

ISSUE
NO. 267
OCT/Nov
2018

THE GUN

www.royalfield.org.uk



Mike Worthington's 'Super Meteor' powered Berkeley, with engine exposed.

Hitchcocks Motorcycles



ROYAL ENFIELD

*Service parts
Replacement parts
Performance parts
Accessories*



expert help - friendly service - fast despatch

Bullets of all sorts - Redditch and Indian made

Flying Flea, Crusaders, Clippers, Meteors, Constellations, Interceptors, etc



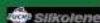
Hitchcocks Motorcycles

Supplying parts worldwide for Royal Enfields continuously since 1947

Rosemary Court, Oldwich Lane West, Chadwick End, Solihull, B93 0EY

www.hitchcocksmotorcycles.com : info@hitchcocksmotorcycles.com

Phone 01564 783 192 Opening times: Monday—Friday 9am—6pm



Motorcycle Tours & Holidays

Discover "The Real Spain" on a

ROYAL ENFIELD



Airport transfers,
Hotels, Insurance,
Moto hire, Guide,
Fuel, all included

Just book your
flights and let the
team at ECMT do the rest

Velez de Benaudalla,
Granada, 18670
Spain



Telephone:
(0034) 642 522 953

info@enfieldclassicmototours.com

www.enfieldclassicmototours.com

Some contents

1	The Berkeley Car
4	Editorial
6/11	Write in
12/13	Henchy, pushing hard
14/17	Eight Royal Enfields
18	Mag News
20/21	Unexpected Meteor Shower
22/23	Powers The Pot
24/25	Sydney Weekend
26	1st Irish Rally 2018
27	New Members
28	Club Calendar
30	Market Place
32/35	Home Counties and Interceptor Rally
36/46	Branch Reports
47	The Gun Crossword

The **NEW** website password is **fire-dogs**

Editor - Robin Gillingham

Cooks Cottage, 27 Newtown, Milborne Port, Sherborne, Dorset. DT9 5BJ
tel 01963 251406 email theguneditor@royalenfield.org.uk

Magazine Distribution Officer - Graham Scarth

39 North Moor Road, Huntington, York. YO32 9QN

tel 01904 764806 email magazinedistribution@royalenfield.org.uk

Membership Secretary - Teresa Langley

Strathaun, Ardgay. IV24 3BG

tel 01863 766431 email membershipsecretary@royalenfield.org.uk

Printed by - Printing Services Scotland, Dunfermline, Fife. KY12 9DT

Published by - The Royal Enfield Owners Club

Contributions for publication ALL articles, letters, statements etc. submitted should end with your members name, membership number, contact details ie: telephone number, postal address, email address any two contact points are acceptable. Tell me if you don't want these published.

CONTRIBUTION DEADLINE All contributions for the next issue should reach the Editor no later than 1st November 2018, earlier preferred. Next issue December 2018.

Advertisements are free to all paid up (non trade) R.E.O.C. members - please send all adverts directly to the Editor quoting your full name, membership number, county or town, telephone number and email address. Adverts in upper and lower case only. Non-members £5. **Adverts should be limited to 30 words.**

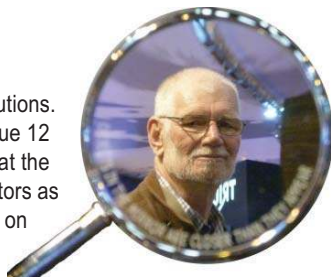
Trade advertisements rates as follows per issue Colour - Full page £120, Half page £60.

"THE GUN" is the official magazine of The Royal Enfield Owners Club. It is published bi-monthly and distributed to paid up members. It must not be reproduced in any way without the consent of the Editor. Views herein are not necessarily those of the Editor or the Committee. The Club makes no representation as to the content, the accuracy or viability of advertisements or commercial articles, nor for the offerings of third parties.

Editorial

Dear Members

Welcome to another issue and another mixture of your contributions. This reminds me, I now have a hard copy of every GUN from issue 12 up to this issue 267. It is my hope that when I pass this job on that the whole library would be available as a Club Asset for all future Editors as a Reference Library, indeed the CD's that Doug Young gave me on starting this job and refreshed me this year with new copies. Thank you, Doug.



I've now been out on my bike for a trip to Ilfracombe with my Branch members for lunch, then a return via Porlock Hill. At the bottom I realised, not a ghost appeared perhaps all are laid to rest.

To the right is a picture of future happiness for some, in the comfortable arms of Royal Enfield mobility chairs. Are they four stroke or electric? These were spotted by Gareth Morris (16653) at the Old Iron Works, Oswestry. Will the club negotiate a discount?

Looking far right at my friend Christian, it seems, he has now found the need to occupy his time in a way comfortable with his life style, I'm afraid I will not meet you in your new role as I have only driven into the greater London area for family matters, but will see you else where, take care.

The bike situation improves as The Interceptor gets happier to ride in traffic, it's really comfortable and torque as you need it so some miles will be attained before cleaning up for it's winter holiday. Actually, now I've ridden on the hard springs of the Road holder forks I consider the Marque 1 Forks as I have fitted to be superior for my comfort and the twin sided brake really does grip. I now have a choice of steeds I hope I can keep up with the maintenance of both.



The Fossil Gathering passed through several of the deluges delivered across the land, so for the first time in ages I realised how small a tent is when one is tent bound. Mind all the weather was as forecast. The Saturday ride out was in splendid weather and all remarked they enjoyed it. My only chagrin was I didn't go on the run as when they arrived at Stourton Tower on the Stour Head Estate, it was actually open for visitors to climb to the top, the deal was £4. per head but the offer was £1. per head if 11 or more ventured up. Only one went up? Any way, thankyou all for coming I would love to see you all next year and plan on better weather.

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

JUST IN A Bike reunited with its owner!

Dear Robin

Reading through my edition of the Gun one of the letters to you caught my eye:

Keith Robson was seeking his old 1960 Constellation which he had not seen since 1970 - the number plate seemed familiar to me and I soon realised that I had the bike in my shed in the garden in storage! A quick phone call to Keith and a few days later Mr and Mrs Robson were viewing their old Connie.

We struck a deal and I am pleased to report that bike and Keith are now reunited in his home town in Kendal where He plans to spend his retirement restoring the Connie back to her former glory!

Wayne Olorenshaw (14713)

MOTORCYCLE TOURS AND HOLIDAYS IN BRITTANY FRANCE

Situated in a secluded valley in the heart of BRITTANY

A choice of self catering accommodation, set in beautiful surroundings,
run by R.E.O.C member.

Stone Gite – sleeps 7 **Wood Gite** – sleeps 6 **Cabin** – sleeps 2

Tours of Brittany arranged, BBQs, Crepes, and Pizza Evenings Weekend Rent also

Workshop facilities Large communal "Bike Shed"

Prices from £45 per night Roger and Linda Nicholls

rogerlinda@countrysideholidaysinfrance.co.uk

tel: 00 33 296 36 54 80



The Sweetland family would like to thank the members of the Royal Enfield Club for all the kind messages and cards we received when our father Sid passed away and all those that were able to attend his funeral service.



Hi Robin

I hope you are well. I, now have a job as a Motorcycle Mobile Patrol Officer, I go around various car parks in South London with my Bullet doing checks!

I will be going on the MSL tour to Ypres with Dave and Val, you remember them, we lost them on that trip to Cambrai!

Regards Christian Denereaz



Your Bike is needed

for the Bristol Classic Motor Cycle Show

3rd/4th February 2019

The Somerset and Dorset Branch organising the Royal Enfield Stand

Contacts:

Rob Graham tel. 01258 817074 or interceptorob@hotmail.com

Robin Gillingham tel. 01963 251406 or robin.gillingham@btinternet.com

Write In

Dear Robin

The Royal Enfield Classic 500 Pegasus Edition

I have recently returned from a six week holiday in Australia, visiting my daughter and her family and attending my eldest granddaughter's wedding.

Some of you might even remember the wee five year old "redhead" who was at the National Rally in Scotland in 1997!

Earlier this year my son-in-law Mike bought a Classic 500. Fast forward to July and he received an unexpected invitation to the unveiling of the 500 Classic "Pegasus" limited edition.

The event was billed as "one of the greatest war stories NEVER told", inspired by the legacy of the WD/RE 125cc Para—Drop motorcycle from the Second World War, "The Flying Flea" and the stories of the men who rode it. Only 1000 units have been produced globally and one lucky guy drove his away that night.

Mike and I duly went along to his local dealer Team Moto Euro, Springfield and I have to say a big thank you to Ben and Andy for allowing me to sit on this "Special Enfield".

Refreshments, including some Aussie beer of course, were provided and we watched a couple of videos about the men and machines used and how the limited edition came about. So here are a few



pictures of the Pegasus after the camouflage netting was pulled off, and the new bike was revealed. A very nice bike it was too.

Doug Young (1062)

Hi Robin

Much enjoyed Bob Murdoch's articles about the original artwork. It brought back memories of the Indian Ink and Bristol Board; Letraset and Letratone from my early days in the Drawing Office. Happy days.

Bob asked for any info on their production and the models used for the photos. I would like to throw the following into the mix.

Given the model name of **Crusader** by Jack Booker, it was Enfield's major introduction for the 1957 season, the publicity department seemed to be working flat out to promote it. Often Ragley Hall, the home of the Marquis and Marchioness of Hertford, Enfield share holders, was used for photo shoots. Set in 400 acres of parkland and gardens, the lakeside area and woodland were ideal for the task. These photographs were taken for the factory publicity department but like the sales brochures and leaflets taken from them, errors are present and they should only to be used as a guide. Also there were numerous advertisements in the two "comics", making the front cover on occasion.

Once the photographs were taken, usually by Boswell, Barret and Phillips of Corporation Street, Birmingham, the resultant prints were converted into suitable art work by a local firm. Frequently the artwork compounds the photographic errors. Some times they didn't even bother to take new photographs,

Write In

but just airbrushed in the more obvious changes from the previous year's artwork. This often results in curiously abridged versions of all the machines.

Anyone not realising this would be led to believe that Enfield marketed a whole range of bikes without brake cables, tyre valves, or even, in many cases, plug leads.

Needless to say many 'experts' have used these incorrect photographs and leaflets as their source for model designation and specification. However apart from these obvious amendments, the photos could prove invaluable for restorers of the older models as they are original shots, not taken recently of machines that have been restored.

These comments also apply to magazine adverts of the 1950s and '60s. When doing research using old motorcycle magazines one should always be cautious. To meet printing deadlines the adverts often used any approximately correct photos available. This appears to be even worse in American magazines, where photos two or three years out of date may appear. Normally the text would be correct.

