my purpose.

All in all I am very satisfied, would I buy another Enfield? Sure would

Regards Jeremy



Bullet vs Himalayan

Lew asked me to give me my thoughts on my “cross-grade” from a 2004 Machismo Bullet to my new Himalayan

It's hard to really compare.... for a start why did I buy a Royal Enfield in the first place? Well after having travelled a number of times in India I had fallen in love with the look and sound of the Enfield. I liked the nostalgia, the reminder for me of India, the look of the machine, and the bullet embodied all of this. So when the opportunity to buy a second hand locally arose I jumped at it. At the time I had just come back from Waikato after heart bypass surgery, and could barely walk let alone think of riding... but Barbara could hardly refuse as the heart attack hadn't killed me, so how was an old motorbike that barely did 100km going to!

I had wanted to get back to riding for some time but Barb thought I was past it, and was too dangerous... “you haven't ridden for years” etc. etc. Anyway I bought it and after a couple of months started riding again. I loved it ... but not being a mechanic began to have a few worries... oil leaks... or oil spitting out of the breather... bits disappearing on a lot of my first rides... and a few more recent ones as well. I soon got into the habit of checking bolts and screws, using “lock tight”, and educating myself through numerous YouTube videos... but a mechanic I am not and this did lead to some frustration... and bills.

My interest in riding again did allow me to really start to explore the back roads of Taranaki, fitting 70/30 and even 50/50 tires to the Bullet really made a difference but after a year or so I really wanted to go further afield and explore more “off road/paper roads etc. Attempting the Old Whangamomona Road between Whangamomona and Aotuhia about a year ago I found the Bullet wasn't really going to cut the mustard. The bike was really too low so set out to get a Himalayan even though it took another 10 months.

The Himalayan is still quite retro looking even though it's a new bike, has a little better ground clearance than the Bullet, goes a little faster, and suits my need to ride a little further without having to worry if it's going to break down before I get home. No doubt any new Classic or Bullet would be the same when it comes to reliability but the Himalayan gives me more opportunities to travel off the tarmac which I enjoy. It's not to say it's a true off road bike as its still quite low and more geared to the road,

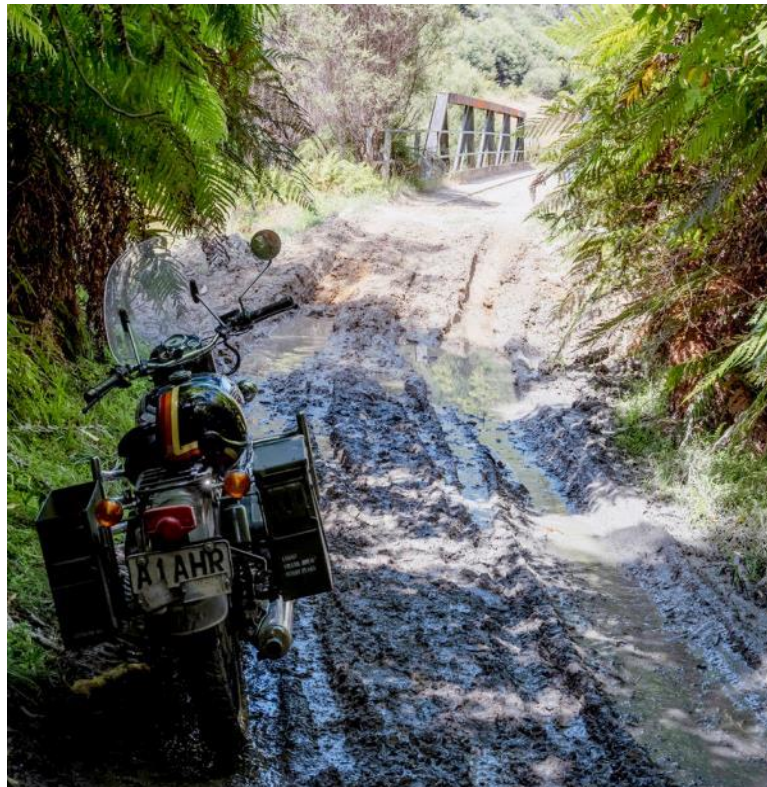
1st and 2nd gear are ok but off road you feel they could be a little lower, and if you were to change the front sprocket then I would be wanting a 6th gear when on the road. The dreaded side stand is also a bit of an issue, as in it props the bike too upright and even though I have adjusted the rear suspension I will be performing an operation on this shortly, either heating and bending or cutting. This is a commonly known fault and I'm lucky it has only fallen over once... with no damage done because of the crash bars, hand guards and panniers. One thing I did get when purchasing the bike was the standard crash bars, hand guards, and to get the panniers fitted straight away. Although there is a lot of debate between hard and soft panniers I do enjoy the standard Himalayan ones.

