



June 2021

No. 98

THE KIWI BULLETIN

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

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

Secretary: Phil Marsh. 4 Dunbar Place, New Plymouth. New Zealand
Treasurer: William Smith. 308 Letts Gully Road, Alexandra. New Zealand
Membership Secretary/Editor: Lew Martin. 60 Barrett Road. New Plymouth NZ



AWARDED to STEVE SMITH

Cover photo

The most humbling experience this morning, receiving an award from @Movember for raising over \$15 000, over the last 4 years, to support men's mental health awareness and prostate cancer research. Could not have done it without the help from my colleagues, clients and friends that have donated and The Distinguished Gentleman's Ride for their annual event. Together, we have created awareness and saved some lives. # Thank you.

Steve Smith

We welcome these new members

Patrick Butterworth of Greytown with a 2020 Himalayan ABS

Stephen Andrews, Taupo. 2021 Himalayan

John Ascroft, Christchurch. 2021 Himalayan

Roy Wright. Palmerston North. 2020 Interceptor 650

Nick Cressey, Waiheke Island. 2015 Bullet Classic 500 with sidecar, 2016 Bullet 350

Steve King, Christchurch. 2019 Himalayan & 2020 Interceptor 650

Gary Mitchell, Auckland. 2021 Interceptor 650

Ray Chan, Auckland. 2020 Continental GT 650 (Mister Clean)

Midterm - Up North Rally - 12th - 14th November: Venue - Whangateau Holiday Park
Organisers: Chris Blenkinsopp & Allan Cole. Look for the rally entry form in this issue.

26th Annual Rally - Kumara 25th - 26th February 2022. Venue - Kumara Hall, Organiser Eileen Parker

Thanks to – Neil Evans, John Salisbury & Nick Cressey for your photos.

Peter Baker & Andreas Papadakis & Stimy for sending in articles of interest

Graeme Howarth for your awesome adventure - ***The Dusty Butt*** - Part 1 in this issue, part 2 Sept Bulletin

Last but not least, thanks Steve Smith for many months of negotiations with Swann Ins.

TSB Bank – Cheques. As of June 2021: TSB Bank has stopped issuing new cheque books, new deposit books and bank cheques, which means you'll no longer be able to deposit a cheque into our account.

NZREOR Membership print out is available on request, email - lewmartin.re@gmail.com

Lew

----- Mail -----

Steve Smith steve@thesmithfamily.me

Hi Lew

NOTICE - To all paid up members to the New Zealand Royal Enfield Owners Register.

As a paid up member, you receive various benefits as described on our website as of May 16, SWANN Insurance will be offering special pricing to our members.

The club premium are as follows * 650's - \$183.00 * 500's and 350's - \$152 * Additional bikes - \$96.00

To learn more or sign up, please email swann@iag.co.nz and let them know you are a member of "New Zealand Royal Enfield Owners Register" and supply your membership number.

If you are not a member or forgot your membership number, please reach out to Lew Martin.

Also - Super happy to announce that [Royalecars](https://www.facebook.com/royalecars/) Royale Cars & Motorcycles has joined in and offering the following to all paid up club members. 10% discount on all Genuine Royal Enfield Parts/Accessories bought through the dealership / 10% discount on labour costs for all Royal Enfield bikes serviced through the dealership / Zero PDI costs on all new Royal Enfield bikes purchased through the dealership. <https://www.facebook.com/royalecars/>

Mark cox markcox175@live.co.uk
Lew martin <lewmartin.re@gmail.com>
Subject Himalayan spares

Hi Lew, just a thank you because I received some emails from members relating to getting a stator coil for my Himalayan. I had a couple of quotes from Enfield dealers which I thought were high. After talking to other members, we all seemed in agreement that the quotes were pretty outrageous ! and I was advised to try eBay or some other parts suppliers, which I have done and hopefully will receive a stator and rotor assembly and a gasket set for 1/2 the price I had been quoted in NZ for just the stator coil. Thanks again.
Mark...

