



## Newsletter No 11. January 2006.

<http://autos.groups.yahoo.com/group/Royal-Enfield-Club-Australia/>

### Royal Enfield Australia Club


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### Special AGM Edition.

 In this edition of the newsletter you will find everything you need to know about the 2006 AGM, registration forms, itinerary and more.



*A picture of Graham Nelson from RE Australia with a "new" B65 at the 2004 AGM along with VJ, Lance, Anthony and Chris on the far right.*

This will be the last newsletter before the AGM and my last chance to say that if you don't come your missing out! I am looking at getting door prizes still so to all the vendors that are interested; please email me at [tizz@elvis.com](mailto:tizz@elvis.com). Not much was submitted for this

newsletter so if you feel you can contribute to future newsletters please forward your material to [newsletter@aussieenfields.com](mailto:newsletter@aussieenfields.com). This will ensure that newsletters are sent out more frequently.

## **AGM weekend 2006!**

*FEB 17, 18, 19, 2006.*



Due to the success of last years AGM I am strongly recommending that members stay at the Mid City Motor Inn. This is the hub for all activities are we will have secure, lockable parking. Not only would it be hard for thieves to steal bikes from the lockable courtyard/car park, it would be hard for them to get in full stop! I have nominated Laurie to be the gatekeeper this year as he did a fantastic job last year. Besides, he is a trained killer and is always looking for trouble (I made that last part up). The Punjabi Hut and Royal Hotel are only a 1 minute walk from MCMI so transport from all key places is not necessary.

Last year some of us ate at the Punjabi Hut, an Indian restaurant that had only been open for 2 days. Since then I have been going there frequently and as we all loved it last year we will be having the AGM there this year. We can cram up to 70 members in but I think there will be around 60 people attending this year. I have negotiated a western menu but would strongly suggest you try their specialties. Not all their food is hot unless you want it to be. Drinks will also be provided. We will provide a limited amount of beer and you can also BYO.

We will be having a few rides; the main ride day this time around will be the Sunday of the AGM weekend. This will allow us to go for a longer ride without trying to cram too much in on the Saturday. We will have a support trailer just in case. Mick and Helen Newton will be coordinating these rides. Please not that we will have a first aid kit but do not want to use it. Your safety as well as ours is up to you.

If you do not have a bike yet but still want to come this would be a good chance to test ride a new Royal Enfield. Graham from RE Australia will have a few bikes here that will be available to test ride on the Saturday BBQ in the park. The BBQ will be gold coin donation and I will be inviting other like-minded clubs to come along.

Because we are having the AGM at the Punjabi hut this will keep costs down. Tickets will be \$36 (\$1 more than last year) and there won't be a repeat of last year's shortfall. This fee will cover the AGM dinner, limited drinks, a part of the BBQ, trophies and all other associated bills.

Your bike will be judged and your hard work rewarded. Trophies will be presented at the AGM dinner.

A big thanks goes out to Mick and Helen Newton who will be assisting this year.

If the information in this newsletter does not answer all of your questions regarding the AGM please drop me a line at [tizz@elvis.com](mailto:tizz@elvis.com) or call me on 0419-282-131.

See you there,  
Charlie Tizzard.

Visit [www.aussieenfields.com](http://www.aussieenfields.com) for updates.

## **The Fall of the British Motorcycle Industry (1960 to 1970)**

The demise of the British motorcycle manufacturing industry between the early 1960s and 1970 is a fascinating subject which will always bring about discussion and opinion amongst those that went through those times.

Researching some old issues of the MOTOR CYCLE from 1964 and 1965 I have formed my own opinions about what went wrong and these are presented below. The writing was clearly on the wall in 1965 but British motorcycle company management could not understand or were unwilling to see the trends. In my view there was only one company on the right path but I don't think they knew it.

Japanese motorcycles were certainly not cheaper than British motorcycles in Britain and were not necessarily better made. I have clear memories of the chrome peeling off relatively new Hondas in the 1960s. (I also remember a gear stick breaking through metal fatigue on a friend's Mazda sedan.) That they had bright colours and attractive designs was a point in their favour over the mostly staid dark colours of British bikes.