As was fitting for the time, it's suitability for lady riders was emphasised by the initial adverts, both leaflets and cinema slides, which showed a young pony tailed girl astride the machine, no compulsory helmets in those days. Enfield employee, "leggy brunette" Miss Pat Mason of the Export Department, on RWP 321, was used as a model. Other riders were also from the works, with Roger Boss being frequently roped in.

When the publicity material for 1959 was released it featured a rider on a Crusader banked over taking corner. The Classic Motorcycle reproduced this in their 1992 calendar resulting in a letter from John Eglington in the October 92 issue. He was one of the development riders on the prototype Crusader and had been persuaded to have his photograph taken with the machine lent over on a block of wood. The machine used was taken straight from the first batch from the production line. For the photo shoot he borrowed a Corker helmet, giant gauntlets and bright check scarf from Tony Wilson-Jones and a Barbour suit from Brian Crow, his being deemed too tatty. The magazine adverts also depicted a racing dinghy to signify the motorcycle being involved in leisure pastimes. Little did they know that forty years later motor cycling itself would be primarily a leisure activity!

Jim Chalk (1198)

Dear Robin

As a new member of the REOC it was great to receive my first copy of 'The Gun', some back copies were sent with my membership pack. They have some interesting articles in them.

As for myself, I have been restoring a 1961 Crusader sports, this I purchased some years ago as a going to do project. Finally I have actually got around too doing it!!

The project went well, most parts being readily available from Hitchcocks Motorcycles, whom have been very helpful. However problems occurred on completion of this project, this being the petrol tank of all things. In the past the tank had been lined with an epoxy resin, which I had thought was a bonus, 'Not So'. What I hadn't realised was the effect of modern fuel, with it's Ethanol content would have. This fuel was eating away at this coating whilst I was away on holiday. The end result was something resembling varnish, this had literally gummed up everything. I spoke to Hitchcocks, they confirmed that the ethanol now in petrol was having a disastrous effect not only in the UK but across the World. It has taken me approximately two weeks to clear out and sanitise the tank and a full strip and clean of the carb etc. being essential as well.

As far as fuel is concerned, modern fuel is lead free!! Can this be run in the Crusader Sports ongoing or do I need to add a lead replacement additive to protect the valve seats etc. any information would be greatly appreciated. I hope you will print this as I am sure I am not the only one whom has been affected in this way.

Every one would be advised to check

Yours sincerely. William Dunkeld (16767) Devon tel 01822 814022

Write In

Dear Robin

Members of the Greek Branch enjoying English beer on our recent visit to the National Motorcycle



Museum, Hitchcocks, RE Technical and Design at Leicester and the Interceptor Rally where we meet up with you. We had a great time and will visit again.

Regards, David Blackwell (08952)

Hi Robin

I have just acquired a Lucas E3HB dynamo with an ignition points assembly on the end, as fitted to the pre war coil ignition models. It came from a 1938 model J 500cc. It appears to be complete and in reasonable condition, maybe reconditioned but I make no claims for it as I have no means of testing it. It is not for sale but I will swap it for a J/J2 crankshaft that has not been dismantled as I am trying to build an engine and good usable flywheels are hard to find.

Hopefully somebody can help me, as I find swapping parts puts me in touch with other members with similar models. Sorry I did not get to the fossil rally this year, but a "frozen shoulder" means I can't ride a bike at the moment, even driving a car is restricted to about one hour.

Regards Chris Brady (07170) Buckingham tel 01280-848491

Hi Robin

I was pleased to see Vic Botts drawing of the Airflow Super. I have a little information to follow.

As mentioned it never went into production - but a mold was made and two impressions taken before it was destroyed. The first was fitted to a 250 Crusader, an article in Classic Bike mag. suggested it was sold to a Japanese businessman in around 1982. The second was fitted to a 500cc Meteor Minor de Luxe c.1959, which apparently was used by Reg Thomas as his own personal transport for a few years.

Although there was an article in the Motor Cycling and Scooter Weekly of June 1961, that factory chief Jack Booker took his daughter to the Isle of Man TT in 1961. He stressed it was purely a development model and was definitely not a 1962 prototype.

Eventually it was registered by a garage in Scunthorpe in 1966/7 (D reg) so it must have been used on trade plates and sold as the factory closed.

Write In

The bike spent some time around North Nottinghamshire and I found it in a local farmers barn in 1980, less the Airflow Super fairing with the indicator pods and painted white. The speedo recorded about 4,300 mile. At the moment it is in the queue for restoration (impending retirement) so if anyone knows the whereabouts of a fairing with indicators, or for that matter any other info, would be please to hear.

Lastly, would it be possible to have a copy of the drawing to file with my other info.

Regards. David Smith (01835)



Dear Members

I write to ask If any one Knows the where-a-bouts of my old 1960/61 Redditch 350 Bullet registration number UDR 717. Is it still about??? I rode this machine for many thousands of miles, it was the most reliable and trouble free bike anyone could wish to own.

William Dunker (16767) tel 01822 841022

Dear Robin

I am writing really for some advice, I own a 1961 250cc. Crusader Sports, it was a bit of a mess when I acquired it, but now runs OK. But now a new problem, the gear selector mechanism goes wrong.

I am stumped, a works manual I have and the print off from Hitchcocks has not helped me.

Worn parts in the gear box, I have replaced, but, after adjusting I can only obtain three of the gears. 2nd, 3rd and 4th. I can select all four gears by putting a spanner on the shaft.

I am at my witts end, **Help** please.

Yours faithfully. Paul Sleaf South-end-on-Sea tel 01702 309582

Hi Robin

On the way to Germany in our motorhome we passed through Valkenberg in the Netherlands.

These bikes were on 'show' out side of a Hotel, the one on the balcony is a R/Enfield. I thought it might be of interest to the members. (you've most likely seen them before) during our eighteen days away from home I actually saw three R/E in Germany all quite old, but didn't get chance to take These Photographs.

Cheers.

Peter Thompson (10966)



Write In

Hi Robin

Hope everything is good with yourself? I am in the middle of Laser Eye treatment at the moment so apologise for anything that I have not spell checked!

I have put together details of the November 2018 planned meeting which is confirmed by the holiday centre. Please amend as necessary for inclusion in 'The Gun'

NORTHERN IRELAND WINTER GATHERING NOV 16th – 18th 2018
GARRISON Co FERMANAGH Lough Melvin Holiday Centre
Excellent facilities (venue of the MZ summer camp for 30 yrs)
All day meals, pubs, spectacular scenery. Close by to Belleek and Bundoran.
Accommodation – Camping/rooms with bed/bunks/dorm.)
Book accommodation with Dawn (at the centre) on 0044 (0) 28 68658142
<http://www.melvinholidaycentre.com/>
Further details from
John Kitney (16568) on 00353 (0)8727 45248 or kitneyjohn@gmail.com

Best Regards. John Kitney (16568)

Dear Robin

I write as a more recent member to the Royal Enfield club fraternity though certainly not new to Royal Enfields having owned/restored a WD/CO 350 rescued from a Yeovil scrap yard around 1962 and bought for 7 shillings and sixpence - in fact all of my school boy savings at that time! MJO 773 where are you now? I also subsequently purchased an excellent 1959 Crusader Sports - 302 DYD - from E.A. Taylor, motorcycle dealers at Misterton, Nr. Crewkerne in 1964. Though I have owned over the years some nice British machines I always had some thing of a soft spot for the products of Redditch. However, I digress. My reason for writing is that having purchased a nearly new 2016 Continental GT535 just over a year ago I thought I would share some of thoughts and my experiences regarding this bike in the hope that those other members who may also own this machine may be made aware and perhaps correct some anomalies before they manifest.

Firstly, not long after taking ownership I went to start the machine and on pressing the starter button blew most of the fuses (actually 3 out of 4). It took me awhile of trouble shooting before I discovered during meter testing that the wiring loom from the starter switch was shorting.

On further investigation with a x10 magnifying glass, I found some small sharp cuts in the insulation across the wires entering the red male coupler within the headlamp. After still further investigation, I discovered that the back of the sealed beam light unit - bulb receptacle - had some very sharp edges which had cut into the loom insulation and so on pressing the starter button had shorted to Earth. I repaired these very small cuts by a spot of quick setting resin adhesive to 'pot' the cuts, replaced the fuses following which starting was back to normal. As other owners will know, the headlamp is pretty busy with wiring/couplers with not a lot of space so hardly surprising that this defect should occur. By the way, mileage on my bike at this time was 1,645 miles so hardly an age related problem. I have noticed on some oriental origin bikes that similar sealed beam units have a rubber cup over the bulb receptacle and I have since acquired the same and fitted it easily without rework to my Royal Enfield thus covering the sharp edges of the receptacle as an additional safety precaution.

Secondly, whilst wheeling the bike into the garage one evening I was surprised to see the rear light lens drop from the machine! Examination of the red plastic lens revealed that the two internal spigots into which screw two self tapping screws to retain the lens had broken almost exactly halfway along the length in both cases! This might be due to over tightening perhaps on original assembly however the spigots are not particularly robust and I suspect that screws probably stress the spigots. To overcome this problem I made two close fitting sleeves from some small bore stainless steel cut to the length of

Write In

the plastic spigots, faced them off, then again using a quick setting resin adhesive slid these onto the spigot remains and inserted the sheared spigot pieces into the sleeves carefully until these were flush with sleeves and allowed the adhesive to set before lightly drilling out the surplus adhesive. I then refitted the lens to the rear light receptacle using the two original screws. To date this has been entirely successful and retains the original fitting arrangements. The repair/modification is invisible once the lens is reassembled but significantly more robust.

I enjoy riding my GT535 and hope that the above may be of interest to other owners as both anomalies can be corrected easily perhaps before it causes a problem.

'The Gun' is a great magazine and hope the above observations may be of help to other GT535 owners to enjoy their bikes.

Regards. David Weinel (15680)

Dear Robin

As far as we are aware we have the only spare set of dreamliner body work, this will be for sale, what would be the best way of it reaching the right customer? should you want to run a magazine article on this find you can before it goes on the market. Our aim with regard to the Dreamliner bodywork? The best idea I can suggest regarding an article would be. Selling the body work in collaboration with it's owner, maybe a joint article. this is because we have little to share on it, except for how we came across it. it's amazing what you find in garden sheds.

We do realise that it's a one off project, we just want to make sure it goes to the right

new owner. We made contact with you because we realise it's rarity, and that you would be familiar with its history. I have sent you an email of images and the photos show you the red bodywork that we have the other photos are obviously the only other Dreamliner

Edmond Brown **Von:** ed@cgf.net

Betreff: REOC:Royal enfield dreamliner



Hi Robin

Just to let you know how the season is going with the Performance Classics Racing Enfields or at the moment Enfield as the 500cc Fury unfortunately dropped a valve and the 250 Cotrell Crusader is undergoing development work and may be ready to race in two weeks time at Pembrey our local circuit.