NZREOR - Special Bulletin - 25th Anniversary rally
andrew Papadakis andrew-pap@hotmail.com

Thank you again and happy birthday to our club!
Hope to one day to visit you there!
Best REgards
Andreas
Greece

Gary Stimpson raeandstim@outlook.co.nz

Hi folks.
Lew asked me to write an article about the 650 Interceptor I purchased new last November so here goes.

I purchased the bike from Boyd's in Hamilton then after bringing it back to my hometown New Plymouth I was informed that Colton's in Hawera are also RE agents. Boyd's were happy with me having it serviced in Taranaki so I called into Colton's to see if they would do the servicing and cover the warranty period which was fine by them. After riding the bike for several weeks a fault showed up. This took the form of a non-response of the throttle after travelling at a steady speed with no change to the throttle position. The only way to clear the problem was to shut the throttle then roll it back on with the motor picking up cleanly and running properly until the next time it happened. I informed Colton's who picked up my bike from NP but after plugging in the diagnostic connection nothing showed at all! Surprise!!! They rang to ask to keep the bike for a couple of days to test it but no luck with the fault showing up. With an intermittent fault like this the only hope was something would break down completely.

After talking to Lew he remembered a club friend in Tauranga who had bought a new 500 RE single a few years before and had a similar problem but in his case the fault showed up as a failed component. This was the throttle control sensor on the injector. I informed Colton's of this and they arranged for a new unit for my bike through the RE importers. They picked the bike up from my place, fitted and tested the new component then delivered the bike back the next day. Since then I have had no problems and after riding a long straight I can roll the throttle wide open with the bike responding instantly. I have also had Colton's do the normal servicing and again they picked the bike up from my place, did the service in Hawera then returned it. There is no charge for the pickup and return. A great company to deal with!

I also had one other problem which applies to bikes with a proximity switch on the side stand. My bike cut out on a recent ride, and previously Lew told me about Williams's bike stopping dead, (side stand switch fault) on the way to the Carterton Rally. So, suspecting the side stand, I swung it up and down a few times which cleared the problem. I put the bike on my lifter and found that the U bracket that the blade swings in and out of was coated with small pebbles with tar on them. I cleaned this out with a small round bristle brush dipped in white spirits. I had ridden over a newly sealed road section so this is where it came from. The stones were masking the signal through the switch. I now check this after each ride. THAT'S IT.

Safe riding to you all and remember (if you don't know) a happy motorcyclist is the one with bugs on his teeth..
Cheers. Stimy

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.

As from May 2021 Swann Insurance are offering special pricing to club members.

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



Smiths Motorcycles 153 Durham St. Tauranga

10% parts only



625 New North Road Kingsland Auckland

10%



18 Northcroft Street Takapuna Auckland

10%



Wanaka Powersports

1 Sir Tim Wallis Drive Wanaka

10%



127 Ferry Road Christchurch

10%



403-409 Te Rapa Road, Te Rapa, Hamilton

10% parts only

Motorad -- 72 Victoria Street, Lower Hutt

10% parts & labour

SWANN INSURANCE - Special Premiums -- *650's \$183.00, * 500's & 350's \$152
Additional bikes, \$96.00 Email swann@iag.co.nz



Royale Cars & Motorcycles 860 Te Rapa RD Hamilton 10% parts & labour

MIDTERM RALLY 2021

UpNorth- Northern Rally



Whangateau Holiday Park -- Fri Nov 12th to Sun Nov 14th

Coordinators: -Chris Blenkinsopp 0220749955 - Allan Cole 0273721563

Entry fee:- ... \$25 PP

Direct payment TSB – 15 3945 0253553 00

Particulars: - Your name. Reference: - UpNorth Rally.

Return entries by FRIDAY, 29th OCT to chrisrobsyd@gmail.com
and allancole@xtra.co.nz

NAME.....

PHONE.....

EMAIL.....

FOR SHARED ACCOMMODATION: This is filling fast.

Contact the Whangateau Holiday Park and ask to be slotted into a cabin or caravan that's not full.

Mention R.E. Rally. **Phone 027 260 5271 or 0800 947 275.**

Web address:- www.whangateauholidaypark.co.nz

email whpark@aucklandcouncil.govt.nz

All enquiries to Chris 0220749955 and/or Allan 0273721563

KEEP THE RUBBER DOWN!!