Some people feel the seat is too soft and I did think of getting the touring seat which is supposedly a little better on long trips, but I thought I would try a “Bike Seat Cushion Net Replacement Universal Electric Breathable Cover 3D” off of eBay for the price of \$7.22. It wasn't really a custom fit but after gathering it up a little under the seat it looks and works just fine.

Other small niggles include the fuel gauge... which shows empty when you still have 100km left in the fuel tank... but as long as you are aware then it's better than the Bullet that has no gauge.

If money was no object then I would probably enjoy having a 500 Desert Storm, and a 650 Interceptor as well as the Himalayan, but really the Himalayan is kind of the “in betweener” letting me to enjoy the back roads and occasional “no roads”, and allowing me to ride all over the country in relative comfort as a touring bike as well.

Mark Bellringer



This is what these bikes are made for!!



Mark's Himalayan

Graeme Sutherland <sutherg53@gmail.com>

Yes I have kept mine pristine and added a few things, including the Tank knee pads, a chrome rear tray and higher grab rail frame. I had 1970's bikes and finished on a silver and blue 1974 Yam 750 2D triple, shaft drive – a lovely bike with poor brakes! Then 32 years later, I buy the RE 650 which looks so much like my earlier 1973 Yamaha TX500 – sloped forward engine, twin (but DOHC with shims), same wheelbase and same colour tank!! I'll do a write up for you Lew – one of the newcomers on the all new series of bikes!! Before the TX500 I had a 1949 Triumph 500 Speed Twin ...

The photos attached do not show the latest mods – the first is the day I picked it up. I have also bought a 2005 R1200RT so my wife can come for rides with me – we have done two so far. Lol, quite a bit to share really ☐ I call my 650 my Lolly Bike as the metal flake orange tank just shines, as does the bikes performance and handling – so easy to ride at slow speeds, around corners etc...

Also need to get Mal to share photos of his bike and his leather work for saddle bags with added RE emblem punched into them!! Gorgeous work! I can ask him if you like ☐ I took some photos of his handiwork myself.

Graeme.

(Yeah come on Mal. Lew)



The photo at Boyd's flag is Graeme leaving on his new bike.

From: **Graeme Sutherland** <sutherg53@gmail.com>

Date: Sat, May 9, 2020 at 9:02 PM

Subject: Bike photos

The Yamaha TX500 (orange bronze tank) was very much the same style as the Interceptor, DOHC, shim adjustments, 48HP, but little low end torque, slipped the clutch until 3,000rpm. The Yam 750 was a tall bike for me and quite heavy as well. I loved the triple exhaust sound!! My YT account ID is RE650NZINT and i have a few videos there of my Interceptor and me talking to myself and coaching myself with the UK Roadcraft style of riding, not very good at the shoulder checks yet. The photo at Boyd's flag is me leaving on my first ride on the new bike :) BTW, I forgot to mention the tank UK knee pads... The Visor Shop. Also now have a DNA intake air filter - much better growl and a bit more sharper exhaust note as well. I have also since purchased the SS rear parcel tray and grab rail, and is more bling haha!

Graeme

----- Forwarded message -----

From: Graeme Sutherland <sutherg53@gmail.com>

Date: Sat, May 9, 2020 at 9:02 PM

Subject: Bike photos

To: Graeme Sutherland <sutherg53@gmail.com>

RE650 Engineering Details

Some engineering details on the RE650. What impressed me was the detail the engineers went to, to make this bike long lived. From little details such as the stainless steel braided brake lines, the brake calipers are ByBre which are economised set from Brembo - 2 pot floating calipers with their standard 320mm disc up front. The rear is a single pot with a 240mm disc The brakes have a dual channel ABS System from Bosch - and it works well too. The

front suspension is by Showa, and Gabriel vari-rate springs adjustable re-load are Gabriel manufacture. The frame and handling is designed by Harris Performance in UK. A company which RE owner Siddartha Lal bought up to get their services guaranteed. And they have not disappointed, the bike handles faultlessly at normal highway cruising and on rural roads as well. Both ends of the suspension have variable rate springs which allows for a rough road surface to be swallowed up easily but on the highway it tightens up for the higher cornering loads and gives confident steering in the corners.

