

ROYAL ENFIELD

CAPE TOWN

**MOTORCYCLE OWNERS' CLUB
NEWSLETTER # 12 DECEMBER 2013**



10 Passes by Fanie Swanepoel

+

GT Test Ride

+

Beaver Rally

Editorial

Hi all

The big event this month is the memorial ride for Garth Brandon-Podd, taking place on the 16th December, culminating in the Killarney Race Day. We will be meeting at the dealership and the details are in the calendar.



In other news, a small (very small!) group of elves will be accompanying fellow Enfielder Jacques (a.k.a. Santa) to distribute gifts to the residents of the Woodside Special Care Centre on Friday 13th December. Although we were not able to organise a full-on RE event this time, get ready for Easter next year when we hope all bunnies, chickens and eggs will be astride their thumpers, delivering gifts and goodies to the kids and young adults at the centre!

Finally, some bad news – our Boer War trip has come to grief because eleventh-hour work commitments on my side mean that I can no longer take my usual leave ☹. Apologies to all, and let's re-schedule for next year – possibly in early January?

Hope to see as many of you as possible on the 16th!

Until then, safe and happy riding!

Mandy

Contents

- 10 Passes by Fanie Swanepoell
- GT Test Ride
- Beaver Rally
- Upcoming proposed events for the next 12 Months – Newly updated
- Very Interesting Links
- For Sale and Wanted
- A couple of Old Timers (taken from RE USA forum)

PS

Engine re-build part 2 will be part of Newsletter 13 or 14. There was a small delay in getting the parts, the engineering and finding the time. At present, we have managed to get the case together again.

10 Passes

The Royal Enfield Cape Town 10 passes tour is under the belt and the Enfield did phenomenally well!

Myself and business partner Miles were the "test pilots" for 10 days in October/November and we were lucky enough to ride this Badger 3000+ km over some of the roughest terrain one can throw at a bike. We left Joburg and only did about 300km on tar before we got to Cape Town. The longest day was well over 450 km.



Somewhere along route

When I say the bike did well - I mean really surprisingly well. Well done to Adrian and my fellow Cape Town Royal Enfield/Thruxton MC mates!

Some of the passes we did included Lundeans Nek, Naude's Nek, Rhodes, Devils Bellows, Katberg Pass (rain and darkness), Baviaans Kloof, Zuurberg Pass, Prince

Alfred's Pass, Knysna forest spools, Montague Pass, Swartberg Pass (rain) and Die Hel (rain). Needless to say, there were a few "off-piste" escapades of the no-name-not-on-a-map-might-get-into-trouble variety.

It is an incredibly versatile bike and is well suited to such a long, demanding tour. It speeds easily at 100-115kph on gravel roads (verified with old fashioned hand-signal calibration against two other modern bikes' speedometers), but it really comes into its own on the difficult technical terrain; it loves mud, large rocks, loose rocks, slippery rocks, water crossings, twisty mountain roads, virgin veld and ruts of any kind. However, if you need to do 160kph on an open road, it will leave you slightly disappointed - it's only a naked single 500 after all!

We were joined by a group of fantastic and capable guys from all over the country, mainly riding GSs, large KTMs, Teneres and one KLR600. We all had our fair share of minor incidents, so a comparison will boil down to the old adage: if you want simplicity, manoeuvrability, ease of riding and a S#!t load of affordable boyish fun, bikes like this one can't be beaten, although for heaps of technology, comfort and top end speed, the bigger bikes will always reign supreme. I test-drove my fellow madmen's GSs, KTMs, and KLRs while on tour, and hell, did I envy those butt-hugging seats.

In fairness, the RE Scrambler has a slightly lower ground clearance than bigger bikes have but, because the wheelbase is slightly shorter, the entry and exit angles on the bike are the same as on a bigger bike, which allows for climbing any old obstacle. The suspension is elementary but sufficient, although the next seat design should have plenty more foam, which will help with the comfort element. The trip saw plenty of falls, drops and crashes, from bikes turned upside down in muddy streams and off-camber slides on gravelly corners, to cutting a bike out of a sheep farmer's barbed-wire fence with a Leatherman. I was lucky, because of the pack of 50 bikes, my Enfield Scrambler was the only bike that never dropped or crashed. One KTM could not continue due to recurring regulator problems, one BMW GS shattered its back shock and had to be replaced by a new bike, and one Yamaha Tenere sheared its frame in half and had to leave the tour on the back of a bakkie. Sadly, our second Enfield dropped on a deceptive corner and our good partner Miles was hurt, but the bike kept on going (so did he, after a few brandies). It became the back-up bike and



was ready whenever another bike gave in. Each day saw a good handful of falls, as the demanding terrain did not do us any favours, that's for sure!

