

ROYAL ENFIELD

CRUISER CHRONICLES



Super
METEOR 650

IN THIS EDITION EXPLORE THE FIRST EVER CUSTOM PROJECTS ON
THE ROYAL ENFIELD SUPER METEOR 650. FOUR CUSTOM BUILD MAESTROS
CARVE THIS MASTERPIECE AND TRANSFORM IT INTO THEIR EXPRESSION OF
THE DREAM MACHINE

MARCH
2024



CUSTOM WORLD

THE #1 DESTINATION FOR ALL YOUR CUSTOM ROYAL ENFIELD NEEDS

Royal Enfield makes the most custom friendly motorcycles in the world. After that, it's up to you to take them to the next level. These are your dreams in metal - imagination and craft from around the world.

The best of the best, hand-picked for your enjoyment. Welcome to the home of the wild and creative, the wonderful and the weird, the Royal Enfield Custom World. Here you can find builders from around the world who have dedicated their lives to creating exquisite motorcycles and accessories that help you personalise your Royal Enfield.

In this chronicle, you can witness how our very own purpose-built Super Meteor 650 is so adaptive and complements the transformations it lends itself to.



ROLAND SANDS DESIGN

ELEVATING MOTORCYCLE EXPERIENCES THROUGH
HIGH PERFORMANCE DESIGN



Located in Long Beach, California, Roland Sands Design is an independent brand focused on building high quality, performance products for the discerning motorcycle enthusiasts.

With a background focused on bespoke custom motorcycles of all genres, OEM concept motorcycles, product design, and high-quality heritage driven apparel, the RSD brand is synonymous with quality and design stemming from a hands-on approach with a tight, highly skilled team.

The RSD brand isn't just a products company. They are also deeply rooted in motorcycle culture and racing. With iconic events like the Moto Beach Classic in Huntington Beach, California and the Super Hooligan National Championship racing series hosting races across the US, the RSD brand thrives in the two wheeled culture while also creating it.



ROLAND SANDS' UNAPOLOGETIC

ROYAL ENFIELD
SUPER METEOR 650 CHOPPER



There's a lot to love about the Royal Enfield Super Meteor 650 - The lively 648 cc parallel-twin engine is easy to get along with, and the Super Meteor's low seat and relaxed ergonomics give it an easygoing vibe. But there's nothing easy going about this Super Meteor chopper from Roland Sands Design.

Commissioned by Royal Enfield themselves, RSD's custom Super Meteor is lean and unapologetic, with compact chopper lines, a hand shifter, and no front brake.

It's just that path the team at RSD gets the most excited about.





Roland Sands' Californian shop is known for both its custom bikes and bolt-on parts, however, for this build, the crew went way further than just bolting on a few look-fast parts.

Bringing chopper vibes to the project was of the utmost importance. The bike needed to fit in with a punk rock chopper attitude and parts to match.

Getting the look of the fuel tank and the space underneath it right was an entire saga unto itself. RSD started with a small Wassel tank, then spent an inordinate amount of time (and swearing) Frenching the OEM fuel pump into it. With a smaller tank perched on top, the frame needed a serious clean-up.



The guys hacked off everything from the steering neck down and fabricated a new single downtube, ending in a clevis that replaces the front motor mount. The design is ultra-minimal, with a new dimpled neck gusset adding a touch of elegance.



Out back, the stock shock mounts made way for a custom set, tailored to the chopper's revised silhouette and hooked up to a pair of Öhlins units.

Up front, a pair of ultra-narrow triple clamps and extended gold nitride-revalved forks were used to further slim it up in an effort to make the Super Meteor 650 really stand out.





The Super Meteor 650 now rolls on RSD's retro-fabulous 'Morris' wheels, measuring 21" up front and 16" at the rear. The forks sit in super-narrow yokes from TC Bros, so RSD had to machine a custom front hub to make it fit. Firestone Deluxe Champion treads add some classic style.

Since the bike only runs a rear brake, the crew figured that upgrading it would be a smart move. The setup uses a Galfer rotor, and a nickel Brembo radial mount caliper on a custom-made bracket.

A custom fender hovers above the rear wheel, leaving just enough clearance for the type of riding that Roland Sands likes to do. A slim ribbed seat sits up top, and there's a tiny taillight attached to the lower swingarm mount on the right.

At the opposite end of the bike, tapered handlebars are perched on a set of impossibly long risers, with a small headlight perched up front. The cockpit is as sano as it gets; there are no switches, no levers, and no speedo. RSD fitted new grips and a single cable throttle, then fabricated a foot clutch and hand shifter arrangement with custom linkages lower down.





While RSD's fabrication team was bringing all of these ideas to life, their design team was busy sketching and prototyping a set of parts to adorn the Super Meteor. They were responsible for the bike's ribbed engine and sprocket covers, and its points cover. They also created new ignition and battery covers, both featuring a vented design with gold mesh backing.

Smaller details included a sneaky ignition relocation, machined RSD foot pegs, and an RSD gas cap. Custom twin exhaust headers flow into a pair of RSD mufflers, and, if you look closely, you'll even spot a tidy engine guard just in front of the motor.

