

ISSUE
NO. 268

DEC 2018
JAN 2019

THE GUN

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Greetings



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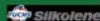
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*The Directors and Staff of
The Enfield Cycle Co. Ltd.
send Best Wishes for Christmas
and the New Year.*

December, 1963

REDDITCH
WORCS., ENGLAND

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CONTRIBUTION DEADLINE All contributions for the next issue should reach the Editor no later than 1st January 2019, earlier preferred. Next issue February 2019.

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Editorial

Hello fellow members

I must take this opportunity to wish you all a very merry Christmas, for those still working a prosperous new year.

It recently came to me that this would be my last GUN, so this is my salvate! as 'The Romans' said on their parting to go to other duties. I applied for the vacancy intending to do a couple of years, General Secretary 'Don Mckeand' and Treasurer 'John Dyke' came to interview me, as I was

then considered an armchair member, no one knew me, or not anyone that high enough up the chain. I never did thank them for their trouble and optimism, So Guys, thank you for the confidence and trust that your hearts haven't missed a beat. That first one was issue 218 (cover picture left).



Time rolled forward. I was allowed to place colour images etc. anywhere in the magazine, this has to the effect of upping the quality of the finished magazine of today, I must also state that Chic Bower, our GUN printer of some years, with his amalgamation with the guys at Printing Services Scotland has enabled us to have a high resolution printing, as per this issue.

I never really thanked all those kind members who when my wife died sent their condolences, even phoned intermittently after the funeral, Thank you. Caring for the GUN and your contacts helped me through a very difficult time in my life. For this I'm blessed and have now moved onwards.

After Christmas, I intend to get back to the writing of my family History started when I retired and shoved aside for the GUN, I am now better furnished to carry

out this maybe daunting task as I know some of my fore bears 'Gillingham' were entrepreneurs of the 18th Century. My maternal side I know of only the last 120 years.

Oh, since coming into the club as a participant I have a few bikes. The first one was a hurried purchase, those high up committee members were coming to see their prospective editor and he didn't even own a bike, indeed I last rode a 650 BSA belonging to an employee when I was 26 back then and didn't realise I should never of stopped. When I went to see this Crusader Sport as advertised in the bike mag? We, that is my sister and her man were in the sellers back garden, the bike on it's centre stand I nonchalantly threw my leg over the dual seat. The grass was wet, soaking through my jeans, at face level was the tool box cover, red, as was my face, I was conscious of the laughter all around me, anyway the bike came home and is still with me, red tool box covers and all.

Please email any copy to the editor address on the website, anything that slips through will be forwarded at my soonest.

So friends I say farewell and best wishes to all, but please remember the new editor may be as bad as I was at Microsoft, my reason was in my work I used trade specific software and I didn't have a clue, not that that has improved much.

Thank you for reading my thoughts. May they trouble you not. God bless, Robin



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Ian Henshaw ‘Henchy’ Winner of pre 1963 350cc Championship

Ian Henshaw ‘Henchy’ on the flying Performance Classics Royal Enfield ‘Clipper’ won the British Historic Racing 2018 Pre 1963 350cc championship with three races still to go in the final round at Cadwell Park Lincolnshire on the 29th. ‘Henchy’ only managed three 2nd places but one was enough as he raced against the Molnar prepared Manx Norton of Mathew Hebb.

The Clipper after an Engine rebuild due to the big end seizure after breaking the 2009 lap record at the Anglesey circuit two rounds before, was being restricted to 8000rpm instead of the usual 9500rpm. But 2nd places were good enough against a £30,000 replica Molnar Manx as after an horrendous nine hour drive from Wales the decision was taken to go home early which took just under six hours!

The 250cc ‘Cotrell Crusader’ had a test outing on the basis the engine was not to be revved over 8000rpm rather than the usual 9000rpm even so it was in a constant battle for a podium with Geoff Mills on his 250cc Ducati loosing out by a wheel to take fourth. The 500cc Fury after a rebuild and a long wait to have pistons manufactured went out only to come in with electrical gremlins causing a misfire, however Ian went out again and after starting from the back of the grid passed about sixteen riders before coming in with a ‘horrible’ noise coming from the engine. The decision was made to take it home with a suspected big end failure! But on the inspection today it was found to be a broken tooth on the timing pinion. So all three bikes will be ready for the start of the 2019 season. Dave



Photo by Lee Hollick

Write In

Dear Robin

A Prince that lost its spark.

My 1962 Royal Enfield Prince got very hard to start as the spark became intermittent. My first thought was faulty condenser, this was duly changed for a new one, I had one spare as I had purchased via eBay, a condenser fitted normally to an Australian made lawnmower that was identical to the Prince one. That proved no better.

I then suspected the contact points, so these were changed for new ones that had again been purchased through eBay. Still no spark. Next to be changed was the old Miller ignition coil I fitted a new cheap Taiwanese made 6 volt coil of the type used on points engines, still no improvement.

Last resort off came the right hand engine cover containing the Miller generator. I removed the ignition generating coil and had it rewound locally. It was in a bit of a state with broken insulators each end of the wire coil. On replacing all back together I could get a weak spark if I push started the bike. No good really.

I know I thought wire bike differently. Firstly I disconnected coil in flywheel and taped ends up ran a new wire from contact points to 3 pin plug in its place. At the ignition coil under seat connected one side to live battery terminal. One kick and the engine fired and ran smoothly.

Obviously you cannot leave the coil connected to battery you need an ignition switch. So motorcycle ignitions switch and chrome switch bracket was purchased. This I attached to the bike under the tank via the rear fixing bolt on left hand side. Wired between coil and battery.

Bike now has great spark and starts easily. Battery is charged as engine runs Although I never will, the bike can be put back to as it left factory.

I am sure that had the Enfield factory continued to develop the Prince it would have done something like this.

Patrick Holland (13038)

Dear Robin

Lawrie Watts in 2014. The photographs of the 'spare' set looks to have been moulded



Write In

from the original Fairing. I am particularly interested as to when this took place as Lawrie purchased the bike after all the testing had been completed, it remained in his possession until I purchased it and to the best of my knowledge it spent most of it's life attached to the original Bullet. It could of course have been moulded at the same time as the original was made as a spare in which case it has survived remarkably well for something which would now be 63 years old.

There have been several articles about The Dreamliner over the years in the Motorcycle Press and even an interview with Lawrie in The Gun, July/September 1981 when he says that the Dreamliner was ridden by Hailwood, Surtees and McCintyre when he took it to The Isle Of Man.

I restored The Dreamliner as a Tribute to Lawrie in 2015 and I wrote an article for Real Classic Magazine which they kindly published in The June 2016 issue.

Kind Regards

Richard Harvey (14148)

Dear Robin

I own a number of 1960's British motorcycles and was attracted to the 535 Continental GT. Having purchased one I found the left hand gearchange? Right brake pedal a hassle.

After much thought I designed a system which maintains the geometry of the Factory set up, but a mirror image of it.

The system requires no modification to the frame and can be returned to standard within 2-3 hours.

The rear brake required the fabrication of a new mounting bracket incorporating the holes for the brake pedal/footrest shaft, brake light and pedal return spring, the brake light switch mounting and a brake pedal stop. The brake master cylinder was moved over to the left and mounted on the bracket using threaded holes. The original pipe between the master cylinder and the reservoir under the seat was reused but a shorter hose between the Master cylinder and the brake cylinder was fabricated.

The gear change utilises an 18mm. Dia. 345mm. Long round bar supported on needle roller bearings at each end, fitted in the frame cross tube which Royal Enfield thoughtfully provided rearward of the top of the clutch housing. A matched pair of levers profiled to blend in were welded. In the case of the left hand lever and mounted on a square, machined in the 18mm. Shaft on the right hand lever. Both levers being parallel. The original gear change lever which exits the primary chain case and it's M6 left hand threaded ball joint were retained.

A shorter M6 rod was made up and coupled at the other end to an M6 right hand threaded ball joint which was fitted at the bottom of the left hand cross over lever.

On the right hand side I used an 8mm R/H—L/H threaded rod and ball joints. As with the brake pedal I copied the geometry of the gear change pedal.



The result has been very successful with no loss of movement between pedal and lever on the primary chain case in spite of the extra linkage. I used 8mm steel plate for the two pedal / footrest mounting brackets which I have found sufficiently strong. A 5mm plate for the gear and brake levers which I found to be a good compromise between strength and malleability in forming the bends points in

Write In



each foot pedal. The 18mm bar was cut off as required to fit the ends of the foot rest rubber. approx.30mm length of 25mm Od CDS tube welded into the 25mm holes I'd drilled as pivot points in each foot pedal. The 18mm bar was cut off as required to fit the ends of the foot rest rubber.

I have full size templates of the steel plate required, together with more details, which I would be happy to provide through the club, should any member show an interest.

My last thought with me being a new member, is that I hope I haven't spent a lot of time "reinventing the wheel"

Yours sincerely,

Paul Boobri (16799)

Dear Robin

An acquaintance of mine would be very interested if any reader of 'The Gun' knows the whereabouts of an Royal Enfield Continental 250 GT he bought in 1967. It cost £199.00. from Alexanders in Edinburgh and was brand new. The registration number is JSC 644 E and it appears on the DVLA website as on sorn.

Neil Macvicar (16675) 0131 652 1715 macvicar.neil@yahoo.co.uk

Dear Robin

Firstly can I apologise for my delay in asking for this to be published. On behalf of the charity "adults with traumatic brachial plexus injuries" who supplied the marquee for use at the home counties rally, I would like to thank all who attended and made very generous donations to the charity for the use of the marquee.

We raised over £100.00. over that weekend which has been gratefully received. Further information on the charity can be found at www.tbpi-group.org

If any other branches would like to explore the option of hiring the marquee then please contact me at echbarnes@hotmail.com

Many thanks to all.

Edward Barnes (15253)

Hello Robin

With your encouragement nay insistence I decided to have another attempt at the annual Arbuthnot trial in September, again riding my '55 Bullet.

I had to improve it's performance in the sections, which meant a drastic reduction in it's gearing, so a 48 tooth rear sprocket was sourced but I didn't want to sacrifice my existing drum.

The first replacement shattered in the lathe when trying to turn down the old teeth, then the second possibility was already too badly damaged, but the third appeared to be ok, except it turned out to be off a Crusader and had to be machined to fit my wheel,

Write In

once the seemingly huge new sprocket had been welded on! Then of course a new, longer chain had to be acquired and so on and so on.

Upon assembly, as I feared, the sprocket fouled the swinging arm, so I had to space the rear wheel further to the right, doing wonders for the chain alignment—no time left, it will have to do.

I also replaced the modern-ish seat with a nicely worn sprung saddle, much more in keeping, thanks Rob.

After such a long hot summer, the course this year was dry, hard and dusty, but was much easier going than last.

Suffice it to say, I am delighted to report I finished the day with a clean sheet, not footing once through any of the sections!

Time, I think, to hang up my helmet, and go out on a high.

As Sammy Miller used to say, trials are indeed won in the workshop!

All the best.

Richard Islip (Cornwall Branch)

Dear Robin

My admiration for all your work.

The Gun is beautiful. I am starting to clean the garage.

Any idea where this gearbox is coming from. I got it as RE.

Thanks for your help.

Kind regards, P.Hardus (11447)



Photo by Andy Withers awsportsphoto.



Write In

Dear Robin

This is to ask if there are any members in South Wales who would like to come to our branch meetings in Cardiff. If the answer turns out to be no, then Len and I will reluctantly call time on the South Wales branch. Last night it was just Len and I and this has become the norm. Contact me at d.hollyman@ntlworld.com 07976 647319; or Len on 029 2056 5568 for details.

Cheers, Dave Hollyman

G'day Robin

I have been a member for some time and this is the first time I have written to The Gun. I noticed with interest the mention of an electric start Interceptor attending 'The Home Counties and Interceptor Rally' in the Oct/Nov issue of The Gun.

I, and I am sure many other members would be very interested in an article about this machine in a future issue. Perhaps some details of how this was achieved, problems that were overcome, some photos showing the starter on the bike.