But back to the remaining machine the 'Big Head' 350 short stroke: Ian 'Henchy' having a quiet time with only one machine to ride instead of the usual three, in the pre 1962 class he is the championship leader so going to Anglesey Circuit he was really up for it as he was two tenths off the lap record last year. The first race he completed on the Saturday he was one tenth off the record which was set by Tim Jackson on a very fast AJS 7R at 1.25.71 in 2009, on the Sunday he told myself and big brother Paul 'Bullet Whisperer' he was out to break the record. The race was a three class race with pre 1973 350cc Ducatis and Honda K4s at the front followed by the pre 1962 machines though on his lap times Ian was 5th on the grid.

'Henchy' got away in fourth place and was definitely going for it; on lap three he broke the record putting in a time of 1.25.59, on lap four he came round posting 1.25.24 and on lap six passing all the Ducati and Honda riders bar the leading Ducati he put in a 1.25.61 and finished second overall and wining the pre1962 class by nearly 40 seconds and taking almost half a second off the lap record which has stood for nearly ten years.

Unfortunately the big-end failed on the slow down lap which meant his lead of fifty five points was cut to twenty eight as missing two races the Norton rider in second place was able to collect two easy wins and fifteen points for each race.

Brother Paul has re commissioned an earlier short rod engine with a standard 350 Bullet head so Ian will need to ride this with care and slow down a bit to maintain his lead in the Championship and hopefully win it this season.

Attached photos by Lee Hollick showing 'Henchy' in action leading the Honda championship leader and a Ducati. Have a look at the link below Robin. <http://www.conti-bike.co.uk>



ill pushing hard

On a weekend when most of the rain we have been lacking fell at Pembrey Circuit!

Llanwrda, motorcycle racer Ian Henshaw was battling to keep his British Historic Racing Pre 1962 class championship lead. In the three class 350cc race made up of Pre 1983 Japanese machines, pre 1973 Ducati's, pre 1962 350s along with pre 1973 125cc single cylinder two strokes, all the races were held in appalling wet conditions with the exception of the last race on the second day Sunday when in the late afternoon the sun came out and dried the track.

In the first race starting from 5th on the grid Ian came round leading the whole group; this lasted for four laps of the eight lap race until he slowed and dropped to 3rd place but winning his pre 62 class it turned out he had to slow down due to his helmet visor misting up. The next race was 'Henchys' most outstanding; he was in the lead from the off, giving a display of wet weather riding that has earned him the title of 'The Welsh



Rain Master' crossing the line and taking the chequered flag over a second ahead of Ducati champion Ritch Hawkins and lapping five riders in the eight lap race.

Having a minor control problem in the third race after taking the overall lead once more he had to give Ritch Hawkins the honours this time, in the final race. Ironically, after following Hawkins back wheel Ian had a couple of major moments when an oil leak blew oil on his rear tyre, this race turned into a damage limitation race, Ian coming home in 3rd place behind the Manx Norton of Jack Hebb. But three wins out of four races and a 2nd place gave him 58 points out of a total available of 60. This now gives him a championship lead of 47 points over his nearest rival going into the final round at Cadwell Park in Lincolnshire on the 29th/30th of September.

Regards. Dave Henshaw

Eight Royal Enfields

Dear Robin

I was recently looking through some old editions of 'The Motor Cycle' which then retailed at 3d. In the Feb 29th edition from 1940 I came across this article on Royal Enfields and thought it might make a useful article for the Gun.

There were eight models for 1940; 1. Model R.E. 125cc 2 stroke. 2. Model D 248cc side valve. 3. Model S.F. 248cc ohv. 4. Model C.O. 346cc ohv. 5. Model J 499cc single port ohv. 6. Model L 570cc side valve de-luxe. 7. Model G 346cc. 8. Model J2 500cc.

I find it interesting in the style of the writing and the attention paid to punctuation and grammar which is something you don't see often these days. It's also interesting to see they have modified the models to cope with pool petrol. I have attached some photographs and have typed out the text as it may not be clear enough in the pictures. Also the prices seem a little steep for the time. Also of note is the fact that the air box is standard, the plain bush bigend is a new feature and there are still hand-gear change models on offer.

Regards Rob Stanley (15607)

Eight Royal Enfields for 1940. Sports and Utility Models from 125cc to 570cc; Plain Big-end Bearings a New Feature.

A range of eight Royal Enfield models is available and plans have been formulated to provide reasonable delivery of each. In the list are machines from 125cc capacity to 570cc. Utility models are well to the fore, but there are also sports models, typified by the 350cc and 500cc "Bullets."

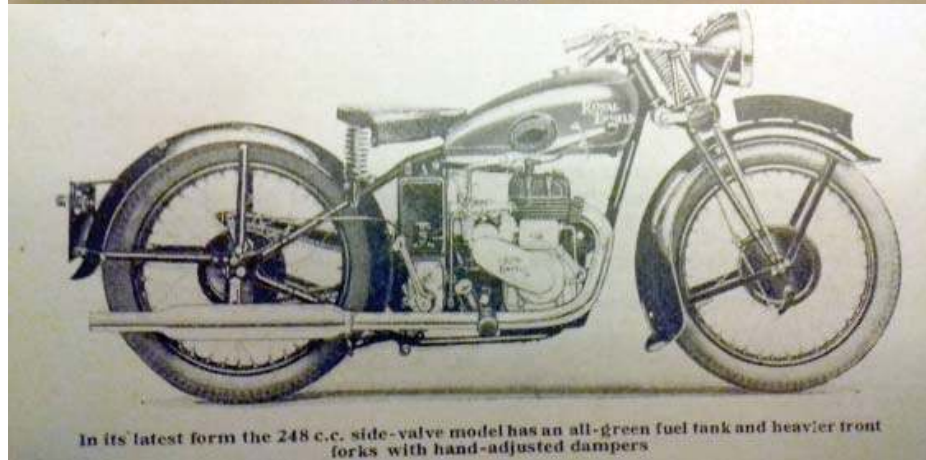
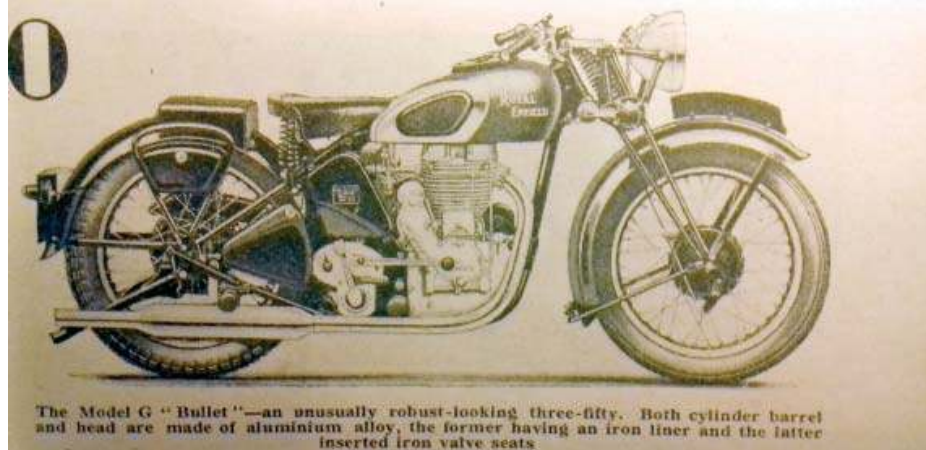
Since pool petrol is the only fuel available at the present time, care has been taken by the Royal Enfield designers to ensure that all engines shall be capable of delivering a good performance on this spirit. It will be found, therefore, that the "Bullet" and other o.h.v. engines are delivered with compression ratios chosen as a result of tests made with pool fuel, though the 350cc. "Bullet" is available with a high-compression piston as an optional item.

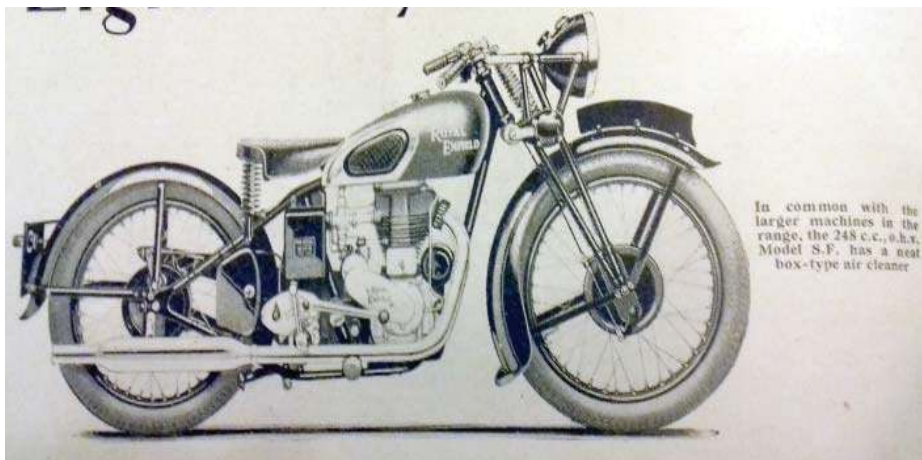
Modifications of a detail character have been made here and there, but the most striking change is that four models are produced with plain big-end bearings; these machines are the two "Bullets," the 570cc side-valve and the 499cc single-port overhead-valve model.

Royal Enfields have experimented with plain big-ends for some considerable time, particularly trials machines, and have proved that not only do these bearings stand up to the job, but give a far longer period of service than other types. It is of course, important that this type of big-end receives adequate lubrication, in the Royal Enfield design this is assured by delivering oil direct to the bearing in liberal quantities; there is also a feed to the rear wall of the cylinder.

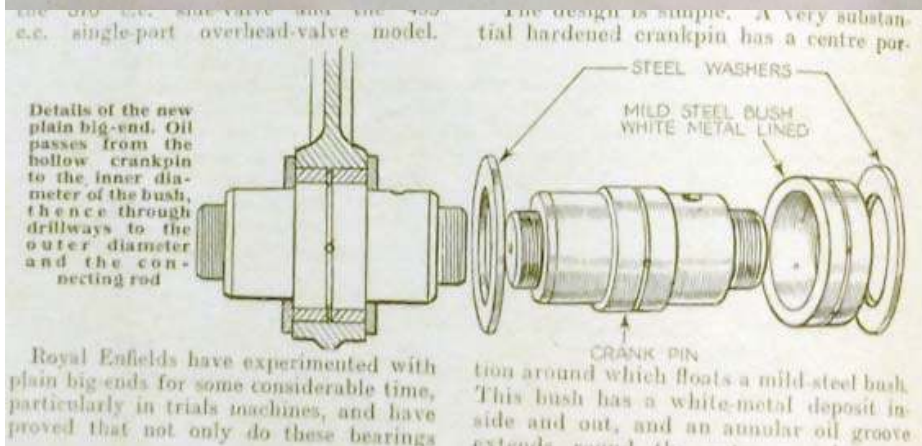
The design is simple. A very substantial hardened crankpin has a centre portion around which floats a mild-steel bush. This bush has a white-metal deposit inside and out, and an annular oil groove extends round the outer periphery; a similar groove is formed in the centre portion of the crankpin. The pin is drilled and oil finds its way to the inner diameter of the bush and then by way of six small holes to the outer diameter and the connecting rod. The assembly is completed by large steel washers which fit one on each side of the crankpin and lie flush with the sides of the connecting rod big-end eye.