It's an audacious look for the mid-sized Royal Enfield cruiser, made even more so by the striking black and gold livery. Gold flames take center stage, outlined with subtle silver stripes. But get closer, and you'll spot a number of gold leaf pin-stripe details too.

There's a lot to take in, like the judicious mix of gloss and matte finishes, and the way the tank's central rib is echoed in the rear fender. It also helps that Royal Enfield's '650' engine is one of the best-looking mills on the market right now—and that the bike's revised layout highlights it. Then there's the gold Cerakote finish on the wheels, which complements everything else perfectly.

RSD's Royal Enfield Super Meteor is a far cry from the mellow vibe of the original bike—but it's also proof of just how versatile a platform it is. It hits the mark as a no-nonsense, bare-knuckle chopper that'd be just as happy ripping around town as it would carving up canyons.





DEUS **WORKSHOP**
MILANO



**DEUS EX
MACHINA**
MILANO WORKSHOP





Deus Ex Machina is a global community of artists, itinerants and enthusiasts. Driven by a desire to celebrate creativity, and the honesty and enjoyment of the machine, be it in the form of hand-built motorcycles, custom surfboards or converted industrial spaces.

Founded in 2006 in Sydney, Australia by Dare Jennings and Carby Tuckwell, it's their continued vision that has launched Deus around the world and fostered a culture of adventure and inclusivity.

With the opening of the Milan Deus Workshop they have added a jewel to the crown of the Deus Ex Machina temple in Milan. And this is where the next Super Meteor 650 build comes to life.



THE ROLLING QUEEN

The Rolling Queen, a fiery creation of the Deus Workshop in Milan, emerged as the offspring of an electrifying collaboration with Royal Enfield. The mission? To craft a head-turning getaway machine, drawing inspiration from the rebellious chopper culture of the wild 70s, all while infusing it with a contemporary cruiser allure. And as you witness this beast gracefully glide through the very streets it calls home, rest assured, they've not just hit the mark; they've exceeded it.

Incorporating a laid-back riding posture with an unabashedly rebellious spirit, The Rolling Queen isn't just a motorcycle; it's a passport to adventure. It beckons you to embark on epic journeys that defy boundaries, and there's an elusive something about this two-wheeled marvel that transforms every rider who straddles it into the undisputed kingpin of the town. It's not just a ride; it's a proclamation of coolness that resonates with every twist of the throttle.





In Milan's creative heart, a Royal Enfield Super Meteor 650 entered Deus workshop, only to emerge as a time capsule from the 1970s, reinvented for the modern era. The commission came directly from Royal Enfield, who instructed the Milano workshop not to return it in the same condition as they found it in.



Royal Enfield's challenge was clear: transform this cruiser into something unrecognizable, a task Deus embraced with open arms and imaginative minds.

Deus obliged with a stylish cruiser that looks like it's been transported straight out of the 70s. They did so by focussing on subtle cosmetic mods, leaving the Super Meteor's foundations largely unchanged.



Deus's artisans wove magic, blending the past with the present. They swapped the front wheel for spoked elegance, draped the LED in a custom nacelle, and introduced a suite of new parts including a redesigned fuel tank. They sidestepped the chrome glamour of the '70s, opting instead for a bold, blacked-out aesthetic punctuated by vibrant tank hues of yellow and blue, perfectly capturing the essence of retro cool.

The front fender is new, as is the spoked front wheel which replaces the OEM cast hoop. A custom nacelle surrounds the LED headlight, which sits in front of a new Motogadget speedo. Other fresh parts include the fuel tank, injector covers, and rear fender.





Lighting out back is by way of three-function Kellerman Atto LEDs, bolted to the shock mounts. Bits have been blacked out over the whole bike, with not a lick of chrome remaining.

Sure, a chrome-less look is counter to the 70s aesthetic, but we love the splash of yellow and blue on the tank, and we know that chrome isn't the best choice for a daily rider.

And with high-rise bars and a generous king and queen saddle, Deus has nailed the laid-back retro cruiser vibe with a nod to nostalgia.

The finishing touch came in the form of black ceramic-coated exhausts and custom wheel covers, crafting a silhouette that was both a nod to the past and a wink to the future.

Completing the build off in style are black ceramic-coated exhausts from Mass Moto, covers for the rear wheel, and a bobbed rear fender. All that's missing is a skateboard rack and a sissy bar to tie some luggage to.

This wasn't just a motorcycle; it was Deus's declaration of creativity, a blend of '70s soul and contemporary flair, ready to cruise into tomorrow's adventures.







'Neev' as the name proposes means 'foundation'. Helmed by Navneet Suri and based out of Delhi, India, they are one of those custom bike builders who believe that a well-built foundation is vital for a vehicle to last longer.

Their specialization resides in an eye-catching design that goes well with your persona. The mission is to offer you an extension of your personality with extreme comfort and style.