RALLY VENUE -- Whangateau Holiday Park

Situated between Matakana and Leigh, on East coast, out of Warkworth.

Basic Cabins (6)

Cabins are an excellent accommodation option. Clean, modern and comfortable, the cabins are close to the main holiday park facilities. The cabins are a great way for couples, families or a group of friends to enjoy Whangateau.

Available in a range of bedding configurations, sleeping up to six people. In-room facilities include jug, toaster, fridge, heater, TV, and dining table, bottom sheets, pillows and pillow cases, as well as full use of holiday park facilities.

Guests bring their own top bedding, cutlery, crockery, pots, pans and all cooking utensils.

From \$85 pn for 2 people. Additional people \$30 pn.

Family Rooms (4)

Available in a range of bedding configurations, sleeping up to six people. In-room facilities include jug, toaster, fridge, heater, TV, dining table, as well as shower, toilet etc.

Bottom Sheet, Pillow and pillow case provided. Guests need to bring their own top bedding and all cooking / eating utensils. Max Number Of Adults is 6

From \$110 pn for 2 people. Additional people \$25 pn.

Self-Contained unit (2)

Sleeps 4, Queen bed and one set of bunks. Includes all bed linen, pillows, duvets and towels. Has own bathroom. kitchenette, fridge microwave, kettle, cutlery, heater, Freeview TV. Sleeps 4.

From \$140 pn for 2 people. Additional people \$30 pn.

Caravans (5)

These are right by the sea...choice! Provided in the caravan are bottom sheets, pillows and pillow cases, toaster, kettle, fridge, TV, table and chairs and heater.

Guests need to bring top bedding, cutlery, crockery, pots, pans and all cooking utensils. Guests share the camps amenities. Max Number Of Adults is 4 or 5.

From \$100 pn for 2 people. Additional people \$25 pn.

Pitch your tent, or park your caravan or campervan

Just a few steps to the water and the public park, with onsite power and full use of the holiday park's clean kitchen, shower and toilet facilities, the Regular Sites are an excellent home base for your tent, caravan or campervan as you spend the day exploring, swimming and fishing.

From \$23 pn, but check with Park.

From: **Whangateau Holiday Park** <whpark@aucklandcouncil.govt.nz>

Date: Sun, May 16, 2021 at 6:11 PM

Subject: Accommodation Royal Enfield weekend 12-14 November 2021 - email out

To: chrisrobsyd@gmail.com <chrisrobsyd@gmail.com>

Kia ora koutou,

We're looking forward to you staying with us at Whangateau Holiday Park for the Royal Enfield trip in November.

Price per person in shared room: \$90 for the 2 nights. This includes bedding, towels and eating gear provided. Maximum 3 people per room. Most rooms do not have their own bathroom so includes use of all communal bathroom & kitchen facilities

As people contact us wanting to share a room for this weekend we'll add them to the next available bed space.

Contact to be made by email to whpark@aucklandcouncil.govt.nz

Subject: Royal Enfield weekend 12-14 November 2021 – shared room

Name:

Email address:

Mobile number:

Home city/town:

Please contact us directly if you'd like to book a room to yourself.

Have a good day!

Petrina Brenchley

Manager

Whangateau Holiday Park

[Enfieldwallah Spares | New Zealand's best source for Royal Enfield](#)

Enfieldwallah Spares Ltd is a New Zealand company specialising in parts and accessories for Royal Enfield India Bullet motorcycles. We carry full spares for both 350 and 500 cc iron barrel bikes as well as many items from India suitable for other classic motorbikes such as mirrors, silencers, switches etc. We scour the bazaars of Delhi for our stock so that you can avoid long waits or scams when purchasing parts online from India. Buy with confidence from a New Zealand based company.



Steve Krzystyniak & Lily Guilford

P O Box 188, Helensville. New Zealand

Home: 09 4206002 Mobile: 021 1077848

Email: enfieldwallahnz@gmail.com

26th Annual Rally – Kumara

Eileen Parker <eileenparker.mail@gmail.com>

Good morning Lew

We have booked the date for the rally. It will be Friday 25th and Saturday 26th February 2022.
Rally venue is the Kumara hall, KUMARA. Book your accommodation

Because the West Coast Wilderness Cycle trail runs through Kumara, accommodation can become quite scarce over the summer.