Just a suggestion.

Kind Regards from Australia.

David Schmidt (2660)

Dear Robin

Re. my request issue 267, for advice regarding my Crusader gear selector. I am writing to thank Jim Chalk and another chap who rang me, I'm sorry I can't recall his name but, he knows who he is. They both gave me good advice on how to set the adjustment on my Crusader gear change mechanism, I could not get it right.

When I took it out it clicked into first gear and changed up perfectly through the box. I had a big happy smile on my face. Thank you both very much.

Paul Sleep South end on Sea 01702 309582

Dear Robin

I have a 1940/50's Royal Enfield lawn mower which we have had in the family for 70 years. My father worked for Royal Enfield. Sad to say it must go and ask if you would include this in the next issue of The Gun. The mower is original and complete and in good order.

John Mountford 07712751992 john@mountfordkirrie.f9.co.uk

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1950 Lady's Tourist Model WLB (Serial Number: 542807)

Brazed 21" frame. 26" x 1 3/8" Wheels with single speed rear hub. Finished in gloss black with gold lining and blue head stock with brass Royal Enfield name plate.



A young Welsh lady received this bicycle on her 16th birthday in 1950, one year after I was born and she stopped cycling in 2012 aged 78, having ridden it for 62 years. While riding home from choir practice one day, the front brake calliper fell off and tangled in the



front wheel. The lady spent two days in hospital, the Royal Enfield required major repairs. New front forks, front wheel, front mudguard and new brake callipers and levers were fitted. At some point in its history, the bicycle was fitted with a new rear wheel containing a 3 speed Sturmey Archer hub gears for easier riding.

In 2016 the lady's husband offered me the bicycle to restore it to its former glory, knowing that I was a keen cyclist. In November 2016, I completely stripped it right down to its component parts, including all 62 1/8" ball bearings in the head set. All the chrome parts were cleaned and polished with Solvol Autosol chrome cleaner. The frame, chain guard and front forks were stripped and resprayed at a local car body repair shop. Unfortunately, the forks were later to be rejected due to stripped threads. Various parts were beyond economical repair or were too modern for the age of the bike and these were donated to the 'On Your Bike' charity in Taunton, Somerset. After many hours searching various internet shopping sites, the required parts or very close reproduction items were found.



In May 2018 I had surgery on my left hand for osteo arthritis and was subsequently unable to do the reassembly of the Royal Enfield, so I chose the On Your Bike Charity at Trinity Business Park, Taunton, to do the job for me. The final replacement parts list was

as follows: New vintage style Front forks, complete head bearing set, 1950's Royal Enfield headstock lamp bracket, 1 pair Handlebar grips from France, 2 genuine Royal Enfield 1950's brake levers, front and rear inner and outer brake cables and new brake blocks, the original callipers were used, 1 pair reproduction, original style rubber block pedals from India, 1 new chain, 1950's period Brooks saddle, new Brooks vintage style leather tool pouch, new single gear rear wheel c/w tyre and inner tube, front wheel c/w tyre and inner tube, 1 pair of reproduction vintage style black mudguards, 1 aerosol of blue paint for head stock, 1 set of Royal Enfield transfers, 1 aerosol of clearcoat lacquer, to protect transfers and 1 roll of gold pin striping. My hands are not steady enough to paint straight pin lines. Finally, due to the rarity of genuine 1950's bicycle lights, I elected to go with the slightly later plastic cased Ever Ready front and rear lights.

I know this bicycle will not win any concours events, but I believe it is a very close representation of the Royal Enfield Ladies Tourist WLB model, just as the young Welsh lady bought it 68 years ago.

Brian Howe (16158) 23/10/2018



The Climbers Inn, Glencar, Co Kerry, Ireland

This is a new event to us Enfielder's and will be a regular meet up.

June 22nd-23rd Royal Enfielder's MZ and Jawa folks meet up at the Climbers Inn, Glencar, Co Kerry. Ger Duhig, Tom Coffey and I discussed holding this event when our friend Eugene Carton was unwell earlier this year as Eugene had organised a MZRC rally at the Climbers Inn back in the early 1980's. thankfully Eugene is much better at present.

The Climbers Inn a hostel, B&B, also camping. we made use of each of these with our group. in all sixteen attended including visitors for the ride out. We also had Friday and Saturday evening visitors.

The ride out on the Saturday was organised by the man himself, 'Tom Coffey', a owner of two MZ's, a Jawa and a Royal Enfield, but used the Honda for the ride out of



approximately 100 miles. Over the Ballaghbeamer Gap down through the Black Valley and on to Kenmare for Lunch. after back track through the valley along single track roads to the Gap of Dunloe and then on to the famous Redin Glengeigh for tea and cake. Our two lovely photographer's Katrina and Emma left for home after tea at the Inn, Katrina did the ride on her trusty Honda C70.



We had two more MZRC riders at the Inn when we returned, Bill and Peter and also four Enfield's. Ger was flying the Jawa CZ flag with pride.

In total we had five Enfields, two MZ's, one Jawa two BMW's and a mix of Jap bikes.

Many thanks to all who supported and enjoyed this event and we will meet again next year possibly as a Enfield, MZ and Jawa do (The Unholy Trinity) with as always friends and supporters invited.

John B Nicholls

The challenge is on '100 Bullets' in celebration of model's 70th Anniversary.



REOC International Rally 2019

at the

Taverners VMCC Founders Day.

Friday 19th July through to Sunday 21st.

Stanford Hall, Stanford on Avon.

Lutterworth LE17 6DH

(stanfordhall.co.uk)

Further information ?

Or a bike for the REOC stand ?

Please call; 07766947932

Dear Robin

Please allow me to share an update with Members the 2019 Mid-Shires Rally at the VMCC Taverners Founders Day event in celebration of the 70th Anniversary of the Bullet.

Members who attended the REOC AGM in Ancaster last month will already know that our rally has been upgraded to become the **International Rally 2019!** On top of that The Taverners have laid down the gauntlet, we challenge you to get 100 Royal Enfield Bullet to Stanford Hall on Founder's Day (19th - 21st July). If the Panther Owners can get 60 machines to attend and the Velo Owners 80, well you can see their logic.

WE NEED YOUR FULLEST SUPPORT TO MEET THE CHALLENGE OF 100 bullets!!!

This event will be a first for our Branch. We have not hosted a rally before, so that's where you come in; Please get in early with your good ideas on how to make this weekend a complete success. The only caveat to that being; if you make a suggestion you back it up with your support!

WE NEED YOUR FULLEST SUPPORT TO MEET THE CHALLENGE OF 100 bullets!!!

To be fair a lot of the rally comforts are laid on for us by virtue of the destination being VMCC Founder's Day event. A beer tent on Saturday night and various catering vehicles present over the weekend (Sat/ Sun). That only leaves us to cater for Friday evening which will be done via a ride out to a local hostelry and a ride out for the Saturday. Given the central location of the event, literally minutes from the junctions of the M1, M6 and A14, we have all sorts of options. The National Motorcycle Museum is less than an hour away and the free entry Coventry Transport is even closer. Route cards will be available to those destinations for any interested parties. A more local organised ride out for lunch on the Saturday is already arranged.

Your Committee has approved the costs for a shower block and toilet block on the REOC only Camping area. As mentioned before Bruntingthorpe have discussed supplying a couple of Tech guys and a 'mule' development for the event and the Sunday auto-jumble a rare treat being hosted in a less commercial fashion than many these days. All in all it should be a really great weekend but that will only happen with your support.

John Dove 07766947932 jd.btsdf@gmail.com

My previous tale was all about my 700 RE/BSA special that I owned and developed over 18 years, but sadly I had to sell her as the arthritis in my knees and ankles made it painful and hard work to wake her from slumber. I sold her for £4.000.

I had money to buy another project, which I saw on eBay, it was in Halifax for £1.200. it was totally standard, unmolested with 1 owner from new in 2006, and it fired up even after spending nine years in a garage. The chromium work was all in good condition as it had been waxed prior to storage but the paintwork was very dull and rusty in places

Come on Grandpa, I need to go.



so I had to treat and repaint all of it. When it was finished it looked as good as new this 350 bullet was first registered on 1-12-2006 and was only on the road for approx. 2 years and had only covered 2,679 miles, it was then stored in a garage for nine years, so it has never had an MOT so there's no record at DVLA of an MOT until I renovated it and put it back on the road in 2018. It was a standard export to UK



Classic Bullet but I changed a lot of things to improve it and bring it up to date with modern machines or as close as I could get it, bearing in mind that the design of this bike was developed in the early fifties so I was limited how far I could go with this project.

I WILL START AT THE TOP OF THE ENGINE AND WORK DOWN

1. Valves and rockers are standard I changed the tappet adjusters to Hitchcocks superior items.

2. Opened up the inlet tract from 15/16" to 1.1/8", removed the contorted air filter system and the 15/16" Micarb and fitted an 1/18" AMAL monobloc carburettor and a long bell mouth venturi with mesh so the engine could breath properly. I also de-restricted the exhaust pipe and fitted a straight through gold star silencer which speeded up the gas flow through the engine.

3. The next thing was the ignition system, the points system is well past its sell by date and obsolete so I fitted an electronic system with built in advance and retard settings.

4. To improve the ignition side even further and work with the electronic ignition I then fitted a double spark ignition coil, removed the decompressor unit and machined the cylinder head to accept a spark plug body, the thread in the head is 14mm so no problems there with 2 sparks at the same time you get an improved ignition burn, so in theory an increase in power! and you have always got a spare spark plug

5. The standard engine breather is a totally inadequate piece of junk, so that went in the bin, I replaced it with a proper alloy one that's designed for a car. The oil mist from



the engine breather condenses and drains back by gravity into the oil tank in the crankcase, any mist that escapes is fed by pipework to the gearbox final drive sprocket so keeps the rear drive chain lubricated.

6. A high capacity oil feed pump and a new crankshaft gear nut with a bonded neoprene seal in to feed oil to the big end obtained from Hitchcocks is fitted, I drilled and tapped the oil feed quill bolt 1/8" bsp. and fitted an oil



gauge into the Gasquet where the ignition switch is and moved the switch onto the bottom left steering yoke.



7. To work alongside the ignition and carburation mods I fitted a new crankshaft drive train timing gear from Hitchcocks which gives 3 settings for the camshaft timing, ADVANCED, for low revs pulling power, STANDARD, RETARDED, I chose the retarded setting which moves the power band higher up the rev range so you can keep the engine turning over faster and keep it on the boil.

8. I replaced the standard engine sprocket with a 1 tooth larger one to raise the overall gearing as the standard gearing is a bit low for Dual Carriageways and Motorways, I also fitted stronger clutch springs.

9. I removed the PAV (pulse air valve) system to make room in the side storage box and sited the battery and electronic ignition module in there. I then removed the old and exposed battery box to tidy up the look of the bike. I then moved all the electrics and gubins from under the seat and installed them in the offside box, there was enough room now I had scrapped the air filter enclosure and all its convoluted pipework. I had to pull the wiring back from the front end a bit and it was just long enough so I didn't have to extend any of the original harness.

10. The brakes were adequate for the weight and speed of the machine when I had set up the front twin leading shoe correctly as it was way out of synchronisation, once I'd correctly adjusted it, it was a very good front brake.

11. I fitted a single seat off a Yamaha Dragstar and it was very comfy, this left enough room over the rear mudguard to fabricate and fit a rear carrier. There are other mods done i.e. extra lights / indicators, engine painted black with high temp engine lacquer,

S TALE No. 2

a full plate fitted between the gearbox and the rear mudguard, a new prop stand, blade type main fuse, wheel hubs painted black, new rear chain, there may be other jobs done as well but I can't remember them all. I used it on the road for three months and I found it a joy to ride, the road holding was good and the steering was very light and positive, it took me back to Yesteryear when you could ride without any stress and you just enjoyed the ride. I bought it for £1,200 and spent £1,150 on it a total of £2,350, I



sold it for £2,250 so I lost £100 but the thing is its not about the money its about the sense of achievement and the satisfaction of turning something neglected and rusting away into something that's wanted and looks like new, also a forgotten bike is back on the road with a new lease of life, the project kept me busy over the winter and kept my 72 years old brain stimulated, because, if you don't use it you lose it. I've had Royal Enfields since I was 18 in 1964 and owned and ridden the full range of bikes, 250, 350, 500 twin, and 3 700 twins, plus a new 535 Continental GT.

