



March 2021

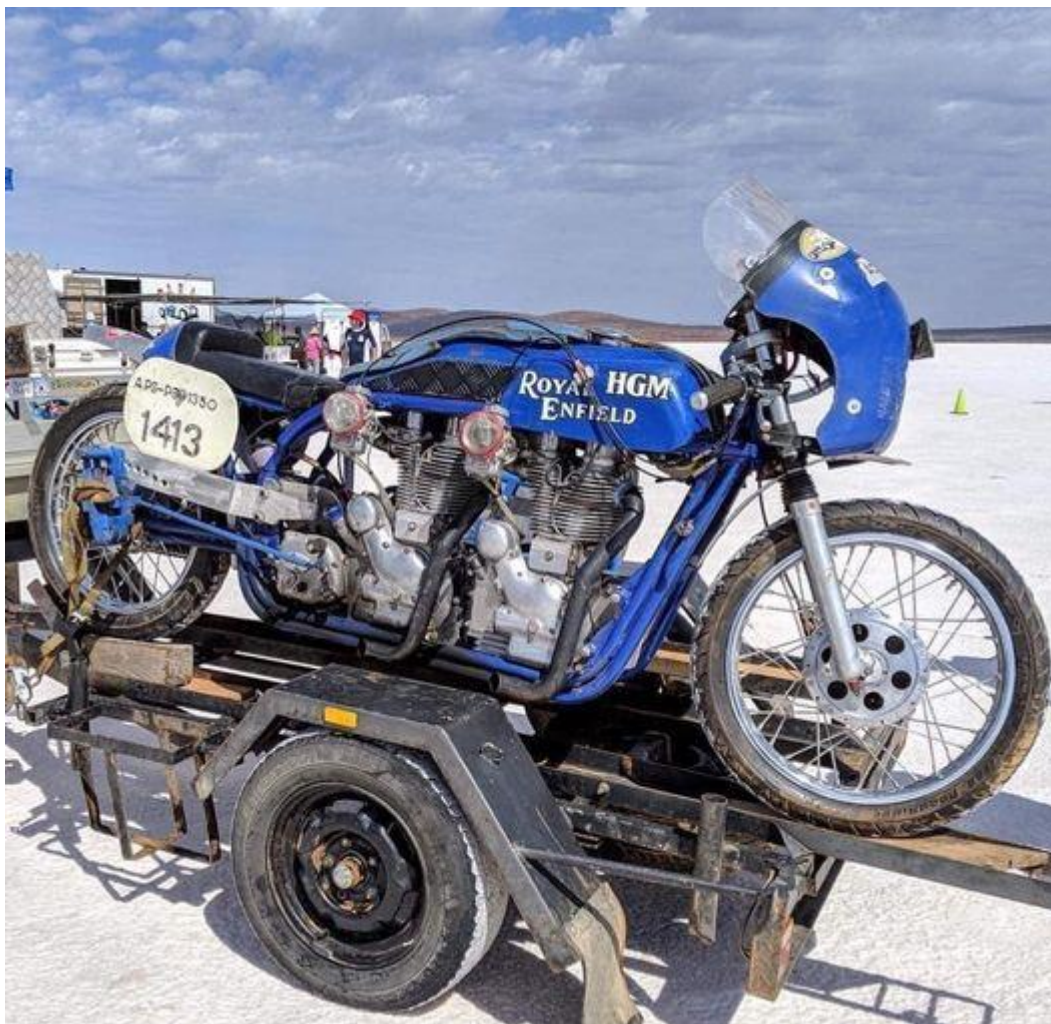
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THE KIWI BULLETIN

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

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

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



We have seen the twin interceptor engine record setting drag bike, but not a twin Bullet engine bike, unfortunately no details.

The 25th Anniversary Rally is almost upon us and we have a record numbers of entries at 41, including 11 from the SI. All accommodation at the venue is full other than 3 bunks in cabins. Others are in tents and alternative accommodation.

So it's shaping up for a great rally.

So let's hope Auckland gets out of level 3 this weekend, and no more dumb bums in AK stuff it up for everyone.