Therefore, I would suggest that if members wish to book somewhere they do it sooner rather than later.

Accommodation options include:

Unlimited tent site camping is available at Kumara Sports ground. No booking required. Donations would be appreciated. Public toilets available on site, but no showers. These are available within walking distance... *
See below

greenstoneretreat.nz has various options for accommodation. If you choose to stay here, they will offer 10% discount if you book on their site, and include 'bike rally 10%' in the comments.

* If you choose to set up camp at the sports ground, Greenstone Retreat offer the use of showers and kitchen outside of peak times (8-10am and 6-8pm) and charge \$5.00 for two hours

Route 73 Motels Kumara - View and book online

Theatre Royal Hotel Kumara, has many options, all available to view online

All of these options are within walking distance of each other.

More information released in the September bulletin

Regards

Eileen



Eileen Parker: Organiser for the 2022 Annual rally



January 1949, Mr Bolton from Adelaide, Australia is seen inspecting the 350 Bullet, "REG350" as Mr Mountford of Royal Enfield stands aside with him"

Source: [Hitchcock's Motorcycles](#)

Evans Neil <geniant@yahoo.com.au>



Neil Evans – 2019 Interceptor



Lew, A couple of shots of my latest bike, 2018 Bullet 500
The Himalayan has gone.
Cheers,
John Salisbury

For sale

RE Himalayan workshop, service, repair and owner's manual on CD.
For Euro IV LS410 models 2020. \$20.
Contact John Salisbury jmsalisbury@gmail.com.



Bill Prosser with his new 350 Meteor
The Himalayan has gone

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

From: **andrew papadakis** <andrew-pap@hotmail.com>

Date: Thu, Mar 18, 2021 at 9:47 PM

Subject: Letter from Greece

To: Lew Martin <lewmartin.re@gmail.com>

"1914 Royal Enfield 424cc and the Swedish Motor Bicycle Club

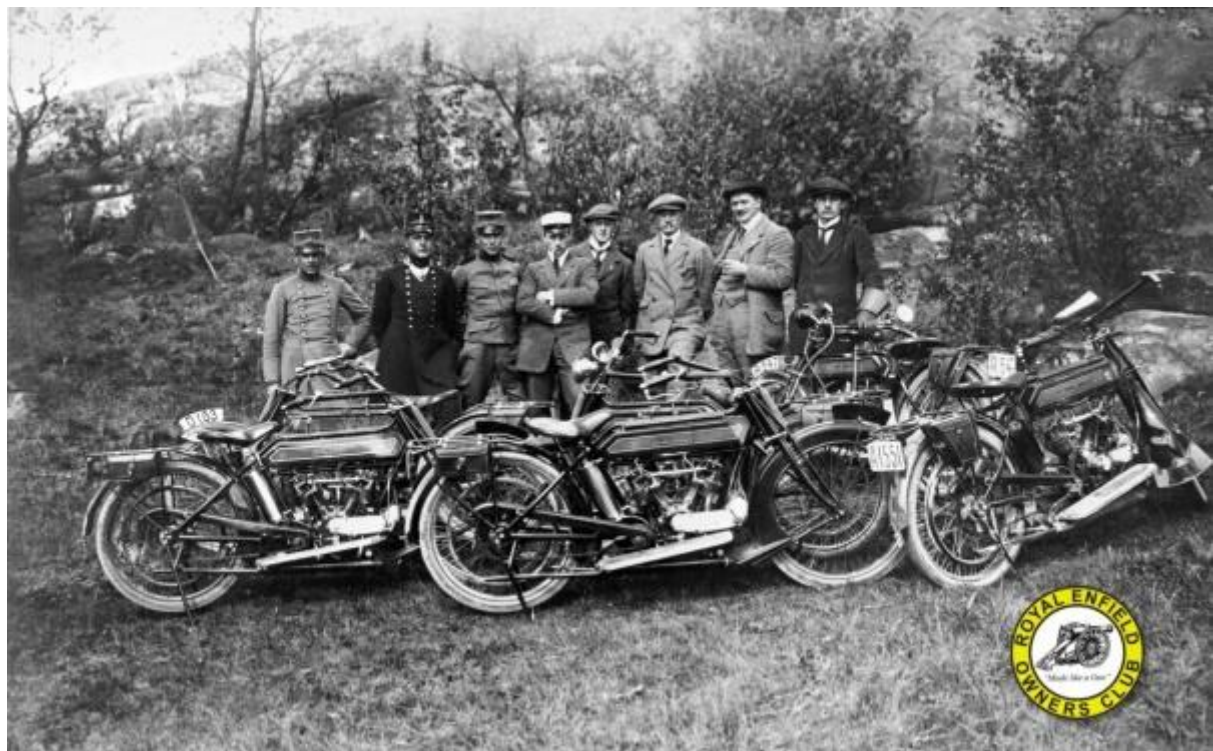
The model as such became popular in the country as early as the 1910s, first in Stockholm and the surrounding area, not least because it became so common within the 1913 newly started Swedish Motor Bicycle Club (SMCK), but then also outside the capital. Within SMCK, two competing teams were soon formed in the road races of the time, one equipped with such English Royal Enfield machines, the other with German Wanderer bikes. There were of course other brands, not least American, but these two brands dominated at the beginning of the club's operations.