So now I've sold all my R/E spares and parts, they say variety is the spice of life so on with something different IE a 1980 Honda cx 500 converted to a trike, I bought it in bits with 3 boxes of assorted parts. I don't know anything about them as I've always had Brit Iron, Royal Enfield, Triumph, BSA and an old 1100 Guzzi California, but I WILL SOON LEARN BECAUSE ITS ONLY MECHANICAL and I've been messing about with bikes and cars since I was 18. ANYWAY I LOVE A CHALLENGE.

Bob Chambers (08560)



Club Vacancy

Editor for the GUN

The Editor is unable to produce further issues with effect from the completion of this issue 268. He is willing to help his successor to get established and support him in his/her first issue.

Contributions are received by post but mainly email
postal items will need to be typed to the text boxes.
Our printer is sent the complete issue folder via email

For further details contact the editor Robin on 01963 251406
or his contact details are on page 3.

Applications should be sent to:

REOC General Secretary

Jim Miller

email: generalsecretary@royalenfield.org.uk

email: info@ncmc.co.uk

www.ncmc.co.uk



TELEPHONE

01288 355162

NORTH CORNWALL MOTORCYCLES

UNITS 1 - 4 KINGS HILL INDUSTRIAL ESTATE, BUDE, CORNWALL, EX23 8QN

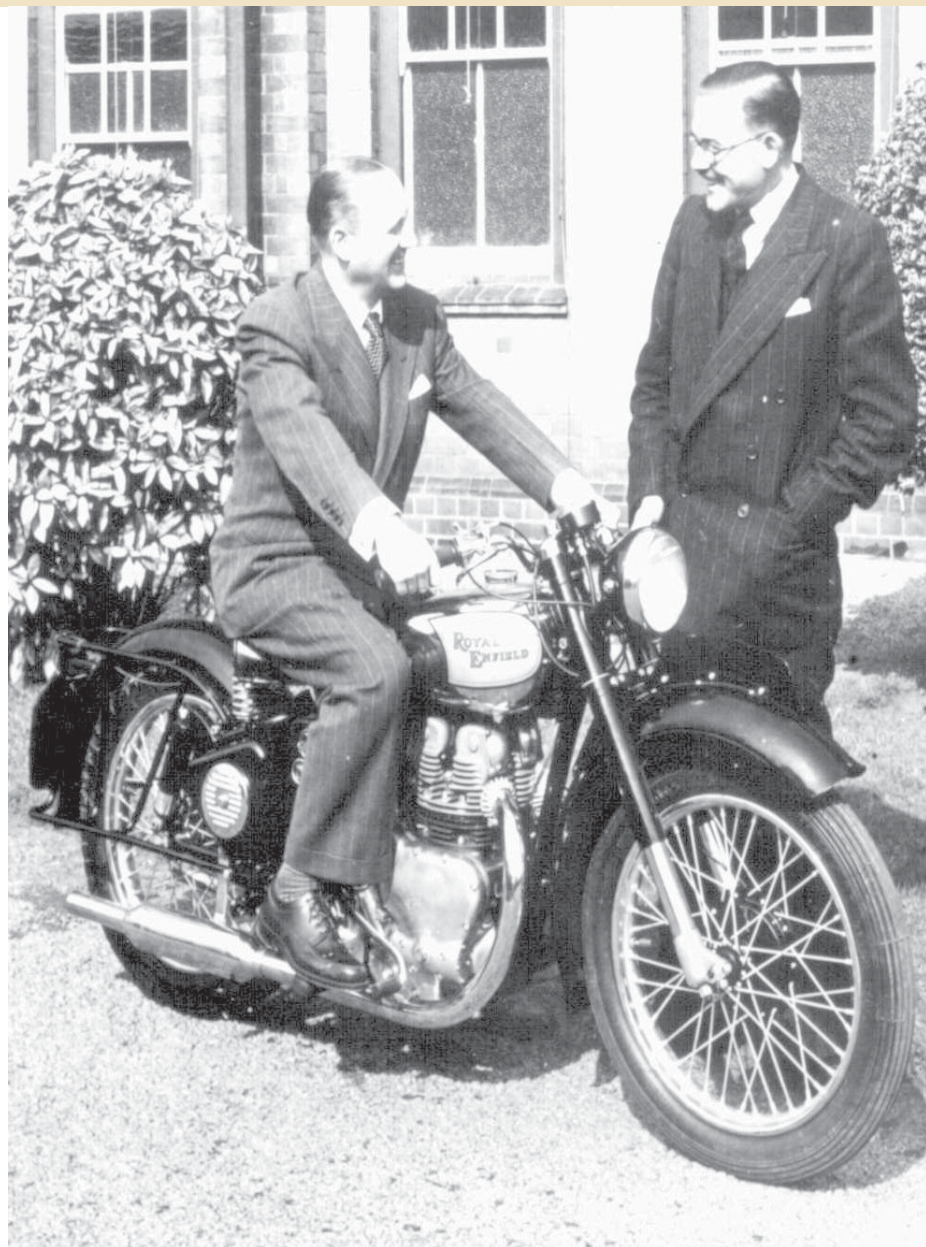
We are an award winning Royal Enfield Dealer offering sales, servicing and customisation including exhaust & ECU upgrades. We stock all new models and we also offer used U.K. & Indian manufactured machines. Demo Royal Enfields are available on request. Our spacious showroom houses over 150 classic & modern motorcycles of all makes for you to peruse at your leisure. The Kickstart Café serves a range of hot & cold food & beverages for your enjoyment. NCM is situated just minutes from the beautiful North Cornish coastline so why not make a day of your visit. We look forward to welcoming you soon.

Showroom & workshop open Mon – Fri 9.00am – 5.00pm
Saturday 9.00am – 2.30pm. Sundays by appointment

Kickstart Café open Thurs – Sat 10.00am – 2.30pm

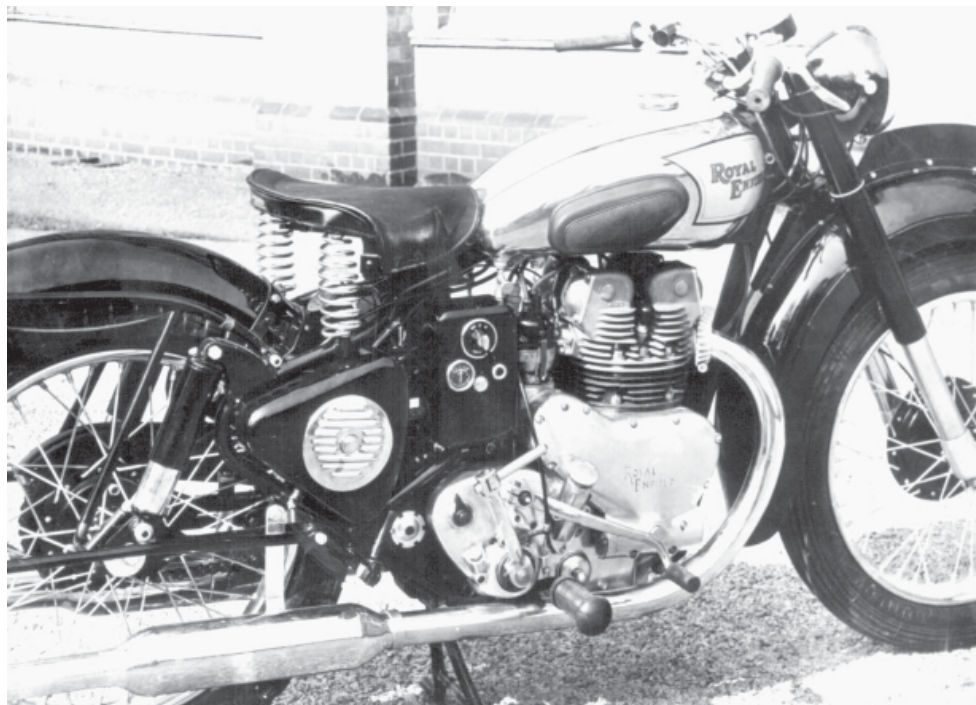


The New Royal Enfield Twin - From the Archives of 1948

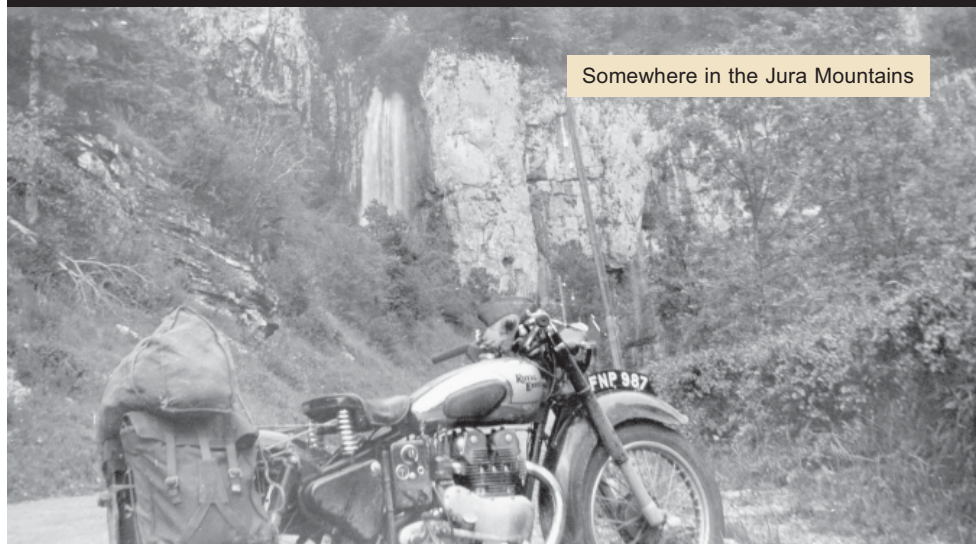


1948 PROTOTYPE 500 cc TWIN / WITH TWO FACTORY MANAGERS

The New Royal Enfield Twin



1948 PROTOTYPE 500 cc TWIN



- From the Archives of 1948

Amongst all the excitement of the new Indian Factory 650cc twin, it's worth remembering that it all started in Redditch more than 70 years ago.

Following the launch of the popular and innovative Triumph speed twin 500 in 1937, the main UK manufacturers followed suit with their own variations on the same theme after the war. Royal Enfield was among the first, with a prototype ready for testing in the summer of 1948, but well ahead of the opposition in terms of rider comfort. Not only did it have two-way hydraulically damped telescopic forks, it also incorporated the swinging arm rear suspension which would prove itself so convincingly on the 350cc Bullet in the International Six Days Trial in September of the same year.

Barry Smith, the son of Major F W Smith, the company director, took the brand -new test machine across the channel to Switzerland and back on a 2,000 mile shake down test in June, stopping off at Jan S A, a successful Royal Enfield agent in Lausanne on July 1st. I can't imagine how uncomfortable that enormous back pack must have been, even with it resting on the mudguard. The suppleness of youth I suppose. Some design common sense must have prevailed when the production version of the bike hit the showrooms, moving the location of the ammeter from the panel on the right-hand side. How would you keep an eye on the health of the electrics with the ammeter mounted behind your right leg?

Another interesting feature which was changed on Barry's bike, is the air filter in the rear triangular box, which has a circular intake grill. That must have been one very long connection tube from the carburettor.

Revs, the factory newsletter, reported that Barry's journey went without a hitch, paving the way for the launch of the 500 Twin in the show rooms the following year. And the rest is history, as they say, folks!

I wonder if FNP 987 is still out there somewhere?