It will be remembered that last year certain Royal Enfield models had box type air cleaners fitted as standard. For 1940 this item is standard on all but the 125cc two-stroke and the 248cc side-valve. Wider fork bearings, heavier fork construction and a hand-adjustable fork damper are important points of modification that have been made to the 248cc side-valve and 248cc sports o.h.v. models. In addition, 6 1/2in. diameter brakes are now fitted to the front wheels as well as to the rear wheels.





In common with the larger machines in the range, the 248 c.c., o.h.v. Model S.F. has a neat box-type air cleaner



Continuing the Specifications

All models have Terry saddles, and a new finish is applied to the petrol tanks in all but two cases. The nose and top part of the tank are painted a dark green, while there are chromiumplated panels surrounding the knee grips. In the case of the 125cc lightweight the finish is black with the silvered tank motif as before, and the 248cc side-valve has an all-green tank.

That is the sum of the alterations and the Models are noted briefly below.

Beginning with the smallest machine, Model R.E. is the 125cc unit-construction two-stroke which was introduced during 1939. It is a handy little mount of compact appearance, with Miller 6-volt flywheel magneto ignition and lighting, three-speed, hand-operated gear box, pressed-steel forks and 2.50 - 19 tyres. The price is £25.

Model D is a 248cc side-valve with, as already indicated, a modified front fork and brake. It also has Miller 6-volt dynamo lighting and ignition, three-speed, hand-operated gear box, and 3.00 - 19 tyres. The price is £39 6s. 6d.

Another 248cc machine is the o.h.v. Model S.F. It has the new forks and brake, built-in box-type air cleaner, Miller 6-volt dynamo lighting and ignition, a four-speed, foot-operated gearbox, the new tank finish, and 3.00 - 19 tyres. This model costs £44 16s. 6d.

Model C.O. is a "light three-fifty" with 346cc o.h.v. engine, and it is claimed to have an unusually good petrol consumption. The specification includes an air cleaner, the new tank finish, Miller 6-volt dynamo lighting and ignition, four-speed, foot-operated gear box, and 3.25 - 19 tyres. The price is £50 12s.

Next comes the 499c.c. single-port overhead-valve Model J, which costs £65. This machine has been improved in general equipment, and with its air cleaner, tool boxes, etc., resembles, except for the engine, the side-valve Model L. It has Lucas 6-volt Magdyno lighting and ignition, four-speed, foot-operated gear box, 3.25 - 19 front and 3.50 - 19 rear tyres, and the new tank finish.

Aluminium Cylinder

Model L is the 570cc side-valve de-luxe with Lucas Magdyno, foot-operated four-speed gear box, 3.25 - 19 front and 3.50 - 19 rear tyres and the new tank finish. Price is £63 5s.

The engine of the 346cc Model G has an aluminium-alloy cylinder barrel with a Vacrit iron liner, an aluminium cylinder head with austenitic iron valve-seat inserts. A high-compression piston is optional. The equipment includes Lucas Magdyno, four-speed gear box, the new tank finish and 3.00 - 20 front and 3.25 - 19 rear tyres. Price £66.

Model J2 is of 499c.c. capacity. It has a similar specification to the model G, except that the tyre sizes are 3.00 - 19 front and 3.50 - 19 rear. The price is £71 10s.

Mr John Young riding Isle of Man closed roads parade



At the beginning of 2018 my partner sent to the Isle of Man to obtain an entry into the 'Closed Roads Parade Lap' or (Lap of Honour) 37.7 miles in approximately March he was asked for a photo of the bike he wished to ride. Then in April he heard he was accepted. He had spent nine months building Tri/Jap 500cc with Norton road race ratio gear box had new fuel and oil tanks made, fuel 2 1/2 gallons, oil 1/2 gallon. On Monday 27th August at 3 pm he was sent off from the Grandstand around the course and finished 35 mins later to chequered flag which I felt was a great achievement.

Regards Maggs



Questions in the House

Licensing

The Prime Minister has stated that she will ask the Department for Transport to look into the issue of Graduated Driver Licensing (GDL) in the UK, in response to a question from Jenny Chapman MP at Prime Minister's Questions.

Extreme road safety group BRAKE are campaigning for a graduated driving license (GDL) for motorists. The group is calling for the UK to implement a comprehensive system to include a minimum-length supervised learning period and limiting exposure to some of the highest risk situations, such as night-time driving, for newly qualified drivers.

Bike crime

Neil Coyle

Of 20,000 moped-related crimes in London last year, 752 happened in Southwark, but only 17 people were charged with an offence. Instead of tackling the rising problem, the Government have announced a review. What are the terms of this pathetic response to this blight on my constituents' lives? When will it be completed? What specific additional resources and powers will it give our overstretched and underfunded police?

Amber Rudd

The hon. Gentleman will be aware that we do not have operational control over what goes on in his constituency; what we do have is the ability to pull people together to get the right answers. This sort of evolving crime needs to be dealt with by bringing people together to find out the best way to address it. We need to be guided by the police and local authorities. I urge him to engage with that consultation so that we get the right answers for his constituents.

Robert Neill

In the course of the Home Secretary's welcome review, will she undertake to get the message out that pretty cynical and street-hardened young people, such as some in my constituency, are taking off their helmets when the police appear on the scene because they believe that the police will not chase them under the current guidelines? The guidelines are utterly out of touch with reality and frustrate police officers who are trying to do their job. Will the review look at that specific issue?

Amber Rudd

I thank my hon. Friend for raising that point in his particularly distinct way. He is absolutely right—he has put his finger on it—that the police do have a concern and we are having the review to address that concern. I hope that I will be able to come back to him with some progress soon.

Classic Triumph torched in Bristol



Bike thieves in Bristol uploaded a video on Instagram, where they are seen torching a vintage Triumph because the owner of the bike refused to pay them a ransom of £1000.

The bike has now been recovered and is rebuildable. The bike that was torched in the video was a 1951 Triumph Thunderbird worth up to £10,000. The owner of the bike was tagged in the video with comments including: "Told u give me a grand but you didn't listen rude boy. Uno the drill, don't pay gets burnt", and "He had the chance getting it back he never took it so unlucky."

Rubbing salt into the wound

A new scam has been unearthed by stolen vehicle expert Dr Ken German, probably the world's leading expert on vehicle crime.

Both motorcyclists and car drivers who have had their vehicles stolen have, in some cases, been contacted shortly after the theft by an official-sounding person claiming to be a police officer or local recovery specialist, who goes on to suggest several options for the return of the vehicle.

One option is that the victim travels to where the car is said to be held—usually a police authorised compound in another country, where the victim can pay the recovery and storage fee. It would then be up to them to get the vehicle home.

Another choice given is to pay the necessary recovery fees up front using either an electronic funds transfer to perhaps what's claimed to be a South African Police Service (SAPS) account for instance, or via an electronic wallet. The fraudster says that the vehicle would then be moved to another police-authorized compound in the victim's home country, from where they can arrange to collect it at their convenience, and at no further cost.

Sadly this much-preferred choice is often agreed to by the victim, and it's the last they see of their money.

If you're contacted about anything, and unsure whether you're expected to pay any fees (these crooks are extremely convincing), ask for their phone number and tell them you'll call back. Then phone your insurance broker and/or the officer in charge at the police station where the theft was first reported.

If your car or motorcycle has genuinely been recovered in another country, it's usually up to the insurance company to decide whether to arrange for it to be recovered and repaired, or write it off, leaving it where it is and paying you the insured value. You will be contacted by the police or the insurance company when it is recovered, and not be informed by some faceless police officer or official on the phone.

The best advice is to speak directly to your own insurers.

REOC National Facebook Page goes live.

Although Facebook may not be the first pastime choice for the mature adult it does have its place in modern living. Anyone who uses it for access to particular communities will know that there are many successful Royal Enfield FB groups already active. Indeed, some of our current Branches host well supported pages to share their activities and many of us enjoy the vicarious pleasure of reading the related posts. For example; Following Shaun Winter's momentous Charity end to end undertaking in his old Reliant Robin is inspiring to say the least.

In a nutshell our national REOC FB page has two purposes, or two core values if you like; "To paint Royal Enfield motorcycles new and old in a positive light and to promote the Royal Enfield Owners Club".

If you can help to do either of those in words or pictures or simply just wish to follow others doing so please visit

www.facebook.com/royalenfieldownersclubUK/Policing;

The downside to social media is that anyone can comment and opinions correct or otherwise are rife. Please for the time being will you quote your Membership number when opting to post on the page. That way the gatekeepers will have a chance to ensure that the core values are maintained by Members rather than hosting comments by anyone who had an Uncle who knew a bloke who once had an Enfield and told everyone it was dreadful.

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



I got a phone call –

“Do you want a Royal Enfield?”

“Yes” said I “but which model is it, where and when can I see it?”

Arrangements were made, Dave Paveley and myself turned up in South West London correctly but nobody was there. We finally saw it after a lot of complications, in the basement of a house which was being sold with a leaky roof and with a lake surrounding a dismantled 1953 Meteor.

The price dropped from £1,000 to £600 then finally to £300 when we had a look in a dried out room with a light and saw all the corrosion and alterations. We got the frame, forks, engine, several gearboxes, boxes, boxes and boxes of stuff which we didn't bother to check, plastic bags, petrol tanks, dead seat, 2 into 1 exhaust system but we drew the line at a racing fairing.

Later, on examination, the disasters started to materialise. The frame on the bottom loop which had been submerged I managed to save. But the frame/gearbox plates I managed to bend by hand and the other crumbled with a firm handshake and left a pile of rust on the floor.

The engine cases were heavily corroded along with other aluminium items, all covered in the white fluffy stuff along with old oil and stains, but most of it cleaned off. The outer primary chain case I stuck with my thumb through and the gearbox end cover looked like a piece of mesh netting.

So, leave the engine alone on a shelf covered in oil with a thump with a piece of wood regularly which worked in freeing it and encouraged me to proceed. All the bits were laid out and Dave and I started the usual list - got, not got, destroyed, usable wanted, make it. That's how it went, with the engine surprisingly good inside but the ancillaries led to further complications.