Welcome to these new members

John Salisbury in Palmerston North with a 2020 Himalayan

Peter Cornes, Wellsford, 2020 Interceptor

Mat Coxson, Wellington, 2020 Interceptor

Allan Cole, Kaukapakapa, 2020 Interceptor

Pramod Regonayak, Auckland, 2020 Classic 500

Christian Taylor, Auckland, 2021 Continental GT 650

Peter Ratcliffe, Levin, 2017 Himalayan

Ian Peters, Auckland, 2021 Himalayan

New Royal Enfield Facebook page.

'RE in Palmy' Facebook group - Moderator Alistair McIsaac.

<https://www.facebook.com/groups/2666128180365909/>

Quarterly Bulletins - March – June – September – December

Thanks to all who sent in articles and photos.

Lew

PS. Breaking news 3/3/21. I've just been notified the VCC rally in Masterton (same weekend as ours) has been cancelled due to covid.

So we are open for several more entries??



Thought I would slip in the twin Interceptor engine story

TWIN-ENGINE ROYAL ENFIELD LAND SPEED RACER – THE FIRST NAKED BIKE TO EXCEED 200 MPH



This highly unusual twin-engined Royal Enfield motorcycle was designed and built by Jimmy Enz of Lynwood, California in the late 1960s with one specific purpose in mind – to be the first man to go faster than 200 mph on an unfaired (naked) motorcycle.

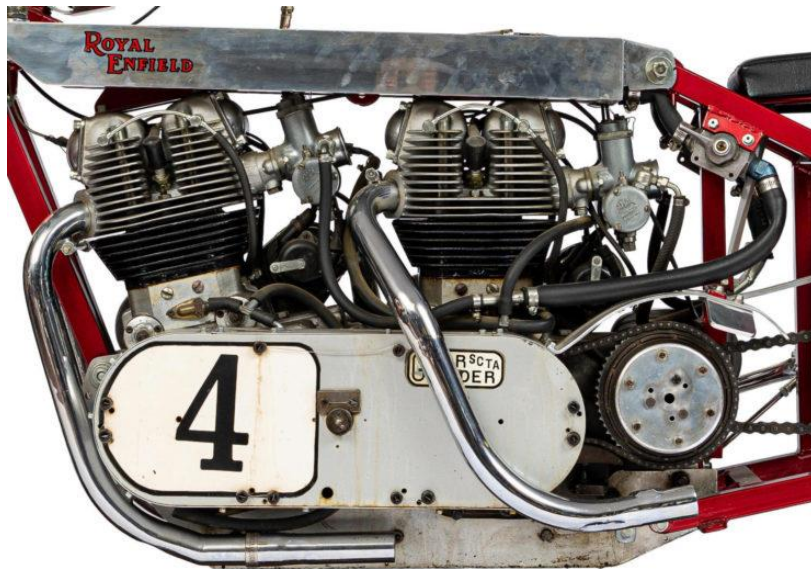
The class record at the time was just a little over 191 mph, set at the Bonneville Salt Flats in Utah. Jimmy was a Royal Enfield enthusiast and he eschewed the more common Triumph, BSA, and Norton motorcycles of the era. He had set a new class record in 1964 of 135.314 mph on an extensively customised fuel-burning Royal Enfield Interceptor (with just the one engine).

After further modifications Jimmy ran the same motorcycle up to a top speed of 153.58 mph however the engine blew on the return run, and all record attempts require two runs in opposing directions – the average of the two top speeds is then taken.

Now that he needed a new bike, he decided to go all out and built a pure custom drag bike with twin engines working together to push him over that elusive 200 mph mark.

Jimmy developed a steel square tube cradle duplex frame to surround both engines. Due to his familiarity with the Royal Enfield Interceptor and his passion for motorcycles from the marque he chose to stick with what he knew – and he acquired two 736cc Interceptor engines for his new land speed racer.

Before installing them he rebuilt them to run on alcohol fuel with additional nitro-methane breathing through two Amal Monobloc carburettors on each engine. Fuel was fed to the carburettors via two aluminum fuel tanks, one for each engine.



It's believed that the two engines working together were capable of over 200 bhp, impressively they were still running through their stock transmissions and clutches.

Sadly Jimmy died in the late 1960s before he ever had a chance to test his creation, his unusual twin-engined Enfield passed to his friend, Don Sliger, who made sure the bike was ready for a run at the record before transporting it to the salt flats at Bonneville.

In the memory of Jimmy, Don would personally ride the twin-engined motorcycle.