Barry Smith at Jan SA, Lausanne July 1st 1948

The New Twins



Royal Enfield Twins -

By Gordon

It's a year since the new Interceptor and Continental GT 650 Twins were unveiled at Eicma. Anticipation for their arrival in our showrooms has been mounting ever since.

The prospect of a new RE twin was a dream held for so many years that I wondered if it would ever materialise. I recall being at the 2009 Watsonian Squire Royal Enfield Open Weekend, when the British sidecar maker was the UK Enfield importer. As a joke the Watsonian mechanics mounted a second exhaust pipe onto a 500 Bullet, covered it with a cloth that left just enough showing to give visitors a peek at the 'twin pipes'. They then roped the area off. The excitement this hoax generated was very revealing. Everyone was hoping for the return of the twin. And now, at last, it's here!

This September I was part of the RE support team during the Twins' global launch and press test rides in Santa Cruz, California. Around 100 journalists from five continents attended. After an initiation into the history and development of the new motorcycles these journalists got to spend a day riding each version.

My role was to talk about the history of the original Redditch and Westwood machines as well as giving some social context, touching on desert racing, surfing and counterculture for the US market and the cafe racer scene in 1960's Britain. In small groups, the press received their history lesson whilst I stood behind a 1962 North American export Interceptor then a 1965 Continental GT. From there, as though guided through a living museum, they heard from the various members of the RE design, development and management team, beginning with industrial design then moving onto chassis development, engine design, engine management systems, production, genuine motorcycle accessories and finally some rather swish gear.

The aim was to emphasise the thoroughness of the company's design and it's testing processes, how robust the chassis and engine are and the quality of production, which will be undertaken at the company's state-of-the-art Oragadam plant. Unquestionably, the people and systems now in place at RE are on a completely different level than a decade ago and the journalists were clearly impressed.

There was a large contingent of RE escort riders, mostly workers from the UK Technical Centre at Bruntingthorpe, and although there was a sizeable number of motorcycles, every one of them was earmarked for journalists. My chances of getting out on a bike during the launch seemed slim. To my surprise, a lone Continental GT was spare on one of the four days of press rides and I was given the nod. Dashing to my room, I grabbed my riding gear and settled onto the seat of a Continental GT painted in a colour scheme known as 'Ice Queen'.

I was to travel alongside the sweeper for that day's media ride. Great news because this meant we could follow at a leisurely pace half an hour behind everybody else. My companion, Dean Coxson, is a UKTC engine development engineer who had been in Santa Cruz for over a week, helping plan the ride routes and preparing the journalists' bikes.

As soon as we set off we hit a bank of sea fog that blurred the edges of the rugged coastline and eclipsed the

- For The Future



surrounding mountains. I was undeterred: I opened the throttle wide. Blasting north along the Pacific Coast Highway I was keen for a long straight where I could get the bike up to the ton. My opportunity came. The clutch was light, making each upward gear change silken, and the torquey engine pulled and kept pulling right until the speedometer needle pointed to 100. It had got there with more ease and smoothness than any other Enfield I've ridden. The tiny after-market flyscreen atop of the chrome headlamp helped deflect much of the air over my helmet but it was still an effort to comfortably hold on at those speeds, and as I'd been warned that the California Highway Patrol would be on the lookout for speeding Twins, I smartly throttled back to 70. At those speeds the GT felt unhurried, completely stable and just about vibration-free, ideal for covering long, stress-free distances.

Half an hour later we turned inland. The sun burnt through the rapidly evaporating mist, and we began to climb. Soon we found ourselves among towering redwood trees, the air heady with the scent of baking forest. As the roads snaked up and down unseen ridges, the GT showed its true colours... this is a nimble and very easy to ride motorcycle. The sharp steering meant I could place it exactly where I wanted to in a bend. In fact, as my confidence in its capabilities grew, I felt encouraged to go faster and faster round successive curves. It was great fun and I smiled broadly virtually non-stop for the next couple of hours.

When we pulled up for lunch outside Alice's Restaurant, a place inspired by Woody Guthrie's famous '60s protest song, Dean hopped off his GT, his face beaming brightly. "I've been riding the Interceptor every day for over a week and was more than certain that was the Twin I'd buy. The GTs riding position just didn't look comfortable enough for me and my dodgy back. This is the first time I've ridden a GT and I've totally changed my mind. I love it! It handles brilliantly and my back doesn't feel a thing!" His experience matched mine, the slightly crouched riding position had me cornering so precisely that I felt completely at one with the machine and I too felt I could enjoy living with it long-term.

"You can get anything you want, at Alice's restaurant," is the chorus of the eighteen minute Guthrie song and after lunch, I got exactly what I wanted - a ride on an Interceptor. One of the RE team offered to swap bikes and as much as I was thrilled with the GT, I gladly accepted. Until that moment, I wouldn't have believed how much of a contrast the experience of riding the two Twins could give, considering the engine and chassis are identical. The higher bars, advanced footpeg position and softer rear suspension pre-load on the Interceptor make a marked difference to how it feels, especially through twisty sections. Not that that's in any way a negative thing, the bike still handles faultlessly and is a joy to ride but it isn't as focused... it's a more laid back experience. As with the GT, ABS assisted braking was more than adequate for the 48 bhp engine, front suspension was firm but not uncomfortable, and the Pirelli tyres, specially created for the Twins, faultlessly gripped the tarmac.

I was immensely impressed by the engine's torque and flexibility. All of my bikes are right foot gear change, one gear up and three down. The 650 Twins sport a left foot six speed box with one gear down and five up. At



one point Dean took a wrong turn. The short cut we took to get back on to the route turned out to be a particularly narrow back road that climbed at a vertiginous rate through pine forests. Time and again I leaned into a switchback with no idea as to which gear I was in - yet not once did the bike get flustered. Second might well have been the optimal gear but in fourth or fifth, the Inter effortlessly pulled me out of the bend. And that rumbling exhaust note... it's a beauty.

After a coffee stop, we headed back towards Santa Cruz, the coastline backlit by a flaming expanse of golden light as the setting sun bounced off the calm waters of the Pacific. As I rode those final 30 miles I reflected on how far Royal Enfield has advanced over the last couple of decades. Until this time, I could only compare Chennai's latest offerings with the previous Bullet versions. The electric start 5-speed Sixty-5 model with the previous kickstart 4-speed bike, then with the new Lean Burn Electra X. The EFI Classic 500, released to International markets in 2008, was a notable shift, as was the 535 Continental GT with its beefed-up engine and Harris-inspired handling in 2013..These bikes, however, could never be compared with other new bikes from competitor manufacturers. They were a traditional design that combined heritage with simple motorcycling pleasure - and that's not a bad thing.

The difference with these new Twins, however, is that they can be compared with the competition and hold their heads high. They are, to my mind, a darn good motorcycle that's easy and fun to ride whilst retaining that essential character Royal Enfields are renowned for. When we reached base I felt rather deflated. I wanted the Interceptor ride to go on and on despite the encroaching darkness.





Later that evening, I attended a huge beach party to hear the announcement of the US prices. On a stage erected on the shoreline, Eicher CEO, Siddhartha Lal, and President of Royal Enfield North America, Rod Copes, engaged in banter - with Rod trying to bargain the Twins' retail prices down. There has been much speculation about the final price and when it was eventually revealed, it was lower than even I had hoped: US \$5799 for the basic Interceptor and \$5999 for the GT. Small extra costs apply for alternative paint finishes and the gorgeous chrome tank versions. The bikes will come with a confidence-inspiring three year warranty complete with roadside assistance.

"That's a game changer for sure," one of the Argentinian journalists said on the coach as we travelled back to the hotel. He's right. By next summer I feel certain there's going to be a noticeable increase in Royal Enfield riders on our roads, which has to be a good thing for all us existing enthusiasts, and great for the company too.

Royal Enfield's new Twins have been a long time coming.

They're well worth the wait!

Update: The European prices have just been announced at this year's Eicma: **£5,500** for the standard Interceptor and **£5,700** for the GT. The all-important Indian prices, critical to RE's continued sales success, will have been announced in Goa in the build up to the annual Rider Mania event.



Another snippet from the past is from Gun Number 8 Summer 1980

Penned by Don McKeand Re-typed by Doug Young (1062)

Useless Information No. 2

Having whetted your appetite for more, or bored you stiff with amazing revelations about the use of Flying Flea front forks in the last article, I am now prepared to reveal that the 125cc two stroke engines were used to power other motorcycles than Royal Enfields! Gasp!

The Belgian firm of Duval, which was so successful that it lasted from 1950 to 1955 made two-strokes which included a Royal Enfield powered model, this according to "The Worlds Motorcycles" by Edwin Tragatasch. I have never seen a picture of one and don't suppose I ever will.

The other machine I had in mind was the Turner Bi-Van. Aptly described as a two-wheeled cupboard, it was produced in 1946 in Birmingham. The frame was a ponderous metal box, with a saddle on top of a hinged lid to gain access to the parcels or whatever merchandise it was supposed to carry.

The massive front forks carried the petrol tank and engine – a 125cc Royal Enfield on the prototype, which drove the front wheel by chain. As this ungainly device was supposed to lug 1 ½ cwt of goods around as well as the rider, they obviously realised that this was blatant cruelty to an Enfield motor, and so installed their own Turner engine of 3 ½ b.h.p. for its debut at the Industries Fair.

Pictures of it make it look a real monstrosity, and if you are inclined to see one, rumour has it that there is one in the vaults of the Birmingham Science Museum, preserved as an awful warning for the future generations.

While on the subject of Flying Fleas, have you ever seen a photo of the 125cc two-stroke lightweight which Harley-Davidson produced in 1947? It bears an uncanny resemblance to the earlier Enfield effort, even to the extent of using similar pressed-steel girder forks, although it is difficult to tell whether they also used the same rubber band suspension method.

For those curious enough, there is a picture of one in the Olyslager book "Motorcycles and Scooters from 1945".

Don McKeand

The Bristol Classic Motor Cycle Show

2nd/3rd February 2019

The Somerset and Dorset Branch organised and are manning
The Royal Enfield Stand, please come along and
visit with this hospitable group of fellow members

Contacts

Rob Graham tel. 01258 817074 or interceptorrob@hotmail.com
Robin Gillingham tel. 01963 251406 or robin.gillingham@btinternet.com

Welcome aboard to our new members

September, October 2018

Ken Koenig, AUSTRALIA
Rick Dean, Lincoln
Andrew Haig, Morecambe
David Stanley, Cambridge
Dave Conderly, Ascot
David Larkin, Newcastle upon Tyne
Peter McDonald, London
Richard Croft, Hitchin
Michael Pearson, Weston-Super-Mare
Robert Simpson, Bonnyrigg
Dave Beveridge, Droitwich
Kenneth Pearson, Bedford
Wayne Hollick, Northampton
Luke Griffith, Bristol
Merfyn Howie, Llanbedr
Brian Wild, Morecambe
Nigel Phillips, Bridgwater
Frances Upchurch, Penzance
Patrick O' Connor, Eastbourne
Michael Rowley, Crewe
Bill Brugman, IRELAND
Gordon Gaffney, Balerno
George Mitsos, GREECE
Rick Taylor, USA
Richard Taylor, Coventry
Chris Norbury, Derby
Richard Savage, Bristol
Luigi Parlato, Cambridge
Mike Thomas, Abergele
Brian Cracknell, Bury St. Edmonds
Philip Spencer, Pulborough
Jairo Riesco Garcia, Dunfermline
Vara-Poj Snidvongs, THAILAND
Emmanouil Koutsounakis, GREECE
Mark Edwards, Sheffield
Philip Cole, Poulton-Le-Fylde
David Blakeney, Market Harborough
Alun Parker, Birmingham
Tim Wait, Oxford
John Williams, Swansea
Roger Lord, Bridlington
Michael Austin, Wisbech
Steven Fletcher, Crewe
Shaun Medlin, Marlborough

David Leigh, Chatham
Bill How, Diss
Les Bennett, Machynlleth
Tom Lancaster, Gosport
Richard Barnes, West Wickham
Jeremy Bowerman, Taunton
Mark Fielder, Feltham
Rob Burton, King's Lynn
Peter Hoskins, Ely
Eric Mace, Birmingham
Martin Cooke, CANADA
Richard Clarke, Flint
Richard Elliott, Yeovil
Alan Carter, Ross-On-Wye
Robert Brindle, Poole
Andrew Ormondroyd, Keighley
Ian Phillips, Redditch
Barry Linton, Reading
Michael Martin, USA
Carl Da Costa, Farnham
Peter Gray, Bristol
Mark Fairhurst, Wigan
Andrew Taylor, Newcastle upon Tyne
Rob Coussens, Trowbridge
Auguste Williams, Gloucester
Raymond Cope, Gloucester
Andrew Blatherwick, Alfreton
David Morrod, York
Nick Smith, Bakewell
Brian Rose, Dorchester
Kevin Keasey, Tadcaster
Andrew McPoland, Darlington
Ronnie Gray, Bangor
Christopher Hall, Swindon
Martin Giebner, Wantage
Allen Prior, March
John Jackman, Kettering
Dean Warwick, Dartford
Phil Bennett, Matlock
Martin Ford, Southport
Steve Barker, Richmond
Jonathan Allen, Brierley Hill
Bernard Legg, Birmingham

Welcome to the members club, we hope you enjoy belonging to a World-Wide Club

Thank you to the Dealers that have been busy selling the new Himalayan,
which is proving to be popular with the newer members to the club.