If rider ability is taken as a constant and the skills are averaged, on most difficult technical terrain the Royal Enfield Scrambler out-performed the bigger bikes.



The scrambler is a very handsome piece of machinery.

Whenever it got slippery and muddy, or rocky and wet, the Enfield, with its super low centre of gravity, shorter wheel base and constant torque, got to the end of the road at the head of the pack. The Baviaanskloof river crossings, with their slippery and hidden rolling stones, were a breeze compared to the struggle of the unwieldy

heavy-weights. Sharp turns, like the road into Die Hel, were built for the Thruxton Enfield Scrambler.

I had a few moments of sheer terror when the group fell behind schedule going up and down Katberg pass. When we built our bike, we did not consider the possibility of having to go down one of SA's most difficult passes in the dark and rain. The bigger bikes were slow in making ground, and it wasn't long before darkness covered the mountain. Stock standard RE lights are moderately good as it is, but in pouring rain and darkness they were short of useless. Keeping in mind that sections of this rock-strewn pass are akin to bouncing downwards on the steps of a school pavilion, I had no choice but to make sure I was following closely behind a bike with powerful aftermarket spot lights, as well as making sure I had one not too far behind me as well. This was the most daring experience I have had in a long time, second only to when I lost my way in Southern Sudan for a day or two. The shadows cast by the bike behind me and the intermittent clues provided by the bike in front me made for one of my most memorable adventurous moments!

The re-engineering done to the original bike by RE Cape Town/Thruxton MC included a raised suspension, adjusted shocks, relayed electronics, off-road tyres, a new seat design, improved air intake, off-road handles and crash bars, a custom-made pipe and silencer for



Welcome to The Hell

better flow, re-seated foot pegs (further back), raised and re-positioned mudguards, lots of weight shedding (about 25kgs lighter) and a smoother reversed gear linkage. And, for 1960's authenticity, loads of shiny chrome!

The prototype RE African Scrambler has now undergone an unforgiving field test in some of the most beautiful places South Africa has on offer – it and passed with flying colours. This test is unlikely to be a reflection of what a normal cross-country trip would involve, as it stretched far beyond the call of duty - but that was our intention! If it could survive this kind of beating, Thruxton MC would have built a true African Scrambler. It did so with ease. It's a rugged, hardworking, versatile bugger - and you can officially take it anywhere that any other bike can go. It handles any terrain, has great unstressed low gear acceleration and oodles of corner-exit torque . Make no mistake - the next version will have some changes made to it - like a more comfortable seat, some spots for unforeseen night-riding and better heat shielding on the exhaust; and it will also come in Military Green!

I agree that I rode this bike in a different manner than I would ride my standard RE Classic. Revs were kept slightly higher (although still a lot lower than my fellow bikers), a lot more standing up than sitting down, and gravel road cornering as opposed to tar road cornering techniques. I was slightly heavier on my back brake than on my front brake and, in difficult terrain, used the clutch only when gearing down, rarely when gearing up. This style gave me much more opportunity to have fun; to slide into corners, to see further, to adjust my centre of gravity in turns, to absorb bumps and potholes, and to power out of gravel corners when required.

Having done a few dozen countries in Africa, the Middle East, Europe and India by bike, I am normally a going-nowhere-slowly kind of rider, but this experiment was long overdue and it proved a point - this bike can probably do the Roof of Africa! As for doing a long-distance, slow cruising trip around the gravel back roads of South Africa, taking in the scenery, the food and the people – it is the best bike for the job.

See you on the next trip – this will definitely become a yearly feature (a more relaxed version of the route, of course!).

Regards

Fanie Swanepoel



Waiting for the others to catch up...



Test Riding the Continental GT

Last weekend, I received an email from the dealership inviting me to take the new GT for a test ride! I felt very flattered to have the opportunity to get on the first – and, at present, the ONLY - model in the country before it departed for further exhibition in Johannesburg.



The new showroom (now almost completed) looks stunning and is a great leap forward from the previous, rather small premises - everyone was hard at work, either selling bikes, giving services or applying the final touches of paint.

The GT was the centre of attraction, and I could not help but aim straight towards it!