The Enfield team set up in 1914. The owners at the photo were Lieutenant Patrick Welin, Lieutenant Nils Kindberg, Lieutenant R. Johnsson, technologist Gunnar Enderlein, Gunnar Levin, Gunnar Andersson and Gustaf Blom."

Regards

Andreas Papadakis

General Secretary REOC Greek branch





Nick Cressey's 2015 Bullet Classic 500 with sidecar. 2016 Bullet 350 above

BTW, the Swann Insurance facility is excellent! I've just insured both of the bikes. People just need to be very aware of the theft exclusion.

Cheers
Nick



From France

Peter Baker <petertnv@gmail.com>

Here, we have a custom-built Royal Enfield Interceptor 650, from the Philippines, which has been transformed into a futuristic cafe racer. Royal Enfield is the most popular premium motorcycle brand in India, thanks to the old-school charm of its bikes. Interestingly, the manufacturer's popularity isn't just limited to our borders, but extends overseas as well. Due to the simplistic nature of these motorcycles, they are easy to work on, which makes customisation quite easy. We have seen plenty of modified Royal Enfield bikes on our roads, and here, we bring you one from the Philippines! This particular motorcycle, built by MoTeycycle Garage and named 'Project Serum', started life as an RE Interceptor 650. This custom-build was previously featured by us once, when it wasn't completely ready, but now it is, and we're impressed by the final product. At the front end, we see an LED headlamp with a sporty-looking cowl. The stock handlebar has been replaced by clip-ons, and LED indicators have replaced the stock ones. Apart from that, bar-end mirrors and fork gators have been added. The bike sports a custom radiator guard with a 'Union Jack' design on it, and the engine has been partly blacked-out. The paint job is custom as well, featuring black and grey paint, along with hand-painted details on the fuel tank. The motorcycle also gets a single seat with a rear cowl, and there's a custom 'Moteycle garage' logo on the centre panels on both sides. The rear suspension is custom, the tail section has been chopped short, and there is no rear fender. The exhaust pipes are both routed from the right side, instead of one on both sides. The motorcycle features custom LED taillights (with integrated turn indicators), and the number plate has been moved over to the left side of the bike. The wheels continue to be wire-spoked units, but have been painted white on the rims and are shod with block-pattern tyres. No changes have been reported to the engine of the motorcycle. RE Interceptor 650 is powered by a 648cc, air/oil-cooled, parallel-twin engine, capable of generating 47.65 PS and 52 Nm. This motor comes paired with a 6-speed gearbox, and a slipper clutch is offered as standard. In the Philippines, the price of the Interceptor 650 starts from 365,000 Peso (around INR 5.5 lakh).