I would like to take this opportunity to wish you all a Very Merry Christmas
and A Happy New Year.

Teresa Langley, Membership Secretary

The Devon Branch apologises

We confirm that the rally dates in 'The Gun' Issue 267 Oct/Nov 2018 are **incorrect**.
This is due to an error at branch level - not Robin's error.

**The correct dates are Friday 17th May 2019 - Sunday 19th May 2019
ie the third weekend in May 2019**

As before, people can stay from Thursday to Monday etc as they wish -
but this must be booked in advance with Becky, so she can guarantee a pitch.

Please rest assured that when I rang Becky, at Webber's Farm,
on 3rd September, 2018 and booked us in, it was for the correct dates.

Rose Wood, branch scribe

Club Calendar 2019

Sammy Miller REOC Ride in Day* Sunday 14th April 2019

Contact Robin Gillingham 01963251406

33rd North East Rally 3rd-6th May 2019

May Spring Bank Holiday Demesne Farm, Bellingham, Northumberland, NE48 2BS
Bunkhouse accommodation available on farm Please book separately Mrs Telfer 01434 220258

Contact John Stephenson 0191 2367016

Devon Rally May 17th-19th 2019

"Webbers Park" Castle Lane Woodbury EX5 1EA

Contact Jon Wrightson 07909 746115

Yellow Belly June 6th-9th 2019

Woodlands Water, Willoughby Road, Ancaster, Nr Grantham NG32 3RT

Contact Robert Hall 01775 769890

Otty Bottom Kent Rally June 14th-16th 2019

Kingsdown International Camping Centre, The Avenue, Kingsdown, Kent CT14 8DU

Contact Mick Connolly 01304 205233 e:- reoc.kent@talktalk.net

Midshires Rally and Founders Day + to be confirmed

July 19th-21st 2019

Fossil Gathering August 22nd-26th 2019

Ashcombe Farm, West Pennard, Glastonbury BA6 8ND. Tel: 01794 890153.

Rates are £10 per unit plus £4 for electric hookup.

To book pitch contact Mrs Carole Peck tel. 01749 890153.

contact Rob Graham 01258 817074

* Invitation events only not official REOC events therefore no trophy status.

Members wishing to hold events for next years club calendar please contact the Social Secretary P John Hamer through hamer89@btinternet.com

Club Sales

Code	Item description (see web site for photos)	U.K.	Overseas
S1	Machine Badge - stainless steel	£9.00	£9.50
S2c	REOC enamel lapel badge - red / yellow / blue / green	£1.90	£2.15
S2e	Cannon pin badge - chrome	£1.90	£2.10
S2f	60th year of Bullet badge - green/white/orange (India)	£2.10	£2.30
S3a	Sticker - silver with 'Cannon' + 'Made like a Gun'	£0.70	£0.95
S3b	Screen sticker (inside screen)	£1.00	£1.30
S4	Sew-on patch	£3.10	£3.35
S5	Key fob - with red / yellow / blue / green badge	£2.80	£3.20
S11	Gun magazine binder - red or blue	£6.40	£7.25
S15	Tie - royal blue or maroon (printed - reduced to clear)	£2.00	£3.00
S16	40th Anniversary of REOC, enamel lapel badge	£1.90	£2.15
S20	Sweatshirts - small to Large	£13.70	£15.20
S20	Sweatshirts - XL	£14.70	£16.00
S21	T-shirts - small to XXL	£6.60	£8.10
S22	Caps (black) - with red, or red & gold, embroidered Royal Enfield Owners Club lettering	£6.95	£7.70
S24	Polo shirt - embroidered logo - small to XXL	£14.95	£15.95

All prices include postage and packing.

Garment colours are as follows:-

Polo shirts:- royal blue, maroon, black or white

T-shirts:- royal blue, sky blue, maroon, jade, grey or black.

Sweatshirts:- royal blue, jade, maroon, grey or black.

All items - Please check availability of colours/sizes before ordering,
or give alternatives, as all colours or size/colour combinations may not be available.

Enquire by phone, or email to clubsales@royalenfield.org.uk

For security, phone calls are not answered from unknown overseas numbers

Please quote your **membership number and a contact telephone number**
when ordering from :

Adrian & Cherry Saunders

12 Straidhavern Road, Nutts Corner, CRUMLIN, BT29 4SN

Make cheques payable to "Royal Enfield Owners Club"

Or ☎ 07545 274883 with your credit/debit card details

(£10 minimum transaction for credit/debit card orders)

PayPal also accepted - email for details of how to pay

For security, please do not send card details by email, nor send cash by post

Market Place

For Sale

1956 350 Clipper gearbox cover. £10.00. **Wall Phillips fuel injector** 11/16" bore £35.00. **GT 250 centre stand** £50.00. **Wheel trims** pair £20.00. **5 speed gears** 9 x cogs main shaft, Layshaft less slave gear £50.00.

John Palmer (06304) South End tel 01702 295745

1960 Super Meteor 700cc. Good overall condition. Same owner for the past 23 years, little used. Has been garaged and off the road for last four years, and runs well and has a current MOT. £4,500.00. ono

Andrew Martin Ipswich Suffolk tel 07881 814523

500 cc Indian Bullet Engine with alloy barrel in good running order. Comes with spare cast iron barrel. included, 1 Mikarb carburator, set of primary casings, timing cover, 1 std Indian exhaust system and 1 British free flowing exhaust system. All in good con. Also choice of two EFI SILENCERS 1 in good condition with heat shield £40, 1 in rough condition £10.

Steve (10145) West Mids. 07944841487.

1954 RE Ensign loosely assembled, engine runs, tinwork good, but for headlight, good tyres. No documents. Offers to Tom.

Tom Kay (01764) Manchester tel 01204 887282 or 07534105745

1950 Royal Enfield bicycle Reditch machine excellent condition, green. £275.00.

Ted Dore (08926) Cambs/Norfolk tel 01366 383941 or 07500148900

1959 250 Crusader Sport, V5 in my name, fitted bullet tank and single seat, tax and mot exempt, lots of money spent, needs wheels rebuilding to complete, £2,250.00 ono.

Eddie Ashton (15277) Cheshire tel 01925 492595 or edward.ashton1@ntlworld.com anytime

1961 Crusader Sports (engine 1963). This bike has an interesting history and has now been completely rebuilt. Each part, including the engine and gearbox bearings and seals, has been either cleaned, refurbished, repainted, or replaced. Restoration document with pictures, text and cost schedule, plus workshop manual, handbook and a few spares included in the sale. New Avon tires and rims. Photos on request. Open to Offers.

John Ogborne (16300) Somerset tel 01749 675312 or johnogborne@btinternet.com

1956 350cc g4 de luxe (clipper) for sale, 99% there just needs final tweaks to make a lovely ride. Lucas Mag-dyno rebuilt by specialist, Amal concentric carb (original pre-monobloc carb included), new wiring, battery, etc, etc Stripped, rebuilt, repainted, new tyres Reducing my collection so sensible offers considered around £2,500

Colin Thompson (16247) East Sussex 07724 827373 thompson2cv@gmail.com

1960 250 crusader sports for sale, 99% there just needs final tweaks to finish. New Amal concentric carb, wiring, etc, etc Lovely genuine bike Reducing collection so sensible offers considered around £2,000 Photos available.

Colin Thompson (16247) East Sussex 07724 827373 thompson2cv@gmail.com

Craven lookalike wooden panniers, home made in 60's complete with frame and fittings to go on many Royal Enfields Also old style rear carrier/pannier support which fits around/over rear mudguard on single seat bike Photos available, open to offers.

Colin Thompson (16247) East Sussex 07724 827373 thompson2cv@gmail.com

Royal Enfield Mower The mower is original and complete and in good order, it has been in the family for 70 years.

John Mountford 07712751992 or john@mountfordkirrie.f9.co.uk

Alloy Facia Fork Head Model G Side Stand for most R E's **Rocker Cover** for 250 **Airflow Alloy Top Cover**

Ieuan Davies (3370) tel 01239 682205.

Market Place

Wanted

Wanted 350/500 Indian built Bullet. 4 speed. Runner/non runner for winter project.

John Mathews (16888) tel 07783225502 johnmathews1959@hotmail.co.uk

Wanted for 1931 Royal Enfield Model K, Fork yokes and links, front and rear Brake plates and engine parts. **Also wanted** Douglas 23/4Hp engine and fuel tank.

Peter Hall (16832) tel 01162 786055

Market Place

Wanted

Wanted. Correct petrol tank for 1960 RE 350 Bullet Redditch built colour black. In good condition please if possible.

Andy Brown (14413) New Quay tel 01545 560418 or andycmaww@btinternet.com

Wanted Royal Enfield 505 1929-30 Engine parts Barrel and or crankcases with timing gear.

I believe the 1930 Model E was the same. Anything

John Stephenson (2957) 0793 4714868 jstep@tiscali.co.uk

Wanted:1930s Royal Enfield Model A two stroke- looking for a petrol tank filler cap with attached oil measure tube.

John Blake (16732) 01757 709762 jl.blake22@btinternet.com

Wanted for Model B 1935 Looking for a complete clutch assembly with or without gearbox (Albion Patent 330164) for my 1935 Model B 250. Also rear mudguard mounted rack. call or email if you have anything. Thanks,

Steve tel 275564, email stvegray@hotmail.com

Wanted Pre 1940 over 350cc. Prefer oily rag, foot change, OHV twin port with lights, any condition running or not, to be used. What have you please? Leave a message

Alex Taylor (16292) tel 01235 832038, 0781 8668165 or alexrtaylor574@gmail.com.

Branch Reports

The South Wales Branch

Dear Robin

I have just informed the Social Sec John Hamer that there will be no South Wales Rally next year. This year we had glorious sunshine, a lovely scenic run, interesting visit to a glass-cutting factory – and hardly any attendees. In total there were 7 members, and two others who made the effort on Saturday but suffered a breakdown so went home again. Not nearly enough to justify the amount of work, not to mention expense, involved. Neither Len nor I begrudge the effort; but if no-one turns up then it is dispiriting and ultimately pointless.

Those that came enjoyed the run in un-Welsh-like weather, as you can see.

Cheers, Dave Hollyman



Branch Reports

Cornwall contact Bob Reed tel 01326 572032 bob.reed946@btinternet.com
Meets at The Hawkins Arms, in Zelah, Truro TR4 9HU. 1st Wednesday of the month.