In 1970 Don set a new class record at Bonneville with a two-way average of 194.724 mph. A mechanical problem intervened when Don went for the 200 mph record but not before he had recorded a speed of 203.16 mph, the first time an un-streamlined motorcycle had topped 200 mph.

In the years after its competitive life the unusual Enfield was acquired by the National Motorcycle Museum where it was put on display due to its historic significance..



VCC motorcycle swap meet



John Salisbury with his new Himalayan



Papamoa rally report published in OLD BIKE (Aus) magazine
 Thanks to Alan Cole

Letter from Greece

From Andrew Papadakis

Lew Martin <lewmartin.re@gmail.com>

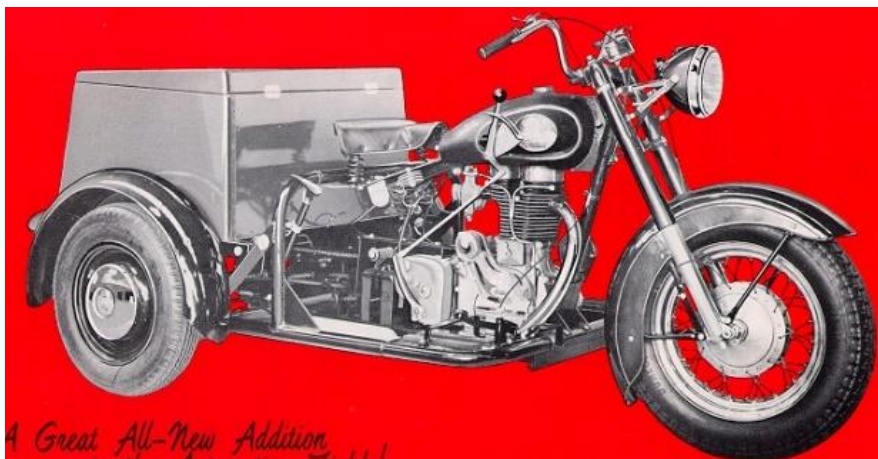
Pashley-Enfield three-wheeler
Have you ever heard of them?

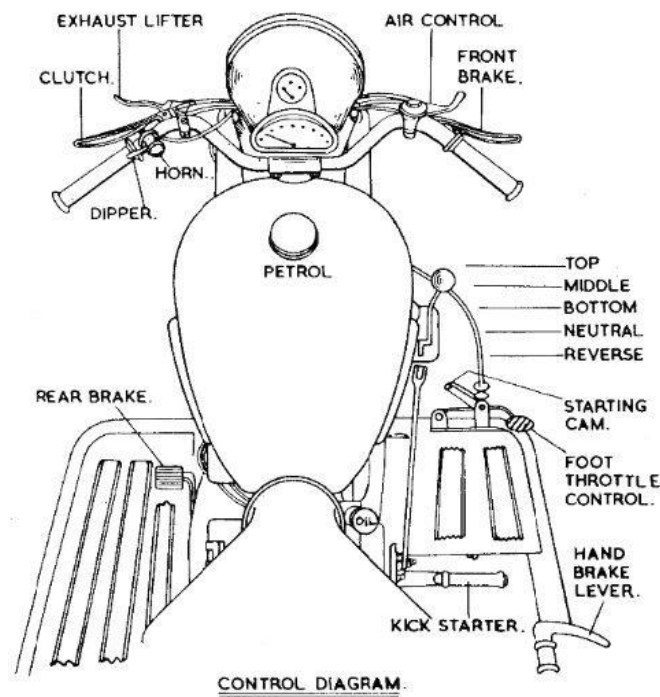
After World War II Pashley-UK initiated collaboration with Royal Enfield in which they manufactured utility tricycles with a Royal Enfield 350cc front end and the rear provided by Pashley.

Offered in a variety of styles from pickup truck to urban patrol car enclosure.