Holes had been drilled in places where non Royal Enfield people don't know about, with two of them severing internal oil passages because someone had been a bit over enthusiastic with the timing cover screws. The only parts I had to farm out were the two cylinder heads which came back from blasting looking

like new but as we all know, there were corrosion holes exposed which I had to seal with a metal sealant.

Parts were bought from Alan Hitchcocks, India, Lincoln and Holland whilst I was making cables, a wiring loom, brackets and finding other parts from my shelves.

Lots of jobs relied on the arrival and restoration of parts which I already had and what springs to mind is getting the underslung pilot



Meteor Shower

light bracket and shelf organised pending the arrival of the rim and headlight as in – would it be clear?

So the story goes on. Tom Bray had confirmed that it was a 1953 Meteor 700cc – the first year- so no casquette and the Indian Bullet frame type with double brakes on the front and the fork sleeves with brackets with a separate headlight. A Smith chronometric speedo was in one of the boxes and in the plastic bags were two new rebuilt wheels with a 1989 job tag tied on. I fixed the seat pan and Leighton supplied a sponge and a seat cover which was a little darker fixed the seat pan and Leighton supplied a sponge and a seat cover which was a little darker than Copper Beech but which fitted perfectly.

This led me to know where to drill the holes for the support brackets and seat brackets on the rear mudguard, because the sub frame halves were not a good fit.

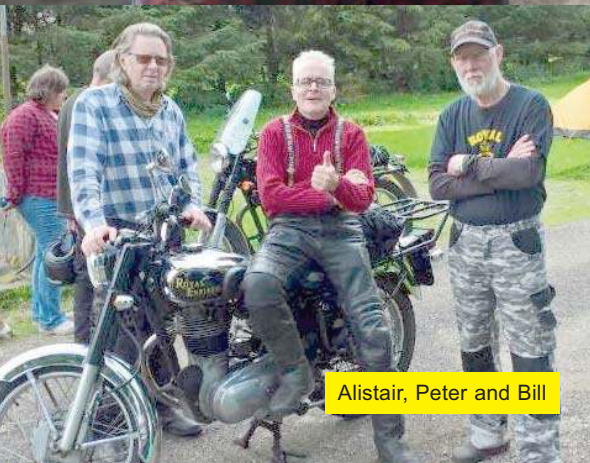


This continued for most of the restoration because once again Indian tool boxes arrived which weren't those advertised. They were flat lids but had holes for key locks and tongues, so Dave and myself spent a long time debating other options. Francis Barnett came to the rescue with their oddie catches and clips, so I was carrying on with something else and Dave did that job brilliantly.

Restoring this in cold blood with many parts missing took a lot of time and debating and coming up with several alternatives, options and ideas led to success and now it's all back together and we have saved its life, all I have to do is to get it to start – all right legs are welcome- the kettle is on and cake will be provided.

Dave Benson (1427)
London

Silver Dee
and her dogs



Alistair, Peter and Bill



Tom and Robin

Powers the Pot was again enjoyed by all who attended and thank's folks for coming along as without you there would be no Powers the pot.

The festivities started early for Robin, Tom and I at the Sprocket and Hubs bike night three days before the meet up. Tom went to a meet up and came home six days later, a brave man and sound as the come plus dab foot for kick starting when called on.

People started gathering at the camp site on Friday to be greeted by Sharon, Rosie, Richard and Dick. the early birds. Friday night was full of fun natter and chatter in the bar, music was provided by Mick and Gerry, a late finish up for some.

Saturday morning dawned dry and a good few hours before more arrivals and light rain for the ride out, our guides for this was Miss Silver Dee with two lovely dogs on the Enfield. and I was tail end Charlie.

After a petrol stop at Kilmeaden and on to Tramore for a spot of lunch, joined by the rain most decided to come on the ride along the Copper coast to Dungarvan, Melodies bar and back to site. Others went back to dry off.



John Nicholls

The meal by Nial, Niamh, Tidgh and family was up to its usual high quality. After the prize giving more music and beer were partaken of and the world put to right 'Enfield style'.

People started turning in around the magic hour 'Midnight' turning and some later for a peaceful nights sleep.

Sunday greeted us with the smile of Sunshine and promise of more to come. Folk packed up said their goodbye's and headed for home with tails to tell of the weekend.

Distance awards were.

Long distance Female, Marion Thirsk and Pillion Rosie.

Long Distance Male, Richard Scovell.

Many thanks to all who attended gave prizes helped with the ride out, Mick for the stickers, Silver Dee for the ride out and also helping with the clean up. Also support from MZRC members and Jawa CZ club of Ireland and for all those who attend you help to make Powers what it is.

Look forward to seeing you all next year.

John B Nicholls (10710)



John, Jason, John, Ger and Alistair.



Sydney John Sweet

22 August 1929 -



My first 'Club recollection' of my meeting with 'Sid' was at the 2011 International Rally, Caln, Wiltshire. I duly, as the new editor photographed him with his Devon Branch members, all are smiling. Hilarity filled the air as is the norm when in Sid's company, this has been repeated through our meetings at events and social occasions ever since.

'Sid' father of was the perfect practitioner of common sense, proud resident of Branscombe, Devon and proud to be counted as it's son, a Cristian, a regular (but allowing for R.E.O.C. Rallies) attendee of St. Winifred's Church Branscombe and was also it's Church Warden for 18 years. The Church has an allotment, proud of it's produce 'Sid' told us you havn't had taties till you try my spuds. Those that have tried them know that special taste of God's earth, it comes out in the cooking you Know. T'is said he honed his skills helping his father Inlaw with his cliff top garden but this story is now lost to us. 'Sid', borne at Combe Pyme, Devon left school during the War.



Stotland 'Sid' to us all

- 13 August 2018



Working on local farms as he was too young to serve, but involved him self in the Home Guard, but he was taken by those steeds of fancy, 'them Motor Bikes'. He is riding his Enfield framed Jap. engined special that a friend left to him, as above.

Sid and Michael went to France by car carrying the camping kit of Ted Rose, Terry Pithouse, Les Carter, Pete Dungy, the weather, awful, but humour generated by the chauffeur driven Sid, set the trip alight. On leaving the Ferry home Sid insisted their camping kit be left in the boy's car and he returned to Branscombe to dry their kit out, it was returned, just a squint at his character.

Top central is 'Sid' March 2018, Michael and Andrew took him to his uncles memorial at the Thie-vale Memorial, for those wiyh out a grave organised by The British Legion.

Who? I wonder would of thought the Angelic Child, top left, would grow to fruition as the friend to us all.

'God Bless you Sydney Sweetland'

1st 2018 Rally

April the 27th saw a good number of royal Enfield's heading for Parsons Green Camp/caravan park in Clogheen, Co Tipperary for the 10th Jawa CZ Rally, the Enfielder's have a yearly invitation to this event and as always a top class do it was.

Leaving Tralee for a 97 mile spin on my beautiful 500 Bullet, mainly travelling on single track and back roads with 17 miles on main roads the sun shone upon my lovely ride through beautiful parts of Ireland.

Again I had rented a mobile home to share with my fellow Enfield mates split the cost and enjoy the heat, we had a warm welcome from Ger and Mick. before night fall we had 3 EFI Bullets one G2 and two classic four speed 500's and a Himalayan in attendance and a 350 and another 2 EFI bullets next morning.

The Friday evening saw us catching up with friends who are chosen family like Bill, Peter, John Dee and John B after a long winter then heading for the pub and or very good Valley take away for a night of entertainment before sorting the world and its problems and a well deserved sleep.

Saturday dawned bright and dry so an early morning walk around the pet farm and along the river bank was called for to say hello to my old palls (John B N, Dr Doolittle) the group had grown by 11.30 ready for



the ride out up and over the Vee to Cappoquin and along the Back-Water Valley to Youghal for a lovely lunch at the Old Imperial Hotel, and a fine lunch it was.

Back at Parsons Green prizes were awarded Best Jawa, Mick Sean Long distance and our very own Chris Davidson of Retroventures, Ireland's RE main dealer and hire specialist, with their Himalayan. Another night of wild partying was partaken of (in your dreams Nicholls).

Sunday morning coming down saw dear friends heading home and making arrangements for next meet up's.

I must finish by thanking Ger, Mick, Pat and Martin for the invite and warm welcome. Also Congratulate Peter George and Jason Cairns on passing their motorcycle test.

Welcome aboard to our new members

July, August 2018

16834	Ian Compton, Trowbridge	16877	Malcom Vass, Bedford
16835	Nigel Newby, Shepperton	16878	Simon Partridge, Rushden
16836	John Whitby, Peterborough	16879	Ken Moores, Wellingborough
16837	Keith Barker, Otley	16880	Adam Mounsey, Kettering
16838	Stuart Sunderland, Leeds	16881	Nigel Worsfold, Northampton
16839	Frank Todd, Preston	16882	Peter Crisford, Rugby
16840	John McGhee, Romsey	16883	David Butler, Sleaford
16841	Steve Gray, Birmingham	16884	David Martin, Dartford
16842	John Dow, Livingston	16885	Sean Burke, Bedford
16843	Petros Prodromou, CYPRUS	16886	Malcom Mackay, Nuneaton
16844	Barrie Ayres, Leicester	16887	Jouni Sarjanen, Slough
16845	Christopher Dailey, Plymouth	16888	John Matthews, Crediton
16846	Mrinal Saharoy, Epping	16889	Michael Carpenter, Chichester
16847	Derek Evans, Wickford	16890	Kenneth Davis, USA
16848	Peter Neumann, Bourne	16891	Tara Byrne, Hinckley
16849	Ian Brown, IRELAND	16892	Ian Morris, Walsall
16850	Andrew Smith, Weston-Super-Mare	16893	Alan Styles, Maidstone
16851	Bob Hooper, West Malling	16894	Niall Pagdin, Warrington
16852	John Clarke, Swindon	16895	Colin Ridway, Wellingborough
16853	Alan Sparrow, Burford	16896	Vasant Bakrania, Pinner
16854	Kevin Wilson, Lampeter	16897	Robert Young, Cambourne
16855	David Groat, Inverness	16898	David Sole, Liverpool
16856	Trevor Rumney, Solihull	16899	John Gosling, Liverpool
16857	Gary Fox, Wigan	16900	Robert Telfer, Sunderland
16858	Simon Ives, Hertford	16901	Eddie Brant, Crowthorne
16859	Barry Coleman, Northampton	16902	Bill Matiaszow, CANADA
16860	Christopher Mugridge, Bognor Regis	16903	Adrian Lyles, Shipley
16861	Geoffrey Bott, Hinckley	16904	James Hayward, Crewkerne
16862	Mick Faulkner, Lutterworth	16905	Alan Poulter, Coventry
16863	Paul Sleep, Southend-on-Sea	16906	Michael Coltery, Banbury
16864	John Roberts, Liverpool	16907	Graeme Coulthard, Northampton
16865	Borje Sundell, SWEDEN	16908	Graeme Sleeman, Hungerford
16866	Glyn Rogers, Sutton-In-Ashfield	16909	Stephen Phillip, Skipton
16867	Charley McKain, London	16910	Andrea Graham, Carlisle
16868	Alex Dawson, Newcastle upon Tyne	16911	Chris Tennant, Redditch
16869	Mark Woodhouse, Swindon	16912	Colin Ogden, Bristol
16870	John Patrick, Burnham-on-Sea	16913	Frederick Wyatt, Bridgend
16871	David Letton, Manningtree	16914	Peter Kemp, Helston
16872	Alan McLean, Helensburgh	16915	Charles Evans, Stroud
16873	Bernd Schitz, GERMANY	16916	Ted Ellis, Witham
16874	Colin Brooks, Rugeley	16917	Ross Connor, Birmingham
16875	Mark Lewis, Newquay	16918	Drew Bigden-Slack, Brighton
16876	Alex Gilmore, Glasgow	16919	Robert Parkinson, Exeter

A busy two months with all our new members.