On Sunday September 2nd, six of us met at Cornwall Services near Victoria for a ride up to Kit Hill for breakfast. Richard led the way as we rode down towards Lanivet, turning off to ride up past Lanhydrock and down through the Glynn Valley. At Liskeard we followed the A390 to Callington and the cafe at Kit Hill, where a classic bike meet is held on the first Sunday of the month. After a good browse at the bikes, and our breakfasts, we decided to return home via Bodmin Moor. So we followed the A390 as far as Merrymeet, where we turned right towards Pensilva and onto the moor. We turned West across the moor, through Crow's Nest and Darite before turning North, and following the River Fowey to Jamaica Inn at Bolventor, where we stopped for a comfort break. We joined the A30 for a mile, and turned South, following the banks of Colliford Lake, then down through Warleggan to Mount where we turned West again, and followed the road through to cross the A38 near Carminow Cross, then down past Lanhydrock once again back to the A30 and home. A good ride in good company, and good weather.



Sunday 7th October a beautiful sometimes chilly day saw 11 hardy souls once again ride from Victoria Services to Kit Hill via the narrow lanes of Bodmin Moor. A mixed arrangement of machines followed a little Suzuki meandering it's way up to Colliford Lake and down Draynes Valley, turning right at Goliatha Falls, then going up to and stopping at Minions for a leg stretch, and relief behind a tree for Biker Paul. Calvin's Connie had developed a front wheel bearing seal leak, which concerned one or two, but not Calvin. Richard started to pray, or worship his Himalayan, see photo to the right.

Setting off again, moorland lanes, potholes that would swallow a goat, high hills, narrow valleys, fast running streams, grazing sheep, curious cattle, and tin mine engine houses witnessed the procession, two Himalayan's, two Connies, a



Bullet, two Beemers, a Triumph, a Moto Guzzie, and Biker Paul's Viagra, following Fran navigating his way along these ancient roads. Callington then emerged as we rode around Kit Hill, making our way to the monthly classic motorcycle meet. Many more machines adorned the car park, with their owners proudly reciting tales of when old guys ruled, and when two wheels were the fastest things on the road. Another cuppa and slightly expensive cold breakfast or pasty, and we were off down the road via Pensilva, skirting the old market town of Liskeard, picking up the Trago road then turning left past the wonderfully named Carne Glaze Caverns to St Neots and back onto the moor. Making this a beautiful challenging circular route, before returning to say our goodbyes at Victoria.

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Sunday 21st October seven of us met at Smokey Joe's, three of us on Himalayan's. We rode down to Portreath Beach Cafe for a tea/coffee stop before riding down along the North Cliffs, through Hayle and taking to the back roads to come out at the top of St Ives, where we turned left to ride along the B3306 St Ives to Lands End road, this is an excellent road on two wheels, with it's twists and turns, ups and downs and fantastic scenery. We travelled as far as St Just, where we turned right, and out to Cape Cornwall for another cup of tea and to admire the view. As it was lunch time by now, we returned to St Just where we sat in the Square enjoying locally made pasties. Then we headed back the way we came, before turning right through the back roads down to Gulval, and on to Marazion, where we stopped for a chat and to admire the view across to St Michael's Mount. On leaving Marazion we rode through the villages of Goldsithney, Townshend, Leedstown and Praze-an-Beeble then up to Black Rock, on to Nine Maidens, where we headed our various ways home after a very pleasant day out.

Bob Reed (6167A)

Mid-Shires *contact Wayne Olerenshaw mob 07977 532760*

Meets at The Friendly Inn, Frankton, Nr Rugby, Warwickshire. 1st Monday of the month 7.30pm.

Another packed couple of months have flown by for us in the Mid-Shires. There is not a weekend that passes in which something is not happening. Be it our unending quest for the "Worlds Best Breakfast", ride outs, breakdowns, new purchases and visits to places of interest or shows.

The Overland Event was held at the beginning of September. For those who are unsure of what it is, it is a gathering of adventure and overland motorcycle enthusiasts and travellers. Long distance and round the world riders take time out to talk and give presentations on their travels and workshops giving advice on motorcycle maintenance while on the road. It is a packed weekend with such popular names as Steph Jeavons, the first woman to ride on all of the 7 continents, Aaron Mitchell (RTW), Ed March and Rachel Lasham (RTW on Honda Cubs), Ian Coates (14 years "wandering"), Spencer Conway (TV adventurer) and the true gent, Ted Simon. Also passing on her experiences was the delightful Jacqui Furneaux who one day bought herself an Indian Bullet and has ridden it around the world for 7 years. She still rides it and has plans for further journeys. Holding it's headlamp up high amongst the BMW GS's,

Africa Twins and DRZ's was the Himalayan. So many fellow riders were asking about it and how it was to ride. Most were considering a change to a lighter and more efficient overland bike to which the Himmy ticks the boxes.



Branch Reports

Now, it is official, some of the most fun I've ever experienced on two wheels is with my good friends from the club. A few weeks ago was one of those highlights. Spending a few hours with Stephen, Roger and John following a hearty breakfast to build up our strength, we headed out to a local green lane. It had rained quite heavily the day before so the riding was challenging at times with a mixture of muddy ruts, wet grass and overhanging trees. The sun was out and it was a beautiful day. I now know that my Himalayan is a completely capable machine and very forgiving of a completely incapable rider, whose dismount into the blackberry bush leaving his bike upright in a rut will never be repeated! Following John's decision to see how the world looked from a sideways angle had us both laughing in the grass and picking our bikes up to carry on. Roger was the professional amongst us, never even putting his foot down and it was wonderful to spend time with them. My face ached from the laughing and smiling and I can't wait to do it again.

I wouldn't have met these guys or done these things if it wasn't for the club so for those members who keep to themselves in the REOC, please support your local branch, go along to the monthly meetings, get involved and meet some amazing people.

REgards and ride safe. Neil Greenhow (15828) Branch scribe

Wessex *contact Doug Hopkins tel 07857 692445 doughopkins@hotmail.com*

Meets at Wyke Down Country Pub/Restaurant, Picket Piece, Andover, Hampshire SP11 6LX.

1st Tuesday of month at 7.30pm (7.00pm summer months for a ride out for those who wish to).

At the beginning of September Dave Dupont had an enjoyable time when he rode his Super Meteor over to the 'twin launch' and excellent display by the Wiltshire branch at RE dealers Bike Treads of Swindon. John, Paul, Tim and Doug took advantage of the glorious weather with a scenic/mystery tour (I got us lost) across the new forest to the Pierce Simon reunion lbsley, where we were entertained by stories from twice world scrambles champion Jeff Smith and frame/bike builder Mick Whitlock. Tim's unrestored WD Enfield drew a lot of attention from, among others, the owner of the bike shop in Andover who sold the bike when it was civilianised ie; painted black after the war. It still proudly wears the Corbett & Ellis badge on the front mudguard.

The club night ride out saw seven of us ride to the American Diner in Kingsclere, taking in the lovely views along the gated road over Sydmonton Hill and returning via White Hill past the Balding Stables Gallops.

A morning ride out to Barford St Martin saw three of us enjoy excellent bacon butties and coffee whilst watching the start of the Arbuthnot classic trial. Enfields were well represented in this 80 mile event with a 28 Enfield creating a lot of interest.

Later in the month five of us took the scenic route over to the Salisbury club Mavro run, arriving in plenty of time for bacon butties and coffee, 'yes there is a pattern here' before the start of this enjoyable 45 mile run, stopping for yet more coffee and cake at Compton Abbas Airfield after a thrilling ride up zig _ zag hill.

The October club night ride out saw 8 bikes wind through the lanes to Pilot Hill, the highest point in Hampshire, which overlooks the Highclere' Downtown Abbey' estate.

REgards Doug (12683)

West Riding *contact Kevin Moore mob 07736 775211 sidecarkevin@ntlworld.com*

Meets at the Reindeer Inn, Old Road, Overton, Wakefield WF4 4RL. 1st Thursday of the month at 8pm. 3rd Tuesday of the month 7.30pm (on fine evenings we may set off on a ride by 8pm).

Our Thursday evening meetings are attracting more attendees our meeting on the 6th of September seeing a lovely sunny evening encouraging the riders of 12 Royal Enfields and 7 of various other origins. The 4th of October was yet another fine evening which

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saw another meeting with all staying out front for the night. There were only 8 bikes though, 5 of which were RE's, Ken turned up on his BSA twin, allegedly its first run out in 15 years! It was yet another very informal meeting, conversations were the usual lively debates around envisaged developments of the new models.

John M again reported he is still very happy with his Himalayan after 5,500 miles this year, this is praise indeed as most expect it more usual to observe him exhibiting a nervous twitch and a desire for a change of steed after such a period! Peter J is still considering one after seeing several being advertised at several hundred pounds below list price after relatively short affairs with their initial owners. Now there's a Yorkshire lad wi' more

Pleasant Summer evening at the West Riding Branch



nounce than moths in his wallet! The much anticipated RE Twins were again discussed with enthusiasm after the recent press launch, but when will they become available here and how much will they be? The various options in RE Diesel bikes and the merits, or otherwise of acquiring and riding them also led to some interesting pontificating.

When do bikes become collectible, desirable and increase in value? Well we pontificated on this too. The consensus was only when those who lusted them in their youth attain their 40's+ and don the necessary rose tinted specs whilst enjoying disposable income burning holes in their pockets! Current lusting seems to be for certain 1980's bikes. Peter J expounded on his experience of motorcycle licensing and rules in Japan compared to GB. There was some interest in attending the forthcoming Stafford show and auto-jumble. Dudley Martin. Scribe

The Fens contact Ted Dore 01366 383941 or 07500148900

Meets at Haywards, Huntington Road, Cambridge CB3 0LQ. 3rd Saturday of month at 11am

Some members suggested a Fish and Chip Lunch on the Christmas get together at Haywards for 13.30 hours following the normal meeting on the 15th December 2018.

Carl Rolf is to email all members to enquire if there are enough willing to participate in this lunch as we will have to reserve seating. Please let Ted know your numbers.

The Holme 1940's Show weekend was a great success, well worth the visit and maybe next year. Members Fen and Ann would like more ride outs next year, please send your suggestions to Carl Rolf for visits, shows or rides to favourite places.

Sunday 11th November 'Remembrance Day' we attend the Imperial War Museum at Duxford 10.00 hours through to 16.00 hours, free admission to this wonderful museum.

Ted Dore (8926)

Devon contact John Griffiths tel 07787573221 01392-257821 john.griffiths234@btinternet.com

Meets at The Swans Nest, Exminster. 3rd Thursday at 7.30ish.

Three important points to begin with: Firstly, apologies to all for the incorrect dates for the Devon rally 2019, which appeared in the last edition of 'The Gun'. Fault lies at

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branch level, not with Robin, who has kindly printed our formal apology and the correct dates in this edition. Secondly, the Devon branch congratulates John 'Percy' Hamer on being elected to Social Secretary. Thirdly, the branch thanks Robin for his excellent middle-page article about our recently departed member Sid Sweetland - the photos, especially, were great. A ride-out in Sid's memory was well attended and left Exeter for the far reaches of the realm; Winkleigh, Whiddon Down etc. 80 miles covered in all.

Our September meeting saw our ranks swell once more with three new members. Bob, who's recently retired, has an 'Interceptor' which he now has time to ride. He had bikes as a young man, but marriage and family meant his 'Ariel Arrow' had to go - his 'Interceptor's helping him to 'relive his youth'. We also welcomed Andy and Jane. I suspect Andy will become a very popular member, as he is an RE mechanic at CMS (RE dealership in Exeter). Jon led a vote: that we move the meetings to a back room at 'The Swan's Nest' (more private / quieter) which was carried unanimously.

We also heard that Derek took half an inch off Alan's Himalayan's side stand and it is now 'perfect'. The good weather has meant a lot of riding. However, last Sunday's trip of 140 miles, taking in Porlock Hill (up and down) and a goodly amount of Exmoor in thick mist, had Russ's nerves jangling - he reported that he had to use half-a-gear on the hairpin bends!