In 1962 the enormous bubble of children born after the Second World War, the so-called "Baby Boomers", were just starting to take to two wheels. Their idea of what constituted a motorbike was quite different to that of their fathers and grandfathers.

The registration figures for 1964 for Great Britain were as follows:

Under 150cc	49,997
150cc to 200cc	15,293
200cc to 250cc	10,793
250cc to 350cc	3,144
350cc to 500cc	1,725
Over 500cc	3,197
Sidecar outfits	1,018

British manufacturers making under 200cc bikes (Total Registrations of all makes 65,290 compared with a total of 19,877 over 200cc) were Ariel with its 50cc Pixie and 199cc Arrow, BSA with a 75cc Beagle (a very attractive design) and three 173cc Bantam models (a battery was the extra), Triumph had its excellent 199cc Tiger Cub, and Cotton, Excelsior, DMW, Francis Barnett, Greeves, and James all had models using 149cc and 197cc Villiers two stroke engines with unit gearboxes. Honda had eleven different models with 49cc, 55cc, 90cc, 124cc, 154cc and 161cc engines. Suzuki had seven models with 50cc and 79cc engines. Yamaha had five models with 50cc, 55cc, 73cc and 123cc engines. All the Japanese manufacturers had at least one model with electric start. A 50cc Ariel Pixie cost eighty five pounds and one shilling. The base model 49cc Honda cost ninety two pounds, eighteen shillings and sixpence, the base model 50cc Suzuki, ninety

nine pounds fifteen shillings and the base model 50cc Yamaha cost ninety nine pounds fourteen shillings. Imported 50cc bikes such as Garellis, Jawas and Ducatis were



similarly priced but Kreidlers were much dearer.

The greatest bulk of bikes being sold were in the 50cc and under category. Registrations of new bikes for May 1964 were as follows:

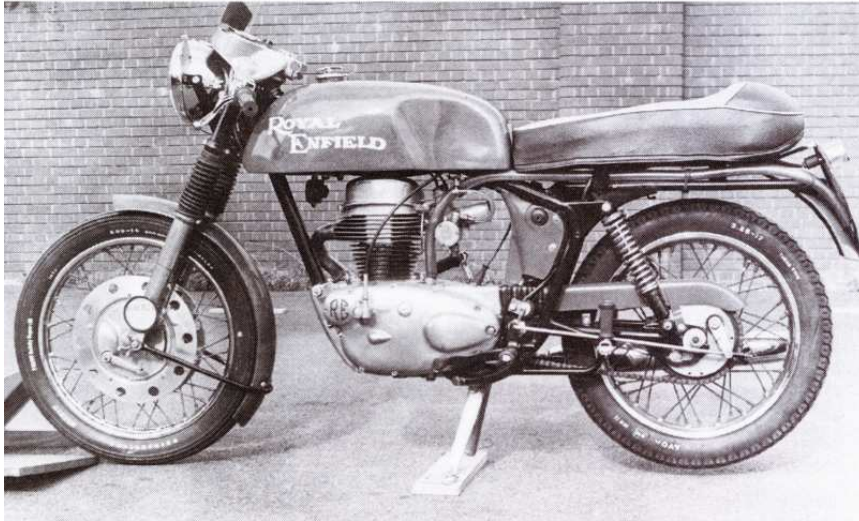
Up to 50cc	12,154
50cc to 150cc	5,419
150cc to 200cc	1,742
200cc to 250cc	1,142
250cc to 350cc	374
350cc to 500cc	188
Over 500cc	377

*Honda CB77 305cc 1963*

The under 50cc bikes easily outsold all other categories added together (Total of over 50cc 9,242). The British had one bike in one model (Ariel Pixie) to compete with 10 Japanese models, three of which had electric start. Mopeds are included in this, however the British didn't make any of these either – the Raleigh was a rebadged imported Mobylette from France. (Mobylette were eventually taken over by Yamaha.) A number of the European moped manufacturers are still in business in one way or another: Peugeot, Garelli, Puch (taken over by Piaggio). Clearly making small capacity bikes was the way ahead and the persistence with large capacity bikes was one factor in the downfall of the British industry. Unless enough units are being sold there won't be the money for the development of new models. Some of the British marques thought the way ahead would be with scooters but the bandwagon had already passed them by when they got going. Although the Triumph Tigress and BSA Sunbeam were attractive vehicles, the cost of development which included along the way the Triumph Tina, Velocette Viceroy and James 149, was money wasted. The Velocette LE models whilst clever and sophisticated were much too expensive (two hundred and thirty five pounds four shillings for the basic model) and too agricultural looking (except the Vogue). Remember this was the era of Carnaby Street fashions and colourful Paisley patterns inspired by the LSD and Marijuana taking of the Beatles and Rolling Stones listening Baby Boomers.