The engine, now this was designed by two ex Triumph designers, who it is believed, Siddartha poached with management of the design and a team at a new premises. The engine design is to make it look like the engines of old, modernised with fuel injection and Euro4 Compliance but with a very good spread of torque and max HP at reasonable revs - 7,250rpm. The format is twin cylinders but with the cross plane crank, that is one piston at TDC and the other is rising at 90deg.

piston at TDC and the other is rising at 90deg. This gives a distinct exhaust note as the timing is then the same as a 90deg V-Twin.

The internal design is well thought out - just a single OHC is driven by a central crank chain, which helps spread the cylinders apart, together with two central main bearings either side of the chain sprocket. This spaces out the cylinders further and gives the crank a very stiff support capable of long life and higher revs and higher HP from overboring or re-sleeving. It also allows for wider spaced exhaust ports and a wider front section of the tubular frame running up to the headstock, thus making it stiffer. The overhead cams, drive the valves through roller cam followers moving forked arms to the tops of the valves - 4 per cylinder - with standard locknut and screws for easy maintenance. The heads are cooled by oil jets rather than top of head fins which allows for a clean design and a single polished alloy rocker cover. Hence the use of two oil pumps - a scavenge pump to deliver to the oil cooler and a pressure pump to send to the bearings.

The transmission has slipper assist clutch and shift assist and hence the gear shifts are short and snappy with hardly a touch on the clutch required.

Idle is set a bit high for idling in first gear which sees you doing about 10km/hr at minimum revs. But the back brake acts as a good moderator and the engine torque is fine down to 650rpms for slow manoeuvring in car parks. It pulls cleanly at low speeds and with no hesitation anywhere in the rev range. At 2,500rpms, it is claimed it has 80% of maximum torque which comes in at 5,250rpm, which indicates it has a very easy-pulling flat torque band. But it is also, very noticeably free from vibrations with a balancer running in the opposite direction at the same speed via direct gear drive. There is a slight roughness at 4,000 rpm = 100km/hr and disappears above 4,500.

There will be more I have left out but it is a well designed bike in all aspects, keeping the looks of old but the manners of a modern road machine. Graeme



GISBORNE RALLY --- a couple more reports

K Goa <klkbgoa@gmail.com
Gisborne rally

Hi Lew

I thought it was time to share some of my rally notes with you.

First off, it was another great rally, good to see all the new and existing members. I shared lots of laughs with everyone, including Roger and Dianne Cooper, who live in Gisborne and has been a long standing member of the club. I 1st met Roger and Dianne in India on one of Steve and Lilly's tours. Since then, I believe Roger and Dianne have done at least one more trip with Steve, including buying the bike that he was riding. Sadly, Roger doesn't ride anymore.

I had a two part ride to get to Gisborne, stopped off for the night in Papamoa from Auckland, a perfect ride, once the motorway is left behind. It was warm, the wind was at my back.

Next morning was again a perfect ride, made even better with the sea on the left, and the cliffs on the right.

After Opotiki, following SH2 thru the Waioeka gorge was total magic! There were no cars in front of me, and I had a fast run almost all the way thru the gorge until I came upon a motorcyclist riding a new Indian. I followed him for some time, thinking it was Dion, but when I realized he was going way too slow for the way Dion rides, I passed him and carried on. What a great trip!

Since Friday night was a free for all, a group of us headed to the local boozier, but after a few drinks, it proved to be too noisy and busy, so off we went seeking food. Curiously, a few of the lads found company that was more interesting than us, and we didn't see them until the morning. Wonder what happened there?

It was a great rally route, enjoyed everything along the way, including the rock slide, and the attractions there. Then the lunch, AGM, and the run up the mountain to view the city. Dinner at the local club with some drinks, and off to bed.

But did anyone notice that around 11:00 that evening, about a dozen loud Harleys rode into the campground? After making a few inquiries, I found out that it was the Swedish Netball team girls, on the hunt trying to find their head masseuse, our own Phil! Phil jumped right in, happy to oblige, and haven't seen him since. Poor bugger!

Ken



Ken's Interceptor

Hi Lew

Trust all is well up there in Taranaki.

Good trip back to Alexandra.

Had 3 nights in Napier with a friend and also 3 nights in Waikanae with family. Couldn't believe it - lined up for the ferry and Jack Bier and Rob and Clare also there!.

Rough sailing - none of us were sick but lots were.

Attached are three photos of mine - but I suspect you have many similar.

Also one of a poster on the door of the Two Dollar shop in Gisborne.

Unfortunately I was a bit close and missed a bit of the top line.