Our October meeting brought momentous news: Alan has bought the Himalayan Peaks décal for his new bike - we look forward to hearing where he's going to stick it... He's off to the Isle of Wight for his holiday, but he's going in his car. Also, Jon has done 650 miles on his new 'Army' Bullet and is thrilled with it. Jez and Rose were also pleased to announce that their '65' is now back on the road - minus sprag clutch, plus an up-rated alternator. The meeting took a serious turn when Totnes Tony showed us an article about Ethanol. The current rate of 5% is to go up to 10% in line with the rest of Europe. This led to some debate, then Brexit was mentioned and things went downhill. Spirits rose again, when Tony told us about the new RE Land Speed World Record of 157.145mph set by Cayla Rivas on a 'Continental GT650' heavily modified by Harris Performance) on Utah's Bonneville Salt Flats. Cayla is no stranger to world records, besides this one, she has 12 others.

In riding news; Jon took the blame for appalling weather on a recent ride out - Russ's bike was 'badly dirty' when he got home. Ian and Tony and the 'Tuesday Boys' had a most enjoyable ride to Crediton and drank very nice coffee at 'Moto Vélo'. This Café / workshop / B&B is renowned for its coffee and relaxed atmosphere and is popular with bikers and non-bikers alike.

John and Cindy went to and enjoyed 'October Fest' - despite atrocious weather - we heard that Paul (Brand) went with Les in a Ford Pop. Cindy thoroughly enjoyed the Shakespeare this year, but Griff gave up at half-time.

All new-comers welcome - we meet at about 7.30ish on the third Thursday of every month, at 'The Swan's Nest', Exminster. Just don't expect any sense. TTFN Rose

NE Scotland *contact Keith Fuller; crusader59@btinternet.com preferred or tel 01651 851099*
Branch meetings, now meeting at 'Celebrations' in Turriff through the winter, last Saturday, 29th December, 26th January and 23rd February. Meeting for lunch from 11am.

Last run for this year was again led by Stephen, leaving Turriff to take a very pleasant back- roads route through to lunch at the 'Boogie Woogie Café', The Square, Fife Keith. A long table had been set aside for us, we were joined by others of our regular group and had a splendid lunch. Almost too good, as we ended up leaving a bit later than intended to go and visit the 'Knockando Woolmill'. I Must admit to passing by this many times, never tempted to 'go in'. Very surprised at what was there, unfortunately

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the older machinery was being overhauled, though being able to see parts normally hidden away inside I found quite satisfying! The mill was started over 200 years ago. The more modern side of the operations on the site are 'regular' work so not open on the weekends, but overall an interesting place to visit and I will certainly be making a weekday visit next summer! An 'extra' club run anyone? By common consent Stephen led us all back to Dufftown along some very minor roads at which time 'we' divided into smaller groups to head home.

The October meeting was our first back at 'Celebrations', bit thin on the ground with only five in attendance, no motorcycles, though there was snow and some ice about, although Stephen had started out but had car problems. There was some discussion about the winter meeting as 'Celebrations' is becoming too popular at lunch time. Had a quick email chat within the branch and concluded that for this winter we will not change things except Stephen has arranged for us to try the 'table service'. The North East Scotland branch would like to take the opportunity to wish all a Happy Christmas and a Jolly Hogmanay!

REtrialer (07404)

Kent *contact Mick Connolly tel 01304 205233 reoc.kent@talktalk.net Facebook REOCKent Meets at The Cock Inn, Luddesdown DA13 0XB. 2nd Tuesday of the month at 8.00pm.*

Our October A.G.M. saw both myself and Richard retain our positions in the branch, with the new addition of Les as our Facebook co-ordinator. We also had the chance to meet another new member - a warm welcome to Bob Hooper.

The craziness of Offham Steam Fair clearly appealed with several members arriving on their bikes and one on a cycle! Gridlock as usual with the melee of steam vehicles, classic and scooters, even a Cessna aircraft, brilliantly converted to the role of, towed by a very special six wheeled Citroen car!

Summer was still with us that weekend, 20/21st October but somehow we skipped Autumn completely for the Sussex county showground Ardingly bike show following weekend in near wintry conditions. Done to Les for taking on the long haul aboard his Himalayan, while others resorted to four wheels.

Mick led a number of us on a midweek ride-out in North Kent, which I'm told included a hearty lunch stop along the way. We really must find time for more rides next year as weekdays seem popular with those able to join in, as most weekends seem to be already 'spoken for' with many members.

Christmas will be soon upon us when this edition of 'The Gun' comes out so it only remains for me to wish all our members and friends 'Seasons Greetings' and 'Best Wishes for a safe, healthy, Happy New Year', Mick.

A letter from Greece, September 2018

My partner Denyse and I went to have a drink with my good friend Andreas who you have seen many times in the Gun and some of the members of the Greek Royal Enfield owners club. The bar we went to is in the centre of Athens, very comfortable layout with soft lighting, slow jazzy music playing and very attentive waiting staff, Andreas has recently been assigned to being the Manager. Another of my friends Vasili was there with two others I had not meet before, Elene a very pleasant and attractive young lady who is Greek and has just become a member but lives and works in Berlin and has also a place in Athens and travels to other Countries with her Job. The fourth



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person was George Mitsos a soft spoken man of 70 years who smoked cigars and was drinking whisky and a coffee. He told me he had been a Seal in the Greek Navy prior to owning a bike repair shop in Athens up until 2010 when he became very ill and had to retire. George said he now did bike repairs for local people and rebuilds and had a Royal Enfield 'would I like to come around and see his bike'. I said yes of course I would and we arrangements to go to Georges house at 5pm the next day. After a very good evening of chatting and drinks we made our way home.

The next afternoon we made our way to George's house in a suburb of Athens that took us longer than expected due to Athens traffic but we filtered through most of it anyway. Vasili was there having his BSA 650 twin fettled by George a misfire problem that was found to be the connections on the wiring to the coils. The house was in a quiet street tree lined, three stories high with balconies and an underground garage. We were greeted by all present and I could see when looking down the slope that it was not a garage but an Aldines cave. George ask me if I would like to see his small collection and I walked down the steep slope and started to smile. In front of me was a group of 11 Bikes all but one in good order. The one



that was being rebuilt was a 1940 BSA M20 that had been used by the Greek army, George was rebuilding it to sell and advertises his bikes around Europe. The other bikes in the Garage were 1938 Norton 500, 2 no1938 Ariel 350s one Red and the other Green that had been owned by the King of Greece and had the Kings crown stamped on the head stocks. 1971 BSA Lightning 650 in Red, 1968 BSA Thunderbolt 650 in Blue, 1972 Norton Commando, 1972 Norton Commando in Greek Police trim, 1972 Norton Commando in café racer trim, Norton Atlas 750 in Red and his trusty RE 500 Classic. He told me all of these he had bought in Greece and had about another 40 British bikes in a lockup that he will gradually rebuild when he sells the ones in the

garage. But of course he must have had a good eye during his career to have bought so many bikes as a pension and his hobby.



After a couple of cups of good Greek coffee, and a good chat about the bikes I took some photos that I thought the good readers of this magazine might like to see, said our goodbye's and headed back home to a few

beers, Kababs and salad. Happy days. Adios. Georges contact is Norton Restoring.

10B Miaouli 154 51 Neo Psyxiko Mob 6942.413.429 (or Enfields he has to sell)

David Blackwell (08952)

Branch Reports

Are you an enthusiastic and active Royal Enfield owner/rider Who does not have a local Branch to attend ?

If so your National Committee is here to help you to form one. It only takes one person to say "yes you can use my name and number as a local pointcontact" to open a Branch. Let me take care of the rest for you.

Once I have your name, number and email address I will count the Membership numbers within a thirtyradius of your post code and, assuming there is sufficient to support an initialof half a dozen or so, I will write inviting to a location of your choice. Preferablyquiet pub of cafe at a weekend lunchtime.

It really is that simple, put a little in and get a lot more out !

John Dove Branch Coordinator. (jd.btsdf@gmail.com OR 07766947932)

South Lancashire contact John Hamer tel 01706 360828 mob 07933321135

Meets at Birch Hotel, Manchester Rd, Birch, Heywood OL10 2QD. 1st Tuesday of month 7.30pm.

Europe has been a constant theme this year. Easter: Chris and Sheila visited Paris, spotted Enfields there, presumably from the *Tendance* RE dealers. Then more recently in Germany, visited friends in Fulda, that's where the tyres come from. He discovered an Enfield in Frankfurt, parked in the street that sells Porsche and Tesla cars, who surely realised they're in good company.

John was in northern Holland for the Dutch August rally. He's a member of the *Royal Enfield Club Nederland*, as well as ours. A fortnight long and with around fifty people, he reports an excellent visit.

Dates: Tuesday, 4th December is our Christmas meeting at the Birch, as usual.

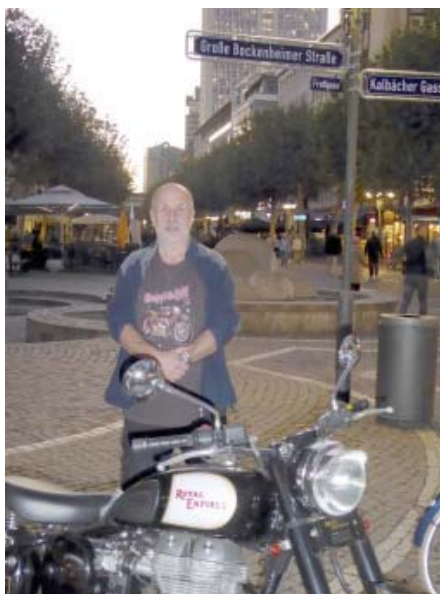
Tuesday, 1st January 2019, no meeting.

Tuesday, 5th February, first meeting of 2019.

Look forward to seeing you then.

Merry Christmas and Happy New Year to everyone!

Chris Robinson



The South Wales Branch

Dear Robin

This is to ask if there are any members in South Wales who would like to come to our branch meetings in Cardiff. If the answer turns out to be no, then Len and I will reluctantly call time on the South Wales branch. Last night it was just Len and I and this has become the norm. Contact me at d.hollyman@ntlworld.com 07976 647319; or Len on 029 2056 5568 for details.

Cheers, Dave

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London Branch *contact Dave Benson tel 07891 014595*

Meets at Queen Victoria, 148 Southwark Park Road, Bermondsey SE16 3RP.

1st/3rd tues month 2100-2300. All members welcome.

Regards from London Branch see below in order 1955 350 Bullet, 1960 350 Bullet, Ivory Sixty-5 2010 500EFI B5 Bullet. The Old Kent Road in Background.

Regards, Dave Pavely



October Fest

Saturday was good warm and dry but Friday would of been hell for most to ride there and Sunday was worse. Nice Saturdayride out by Frank Holtham all 7 riders were happy. 15 people in all, half turn out from last year. All in all those there were pleased. You could say "perfect Saturdays brave few October Fest rallyists"

All the best Michael Sliwowski 5859 South Midlands REOC.



Those on the ride out at October Fest

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Somerset & Dorset contact Brian Laitt tel 01749 674488

Meets at Lydford Parish hall, West Lydford TA11 7DH. 2nd Monday of the month at 8.00pm.



The Fossil Gathering was our first go as a branch at rally organising, the actual event and the close down. It made us realise how much Les Carter has put into this event over the years, all 30 of them, with very little help.

The weather was maybe worst than the forecast, which probably made for the discouragement of some, anyway, the Saturday ride out was a success to all whom participated. We had day visitors who all but one came on their Royal Enfields.

I took photos of these good people and the returning ride out members, the pics are still in my modern phone, it has failed and the photos are irretrievable, hence a camera I wish to thank all those attending, for their humour and company, Bill I took your advice and all is progressing smoothly.