It has very, very high specifications for an RE... Brembo brakes with a floating disc in front and braided sleeves front and rear, a beefier front fork with a brace – something I would consider for my C5 if it wasn't for the fact I would like to retain the front fork gaiters - and Paioli shocks at the rear finished in a stunning yellow. They look better in reality than in a photo. The instrument panel is also a great improvement – although all the necessities are displayed, it maintains its retro look. The quality of the wheel rims is superb, with stainless steel spokes.

On the negative side, I immediately noticed the ugly silver paint around the rear of the exhaust and around the front exhaust sensor. The improved, UK-designed frame looks like it will handle well, but one weld at the top of the rear suspension bracket was unsightly. A bike of this calibre really deserves better, so this is something the guys at the factory still have to work on.

What's happening now? She didn't want to start up? After several attempts, we realised this bike comes with a switch on the side stand preventing the engine from running with the side stand extracted. Hmm...probably some overseas safety feature, but this is the first thing I would remove!

With the side stand up, I was off at the first turn of the key. It was a very long time ago that I sat on a machine with rear sets and relatively low handle-bars!.

The handling was fantastic, very light and, because of the dropped handle-bars, the strong Cape winds had hardly any impact. In my usual upright position, it feels at times that I'm about to be blown off the bike at higher speeds.

The acceleration and the gear changes were extremely smooth. The rear sets took a bit of getting used to and the forward position did put some strain on the palms of my hands. Then again, this is a café racer and not a cruiser.

With its 35 cc extra and lighter weight, it was definitely more powerful than the standard Bullet models, but without some further modifications you won't see a Ton.



Getting used to the different seating position

The overall impression was very good – however, taking into account that the C5 is priced for the South African market, the “First World’ price tag for this animal makes it a little pricey - not that this will deter the real connoisseur!

Regards

Roeland



Getting some tips

The Beaver Rally - 08 to 10 November 2013



Beautiful Camp site

Organised by the Italian MC, who also organise the Toy Run, and attended by 75000 bikers countrywide on an annual basis, this is probably the biggest run in the world. Thus, I expected more from this rally - something with classical bikes; perhaps a Vincent Rapide, etc...

Instead, we got a booze-fuelled, macho event with a "Miss Beaver" competition and the works. It also transpired that the chap wandering around bollock-naked has taken his clothes off at every rally for the last 15 years and even occasionally rides his bike starkers. In the past, he has been beaten up, arrested and jailed for his public nudity but, believe it or not, he turned out to be a rather intelligent fellow who currently builds and repairs bikes. In his collection is a Second World War Harley with a side-car. I guess the lesson is to never judge a book by its cover – or the lack thereof!. So now and then it is OK to get totally wasted but I was really hoping for a more classic event. Believe it or not,- some of the guys were even tazing each other to prove their manhood - I'm past that stage - although I did take my RE at 4:30 in the morning for a spin around the camp (too many beers). The next morning a Neanderthal came over to me to replicate the sound of my bike in my ear drum. That night (early morning), the same guy got so trashed he could not find his way back to his "housie". He fell down in a field somewhere - luckily not in the lake - where somebody found him and took him back to his tent, whereupon the entire campsite was treated to his loud and tearful re-union with his "vroutjie" - it seems her name was "skapie" and his beloved son, whose name appeared to be "seun". Once the bloke stopped sobbing, the first thing he asked was for another Brandy and Coke... And then, of course, there are the usual guys without legs, walking around on their stumps or riding little cycles.

My suggestion would be to organise our own event – by invitation only...

Regards

Roeland



On route to the rally....

Upcoming proposed events 2013 – 2014

13 December - Woodside Special Care Centre: Christmas 'Scooter Santas' Charity Ride – late-comers still welcome! Call or text Mandy (082 900 7993) or Roeland (082 941 9916).

16th December - Garth Brandon-Podd memorial ride to Killarney Race Day – contact the dealership for more info.

January 2014 – (date TBA) - **Classic Car & Bike show**, Timour Hall Villa, Timour Hall Road, Plumstead – leaving at 09:00 from the dealership.

You can find more info at <http://timourhall.com/>

26 January 2014 – Breakfast run with the RE dealership – TBC

09 February 2014 – Mid-month ride leaving the dealership at 09:00.

23 February 2014 – Breakfast run with the RE dealership – TBC

09 March – Mid-month ride leaving the dealership at 09:00.

March 2014 – **The Buffalo Rally** in Mosselbay – a real “classic” organised by the NOMADS Motorcycle Club since 1969. We will leave this one open for those who would like to go.