That line reads: "For hygiene".

The rest is self explanatory! Only in Gisborne.....

Great Rally - will see you in the Wairarapa.

W H Smith



Two dollar shop – Gisborne



Gisborne rally -- William Smith Photo

Rob & Claire robclaire84@gmail.com

Hello Lew

Glad you reminded me about the article, I had completely forgotten.
Here it is, plus a couple of photo's to go with it if you have room.

Two Weeks – Two Rallies

Currently I own two bikes. The Honda Bros is 650cc 'sporty', unfaired and with no luggage, it is registered until the end of May. So, when a fortnight trip up north was planned, I thought it best to register my CB400 which has a small windbreak and a top box. Of course, I then paid up till November to allow for winter riding. Now we're five weeks into lockdown with two bikes plus the car plus Rob's bikes all licenced and going nowhere.

Do you think Jacinderella will give us a refund?

The tour group for this much anticipated trip comprised Rob Gall, Kawasaki Versys 300; Mick Glew, Yamaha MT03; Claire Newcombe, Honda CB400SS and Jack Bier, proud as punch on his new 500 Bullet.



Jack Bier, with his new 500 Bullet.

We four enjoyed a recent sojourn in Christchurch when Jack was determined to buy a new 650 Twin but came home with a much more suitable Bullet, the same but a million times better than his old one.

March 5th, Nelson to Dannevirke. Robin Meech had joined us on his sweet little Classic 350. Jack had gone the day before to visit family in Upper Hutt.

We arrived at the Viking Motel at 5.30pm, absolutely parched, hadn't found any café's open since the ferry. Thank goodness Jack was already installed and had the beer cooling and the wine breathing.

Next day it was 350km to Gisborne via route 50. Rob & I missed the turn off so made an unscheduled detour to Waipukurau which changed us from 'leaders of the pack' to 'tail end charlies' unbeknown to the others. Meanwhile Robin had turned off somewhere else. Fortunately, we all managed to find each other again at Wairoa.

The winding road over the hills to Gisborne was filthy with rain and logging truck detritus. We were glad to arrive at Waikanae Motor Camp and clean off some of the mud. The Camp is a lovely location, easy walk to the beach and the Sunshine Brewery.

Thoroughly enjoyed the Royal Enfield Rally, nice to renew acquaintances with a friendly bunch of people who don't seem to mind us interlopers on 'alternative' steeds. We have ridden Bullets on two Indian trips so don't feel too removed. Went for a nice little ride to a local beauty spot, Rere Falls, and the Rockslide, a natural adventure playground, if only I was 20 years younger without the dicky knees.

Our next goal was Te Araroa, and round the cape. We managed to lose each other several times, you wouldn't think that was possible when there's only one road! However, we variously saw most of the sites along the way. It was lucky that we had booked comfortable rooms at the Holiday Park as Te Araroa had a power cut, no fish n chips and the 4 Square was in darkness.

We persuaded them to let us in to grab some bits and pieces to make a picnic dinner, otherwise it would have been a long hungry night.

Spent a couple of days in Rotorua, poured with rain but we were able to walk to some excellent eateries with local craft beer on tap. Jack met up with his 7ft tall brother who took us for a look at Tapawera and the Blue & Green Lakes.

Thence to Katikati for two days stay with VOC friends, Marty & Chris, who live surrounded by millions of kiwifruit. Unfortunately, not ripe.

The back roads ride to Taupiri was great until we hit the new expressway and roundabouts that seem to be necessary to get people from Auckland to Hamilton. Why would anyone want to go to either place, I ask myself?

We survived that mayhem to arrive at the Hopu Hopu (ex) Army Camp just north of Ngaruawahia. Fantastic venue owned and run by the Tainui people. Great three course meals and cooked breakfasts all catered by the lovely ladies of the Tainui, plus excellent twin room accommodation.

There were 19 Vincent's, 9 other bikes and a few folks in jam jars. The usual great meeting of old friends of the Vincent 'family'. A good time was had by all with only one casualty suffering from a surfeit of whisky, wine and lemoncello. Not a nice mixture when it comes back unexpectedly.

An uneventful ride south via Otorohanga, National Park, Taihape. Super views of the mountains, Mt Ruapehu on the left and Mt Taranaki on the right.

Cold and windy in Wellington. We waited half an hour in the queue before the check in, but the ferry was late anyway. Then we were sent to the front near the on-ramp where Jack had found William Smith, on his way home to Alexandra from the Enfield Rally. It was another half an hour before we got on the boat only to have an officious deckhand tell Rob he couldn't park next to me because his bike was too big! It is actually smaller than mine. He was made to go to the other side of the boat where there was nothing to tie the bike to.