God bless, Robin. Branch Scribe

I was hoping to get to the Yellow Belly this year as I have not been for three years one miss was owing to the National Rally. I was intending to go on my S11 Interceptor. After weeks of planning and borrowing a rear carrier from a friends Commando which I had to make brackets for to fit the Enfield also days of sorting the camping gear from the Loft. I spent a couple of days sorting tools and arranging packing every thing on the carrier and a pair of saddle throw over panniers bags. When it was all finally securely strapped on. I stood back and realised with all the load on and being an 9 stone weakling I am not going to manage getting on and off this or rather getting it on and off the stand and I need it on the stand so as to give it a good kick to start it. I was going to give up at this stage, this was on the Wednesday as I planned to leave early Thursday morning as to miss the heavy traffic Friday and get to Newark before 3 o'clock rush hour as travelling from the North around 3 o'clock onwards there is usually a long tail back miles before the slip road off the A1M at Newark show ground onto the A17. The problem being just of the slip road turning is a busy round - about which causes the build up of traffic along the slip road and on the A1M.

I was giving the idea up then I looked at the Meteor Minor Airflow which I have been to the rally on before and thought I transfer all the camping gear over and go on that as it has 17" wheels and a dipped down seat make it easier to get on and off with all the luggage on the back, I can not put it on the centre stand It has a Interceptor side stand fitted which is much better positioned and stronger and makes it easier to use to get off than the standard spike one. I do not need to put this one on the centre stand to start as it will start with a gentle prod sitting aside it. The only draw back I will have if the hot weather keeps up which it did was the heat sitting behind the fairing especially if caught up in stop and start or standing traffic.

I transferred all the luggage over from the S11 as a dummy run because I will have to take it all off to enable me to manoeuvre it out the garage in the morning and repack.

By this time Wednesday evening I still had a lot of running about to do and was late in the evening before I got home and I was shattered so I decided I will leave Friday morning at 10 o'clock, mistake, hoping to get to Newark turn off before 3.00pm. I did get packed and ready by 10am as planned and left.

I live just off the A19 as soon as I got on this it was just a convoy of Lorries and trucks. Managed to keep going using the A19 and the A168 and thought I was doing ok until I got to Dishforth about 38 miles from home when the traffic started to slow and eventually to a stand still Majority of this traffic was Lorries although this road is a narrow two lane dual carriage way lorries was blocking both lanes. Lucky I was just near a large lay by and managed to pull in between the parked up lorries and decided to sit it out for a while and let the bike and myself cool down. The traffic was moving a couple of yards every 10 minutes or so which was mainly Lorries also I noticed as I was parked up that lot of them was foreign, German, France, Holland, Sweden etc: It was not long before I heard the Police, Ambulance sirens but because of the dual carriage way was blocked on both lanes with Lorries they had difficulty in getting passed.



The Bike with a previous owner

MADE IT

I sat it out for 2.1/2 hours and decided I should join the slow stop start traffic as it was moving quicker. Where I could I tried to go down the middle where there was two cars abreast as my throw over's was wider than the fairing, but I found I could not control the bike under 10 mph. When the traffic stopped and started to move I had to wait until it got ahead for a good distance so as I get up to speed to take the wobble out, I did check the front tyre see if it was soft or flat but ok the weight on the back above 15mph if was fine. I was relieved but annoyed with myself as I was only a mile away from the accident involving two Lorries if I had known that I would not have sat it out for 2.1/2 hours but queue could have been 6 miles ahead it was behind me. When I eventually got passed the accident it was getting on 2.30pm and a slip road came up I knew I would not make it to Newark before rush hour Friday don't forget and the schools had not started their Holidays yet. I took the slip road back North and saw the six mile queue backing up from where I pulled in.



Travelling any where by road these days is serious I often have a main Radio Station on during the day when I am in which gives a half hourly road report and to hear of all the hold ups across the Country most of it involving Heavy Goods, if they are not involved in an accident they have lost their load, one had a tractor come off the back and sat in the road or they have caught fire, had a spillage or a tyre changed. The roads are virtually coming a stand still.

In France and other Country's Heavy goods are banned on Motorways on a weekend. We have been in the European market for years and we still are so why did we not follow this rule. What happens now and why you see a lot of Lorries from the Foreign Countries on our roads at the weekends is because they arrange their shipment and and orders to good old England at the weekends so as not to loose money. Personally I think some thing should be done about our Roads / follow the same rules as other Countries and let the Motorist enjoy using the roads for visiting families getting away for a weekend break without this constant miles of tail backs often caused by HGV vehicles. A big campaign needed do you think?

Hope to try for next year rally.

Colin (03115) 01642 896743

The Moto-Piston event

Dear Robin

We have just returned from the Moto-Piston Rally in Santander. This year the weather was fabulous, food better than ever and the scenery, as always, stunning. The Interceptor ate a coil on the fourth day, by coincidence another RE rider, Roger Pastuch had the same trouble. A call to Burton Bike Bits saw a DHL delivery just one day later(!) and we were both soon under way again to ride the last two days of the Rally. Fantastic service from BBB which deserves a mention I think.

The Moto-Piston event just gets better every year, I can thoroughly recommend it. Some of the scenery is just out of this world, there's no hurry and the organisation is first class. Very popular with British riders, it is aimed at older machines primarily and there were participants on everything from scooters to HDs. We actually drove down through France, but if you use the ferry, Brittany give a 20% discount to Rally entrants which helps with the costs!

A large group of Dutch riders turn up every year. They hire a massive artic, fill it with bikes and luggage, and then fly direct to Santander. That's the way to do it! Cheers, Dave Hollyman



First city for logic

MAG wins charge exemption for motorcycles of all ages in Birmingham City's Clean Air Zone

The Motorcycle Action Group has won a landmark campaign to gain exemption for motorcycles of all ages from Birmingham City Council's Clean Air Zone (CAZ).

At a special meeting of the Cabinet, Birmingham City Council has approved its CAZ business case submission. Once approved by Government, the proposal can be implemented with the launch of the zone scheduled for January 2020.

Birmingham is the first authority outside London to propose the 'class D' clean air zone model that allows for charging of all vehicles including private transport. The Motorcycle Action Group has consistently argued that motorcycles act within the transport system as net reducers of congestion and pollution, pointing to studies that demonstrate that a simple 10% modal shift from single-occupancy cars to motorcycles and scooters will yield a 40% reduction in congestion for all road users and result in a 7.5% reduction in CO₂, a 5.5% reduction in NO₂ and a 20% reduction in particulate matter.

MAG's Director of Campaigns & Political Engagement, Colin Brown, said: "We are delighted that our campaign has resulted in the proposal to exempt all motorcycles from charges in the zone. This is a decision that will impact riders not just in Birmingham, but throughout the country. Birmingham City Council has recognised and accepted our position that motorcycles are net reducers of harmful emissions and thus should be exempt from charges.

"I have found Birmingham City Council to be informed, serious about their emissions policy development and capable of understanding the science. Credit to them for taking such a

mature view.

"This decision sets the precedent for all future CAZ proposals in other parts of the country, demonstrating a clear endorsement of the fact that motorcycles contribute to improving air quality."

"The exemption from charges is a vital first step towards a policy to positively promote modal shift to motorcycles. There is pioneering work on this policy being done already in Northamptonshire, and we look forward to discussing with Birmingham City Council and Transport for West Midlands, how application of this policy in the region will accelerate the journey towards compliance of legal targets for NO₂ emissions.

Achieving this goal will remove the threat of fines for non-compliance and benefit the entire community."

Director of Communications & Public Affairs, Lembit Opik, said: "This excellent result in the West Midlands now has significant implications for the legitimacy of the poor decisions being made in the Capital. We will be continuing our efforts to persuade Sadiq Khan to reverse the illogical and counterproductive charging of pre-Euro 3 motorcycles in his Ultra Low Emission Zone (ULEZ) due to come into effect in April 2019."

Chairman of the Motorcycle Action Group, Selina Lavender, said, "We are thrilled with this outcome, the result of much hard work by MAG's political unit and the support of MAG members and supporters. We thank the efforts of all those who supported our campaign, signed the petition and responded as individuals to the consultation. Working together we can see great results, not just for riders, but for the whole community."

Meanwhile no exceptions in London

The London boroughs of Hackney and Islington Council have introduced 'ultra-low emissions streets.'

Currently, nine streets are affected by the restrictions: Blackall Street, Cowper Street, Paul Street, Tabernacle Street, Ravey Street, Singer Street, Willow Street, Charlotte Road and Rivington Street.

Any combustion vehicle entering these streets aside from residents and local businesses, will receive an instant £130 fine. This will be policed through ANPR cameras. The main aim is to reduce pollution at peak times, like the school run and commuter times, not only to encourage people to cycle or walk but to stop those who do cycle or walk from breathing in too much pollution.

Feryal Demirci, the deputy mayor of Hackney, said: "Failing to act on poor air quality, which causes nearly 10,000 premature deaths across London every year, is not an option, and that's why we're being bolder than ever in our efforts to tackle it. We're thrilled to be launching our ultra-low emissions streets – the first of their kind in the UK – which will reclaim the streets from polluting petrol and diesel vehicles, and improve the area for thousands of people every day."

The restrictions only apply 7 am – 10 am and 4 pm – 7 pm, Monday to Friday but it is expected to increase as time goes on. The scheme will be policed through Automatic Number Plate Recognition (ANPR) software, that detects the number plates automatically and determines whether they are combustion or not through the vehicle database.

Background

Complying with emissions standards has been a challenge for many years with the UK government receiving a final warning from the European Commission in January this year. The warning gave them a period of time to implement a successful strategy before they are taken to the European Court of Justice and potentially presented with large fines.

Advocates of the scheme claim the UK has had dangerously high levels of nitrous oxide since 2011, leading to approximately 50,000 premature deaths a year. How these fatality figures are arrived at is unclear but they have been widely publicised and supported by the UN and the World Health Organisation. MAG continues to argue for exemption for motorcycles on the same basis that Birmingham found persuasive.



Andrew Martins Super Meteor.
See Market place

The Gun Crossword Issue 268

The committee have agreed to a prize of one years' free membership to the winner of the crossword competition. All correct entries will be "placed in the hat" and a winner drawn out. The membership secretary will be notified and will inform the winner, whose name will be published in the next copy of The Gun. If you do not wish to cut your copy of The Gun, photocopies are acceptable. The competition is restricted to Club members only and one win per member. Send your completed crossword, name and membership number (or UK postcode/country) to:

Puzzle Master, 63 Shaw Road, STOCKPORT. SK4 4AL

Name

Address

..... Membership No.

To arrive with the Puzzle Master before the Contribution Deadline shown on page 3 of every GUN



ACROSS

- 1 Greeting after Christmas [5,3,4]
- 6 Chronic fatigue syndrome not you
- 7 Wear it to protect clothes
- 11 Cars after BMC
- 12 Theresa May
- 13 Russian drink
- 14 Hundredth of a litre
- 15 Silver. German, similar to PLC
- 16 Jaguar model (plus "6"?)
- 18 Alice found sleepy mouse in it
- 21 After BA degree
- 22 IX Men's Morris
- 23 Article before vowel sound
- 24 Was EC
- 25 Carb and pump brand
- 26 Not: RAF
- 27 Expensive, start to a letter
- 30 First day of 2019

The winner, Crossword **267** Ian Tompkins (15117)

Congratulations to all those who sent correct answers.
Remember there can only be one entry pulled out of the hat,
so do keep sending those crosswords in! Puzzle Master.

Answer to Crossword 267 Below

G	T	I	C	K	I	N	G	P	
A	T	E	A		R		R	R	
L		R		A	E	A	O		
V	A	A			E	P	C	O	T
A		B	A	N	A	N	A	O	
N	A	A	F	I	A	S	S	T	
I	C		N	A	P	F	T	Y	
S	R		L	E	O	L	I	B	P
E	E		R		L	A	E		E
D	S		C	O	P	I	N	G	S

DOWN

- 2 9-sided polygon
- 3 USA war film, canaries [6,5]
- 4 Unit of electric current
- 5 Sleep stage; dreams. Band
- 7 Heard and seen
- 8 Buy your stamps here
- 9 Short, Road
- 10 Zebra giraffe, in Congo
- 11 Opposite of A.D.
- 16 Shorter than Christmas
- 17 First month
- 18 Roman: XX
- 19 Crown & ? pub
- 20 Nos 13 – 19
- 26 Don't get stuck in one!
- 28 Letters to him in a paper?
- 29 Helps alcoholics & drivers



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