You can find more details at <http://www.nomads.org.za/index.html>

30 March 2014 – Breakfast run with the RE dealership – TBC

06 April 2014 - One Ride – Since 2011, the first Sunday in April has been celebrated as the ONE RIDE day, when Royal Enfield owners all over the world are encouraged to take their motorcycles out and ride. Although each rider is free to have his or her own individual 'One Ride', Royal Enfield encourages the riders to either start or finish the ride from any of the dealerships. This is a ride for unity, where the roads come alive with the distinct thump of Royal Enfield machines. Details TBA

13 April 2014 – Mid-month ride leaving the dealership at 09:00.

27 April 2014 – Breakfast run with the RE dealership – TBC

11 May 2014 – Mid-month ride leaving the dealership at 09:00.

25 May 2014 – Breakfast run with the RE dealership – TBC

15 June 2014 – Mid-month ride leaving the dealership at 09:00.

June - July 2014 details TBA – **Himalayan Trip** – the highest motorable roads in the world. An adventure organised by the dealership. We took part last year and can highly recommend it – not for the fainthearted!

You can find more details at

<http://www.thruytonmc.com/tours.php>

www.himalayamotorbiketour.wordpress.com

<https://www.facebook.com/capetownroyalenfield?ref=hl>

And don't miss the 2013 YouTube clip at:

<http://www.youtube.com/watch?v=OknrsATU5VI>

29 June 2014 – Breakfast run with the RE dealership – TBC

13 July 2014 – Mid-month ride leaving the dealership at 09:00.

27 July 2014 – Breakfast run with the RE dealership – TBC

10 August 2014 – Mid-month ride leaving the dealership at 09:00.

24 August 2014 – Breakfast run with the RE dealership – TBC

14 September 2014 – Mid-month ride leaving the dealership at 09:00.

September 2014 (date TBC) - **Hermanus Whale Festival and Classic Car Show**

With a Parade through town of Classics with drivers and passengers in period dress! View a large number of Classic cars on this event. The "Whales 'n Wheels" show forms part of the Hermanus Whale Festival.

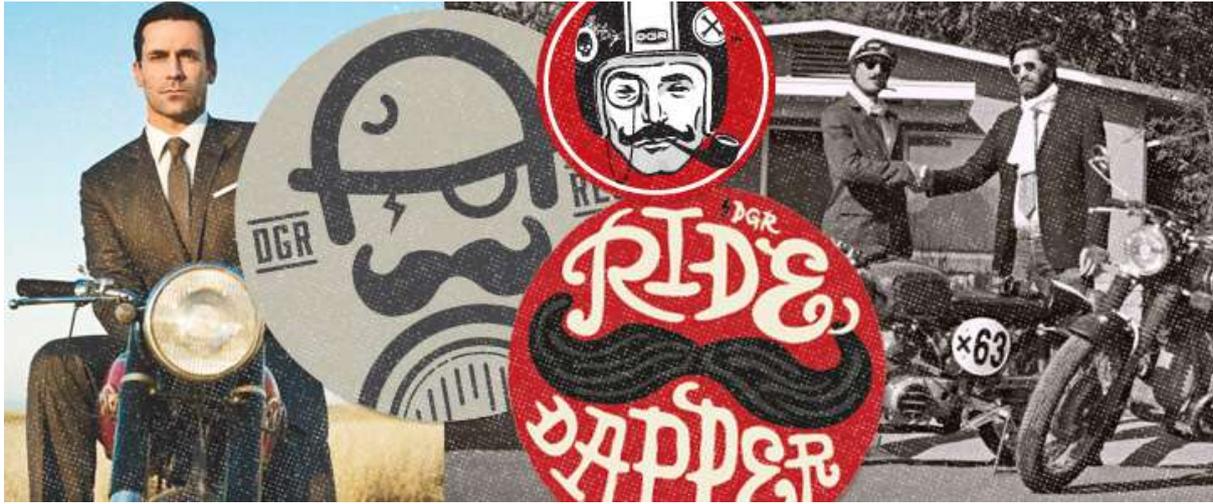
Contact Danie Loubser at 028 312 1611

or visit www.whalesandwheels.com

September 2014 (date TBC) – **The Springbok Rally** in Oudshoorn, Organised by the NOMAD Motorcycle Club. This event is more family-orientated and takes place in the the De Hoek Mountain Resort over a weekend. For those who would like to attend,

you can find more details at <http://www.nomads.org.za/index.html>

28 September 2014 (date TBC) – **The DGR**



“THE DISTINGUISHED GENTLEMAN’S RIDE IS ALL ABOUT DAPPER, CLASSIC BIKES, LAUGHTER AND MEN. IT IS A MOTORCYCLE RIDE THAT TAKES PLACE IN OVER 110 CITIES WORLDWIDE ON THE EXACT SAME DAY. IT IS THE ONLY EVENT OF ITS KIND AND ALL SPAWNED FROM A SINGLE IMAGE OF A GENTLEMAN ON A MOTORCYCLE IN A SUIT.”