Meanwhile four fully laden, BMW 1200GSs came and parked beside me. Go figure. Rob has written a letter of complaint to the Interislander. What good that will do I can't imagine. The joys of overseas travel.

The ferry crossing was very rough, people lying around in the aisles clutching paper bags and staff rushing about cleaning up. The shop did a roaring trade in sea-sick pills. Everyone was trying to stay a bit separated as the dreaded Toyota virus was threatening and lockdown had been declared. We were very happy to get home with a day to spare to get in some supplies – toilet rolls, flour! Who needs those, stock up with red wine and chocolate!

Till next time
Claire Newcombe
29 Apr 2020



Claire & the Boys at Tolaga Bay

NZREOR Membership 2020

John Abbott	Parnell Ak	027 4750812	john.abbott@xtra.co.nz	2010 Bullet C5 Classic.
Iaveta M. Arthur	Palm. Nth	021 0534135	dazmiz66@gmail.com	2015 Classic Military
Graeme Asquith	N. Plymouth	06 758 3625	dianneasquith@yahoo.com	BMW's.
Peter Baker	France	021 1235331	petertnv@gmail.com	1965 350 Bullet. 1987 350 Bullet.
Mark Bardell	Auckland	02 02248062	mark.bardell@gmail.com	BMW
Graham Barnett	Christchurch	027 2406297	barnies@slingshot.co.nz	1961 Crusader Super 5
David Batty	Shannon	02108286155	jaylyrajag@gmail.com	Triumph Trident 900
Graham Beaumont	Napier	021 2628222	onepoto@hotmail.com	2012 C5 EFI.
Mark Bellringer	Eltham	0274974900	mark@markbellringer.co.nz	2004 350 Bullet Machismo
Murali Bhaskar	N. Plymouth	021 767122	m.bhaskar@boon.co.nz	1993 500 Bullet. 2006 Bullet Sixty 5.
Jack Bier	Nelson	03 545 0637	bierhive@gmail.com	1951 500 Twin. 2006 Electra X.
Bevars Binnie	Christchurch	03 358 7026	bevars@outlook.com	1914 6HP Vee Twin. 1915 6HP Vee Twin.
				1918 8HP Vee Twin. 1928 8HP VT. 53 Met
Keith Bishop	Waipu	027 5924914	thebishopsnz@gmail.com	2018 Classic 350
Greg Boyd	Hamilton	027 4916532	sales@boyds.co.nz	2016 Classic 500
Tony-Lee Brizzell	Dunedin	0278266870	tlbrizzell@gmail.com	2014 C5
Andy Bunyan	Te Awamutu	0211 919669	clearlyandybunyan@gmail.com	2006 Electra X
Fred Burger	Tirau	07 8831850	waimak1850@gmail.com	2004 Bullet 500
Steve Burgess	Whangapara	027 2963200	steve.burgess@aucklandcouncil.govt.nz	2010 Bullet classic EFI.
	oa			
Guy Burns	Raumati Sth	021 2624645	gyroburns@gmail.com	2007 Bullet Deluxe
Russell Burt	Timaru	03 686 1264	russell.burt@live.com	1951 350 Bullet.
Warren Burt	Timaru	0274365356	calder.burt@xtra.co.nz	1951 350 Bullet.
Tim Busby	Egmont Vill	06 752 2029	tim@brauhaus.co.nz	55 Meteor, 56 Trailblazer, 65 Interceptor
				51 Bullet Hybrid AVL, Bitsa
Chris Busson	Kumara	021 1924214	busson.mail@gmail.com	2017 Classic 500
John Candy	Papamoa	021 1586389	candy@kinect.co.nz	2016 Bullet
Bronwyn Carlisle	Dunedin	034780084	bronwyncarlisle@gmail.com	2014 C5 Bullet Classic.
Steven Chalklen	Hamilton	021 0462757	chalkysautos@gmail.com	2015 Bullet Classic.
Shonit Chandra	Rotorua	022 0906364	shonit.chandra@gmail.com	2020 Bullet Classic
Grant Chaytor	Auckland	0275966502	chaytors4@gmail.com	2016 Classic 350. 2016 Classic Chrome 500
Jens Christensen	Christchurch	027 4334179	kajens70@gmail.com	1937 KX 1140. 1935 Motor Carrier. Cycar
Trevor Clark	Albany	09 415 8453	Trevor@royalenfield.co.nz	2002 500 Bullet.
Athalie Clement	Waitara	127 7162859	athalie.clements@tdhb.org.nz	-----
Shorty Clement	Waitara	027 3510878	-----	50 Bullet. 53 500 Twin. 59 Connie. 57 Apac
				62 Super5. 65 350 Unit Bullet
Phil Coleman	Hawera	021 326 313	coltonsmotorsltd@gmail.com	Many new RE's
Andy Corbishley	Tauranga	027 4595696	acorbishley@xtra.co.nz	1938 Model C.
John Croft	Paeroa	07 862 7566	-----	2004 500 Bullet Sixty 5.
Leon Crosse	Wairarapa	021 667 605	leon.crosse@gmail.com	Bullet Classic 500.
Andrew Cudworth	Greymouth	021 1412235	kokiri@hotmail.co.nz	2018 350 Classic
Doug Dawson	Egmont Vill.	06 752 2569	dl.dawson@slingshot.co.nz	1953 250 Clipper 1932 500 Bullet.
Ricky Denning	Russell	021 2362023	rickvictordenning@gmail.com	1987 Honda CB 650
Steve Dense	Waiuku	09 235 0309	bbthecat1@yahoo.co.nz	1942 Indian Scout
Andrew Drake	Hamilton	021 2236140	adrake@xtra.co.nz	1936/7 Model JF
Peter Dunlop	Manukau	021 0268852	dunlops@hotmail.com	2006 Electra XR Café Racer Watsonian Squ
Mark Fechny	Nelson	021 533 002	mark.fechney@gmail.com	2019 Himalayan
Duane Fisher	Waitara	027 8230831	fisherduanalan@gmail.com	2016 Classic 350
Rob Gall	Nelson	03 539 4224	robclaire84@gmail.com	BMW R80G/S
Clifford Garside	Auckland	021 264 9177	cliff.spapto@gmail.com	2017 Classic 350
Dave Gibson	Himatangi	021 635295	daverae1@xtra.co.nz	1956 350 Clipper. 1947 Model J.
Seton Gifford	Feilding		setongifford@yahoo.com	2008 Classic Bullet.
Mike Glew	Nelson	03 548 0205	uhuglew2@xtra.co.nz	2011 Bullet C5.
Ken Goa	Auckland	027 6781447	klkbgoa@gmail.com	2019 Interceptor.
David Greensill	Egmont Vill	021 818474	greenynsu@gmail.com	Model S. J2. 72 Rickman Interceptor.
Geoff Guyton	Gisborne	027 2418012	geoff11gg@gmail.com	2019 350
Randall Haines	Paparoa	09 431 7453	randall.h@xtra.co.nz	2002 Bullet Classic Deluxe.
Clive Hallam	Waihi	07 363 3555	hive@slingshot.co.nz	1962 250 Crusader. 1965 350 Bullet.
Craig Hansen	Ashburton	021 792 223	craig@gencom.net.nz	2001 Bullet 500.
Owen Haskell	Cambridge	022 6286001	owen.traveller@gmail.com	53 Meteor. 54 Bullet. 58 Meteor Minor. 59 B
Dave Hawkins	Cromwell	021 1572266	dhawkins@xtra.co.nz	2014 Continental GT.
Bruce Hay-Chapman	Wellington	021 766353	bruce.haychapman@gmail.com	2018 Classic 500