WELCOME and safe Riding,

Teresa Langley Membership Secretary

Club Calendar 2018

AGM Saturday 6th October 2018

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

Meeting to start at 11 am prompt

Contact General Secretary Jim Millar tel. 01291 689497

October Fest, 12th to 14th October 2018

Island Meadow Caravan and Camping Park, Aston Cantlow, Henly in Arden, Warwickshire B95 6JP.

email: holiday@islandmeadowcaravanpark.co.uk Phone Katherine 01789 488273

with your eta. Agreed rally fees for tents £6 per person per night. Camper vans/ caravans with power for 2 people £20 per van. Rally rates apply for early arrivals and those who stay over.

MARSHAL-Michael Sliwowski 0773 0110 158 email: poloenfield700@googlemail.com

***Northern Ireland Winter Gathering**. 16th - 18th November

Garrison CO Fermanagh Lough Melvin Holiday Centre Excellent facilities All day food, pubs, spectacular scenery. Close by to Belleek and Bundoran. Accommodation Camping/rooms with bed/bunks/dorm.) Book accommodation

with Dawn (at the centre) on 0044 (0) 28 68658142 <http://www.melvinholidaycentre.com/>

Marshal John Kitney (16568) on 00353 (0)8727 45248 or kitneyjohn@gmail.com

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

Contact Robin Gillingham 01963251406

Devon Branch Rally 19th - 21st May 2019

Contact Jon Wrightson tel. 07909 746115

* Invitation events only not official REOC events therefore no trophy Members wishing to hold events for next year please contact the Social Secretary.

Classic Motorbike Show

Friday 9 - Sunday 11 November 2018 | The NEC Birmingham

co-located with the Lancaster Insurance Classic Motor Show, with Discovery

www.classicmotorbikeshow.com | www.necclassicmotorshow.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/coulor 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

Reproduction Constellation petrol tank. Chrome plated new and unused. Rear primary chain case 40221. N.O.S. c/w new seal and oil deflector.

E Berry (4015) tel. 01695 732675 or email e.berry018@gmail.com

1961 250 Clipper No documents, has an age related registration from Club. Good restoration sprayed maroon. Chrome V/G needs final touches. £1,600.00.

Peter Jones (14530) Malvern area tel. 01684 563860

1952 G2 Bullet 350 Trials Tax and Mot exempt £3,000.00. **1960 Constellation 700cc.**

Twin carb model. Tax Mot exempt £6,000.00. **2000 350cc trials** Mot August 2018 recently re-bored. Used in reliability trials.

Rob Graham (09794) North Dorset tel. 01258 817074 After 6pm.

1995 MZ 251 Special with Mikuni carb. Expansion chamber fitted.

Jim Johnston (15879) Bootle details given in a phone call tel. 0151 922 4212

R. E. Spares Rickman fork springs and oil seals. N.O.S. short chrome gearbox chain cover (Rickman) **1938 J** Head, cylinder, piston, STD. N.O.S. **Bullet G** crankshaft, bottom end, Heads cylinder, pistons new. **Full loop** **Interceptor** subframe and mudguards. **Conny/Inter** toolbox, pistons etc. **1956/58 Apache/Connie Crank cases.**

R/E Lycette single saddle new in box.

Ian Johnson (4385) Lancashire tel. 0781 190 6146

1960 350cc Bullet owned since May 2002. Clean and loved Dad used it last summer 2017 superb condition always garaged and dust sheet covered. Original paperwork in fact a whole box full. Photos by email. £3,000.00. Thea Cannon (Daughter) Pirbright Surrey tel. 07765 315558 or thea68@hotmail.co.uk

2009 Bullet 500cc. Red. reg. 12-08-2009 recent Service. excellent condition with Leather Panniers £2,500.00.

John Ford (16297) Kent mob. 07734162679

Crusader engine bottom half, frame and s/arm, mudguards, centre stands, bottom fork yolk, timing chain case, casquette and more all needs work. £200.00

Nev Maidment (12150) Bolton, Lancs tel. 01942 817721 or jeanandnevmaintenance@aol.co.uk

Inder Royal Retro Sidecar made in India specifically for the Bullet. Brand new straight out the crate £1,200.00.

Matt Little (07328) tel. 07909914345

2008 Royal Enfield Electra, Blue, (58). Rare XS model, 22000 km 13,700 miles. A separate chrome H/Lamp, matching chrome Tachometer & speedo. chrome mudguards, rear carrier.

Amal carb. Freeflow exhaust, New battery (May). Electric start removed (parts included).

Easy to kickstart. Serviced regularly. MOT 'till May 2019. £2300 ONO.

1958 Royal Enfield Bicycle 3 speed hub-dyno. Offers.

Mike Avenell (14862) Westbury Wiltshire. tel. 01373 865124

Market Place

Wanted

Rear Carrier wanted for a 1966 Crusader Sports

Ian Johnson (4385) Lancashire. tel 0781 190 6146

Wanted parts to restore my 1932 Royal Enfield Model K V Twin including front fork parts, front wheel, valve gear and many other items.

Peter Hall (16832) Leicester area tel. 0116 2786055 or hallpeter@tiscali.co.uk

Wanted Woodsman/JS Engine and Gearbox- 4 speed for 1954-1958. Mag/Dyno type. For spares/repairs to my Redditch 1954 500 Bullet

Christopher Innes (16807) Northampton tel. 01604 880450 or innesfamily27@talktalk.net

Wanted duel seat for 1990 Indian Enfield Bullet. Foam must be good. **Rear brake plate needed.** Shoes or no shoes. Mine has partly stripped the thread on the securing bolt which goes through to become the pivot seat for the brake shoes. This bolt/seat is also bent off true.

Brian Jenner (07914) tel. 01242 692193 or bjenner@blueyonder.co.uk

Wanted 1952/3 Royal Enfield 500cc twin to replace the one I lost or a 500cc engine that is complete, I have early 700cc bottom half any good for someone.

Peter Kingsnorth (16729) tel. 01580 850238

Invitations

REOC October Fest, 12th to 14th October

Island Meadow Caravan and Camping Park, Aston Cantlow, Henly in Arden,
Warwickshire B95 6JP. <http://www.islandmeadowcaravanpark.co.uk>
Email holiday@islandmeadowcaravanpark.co.uk Phone Katherine 01789 488273
with your eta. Agreed rally fees, for tents £6 per person per night.
Camper vans and caravans with power for 2 people £20 per van.
Rally rates apply for early arrivals and those who stay over.
MARSHAL - Michael Sliwowski 0773 0110 158
email: epoloenfield700@googlemail.com

NORTHERN IRELAND WINTER GATHERING

NOV 16 – 18th 2018

GARRISON Co FERNANAGH Lough Melvin Holiday Centre

Excellent facilities (venue of the MZ summer camp for 30 yrs)

All day meals, pubs, spectacular scenery. Close by to Belleek and Bundoran.

Accommodation – Camping/rooms with bed/bunks/dorm.

Book accommodation with Dawn (at the centre) on 0044 (0) 28 68658142

<http://www.melvinholidaycentre.com/>

Further details from

John Kitney (16568) on 00353 (0)8727 45248 or kitneyjohn@gmail.com

Celebrate with us the 70th Birthday
of the

Royal Enfield Bullet

Mid-Shires REOC **2019** Rally at the
Taverners VMCC Founders Day.

Friday 19th through to Sunday 21st July 2019

All models of Royal Enfield welcomed.

Stanford Hall, Stanford on Avon.

Lutterworth LE17 6DH

(stanfordhall.co.uk)

Further information ?

Or a bike for the REOC stand ?

Please call; 07766947932

Your Bike is needed for the Bristol Classic Motor Cycle Show

3rd/4th February 2019

The Somerset and Dorset Branch
organising the Royal Enfield Stand
Contacts

Rob Graham tel. 01258 817074 or
interceptorob@hotmail.com

Robin Gillingham tel. 01963 251406 or
robin.gillingham@btinternet.com

The Home Counties

As this was the 40th anniversary of the Home Counties branch it was felt that something a bit special was called for. As both Mark Mumford and Paul Stoneham are Interceptor owners it seemed like a good idea to combine the two events, and so it proved to be.

The Henlow Bridge Lakes site has good facilities and the owners have been very helpful.

The only slight down side is that their entry/exit barrier is now fitted with automatic number plate recognition; fine for cars but not bikes with no forward facing number plate and that included my Airflow which has got a forward facing plate, but was still not recognised by the system.

Thursday saw the site being set up with an excellent marquee brought by Neil and Ed complete with projector and sound system.

They also provided some of the RE technical interest by bringing the UK's only Carberry V twin and an electric start Interceptor. It had been hoped that people might like an extended weekend and could arrive on the Thursday for a ride out on Friday as well as Saturday.

Only a handful took up this option and so it was only three Interceptors and my big head Bullet which headed down through the tiny and almost deserted lanes of Hertfordshire to the De Havilland Heritage Museum where Home Counties member Dave Baldwin is a volunteer and he looked after us by taking care of our riding gear, pointing out some of the highlights of this fascinating collection, including the prototype DH Mosquito.

And talking of prototypes,



The UK's only
Carberry

The Electric start Interceptor, far right.
Outside the De-Kavilland Heritage Museum



Gorden Hallett's 175cc
overhead cam prototype



Gordon Hallett brought his gorgeous 175cc overhead cam prototype from 1962, we had a power point show in the marquee on the Royal Enfield experimental and the prototypes through the years from 1903 up to the present day. The other rarity was the sole Royal Enfield/Carberry V twin in captivity in the UK and if that was not

and Interceptor Rally

enough for you we had Mike Worthington's Royal Enfield Super Meteor powered Berkeley car on site with a 3 cylinder Excelsior powered version joining us for the-Saturday run.