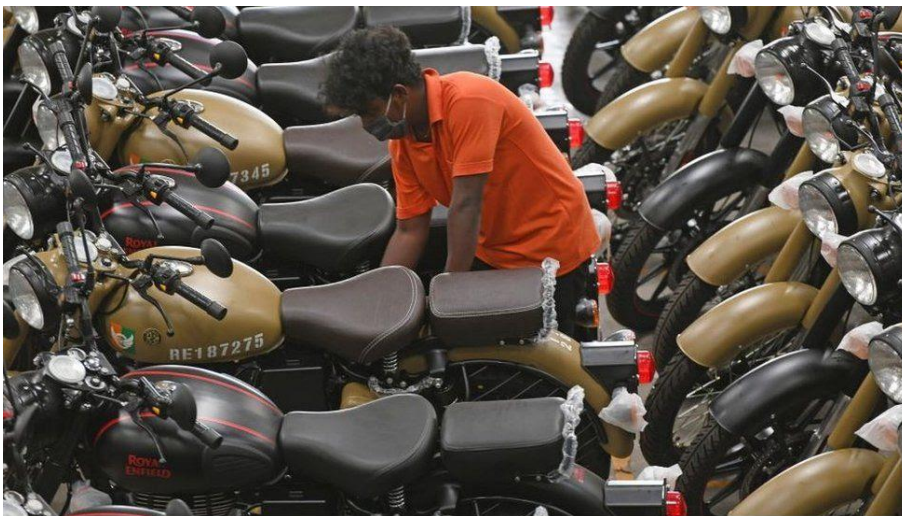
Pashley Cycles is an old British bicycle company established in 1926, based in Birmingham and it is still trading as builders of classic-style bicycles. The Indian Patrol Car had a curious gearbox fitted into the standard Albion gear case—a 3-speed gearbox with a reverse, although a special outer cover was required to fit the reverse—and a hand gearshift lever on the side of the tank controlled the shifting. The Patrol Car was marketed for one year only, in 1959, although the bulk of the machines were apparently built in 1958. A reported 52 machines went to the Toronto police department, but the total number built is unknown!

Royal Enfield 350cc single provided the power but the intriguing detail is the Albion transmission, modified to provide three forward and a reverse gear via a tank shift. Neutral came between reverse and the forward gears, for safety.





Royal Enfield sales have grown 88% across Asia over the past year



British-bred Royal Enfield is expanding aggressively as it aims to tap into the world's biggest motorbike-buying market in Asia.

One of the world's oldest bike brands still in operation, it has been owned by India's Eicher Group since 1994 and recently announced plans to open a new factory in Thailand.

The new plant is expected to be in operation within the next year and will be the firm's biggest factory outside of India.

Sales for Royal Enfield, which only makes motorbikes in the mid-segment market (250-750cc class), have grown 88% across the region in the last year.

While these historic brands may have been struggling since their heyday in the 1950s and 60s, they are far from dead and buried, even if they may not be entirely British-owned anymore

Cheap Tune Up for the Interceptor. By [Ian Miller](#)

I've done a few things to improve the performance of my Interceptor.

Step1: I drilled a hole in the baffle just inside the muffler end. If you look in the end of a muffler, you'll see the baffle there. I started with 8mm hole, increased it later to 10mm and now I have a 13mm hole in it. The bike sounds good and is not at all excessively noisy. Best of all, it definitely perked the bike up. (I won't be increasing the hole size again as 13mm is the biggest drill I've got.)

Step 2: I installed a Booster Plug and this improved low speed running, made the throttle less jerky at slow speeds and improved acceleration.

Step 3: I cut the right angle bend off the plastic air filter cover over the air intake. This just causes turbulence and restricts slightly the flow of air into the air filter. I think the reason for it being there is to reduce the inspiration noise and to hold the engine back a little to help meet the EURO5 emission standards. By coincidence, after I did this, I was watching an English mechanic on YouTube who publishes videos on tuning motorbikes and he was talking about the Interceptor. He did exactly the same thing – cut the snorkel bend off.

Step 4: Later, I replaced the air filter with a free flow filter I purchased from K&N Filters in Auckland. This is, I'm told, a rebranded DNA filter but it did not come with, nor was there an option to buy, the metal flanges to hold it in place.

The orifice of the hi-flow filter is slightly bigger than that of original air filter, so I filed away the inside edges of the hole in the original plastic flange to increase it to suit the hi-flow filter and now it matches perfectly. First, I used a wood rasp to remove the excess plastic and increase the hole size and a round file to shape the corners. Then I smoothed the edges with sandpaper.

The result is a better performing Interceptor and I didn't spend a whole lot of money doing it.

Ok, I never did know when enough is enough....