Graeme Howarth <model7@xtra.co.nz>

The 2021 Dusty Butt 1400km ride on the Enfield

Part 1



Graeme leaving home in the rain

You can see how clean we are. You can't possibly see how naïve I was.

Intro

Andrew, AKA The Viking, is the father of my daughter's husband. He's a 7 foot tall bearded red head hill country farmer and all energy & enthusiasm but not much riding experience. Andrew bought KLR650 and was keen to use it to free him from his workaholic tendencies. He's fit as a buck rat with 5XL size hands and proved to be a very handy chap when my bike needed pulling off rocks or out of mud. He had friends who did the DB last year and were doing it again and we were joining up with them. They'd have GPS's & experience so we just had to tag along. Sounds good eh? They were too late to register so we were on our own.

Like everyone I have some health issues: a shortened left leg and a seized ankle from back in '81 crunching a GS1000 into a rock wall. This means I had to lift my whole leg to change gear. I've been suffering from Chronic Fatigue Syndrome for over 2 years. If I don't get enough sleep I get dizzy & can't think and I get days when I am exhausted for no apparent reason. So I was wondering if I should accept The Viking's invitation to the event, but I'd just turned 60, which required some sort of commemoration. If I didn't do it now then I knew there's no guarantee that I'll be better (or even alive) next year eh? Another year older and more tired. Now's the time! I had spent a couple of seasons learning to race a 250 Ninja and had owned MT-01. Both of these things I loved but had to surrender to the illness. I had done no dirt riding in over 40 years. That's the setup. What could possibly go wrong?



The Bike

A 2017 Royal Enfield Himalayan acquired mid 2020 with 8400kms on it. I jacked up rear shock and dropped the yokes 10mm in an effort to get more weight on the front wheel to make it stick better on gravel (having no experience, such was my reasoning). I fitted a one tooth smaller (14T) sprocket.

The following modifications I found to be absolutely indispensable:

- soft hand grips, good Knobbiest and a 15mm mudguard risers to accommodate the front knobby;
- I also got an engineer to weld a folding tip on the gear lever;
- I bought a Happy Trails bash plate from America. You really need something like this.



In the Beginning

Before the Riders Briefing I met up with an old high school old friend Maurice. He helpfully recommended tyre pressures of 23PSI (really good – at the end you could see where my front tyre had been pushed up about 1/3 the way up the side of the rim in many spots but no flatties). Maurice had done the Dusty Butt 3 or 4 times before, once with his ex-wife on back. He didn't think it was too bad. The Challenge sections OK he said, just keep it rolling.

But let's look at what the organisers say about the event shall we?:~

"The DB1.4K event consists of approximately 1400km of sealed, gravel road & off road route. It will take you on a journey through remote sections of the South Island offering absolutely spectacular scenery, however it is important to keep in mind this is no dawdle in the park, nor even a typical trail or road ride. Riders must endure a 1400km route that is physically & mentally draining and will require between 10 & 14 hours of riding a day depending on your riding skill & the amount of stops you have. ... The route encountered will include terrain that will challenge your bike control skills over extended rough, steep, rutted or rocky tracks, deep bogs and multiple stream & river crossings. These sections will also challenge your fortitude as you navigate tracks sidling past very high steep slopes & bluffs. Much of the route is at sub-alpine to alpine altitudes (up to 1700m). While this ride is during the dry season, rain, wind and cold should be expected. All riders must therefore be prepared for high altitude severe weather conditions and carry appropriate warm & waterproof gear. This is especially important as on many parts of the route should a motorbike break down the distance to shelter could be many hours away. Be prepared for snow, even in February! ... general hazards include but are not limited to: road & farm vehicles, dogs, stock & other wildlife (including unpredictable Wallabies), gates, poor condition cattle stops, road washouts, sharp bends and blind crests. In general approach all hazards with caution! No road closures are in place and no official bike recovery service."

Additionally, during the briefing the organiser said he would be ignoring all phone calls for help – and he was serious. He couldn't fix a faulty card pump or move a tree off the track. And if you got injured "ring 111". We only had ourselves and each other to depend on. There was also a warning about the Awakino Challenge section on the last day. The Cocky says it's impassable and other riders say you'll need ropes to lower bikes down at the end where the river washed its bank away. If you're not a confident & experienced rider you might like to reconsider going this way, the man gently suggested.