Bruce Heyward	Reefton	03 732 7060	gen4use@gmail.com	1947 J2
Jack Humphrey	Palm. Nth	06 357 1668	jackandelma@windowslive.co	-----
Ray Jacob	Auckland	021 849315	theredbaron@xtra.co.nz	2019 Interceptor. 2017 Himalayan.
Darryl Jennings	Upper Hutt	0274435967	djennings@maxnet.co.nz	1965 Series 1 Interceptor
Wynn Johansen	Rangiora	0212141990	johansen@slingshot.co.nz	
Pete Jones	Russell	021 546215	thechoppershop@gmail.com	1951 350 Bullet .2003 350 Bullet. 06 Bullet
Bruce Jury	N.Plymouth	06 757 9952	-----	52 Bullet. 53 Meteor. 61 Clipper 54 Woodsn
Steve Krzystyniak	Helensville	09 420 6002	gumby@indianmotorcycleadventur	1957 Super Meteor. 62 Inter. 99 + 02 Bullet
		0211077848	es.com	
Micheal Keane	Methven	027 2679384	keanefarmservices@gmail.com	2018. 535
Chris Lane	Hamilton	027 4645795	chrislane7@gmail.com	2020 Interceptor 650
Steve Lawrence	Gisborne	0277254304	sandslawrence@xtra.co.nz	1947 Model J 500
Tony Lloyd	Warkworth	021 725876	somerset11@outlook.com	2017 Classic 350
Edna Lupton	Waiuku	0210556800	blupton.ess@gmail.com	-----
John Mackinlay	Auckland	0274 845845	john@experiencemotorcycles.co.nz	
Phil Marsh	N. Plymouth	027 2761478	phil.marsh@rocketmail.com	BMW
Alan Marks	Tauranga	022 6561209	armarks.am@gmail.com	2016 Classic 500
Gordon Martin	Porirua	021 2801156	gmartinnz@gmail.com	2018 Classic 500 with Kozi Rocket sidecar
Lew Martin	New	022 6918530	lewmartin.re@gmail.com	49 G. 52 Bullet. 50 RE2. 65 Turbo Twin.
	Plymouth			59 Meteor Minor Sports. 63 Interceptor.
Trent Marshall	Northland	021 1619595	trentmarshall@gmail.com	-----
George Mason	Waikanae	021 2120916	misansky@gmail.com	Triumph
Dion McAsey	North Shore	021 2163537	dionm@magrette.com	2009 Bullet C5. 2013 Continental GT.
Randall McKay	Christchurch	03 3514274	randallpetermckay@yahoo.co.nz	2020 Interceptor 650
Ken McKee	Hellensville	027 4800097	ken@astleyconstruction.co.nz	1969 MK2 Interceptor. 2010 Bullet C5.
Justin McCullough	Christchurch	0272446499	jokmack@gmail.com	1966 350 Bullet
Steve McPhee	Waipukarau	022 3782740	foghorn1951@gmail.com	2003 Bullet 500
Pravin Naran	Northcote	09 480 6953	pravin_naran@yahoo.com	500 Bullet.
Claire Newcombe	Nelson	03 5394224	robclaire84@gmail.com	Honda CB 400 SS
Jeremy Newell	Ohope	022 6255925	newboy1064@gmail.com	2019 Himalayan
Jim Nightingale	Henderson	021 2127447	jnight@xtra.co.nz	1954 350 Bullet.
Terry O'Hanlon	Matamata	02102333461	ratlyone@hotmail.com	1954 350 Bullet. 58 S Meteor. 60 Sports Tw
Roger O'Regan	Christchurch	027 4361492	rog.lynn@xtra.co.nz	350 Bullet racer.
John Orr	Kapiti	027 9656399	johnorr750@gmail.com	2009 Bullet.
Eileen Parker	Kumara	022 0309216	eileenparker.mail@gmail.com	2017 Classic 500