Motorbikes in the 250cc class are probably the most interesting because it was here the Japanese were going head to head with the British. All of the Japanese bikes in this class were twins, four stroke or two stroke. Most of the British four stroke bikes were singles (the 249cc Norton Jubilee twin was the only exception), some of the two strokes were singles and some were twins. A four stroke single was not necessarily a disadvantage. (The 250cc Italian Ducati was a very superior performing bike.) The performance of the Royal Enfield Continental GT was a match for the Japanese bikes and the handling was probably better, making it the exception amongst the British bikes. The price of the RE was two hundred and seventy pounds compared with the Honda 247 at two hundred and

thirty three pounds nineteen shillings. The popularity of the Royal Enfield Continental GT may have also had something to do with its eye-catching bright red fuel tank. The



Honda 247 Sports cost one shilling less than the RE Continental GT. All the four stroke 250cc models from AJS, BSA, Matchless, and Royal Enfield (except the GT) cost fifteen or more pounds less than the Hondas but these models didn't perform as

well being basically old designs and they looked drab besides the Japanese designs. Velocette and Triumph didn't make a 250cc model.

Virtually all the British 250cc two stroke bikes were powered by the ubiquitous Villiers singles and twins. The Royal Enfield Turbo Twin Sports was comparable to the Suzuki T10 and the Yamaha 247 Super. The RE cost two hundred and fifteen pounds compared with the Suzuki at two hundred and twenty four pounds and nineteen shillings and the Yamaha at two hundred and thirty seven pounds. But the RE had dull colours and a lack of chrome. But most of all it didn't have an electric start. The Ariel 247cc Arrow had bright colours (red and cream) and was an excellent design from the board of Val Page but it didn't have electric start and it had leading link front forks, which besides being ugly, other manufacturers such as Royal Enfield had discovered that there was buyer resistance towards. The buyers wanted telescopic front forks even if race bikes had proved them inferior. The deeply valanced unsprung front mudguard of the Ariel Arrow was particularly ugly to those young men who wanted their bikes to look more like the bikes ridden by their racing heroes: Agostini, Hailwood, Redman, Read and Shepherd. Hence the popularity of dropped bars and the 'Café Racer' minimalist style of bike in the sixties, followed by the trend towards fully faired bikes, which continues to this day. The return to 'naked' bikes is a recent phenomenon, perhaps brought about by those same Baby Boomers wanting bikes to look like the bikes of their youth.

Between 1964 and 1965 export sales of British made motorcycles rose by five hundred thousand pounds. There had been pressure on the industry since the end of the war, to earn export income and the companies were focussed. In the late 1940s the supply of raw materials to manufacturers was dependent on the business being done in export sales. As a major customer, the American demand for increasingly larger capacity bikes was being met by the industry. Some British makes were not even initially sold on the domestic market (e.g. the Royal Enfield 700cc Series 1 Interceptor). But that wasn't enough. With the exception of the USA, there was a world-wide downturn in the purchasing of large

capacity motorcycles. I'm blaming the Baby Boomers whose tastes were different to those of the previous generation. The British industry failed to respond to the trends in the home market and in markets like Australia where small capacity bikes were in demand. History has shown that the European companies that survived to this day also had strong sales domestically.