"What was that you were saying Maurice?" Turns out Maurice was from another planet and had ridden Enduros for years - an absolute gun rider on his KTM790. So his word for "manageable" translated directly to my word for "impossible".

After this I am not exactly brimming with enthusiasm.

On the Briefing night we met another new guy, Mark, on his DRZ400 and we decided to travel together. That should help, the more the safer. Mark pointed out that one of the other riders was international Enduro star Chris Birch (Google this man!) so we were in some extraordinary company.



Photo

Some random internet guys from an earlier year – they seem to be having quite a bit more trouble with this hill than the Himalayan did! Honestly, it was slow but I hardly ever put a foot down.

Day 1

170 guns and one simpleton left Fairlie in South Canterbury going through Otago for a 600 km day starting at 7AM. Leaving our accommodation on a shingle road with a few inches of newly dumped metal was unnerving and I again wondered what I was in for. We met Mark at the first turnoff where I got his RAM mount for my phone to use its GPS (yep, instead of following someone experienced I was the leader. Ho boy) and we headed off. Mark was uncomfortable with the gravel and took a while to catch up when we stopped. During the day we lost contact and found later that he'd got bogged in the mud & had to wait a long time for assistance; he'd also fallen several times, damaging his bike. We only caught up with him after the event as he couldn't get his bike right to continue.

For us the day started with a chilly fog (this is the height of Summer right?). We joined the bikes heading out towards Lake Benmore over some pretty rough trails. The visor's down to stop the dust turning to mud on my specs. There were nice views to be had but the track kept me focused. I had simple priorities: Finish and don't break the bike or myself!

I found that the Himalayan's weight and lack of ground clearance were real hindrances to any sort of speed off road. It took until half way through the 3 days to get to trust that the front tyre wouldn't dump me when the going got slippery. Too much speed and I was constantly getting surprised by holes and bumps – once having both feet leave the pegs by what felt like a foot - so I just had to ease up. So I just keep chugging and let those light wee KTMs go their way.

I found my new non O-ring chain was stretching madly & needed adjustment at every fuel stop – good job it was easy to do. Sometimes it needed 2 or 3 full turns to take up the slack. The Viking would top off with gas and eat his usual ice-cream and cream bun energy food while I attended to the chain. We settled into Andrew flying off ahead while I eventually caught up at the next gate. There were plateaus where long muddy bogs lay – I really hate those bogs!

The bike became stuck by its girth several times in the deep water-filled 4WD wheel ruts. I needed help twice to extricate it. One time I tried leaning the bike over to get it out of the rut but only managed to change it into 4th gear where it stuck as I couldn't move the gear lever to change down! A bloke stopped to help and pointed out that the rear wheel wasn't touching the ground. *Blush!* Silly me. He used the clutch & throttle while I lifted the back up and forward a foot at a time for 10 metres to get out of the mud. This is what we call fun.

Another time a chap helped me get the bike out of a bog and then asked if I was ok to carry on. To which I replied that I thought I was right, only to instantly fall over and get my leg jammed stuck under the bike. So I had to say "actually perhaps I could use a hand just now". Nice man.

We rode down some just plain evil rocky and muddy downhill sections during which I prayed that I won't have to ride UP anything similar because that would have been just impossible. This day required really hard concentration and hard physical effort – it was just plain HARD. There was one downhill section of maybe 20 big flat stone steps one after another. Mostly you could sneak round the edges and once I managed to pop the clutch just right to push the front wheel out, land flat and gracefully look like I knew what I was doing. But a couple of times the bike just crashed onto its bash plate as I hoped nothing significant was getting damaged.

The climbs and the descents and the mud and the ruts and the rocks just went on and on and on for hours. My balance is not good and I kept falling off the drier ruts into the mushy stuff. At one stop I noticed that it was already mid-afternoon & we still had 240kms to go – that's another 6 hours. It felt like it would never end and I was not enjoying myself. In fact I started to wonder how I had so damaged The Viking that he felt the need to psychically destroy me by way of this prolonged torture.