Ankur Patel	Rotorua	021 02655926	ankur1985@hotmail.com	2020 Bullet Classic
Mukul Patel	Rotorua	021 04374181	mukul.pat@gmail.com	2020 Bullet Classic
Brian Pilley	Dunedin	0272456427	thehive@beelinesupplies.co.nz	2019 Himilyan
Frank Pinion	Ashburton	022 4784076	frankanddonna@slingshot.co.nz	2018 Himalayan
Sunit Prakash	Wellington	021 14 8181	sunitprakash@hotmail.com	2003 500 Bullet ES.
Bill Prosser	Nelson	027 3419887	bill_p@actrix.co.nz	2019 Himalayan
Dave Ransom	Urenui	06 752 3533	judithr11@slingshot.co.nz	1952 350 Trials Bullet.
John Rapley	Paraparaum	04 902 4862	John.kerryrapley@gmail.com	1937 J, 1939 SF, 1958 Clipper
Gavin Reid	Waitara	027 2300796	gavinreid@kinect.co.nz	2019 Continental GT 650
Mal Ritchie	Carterton	0212548418	malritchie1@hotmail.co.uk	2015 Classic Military 500
Fred Rix	Huntly	07 828 8997	oldminer@gmail.com	1954 Model S. 1938 Model C 350.
Dave Rogers	Kerikeri	09-4073937	drog@xtra.co.nz	1950 350 Bullet. Moto Guzzi
Norm Rogers	Helensville	09 420 9969	norlyn@xtra.co.nz	2012 Bullet C5
Bill Rollerson	Owhango	027 7241648	rollerson@xtra.co.nz	Triumph America.
Peter Sammons	Milford Ak	021 887824	peter@teamcraft.co.nz	2004 Euro Bullet.
Larry Saunders	Waitara		larry.saunders@xtra.co.nz	Classic 350
Sue Saunders	Kerikeri	021 703888	susansaunders@xtra.co.nz	-----
Ian Scott	Christchurch	03 326 5813	liannandfamily@xtra.co.nz	1995 Bullet.
Jinay Shah	Auckland	<u>02 2500 2500</u>	j.shah@barfoot.co.nz	C500
Colin Skeats	Greymouth	021762612	flaxwoodfarm@callsouth.net.nz	1996 RE Bullet 350
Nigel Smith	Nelson	027 5481056	smith.co@xtra.co.nz	1935 225cc Model A.
Steve Smith	Auckland	02102924783	royal@thesmithfamily.me	2019 Interceptor
William Smith	Alexandra	021 616616	w.smith@avion.nz	2015 Bullet 500.
Tony Spice	Upper Hutt	021 2309529	mooloomad@hotmail.com	1948 Flying Flea. 2013 Bullet Classic
Ron Stent	Papamoa	07 572 5970	jean.ron@xtra.co.nz	1951 350 Bullet.
Bruce Stuart	Katikati.	027 2003373	kauriland17@gmail.com	2018 Bullet 500
Graeme Sutherland	Tokoroa	027 8438573	sutherg53@gmail.com	2019 Interceptor
Ashley Swinglehurst	Auckland	021 621169	Ashleypaulnz@gmail.com	2019 Interceptor
Paul Switzer	Porirua	04 9074904	paulgrumpenmeister@gmail.com	1915 6Hp V twin. 1937 G. 1937 KX. 1951 J
Jeff Taylor	Papakura	09 2966975	mrscltaylor@gmail.com	1948 Model J2. 1958 Meteor Minor.
Peter Thompson	Rotorua	027484007	bonesdevelopments@gmail.com	BMW G650GS
Graeme Timmis	N. Plymouth	027 2454917	graemetimmis@gmail.com	1955 Tomahawk. 1970 Clymer Indian..
Cedric Trounson	Greymouth,	027 4927000	travel@westcoastshuttle.co.nz	2016 Classic 350
Robert Turner	Auckland	021 775839	robert@nzturners.co.nz	