So, interestingly, the most competitive prospects could have come from Ariel if they had spent more money developing different models of the 50cc Pixie and put electric start, a sports front mudguard and telescopic forks on their 250cc Arrow. But sadly Ariel, then owned by BSA with their accompanying lack of management foresight, were being wound down in the same way BSA had done with Sunbeam over a decade earlier. You can imagine British management discussing these issues: "Electric start ? My father had to run beside his bike and jump on to start it. Kick start is a luxury. Let's give them the option of having a battery." (The only British made bike in this era with electric start was the Norton ES400 – an odd size and not competing in a market with anyone.) And later "Disk brakes ? What's wrong with drums ? My father managed quite well with just a rear brake..." and so on. But I guess the same sorts of problems being faced by head-in-the-sand management were endemic across much of British industry in that era: cars, planes and everything else. 🐼

### **Bruce Walker.**

#### References:

Motor Cycle. A weekly publication. Material drawn from various issues 1964 and 1965  
An Autobiography by Phil Irving 1992  
The Encyclopedia of the Motorcycle by Peter Henshaw 1992  
The New Illustrated Encyclopedia of Motorcycles Edited by Erwin Tragatsch 2002  
Royal Enfield The Complete Story by Mick Walker 2003.

## **Ride calendar for 2006.**

JAN 27<sup>TH</sup> 10AM ELIZABETH ST MELBOURNE. NATIONAL MOTORCYCLE AWARENESS RIDE TO CANBERRA, ACT.

JAN 28<sup>th</sup> SYDNEY RIDERS HEAD TO CANBERRA EARLY SATURDAY

JAN 28<sup>TH</sup> NATIONAL MOTORCYCLE AWARENESS RIDE IN CANBERRA LED BY FORMER DEPUTY PM, JOHN ANDERSON.

JAN 30<sup>TH</sup> (MON) INAUGURAL RECOA NSW MEETING – ONE WORLD SPORTS BAR, 295 CHURCH ST, PARRAMATTA. ANTHONY 0411 770 225

JAN 31<sup>ST</sup> MEETING OF VIC CHAPTER 8PM RACECOURSE HOTEL CAULFIELD

FEB 16<sup>TH</sup> (THU) TENTATIVE RECOA NSW MEETING – PARRAMATTA AREA?

FEB 17<sup>TH</sup> 18<sup>TH</sup> 19<sup>TH</sup> THE THIRD AGM OF RECOA, QUEANBEYAN, NSW.

FEB 20<sup>th</sup>, 21<sup>st</sup>, 22<sup>nd</sup>. TENTATIVE SOUTH COAST RIDE QBN TO EDEN & RTN

FEB 28<sup>TH</sup> MEETING OF VIC CHAPTER 8PM RACECOURSE HOTEL CAULFIELD

MAR 19<sup>th</sup> – ROTARY CLUB OF ALEXANDRA 4<sup>TH</sup> ANNUAL MC SHOW. & SWAP MEET VIC.

MAR 28<sup>th</sup> MEETING OF VIC CHAPTER 8PM RACECOURSE HOTEL CAULFIELD

APR 25<sup>TH</sup> MEETING OF VIC CHAPTER 8PM RACECOURSE HOTEL CAULFIELD

MAY 30<sup>TH</sup> MEETING OF VIC CHAPTER 8PM RACECOURSE HOTEL CAULFIELD

JUN 27<sup>TH</sup> MEETING OF VIC CHAPTER 8PM RACECOURSE HOTEL CAULFIELD



*Pictures from the 2005 AGM.*

## **AGM Picture CD.**

The AGM picture CD is finally available. I will be sending out the CD to the contributors shortly as part of the agreement. This CD was put together to make up the shortfall in cost from the last AGM. There are bucket loads of pictures and some short video files. These CD's are \$13.50 or \$10 at the AGM. Please send money orders or well-concealed cash to Charlie Tizzard: PO Box 2146 Queanbeyan, NSW, 2620. Overseas members can contact me for the cost of postage.

## **Royal Enfield Club of Australia AGM 2006.**

**The Royal Enfield Club Australia's annual general meeting will commence on Friday, the 17<sup>th</sup> of February 2006 and finish Sunday afternoon, the 19<sup>th</sup> of February.**

**Accommodation:** The most central place I could find with the best rates is The Mid City Motor Inn, these are nice rooms with all mod cons you would need. There is a lockable courtyard that we will have the key to so your bikes will be safe! The Tourist Hotel is very basic but is nice.