The Interceptor line-up included a number of both Series 1 and Series 2 versions as well as Phil Sampford's immaculate Rickman Interceptor, but uniquely this has a Series 1 engine ingeniously modified to fit the frame.

The Saturday ride out had an impressive array of Enfields processing out of the site with one or two other makes along. True to form the Home Counties managed to provide a little mechanical excitement as Dave Baldwin's Crusader expired en route to the rally field with a seized piston, Mark went home from the lunch stop for yet another Interceptor, but one which did not smoke from one exhaust.

My Airflow 350cc disgraced itself with a fried clutch when the village of Barton-le-Clay became virtually grid locked due to the A6 (which now local bypass) being closed for road works. I managed to get going again with some brutal clutch-less gear changes and went home for the big head 500 Bullet to complete the run.

The inner man and woman were well catered for by Paul's wife Marion who ensured that breakfast rolls were



The Home Counties

provided, and an endless supply of free tea and cakes was available thanks to donations from Gordon Hallett. Beer was available on draught or bottled with a special brew of Interceptor ale.

The nice thing about anniversary events is that they often re-unite people who have lost touch over the years. It happened at the 40th birthday party last year, and it happened with the Home Counties branch this year. Tony Flaxman and Keith Herbert moved to different parts of the country many years ago, but made it back for this event. Tim Elbourn also came on the Constellation he toured North America on some years ago. On a personal note, I was really pleased to meet up again with a number of people whom I have not seen for many years.

Speaking of visitors, it was great to welcome Andreas and members of the Greek Royal Enfield Owners. They liked Phil Sampford's Rickman Interceptor special and they presented him with an award. Another welcome visitor was Dave Barron who came on his S11 Interceptor just as we were packing up on Sunday.

Each evening there was a quiz to tax the brain, start arguments and generally curse the question setters. This time the guilty quiz masters were myself and Dave Hollyman. On the Saturday evening I gave a Powerpoint presentation on the experimental and prototype bikes that Royal Enfield have been involved with over the years.

The low attendance was disappointing, especially as Mark and Paul had put in



and Interceptor Rally



a considerable effort to make it a success with very good facilities and plenty of advance advertising. In the past we thought that the minimal facilities at Pulloxhill were to blame for poor attendance but greatly improved facilities do not seem to have made much difference. Those who did come enjoyed themselves and made the most of all that was on offer, but it looks like we will give it a miss in 2019 and instead support the Bullet 70th anniversary event at Founders Day. So thanks to all who came and we hope to see you supporting the club stand at Stanford Hall Founders Day next year.

Don Mckeand



Branch Reports

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).

Branch members have been busy the past few months. John, Tim, Paul and Tony spent a few days touring Somerset, Devon, Cornwall and Dorset when even a sheared his distributor drive pin (500 twin) and snapped primary chain (Velocette) failed to defeat them. Needless to say Tims himalayan ran faultlessly and even donated a few bolts to fix the Velocette. Tony has not wasted the broken chain as he has fashioned it into an ornament to give to his daughter as a wedding gift, I kid you not!

The Spirit of the Sixties, Coast to Coast, Tortoise and Hare, Dartmoor and Exmoor runs have all been enjoyed by our members, yes we certainly enjoy riding in the West Country.

Nearer to home we had a ride out to see the Wiltshire branch at the Calne bike meet and a ride along the Ridgeway with the Hants Ariel club.

An evening ride over to the Wiltshire branch saw Doug give a talk about his travels in Spain with Enfield Classic Moto Tours.

Doug Hopkins (12683)

Cambridgeshire (the Fens) contact Ted Dore tel 01366 383941

Meets at Haywards, Huntingdon Road, Cambridge CB3 0LQ. Saturdays at 11.00am.

Our thanks to Haywards for providing tea, coffee and bacon sandwiches, which adds to the pleasure of the meetings, also we were able to view the new Pegasus model, come and see for yourself.

Our events, Sunday 7th. Holm Village 1940s Show PE7 3PA We start from Whittlesbury at 10.40. Saturday 20th meeting at Haywards, come for coffee and humorous conversation.

11th November Remembrance Sunday Duxford 10am - 4pm free admission to this wonderful Museum.

Ted Dore (8926)

North Yorkshire contact Hardy Johnson tel 07704 585002 or hardyjohnson@hotmail.co.uk

Meets at The Bayhorse pub, Catterick Village. First Wednesday of the month at 18.30.

With what could only be described as a cracking summer it would be a crime not get out and about on the bikes. In July few of the lads meet up with the North Riding branch to join them on a ride leaving from the highest pub in England Tan Hill. The next day another ride out was heading off to the seaside town of Whitby. This was lead by myself and took us over the Yorkshire moors along picturesque B roads. Stopping for a quick ice cream at the village Goatham where they filmed Heartbeat. Before stopping for fish n chips in Whitby. Taking a different route home, round some very tight, twisty roads was a great end to a wonderful day out.

August we all meet up at the local auto jumble in Scorton. After looking at the bits and bobs on offer we all decided to head up to the very popular Manor Farm cafe in Bellerby. After a refuel of coffee and bacon butties, Norman took us all on an epic route. Up through roads I think a lot of us had never ventured. Down some very steep roads we stopped at the village of Kettlewell which had their Scarecrow trail going on. While we took a break we bumped into a man called Mick Wilkinson, who had a very interesting tale about himself where he rode the prototype continental GT on the end to end run in 1964, from John o Groates to Lands End in under 24 hrs, changing riders every couple of hours. Leaving Kettlewell in drizzle (is Yorkshire after all) taking the road to Maske

Branch Reports



where we encountered a fallen rider and stopping to see if he and his mates needed any assistance. They informed us all was well and were waiting for an ambulance which was lost. So continuing on our way, looking for the lost Ambulance we finally arrived for lunch in Maske. After, making off to Reeth, finishing the ride in Richmond. A cracking ride out was had by all.

The club has now decided to meet the first Tuesday of the month. This is to accommodate people who struggle to make the Wednesday meeting. All welcome. See you next month. Ride safe

Hardy Johnson

South Essex Contact Gerry Riesbeck tel 01621 855144 or gerry.riesbeck@btinternet.com
Meets at Bell Pub, B1418, Woodham Ferrers CM3 8RG. 2nd Monday of every month at 8pm.

The first of July was the annual motorcycle show at Battlesbridge show ground, it's always a well supported event with lots of classic bike stands, jumble and rock band

Del's original 250cc continental GT
& my new 535cc Continental GT face to face



with beer tent along with the various other attractions.

As in previous years we the South Essex Branch of the Royal Enfield club had our own stand, it was a cracking day with a really good turnout of our branch members to support the branch, Gerry surpassed himself again with

Branch Reports

the catering on offer for our members for which we thank him ! Our stand created lots of interest from owners past, present and hopefully future ? The photo to accompany this shows Del's original 250cc continental GT and my new 535cc Continental GT face to face showing clearly the inspiration for the new model ! That's it for now , ride safe.

All the best. Andy Bawden (15466) bullet61@hotmail.co.uk

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.

A varied few weeks.... John led a successful ride-out through some beautiful countryside and it didn't rain at all. We suspect he's now in Holland at a Royal Enfield rally. Or somewhere else in Europe after that????

A visit to the RE dealers at Unit 3 Classics was pleasant, but like others they still didn't have any 650 twins to look at yet. Who knows when these are arriving?

Jack arrived at the last club meeting on his "Indian" (as in USA) mystery bike; a change from Bullets! And Mel's garage was visited and its enormous capacity admired.

The photo shows a publicity shot used for the Manchester St Ann's Hospice newsletter.



The chair is frequently used to deliver to the Charity's shops. Much better than a car these days, as some of the shops have extremely limited parking. The Hospice itself is a superb place and their shops are sources of vital income. They welcome donations of any spare money we have. Money that isn't spare will do too. It is needed and used very efficiently. Google: www.sah.org.uk. An interesting read. Granddaughter Layla did her first volunteer job there recently, helping to sweep up rubbish that had come from the blocked gutters. She was also delighted that it was the shop with magnificent wedding dresses going at ridiculously low prices. Quite a varied day out.

She says she wants a pink bike when she's older. Anyway, let's get them interested young. Chris Robinson

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 point of contact" 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 thirty mile radius of your post code and, assuming there is sufficient to support an initial meeting of half a dozen or so, I will write inviting them to a location of your choice. Preferably a quiet pub or 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)

NE Scotland *contact Keith Fuller, crusader59@btinternet.com preferred or tel 01651 851099*
Branch meetings, back to meeting at 'Celebrations' in Turriff through the winter, last Saturday, 27th October, 24th November and 29th December, unless someone has a better idea?

The visit to the Tarves Heritage Centre was again a well supported and a well enjoyed visit. Always interesting to find the little snippets you missed before, this, our third visit and I have become involved with the volunteers who keep it all running. Prior to the visit proper we enjoyed lunch next door at the Murly Tuck, a community café run by one of our members, Alfie.

Fordyce 'open day' did indeed go ahead this year, though I was unable to attend, Stephen Baker (14010) reports:-

The joiners workshop was our venue again this year, we shared the area with a local whisky distiller and a local artist, so space was very limited. Due to prior commitments our numbers were also reduced. Despite this, we managed to display a variety of machines from old to modern with Royal Enfield, BMW, Triumph, Douglas and Yamaha trike taking the stage.

Our efforts were very well received by both the Organisers and visitors alike. The weather was kind to us and we met and talked to many people about our hobby, making more friends along the way. A great day out, my thanks to the Organisers for their invitation, the bacon butties, to John F, John L, Rab, Robert and Roland who all helped to make the day a success.

Back again next year by popular demand, now thats what I call a result!

The 25th August saw half a dozen of us meet at Banff for Stephens coastal run. New faces to some were Neil and Muriel, welcome! The forecast I listened to was a bit optimistic but that did not spoil the route Stephen had picked out for us. A slightly inland run on the back-roads offered some vistas to sea and across the coastal villages. Lunch was at 'Pandoras' on the West beach at Lossiemouth. We were joined by others for lunch, very good it was too. After putting the world to rights, time for the real coastal run back to Banff. Interesting mix of main and tiny roads, local knowledge excels! About 100 miles on the organised part, every-one enjoyed themselves I believe. Thanks Stephen.

REtrialer (07404)

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 as popular as ever with generally around fifteen

Branch Reports

attendees on a variety of motorcycles predominantly our favoured marque. We never discourage anyone from visiting, us being warm hearted Yorkshire folk. Resulting in an interesting mix of machinery and associated conversation. And natter is not limited to the pros and cons of owning and running interesting Indian, baffling British or lesser (?) surreptitious steeds! No, no, at the last meet, I was party to some pretty eye watering verbal accounts of various mechanical malfunctions in the male nether regions of several of our elder statesmen.