I have now replaced the original header pipes with stainless steel pipes which are full bore their entire length. The original header pipes have a shiny chrome outer tube with a smaller diameter inner exhaust pipe inside. Along the bottom section of the original headers you can see two welds... between the welds is a honeycomb catalytic converter so this is now gone. The factory pipes seem to be designed for looks and to meet Euro 5 requirements. They hold the performance of the bike back. I then refitted my original mufflers with the hole in the baffle – they are noticeably heavy at almost 5kg each!

Next, I left the engine to run at idle for a few minutes and after about 4 minutes the engine gave a bit of a cough and splutter and then settled down to run sweetly. That, I guess, was the learning EFI resetting to account for the more efficient exhaust.

Straight away I could feel the improvement in power and acceleration but after about a 1000 kilometres of tripping around, I decided I'd go one step further.

I fitted S&S "50 State Legal" mufflers. I removed the decibel reducer plugs they come with and ran the engine at idle again to let the EFI sort things out, but I didn't notice any obvious "reset".

Now I have a nicely performing motorcycle with plenty of power to pull out and pass. My only reservation is that the S&S mufflers are slightly too loud for my taste but friends standing on the roadside tell me the noise is not excessive, and that they sound good. I could always re-fit the decibel reducers that came with the mufflers but I'm getting used to the noise.

My only slight regret is that I have lost the bright chrome exhaust pipes and the fluted flange where they bolt into the cylinder head.

However, I enjoy the extra power and think it was worth sacrificing a little of the bikes good looks in exchange for acceleration.

By the way, I have no intention to work the motor even though there are big bore kits, high compression pistons and a hot cam shaft available. As it is, my Interceptor is a lively little sweetie with a bit of a sting and I like it that way. I guess I've reached the point where enough is now enough.

I've just completed a ride of just under 700 kilometres with a lot of sharp bends and steep corners and I notice on overrun, I get a bit of backfiring. This was not apparent before the S&S mufflers. I guess the backfire was always there but the old mufflers kept it quiet and I understand it's usual for engines to backfire under overrun when un-burnt petrol vapour gets pushed out the exhaust pipe. This surplus vapour explodes in the muffler when the engine is under speed pressure with the throttle closed.

This backfire is not excessive but I can hear some "popping" as I use engine braking to slow down. Possibly the Booster Plug might exacerbate the backfire as it makes the bike run a little richer but I have no plans to ditch the Booster Plug as I believe it makes the bike run better at low speed and boosts acceleration.

Now I need a new project.

Cheers,
Ian Miller



Cedric Trounson - Facebook
Royal Enfield Owners Group New Zealand

7 RE's from Greymouth, tour around the lake then to Otira, and back to Kumara then Greymouth

Just as we arrived at Moana, something taken my eye, inside my helmet was a wasp or bee, walking across inside my helmet at the bottom of my visor. I opened my visor, and was another 200m to when I stopped, I taken off my helmet, and the wasp or bee was still flying around me. no idea how it got in, Everything was zipped up and closed. a near miss in my opinion



At Lake Moana



In Greymouth

From Our friends in UK (Editor)

Stuart Knight <stkprojects@yahoo.com
To <lewmartin.re@gmail.com

Hi Lew,

Thank you for the picture of the old jap bike. The engine looks too far gone to be recovered and I notice the crank case is broken. I will probably invest in a new Jap engine in 2022 for the project.

We are hoping to go to Pendine Sands this year with three bikes
Continental GT 535 that has now been re-stroked to 612cc hoping to do 100mph plus. (I am not the rider it's my apprentice)
New Chrome RE 650 GT with the new big bore kit to 850cc
Custom built Land Speed record bike with Yamaha R1 engine hoping to do 225mph (rider is Paul Milbourne)

I have been busy developing new Billet parts for the new Royal Enfield 650 interceptor and GT Continental.

I have made heel guards for the GT in billet aluminium and have them anodised in Black or Silver. For the Interceptor I have made Intake covers and the heel protector for the rear brake cylinder.

We also race a Suzuki SV650 in the Mini twins class, so far last season we raced at Brands Hatch, Donnington and Cadwell. He won a few races, not bad for a rookie.

I have developed new Fairings for the bikes in the exact style of Alex Rins 2020 Suzuki Moto GP bike. The fairings are not finished yet but should be ready for the coming season.

I have attached photos of all these projects.

Best regards
Stuart





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.