Super Meteor to Nakshatra -

a concept devised around the beauty and mystery of constellations. Behind the creation of Nakshatra, Neev Motorcycles take inspiration from the Super meteor's grandeur and the universe's massiveness.



**NAKSHATRA:
A SUPER METEOR 650 CONSTELLATION MADE TO
STAY IN CONSTANT MOTION BY NEEV**





The front wheel of the motorcycle is made on CNC with all the constellations carved, to project the constant motion of the stars. We've used a 21-inch front wheel with a 120/70 R 21 tire and an 18-inch rear with a wide 240/40 R18 tire.

Everything on the motorcycle is hand-built, the wide tank, fenders, full system exhaust, Engine belly, etc. Lots of detailing is also done to the parts like the engraved gas caps, tank badge, etc.

The position of the speedometer and trip-meter is changed. It now sets on the wide tank, unlike any other Royal Enfield motorcycle, making it one of a kind.

With a wide comfortable leather seat and forward foot controls, this charismatic cruiser is built for the longest ride.

The Headlight, turn signals and tail lights are all LED. The subtle usage of a dark theme paint job with a combination of satin grey and gloss black, hand-built parts and detailing on the motorcycle keep the enigma alive.



Choppers Tokyo
CHERRY'S COMPANY

Cherry's Company (チェリーズカンパニー, *Cherīzu Kanpanī*) is a Japanese motorcycle shop located in the Nerima ward of Tokyo, Japan established in 2000 by owner Kaichiroh Kurosu. The shop specializes in building motorcycles into sleek or stylish high performance custom made street machines.





Choppers Tokyo
CHERRY'S COMPANY

CHALLENGER - SUPER METEOR 650 WITH A SIDECAR



Kaichiroh Kurosu had always wanted to build a sidecar but never had a chance to do it, because people who ride custom motorcycles would not want to build a sidecar, and those who want sidecars would not order one from a custom builder.

Hence when Royal Enfield briefed him that he was free to do whatever he wanted, except for the rule of keeping the concept of a cruiser, he decided to build a sidecar.

Since many trials had to be made for this bike, this model is called "CHALLENGER"



The design concept is to design function.

Sidecars require a shorter trail than two-wheeled motorcycle. Therefore, the front axle was made into an eccentric adjuster so that the amount of trail can be easily changed according to the presence or absence of a sidecar. The eccentric adjuster portion of the design is designed for functionality.



The body lines were partly inspired by the "Lefty Bond" which was built for the 2013 Yokohama Hot Rod Custom Show and won Best of Show. The thought was that it would be very interesting to combine that design with a sidecar.



To start the vehicle fabrication process, first the ride height was determined, and then then work on the balance of each part. The exterior was removed from SUPER METEOR 650, so that only the frame and engine were left, and the balance of these parts was considered while raising and lowering them with a jack. When the engine and frame were lowered to the point where the swing arm was horizontal.



The frame of the completed bike still has the standard steering neck tube. However, the standard frame had a strong gusset plate added where the neck tube connects to the main tube and down tube to increase strength around the steering head. That plate was removed and was replaced with a new frame structure in the form of a truss. In addition, the engine had to be offset 5 mm to the left side of the chassis to accommodate a wider wheel at the rear.

Therefore, the main tube was newly fabricated. It is more correct to say that the engine was moved to the left, but rather the reworked neck tube and main frame were offset to the right.



Earles forks were designed by Mr. Ernest Earles in the U.K. for sidecars with strong side forces on the front forks when turning, and were used in some custom sidecars. The Super Meteor 650 features a compact chassis so custom Earles forks were developed for this project. It was designed to have minimal clearance to the main frame, tires, and other parts.

For the sidecar suspension, a combination of a small truck (K-truck of Japan) leaf spring with a motorcycle dampened spring suspension was used. The sidecar is also accented by the arched frame that was built to set that suspension.

In addition, the system is equipped with various other adjustment mechanisms, such as **TOE ANGLE** and **CAMBER ANGLE**, which adjust the angle between the sidecar and the motorcycle as well.



There are various types of sidecars. Sidecars can be rigid, with a floating sidecar body, or with suspension on the frame, as in this "CHALLENGER". When the sidecar is removed from motorcycle and the motorcycle is ridden alone by motorcycle, all stays for attaching the sidecar can also be removed from the motorcycle.

The desire to create a vintage car feel throughout the entire body, led to a large-diameter, 60-spoke wheels on all three wheels. To create a classical atmosphere, all spring suspensions with dampers were of the covered type with fabricated the suspension covers. To enhance the presence of the front 21-inch 60-spoke wheels, there is no front brake. However, sidecars require strong braking power so the rear section is equipped with double discs.

The lever of right side controls the rear brake disc on the right side of the motorcycle. The foot brake controls the rear brake disk, which is mounted on the left side of the motorcycle, overlapping the sprocket. It is also linked to the brake on the sidecar side. The lever of the left side is a mechanical parking brake. The lever of the mechanical parking brake for scooters is used. A brake caliper specially designed for the parking brake is set on the brake disc on the right side of the motorcycle.



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