Stops were for petrol, water, a muesli bar and a chain tension. The shoulder that I had dislocated weeks ago was giving me heaps. My hands & forearms were hurting from the climbs. My legs were hurting.

I got to a hill climb that was so steep & rocky I was sure it was a "Challenge section". It wasn't. It was the bypass route! It looked like a section of the Scottish Six Day Trial I saw in *Motorcycle Weekly* magazine back in the '70's.

What!? Are you kidding me! Are you freaking kidding me?!! Who is the sadistic, criminally insane psychopath that thought this thing up?! Never mind. There was only one thing to do – keep going. By the time we pulled into the last fuel stop of the day it was getting late. An American chap on a DR650 at the bowser summed it up when he said “Golf’s lookin’ pretty good right now.” You got that right brother. He was skipping the last section and taking the main road home.

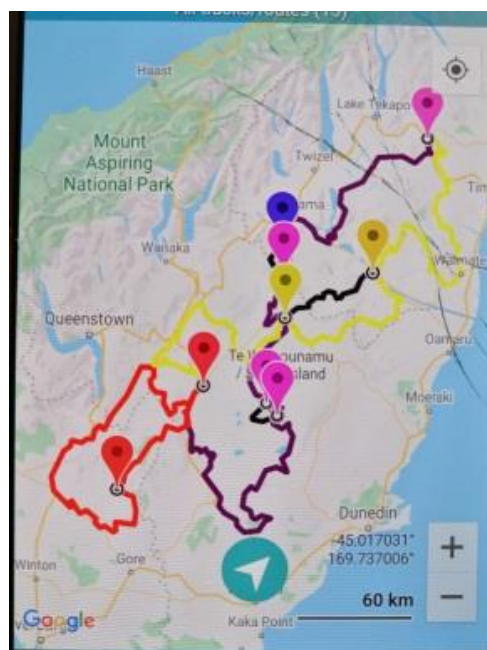
We decided we wouldn’t be able to wear the tee shirt if we didn’t complete the route, so by the time we rolled into Alexandra that night it was well after 9PM and dark. 14 hours of hard work. Everything hurt. At the end of the day the gearbox was really difficult to shift and I was sure I’d damaged something internally. I topped up the oil 300ml - making a mental note to keep open road revs under 5 grand to slow oil use (the bike was best to ride between 3+1/4 and 4+3/4 RPM anyway). I tensioned the chain again and gave the bike the once over before getting some tea and crashing into bed.



“Please feed me and put me to bed.

PART 2 --Day 2 -- To be continued in next Bulletin

Yesterday we passed one bloke holding his shoulder after a fall. By his expression he’d already passed through ...



Peter Baker <petertnv@gmail.com>

Royal Enfield Interceptor 650 breaks 4 year old speed record at over 212 KPH The Mid Life Cycles' Interceptor was entered in Class M-F 650, for 650cc un-streamlined motorcycles running commercial unleaded fuel.

Word is that the Royal Enfield Interceptor 650 has broken a long-standing speed record in Australia.

Mid Life Cycles' Interceptor 650 Salt Racer has set the class record at the annual Speed Week run at Lake Gairdner, South Australia. The Interceptor 650 Twin broke the four-year-old class record on each of its runs, leaving the new mark at 212.514 km/h. The Mid Life Cycles' Interceptor was entered in Class M-F 650, for 650cc un-streamlined motorcycles running commercial unleaded fuel. The old record of 191.93 km/h was set at Lake Gairdner in 2016



The remarkable record was broken by Charlie Hallam on day one of Speed Week - Monday 8 March 2021 with his first run at 194.85 km/h. He backed that up with a 197.76 km/h pass, for a provisional record of 196.3 km/h.

On the morning of day two of the Speed Week, the Interceptor 650 clocked 206.29 km/h and 208.32 km/h for a new provisional record of 207.31 km/h. Charlie believed there was a little more to come. That afternoon, the Interceptor ran 208.59 km/h and was then impounded overnight until it could do a back-up run the next morning. This run, under increasingly stormy skies, saw a stunning 214.04 km/h top speed, for a new record of 211.28 km/h.



Committee – Area reps 2021

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