H Van der Weert	Christchurch	02102503548	hermanweert@gmail.com	1951 Model S.
Alfie Webb	Tuakau	021 188 0347	rivendellstud007@gmail.com	<u>2017 Classic 350</u>
Kevin Webb	Hamilton	027 5239393	kebviv@xtra.co.nz	2005 500 Bullet.
Graham Webster	Nelson	021 0257382	ayupwebby@hotmail.com	2015 Continental GT
Tyson Young	Eltham	027 2021153	tysonkeanyoung@gmail.com	2017 Classic 350

ARE YOUR CONTACT DETAILS CORRECT ??

IS YOUR BIKE CORRECT ??

Email me - lewmartin.re@gmail.com

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Royal Enfield's May 2020 Sales Look Better Than April's

It's been a rocky 2020 for the entire world. Motorcycle manufacturers were already having a tough time before the [pandemic](#), and the global economy effectively grinding to a halt didn't make matters any better. With that in mind, it should come as zero surprise that Royal Enfield reported less than stellar domestic and international sales numbers for May 2020.

Overall, the company said it sold 18,429 units in its home market. That's a 69 percent decrease year-on-year from its 2019 number of 60,211 units for the same time period. While the company sold 2,160 units internationally in May 2019, it moved just 684 overseas for the same time period in 2020. Obviously, it's not great news.

The Rollercoaster Continues:

Royal Enfield, like the rest of India, is gradually opening back up, beginning to manufacture, and otherwise going about various forms of daily business again. On May 6, the company first started operating with new measures in place for safety, including fewer staff with staggered start times. At the time, only the facility in Oragadam reopened, with other Royal Enfield factories set to reopen shortly.

Likewise, around 120 of Royal Enfield's dealerships have reopened with at least partial capacity. Since the month of May 2020 just ended, and renewed activity both in manufacturing and sales only started at the beginning of May, how the company's overall health will look during recovery remains unclear. It's too early to say anything with certainty, either for its domestic or international sales.

There's reason to be cautiously optimistic. Prior to India's lockdown, RE [only sold 91 bikes within the country in April 2020](#). While 18,429 doesn't look great as compared to the 60,211 of May 2019, it looks positively fantastic compared to that number. With BS6 standards in effect and ample BS6 models available for purchase, hopefully Enfield can keep its employees and customers visiting dealerships safe while seeing its sales numbers improve.

Sources: [India Today](#), [BikeWale](#)