Last year in Cape Town, 18 riders took place and this year we would like to see some RE representations. It’s all for a good cause – riding for prostate cancer.

You can find more details at <https://www.gentlemansride.com/>

October 2014 details TBA – **BIKERS4BANDANAS** organised by The Sunflower Fund in association with the MOTH Motorcycle Assoc. and hosted by Air Force Base Ysterplaat. Last year 4 RE’s and about another 1000 other motorcycles participated in this charity event that raises funds for the sunflower Fund to pay for new donors to join the SA Bone Marrow Registry. I highly recommend this one.

You can find more detail at: <http://www.moth.org.za/motorcycleass.htm>

November 2014 – The Italian Motorcycle Owners’ Club **BEAVER RALLY** - the longest consecutively running motorcycle rally in the country.

You can find more info at <http://www.imoc.co.za/>

Very interesting links

- The Royal Enfield Dealership in Bellville (near Tygervalley)
<http://www.thruxtonmc.com/>



**Thruxton Motorcycles (PTY) Ltd, Shop 1, Bloemhof Building, 112
Edward St, Tygervalley, Bellville, 7530.**

Tel: 072 436 3642

Email: thruxtonmc@gmail.com

- The Royal Enfield Issue 7 magazine is now out, free to download at :
<http://www.magcloud.com/browse/issue/520911>
PS. It has an article from our first newsletter published.
- Hitchcocks' Motorcycles – the largest distributor for RE parts
<http://www.hitchcocksmotorcycles.com/home>
- Ace Engineering LLC - Home of the Ace Fireball
<http://autos.groups.yahoo.com/group/AcePerformanceBullets/>
- Anu Auto Works <http://www.royalmototouring.com/anu.php>
- <http://www.motorcycle.com/how-to/proper-motorcycle-lane-positioning>

(please note this is an overseas article recommended by Rory – for left read right and vice versa)

For Sale and Wanted

- 1997 Royal Enfield 500 'Bullet' (the first batch manufactured in India) 5 300K on the clock
Repairs done to the bike over the past 2/3 months:-
New: Battery
Clutch (imported from Hitchcock's Motorcycles UK)
Carb Kit (also from Hitchcock's)
Tyres
Reason for selling: Have had knee ops and the kick-start does not help in this situation.
I'm open to a reasonable offer.
Thanks, Paul. W 021 8454414, H 021 8518511, cell 084 4067993

- A Black Chrome 2012 with a Cozy sidecar fitted. The Cozy sidecar is a Bullet style with cover, hood, rack and leather seats in black. R66000.00 – please phone dealership .



- After our little excursion to the market in Leh to buy those Indian military pants, and some people expressing interest in that sort of military gear to go with their military bikes, I just thought I would let you know that I am able to get us proper camo motorcycle jackets and pants for reduced prices if anyone is interested. Both the pants and the jacket have CE protectors for the shoulders, elbows, back, hips, knees, etc., and proper motorcycle clothing - not fashion items!. They also have a detachable thermo lining in both the pants and jacket and are very warm (tried them out this weekend on a chilly Sunday outride!). I am selling them for R1250.00 each, excl. shipping down to CT, which I will find out if anyone is interested. There is also an Artic (white) camo version, which I can get. They are slightly different (the jacket is a longer cut and goes down past the waist, and the pants have an impact/skid patch on the rear) but more or less the same idea as the green camo ones, with all the same protectors and features. I have attached pictures of them for you to check out :)



On a final note, I can also get a massive range off Nexo motorcycle clothing http://nexosports.com/about_us.php?osCsid=0qc6ete1gq9bb2bbr07g3q69u0 , including jackets, gloves, boots, etc. at massive discounts if anyone wants something other than the camo. Take a look at their website and let me know if there is anything you would be interested in.
Cheers, Gary at josemachine@gmail.com

- **PS. Please let us know if your stuff has been sold.**