Smiths Motorcycles 153 Durham St. Tauranga

10% parts only



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

Royal Enfield's local assembly begins in Argentina in the presence of Alberto Fernández, President of Argentina

Royal Enfield goes global again, establishes first assembly plant outside India

This will be the first time in Royal Enfield's modern history that its bikes will be assembled and produced outside India.

Royal Enfield Royal Enfield Himalayan Royal Enfield Interceptor 650

Royal Enfield on Wednesday announced that it will commence local assembly of motorcycles in Argentina in partnership with Grupo Simpa. Royal Enfield partnered with Grupo Simpa back in 2018 which is the local distributor in the country for RE.

This is going to be the first time in RE's modern history that its bikes will be assembled and produced outside the firm's manufacturing sites in Chennai, India. The company announced that the event for the local assembly announcement was attended by Alberto Fernández, President of Argentina.

Royal Enfield entered the Argentinian bike market back in March 2018. It came up with its first store in Vicente Lopez, Buenos Aires. Since then, RE has expanded its customer touch points to five stores in Argentina which is among the biggest mid-capacity bike markets in Latin America. Overall, the retro bike maker has 31 exclusive stores and 40 other retail touch points in all of Latin American countries. RE's Argentinien assembly unit will be based at Grupo Simpa's facility situated in Campana, Buenos Aires. This plant will be responsible for assembling three models - Himalayan, Interceptor 650 and the Continental GT 650. Production of these models will start from this month.

Speaking about the announcement, Mr. Vinod K Dasari, CEO, Royal Enfield, said, "With a strategic view to cater to growing demand and to gain significant market advantage, we have been pursuing our plans to set up local assembly units across specific markets in the Asia Pacific region and across South America. In the first of these, we are very happy to announce the first CKD assembly plant in Argentina.

Secretary/treasurer	Athalie Clement	Waitara	027 7162859 067548836	athalieclement@gmail.com
Membership Secretary	Lew Martin	New Plymouth	022 6918530 067514116	lewmartin.re@gmail.com
Committee Member	Bruce Jury	New Plymouth	06 757 9952	-----
Committee Member	Dave Ransom	Urenui	06 752 3533	judithr11@slingshot.co.nz
Committee Member	Graeme Timmis	New Plymouth	027 2454917	graemetimmis@gmail.com
Librarian & Technical	Shorty Clement	Waitara	027 3510878 06 7548836	-----
Newsletter Editor	Lew Martin	New Plymouth	022 6918530	lewmartin.re@gmail.com
Newsletter Printing	Phil Marsh	New Plymouth	021 849315	phil.marsh@rocketmail.com
Website Webmaster	Steve Smith	Auckland		royal@thesmithfamily.me
Facebook Moderator	Steve Smith	Auckland		royal@thesmithfamily.me
Area Reps				
Auckland	Ray Jacob	Auckland	021 849315	theredbaron@xtra.co.nz
Auckland	Mark Bardell	Auckland	021 746137	mark.bardell@gmail.com
BOP/Coromandel	Terry O'Hanlon	Matamata	021 02333461	ratlyone@hotmail.com
Canterbury	Graham Barnett	Christchurch	027 2406297	barnies@slingshot.co.nz
Hawkes /Poverty Bay	Steve Lawrence	Gisborne	027 7254304	sandslawrence@xtra.co.nz
Manawatu	Jack Humphrey	Palmerston Nth	06 357 1668	jackandelma@windowslive.com
Nelson / Marlborough	Jack Bier	Nelson	03 545 0637	-----
Otago Central	William Smith	Alexandra	021 616616	w.smith@avion.nz
Waikato	Owen Haskell	Cambridge	022 6286001	rasaojh@ihug.co.nz
Wellington	Sunit Prakash	Wellington	021 144 8181	sunitprakash@hotmail.com
West Coast	Eileen Parker	Kumara	022 0309216	eileenparker.mail@gmail.com
Wairarapa	Mal Ritchie	Carterton	021 2548418	malritchie1@hotmail.co.uk



My 52 500 Twin.
Slow going building a bike from parts. (Lew)

Spotted these two beauties on Facebook



Jock Quaichmaker Grant

Royal Enfield Bullet 250cc 1933



Wolfgang Stemeseder

RE 250 Bullet S2 1936, Greetings from Austria, yours Wolfgang