**Mid City Motor Inn:** (02) 6297 7366 – 215 Crawford St., Queanbeyan. \$65 single, Twin/double \$75, 3 to a room \$81. Has lockable courtyard and we will have the key.

**Tourist Hotel:** Pub accommodation, shared bathroom and toilet. Single is \$40 and twin/double is \$50. Phone (02) 6297 3044 or (02) 62994149. Monaro St (main St) Queanbeyan. This Hotel has no safe parking. \$50 refundable deposit for the key.

**Caravan owners:** Please call me to make arrangements.

I will be able to store trailers at my place if need be as this will keep the lockable courtyard tidy with more room for bikes.

**Support cars/trailers:** We will have ample support on our cruises for breakdowns, first aid and repairs.

**We would appreciate your registration forms and payment by February 9.**

## **Itinerary.**

**Friday 17<sup>th</sup> of February:** We will be meeting at the Mid City Motor Inn from around 4:30pm. As people will be arriving at different times no activities are planned apart from a meet and great dinner at the Rendezvous restaurant on Monaro Street Queanbeyan. There will be ample seating and the meals are good value.

**Saturday 18<sup>th</sup> of February:** Everyone will assemble at the Mid City Motor Inn at 9am for a short ride. The destination is TBA shortly.

At around 11:30am we will be meeting in the Thorpe Avenue Park, Queanbeyan for a BBQ. Other local vintage clubs are invited. This is where we will be judging the bikes. Graham from RE Australia will also have some lean burn's to test ride here.

There will be another short ride from the park at around 2pm to about 4:30-5pm depending of how far the group feels like going on the day. Many routes have been discussed.

At 7pm the actual AGM will kick off at the Punjabi Hut. Dinner will be provided along with some drinks. A short trophy presentation will follow after dinner.

When we have finished proceedings at the Punjabi Hut we will be going over to the Royal Hotel or the Tourist Hotel. This will depend on how loud and crap the band is at the Royal.

**Sunday 19<sup>th</sup> of February:** Mick and Helen Newton are organizing a day of riding. The exact route is being discussed but will be a fair distance. This ride will conclude the AGM weekend for 2006.

## *March 2006 AGM Registration Form.*

**The Royal Enfield Club Australia's annual general meeting will commence on Friday, the 17<sup>th</sup> of February 2006 and finish Sunday afternoon, the 19<sup>th</sup> of February.**

Any questions please contact the event organizer:

Charlie Tizzard.

Phone: 0419 282131 or 0500 590001

Email: [tizz@elvis.com](mailto:tizz@elvis.com)

Please note that all funds and forms are to be sent to Helen Newton. Details below.

**Name (first then last):**

**Club Member (Yes/No):**

**Location (Town/State/Country):**

**Contact Number:**

**Mobile Number:**

**Email Address:**

**Postal Address:**

**Next of Kin (name and phone #):**

**Make of your bike and year:**

**Are you bringing your bike?**

**Do you have dietary needs, e.g.; vegetarian, diabetic, etc:**

**On the AGM night would you like Indian cuisine or Australian?**

*We strongly recommend the Indian food.*

**Names of people you are bringing, e.g., spouse, etc.:**

**Where will you be staying?**

Do you understand and agree that the Royal Enfield Club of Australia and the event organizer are not responsible for injury, death or loss sustained during the AGM or during the events associated with this event?

**Signature:**

The price will be \$36 per person, \$26 for children under 12, etc. Saturdays BBQ will be gold coin.

Type	Cost	How many?
<b>Adults</b>	<b>\$36</b>	
<b>Children</b>	<b>\$26</b>	
	<b>Total Cost enclosed:</b>	<b>\$</b>

Please send completed registration forms along with money orders (preferred) or well-concealed cash. I would prefer if forms were printed and sent, not emailed.

All money orders are to be made out to and sent to Helen Newton.  
PO Box 29, Bungendore, NSW, 2621. Thankyou.  
[Helen.Newton@agest.com.au](mailto:Helen.Newton@agest.com.au), mob: 0403-623-060.

Please send your registration forms and funds by February 9 to ensure your place.

As dinner along with everything else is pre paid refunds cannot be issued for cancellations.

Please visit [www.aussienfields.com](http://www.aussienfields.com) for updates.