Seriously though, for all we men folk are accused of a reluctance to talk about such things, **'IT IS GOOD TO TALK!'** And in consequence, I for one will be more likely to get off down the docs should certain symptoms develop and I'll know just what to say!

Any road up, we do occasionally get some riding in too! On Sunday 5th August six diehards mounted up and rode to the 'Craven Collection' at Stockton on Forest near York. There they found a large and varied collection of motorcycles and their memorabilia, some of which had featured in TV series such as Heartbeat. There were plenty of bikes from Vincents, Velo's and Nortons to Japanese classics of the seventies and eighties. It's worth noting the museum is only open the first Sunday of each month, April to October, so you've probably had it for this year (look it up on Tinter-web for confirmation). The route from West Riding went from very hilly to the flat twisty lanes east of York, they rode there via the site of the War of the Roses at Towton and returned through Stamford Bridge, another battle site, and it was a bit of a battle on the day as it were busy with cars heading for t' seaside to make the most of the red hot weather. However, once clear of Stamford they enjoyed quiet roads again. All six bikes behaved well and the posse included, Chris T on his Big Head, John M (Himalayan), Mark A (612cc C/racer), Ken Sixty-five, Stewart Moto Guzzi Cali and Steve on the Electra X.

On the evening of Tuesday 21st August, Kevin M. sought to make the most of the sunny forecast and longer daylight hours by leading a mystery ride, which was only

Mystery ride out with mysterious Alien!



advertised as such because he had no idea where he was going when we set off. It turned out to be an excellent perambulation through a number of former pit villages on the outskirts of Huddersfield and Wakefield including West Bretton, Wooley Edge and Hoyland finishing up for liquid refreshment at Cubley Hall, Penistone!. We started out with 10 bikes, 9 riders and an alien (see photo) but by the time we arrived at Penistone, at least three riders and bikes had been abducted.

Dudley Martin.

Branch Reports

Mid-Shires contact Wayne Olerenshaw mob 07977 532760

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

Wow, we have been spoiled this summer riding season with such good days out on the bikes. These past couple of months have seen the Mid-Shires covering more miles than Judith Chalmers! We were lucky enough to have a stand at the VMCC Founders Day show at the beautiful Stanford Hall. The stand was set up the previous day with some members camping overnight ready for the event itself on the Sunday. We had a nice range of bikes from Dougs flat tanker right up to Simons Himalayan. There was Interceptor and Bullet, Continental and Turbo Twin amongst others. All seemed to attract attention in positive ways. It was a good job that the tea vendor was so close by to keep our mouths from drying up due to all the talking with such interesting fellow biking enthusiasts. We filled out a few REOC application forms to which we welcome our new members to the club. A big thanks to Mark Mumford and John Budgen too for the help and loan of the gorgeous Bullet-side car-trailer combination.

Many weekends have found us out investigating which cafe serves the best unhealthy breakfast. It is an on going quest and we are always looking for new places for our not so scientific research.



This summer has also seen us ride to support some local village fetes. One of the most noticeable has been the most excellent Avon Dasset Country Fair. Showing are local rural small businesses which make the tastiest marmalade or jams, ciders or sausages next to classic tractors and falconry displays. The Sealed Knot was in attendance again next to the Morris Dancers, Farm made Ice Cream and the Village dog show all backed up with the most soothing soundtrack of the chugging stationary engines. The tea tent gets a good visit as sitting in the shade with a brew and a huge

Branch Reports



slab of lemon drizzle cake is one of the most pleasant things to do in this world. These shows are a wonderful way to spend an afternoon with friends supporting our rural way of life so please look for them in your local area.

Within the last month also, Simon and myself managed to attend an open day at the Trailquest Adventure Motorcycling centre over in Herefordshire. What a wonderful if tiring day.

A great ride down taking the winding route to the centre where Richard and his team took us through an introduction to adventure motorcycle travel. The Himalayans were taken on a ride through the private estate over field and furrow, through woods and gravel tracks all under careful observation. My words cannot describe it so look for Trailquest on YouTube or the Web page.

The club night still continue on the first Monday of the month so come along for a chat to the Friendly Inn and introduce yourself. Welcome to our latest new members Tara and Maisie, great to meet you both.

We are looking forward to see what the next couple of months brings so hope to see you all on the roads.

REgards and ride safe.

Neil Greenhow (15828) Branch scribe.

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.

A rather interesting few weeks for the London Branch recently - apart from our bi-monthly meetings we planned the first ride out in living memory and a new motorbike was purchased.

Branch Reports

At a recent meeting the idea of a ride out was aired, I suggested riding to Loomies Motorcycle Café in West Meon, it's at the junction of the A32 and A272, we would ride south on the A23 and join the A272.

Come Sunday I got my Bullet ready and parked it outside my house. Dave and Victoria came a bit later and we had some refreshments before setting off. It then became apparent all was not well with Victoria's Bullet; the gear lever was loose. Some tools were found and Dave proceeded to have a look. (The bike has been adapted to five gears and the gear lever in on the left hand side): the problem was traced to a connector rod that was loose. There were some interested passers by seeing three Royal Enfields.



After a couple of hours, we decided to leave the Bullet in my back garden, and do a shorter ride out to Crystal Palace for a bite to eat. I got my Guzzi out and lent my Bullet to Victoria. Dave was on his Turbo Twin.

Yesterday we travelled to Maldon to collect an EFI Bullet. Dave Paveley. Dave Benson rode it back to South London and we followed it in a car, a rather interesting experience for the driver of the car watching his new motorbike in front!

Christian Denereaz (15742) email:chd01@yahoo.com

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.

The International West Kent Run was bigger & better than ever, with this week long event attracting 362 bikes on the main 'run', (excluding entrant no. 81 as I was unable to run either the Flying Flea of my back-up Crusader!!!) I believe both club members Roger Brown and John Pattenden did however complete the long run - well done.

Saturdays show day saw 24 bikes on the Kent REOC stand, including Crusaders, a Turbo Twin, Super Meteor, Constellation, a bevy of Bullets from the 1950's to present day, an early trials machine, a lovely VX twin, modern Himalayan and Chris Duttons Interceptor looking newer then new! Pride of place this year had to go to the rare and absolutely mint condition Gander and Grey 'Gannet' which we felt privileged to exhibit.

Our sole Kent club rider to this years Dutch Rally suffered major engine failure before he even reached Holland.

Martin then experienced a nightmarish saga in trying to get himself and the bike back home. Thanks to our excellent Mick Crowhurst for taking a trip over to Belgium to recover his bike. Lesson to be learned here - just because you have that European recovery on your insurance it may well mean 'just to the nearest garage' - not much help!

Branch Reports

As I write this, other adventurers have just set out from Chatham Historic Dockyard on the first part of the Royal Air Force 'Round the Outside' 4000 plus mile journey around our entire coastline as



highlighted in the last edition of 'The Gun'. Some of our Kent members escorted them on the first leg to the parish church at Frindsbury where a trumpeter sounded the last post in honour of Flight Sergeant Roderick 'John' Dean who was the youngest RAF flight crew killed in action, on his first mission aged just seventeen.

(graveside tribute photo, a garland of Kentish hops).

Myself and Kent members plan to join the riders at the 'Battle of Britain memorial' at Capel-le-ferne on the last day of their epic trip as they round the Kent coast back to Chatham. Regards Mick.

Devon contact John Griffiths tel 07787573221 01392-257821 john.griffiths234@btinternet.com
Meets at The Swans Nest, Exminster. 3rd Thursday at 7.30ish.

The branch received the sad news that Sid Sweetland passed away on 13th August.

There are plans for a ride-out in his memory on Sunday, 2nd September, leaving the Matford Hotel at 11:00, wending thence to Winkleigh and Holsworthy before returning to Exeter at about 3pmish.

The branch sends condolences to his family - especially sons Andrew and Michael who accompanied Sid to rallies and branch meetings.

Our July branch meeting was well attended, much discussion surrounded the Himalayan and the 500 Classic EFI - Alan and Jon went to CMS Exeter and were treated to 5 star service, with very generous test-rides. Alan was so impressed that he bought a Himalayan and is very pleased with it.

Most people have been out and about riding and enjoying the good weather -although Jon's BSA Clubman did get stuck in 4th on a ride-out (that'll teach him for not using his RE) but he got home and caught up with his colleagues at Woody Bay, on his Tiger. John and Derek went on the Exe Valley run (aka The Wallace and Gromit trip) with Derek grinning widely in the sidecar, despite the heavy rain. Sadly, Rose and Jezz have been car-bound, following a case of sprag-clutch-itis. Their RE is currently in the sick-bay receiving medical attention.

All welcome to come along every third Thursday of the month, at The Swan's Nest, Exminster, 7.30pmish. Just don't expect any sense. TTFN Rose Wood

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.

Several of our branch members attended the Moonraker rally. The Moonraker has always been a good rally, and well attended. This years was held in excellent weather. Although on the way home we had torrential rain all the way from Honiton until we crossed the border into Cornwall; where the clouds drifted away eventually the sun came out again.

On the weekend of July 14th and 15th we went to the Kernow Old Vehicle Club rally which is held near Healey's cider farm at Penhallow. We entered as the Cornish branch of the Royal Enfield owners Club, and setup our events tent with free tea, coffee and biscuits. This is a static rally, although we do get to ride around the show ring at static rallies. It was very hot, and we got quite sunburnt. Some of us camped for the night, as there was evening entertainment, also a bar so that we could quench our thirst after the hot days. There was considerable interest in the new Himalayan as we found in the other static rallies which we attended.

Several of us headed to the St Buryan Vintage Rally on Friday evening the 27th of July, and on the Saturday morning we setup the events tent. Unfortunately the area we were designated was about a quarter of a mile from the campsite, so everything had to be carried to and from, plus we had four bikes to ride there. The weather was cloudy with some bright intervals, but also some heavy squally showers coming in from the sea. These showers seemed to get more frequent as time went on, until we had a job trying to stop the tent from blowing away. The forecast was for even worse on Sunday. So the decision was made to pack up and head home in the early evening. A shame really as this is usually a very good rally.

The weekend of 17th, 18th, 19th of August saw us attended the West of England Steam Rally at Stithians show ground. This is the biggest rally in Cornwall with lots of traction engines, steam rollers, steam cars, vintage cars, motorcycles and bicycles. There were exhibitions, demonstrations of trials riding, all manner of stalls, autojumbles and stationary engines. In the evenings in the bar area next to the funfair several bands played to entertain all the exhibitors, and a good time was had by all. We look forward to next year. At these static rallies we handed out several membership forms to anyone interested, and got some positive responses.

Several of us went to the Fossil Rally at Ashcombe Farm campsite near West Pennard. A nice enjoyable rally, with good food in the Apple Tree Inn across the road.



We had a relaxing weekend for a change, and in good company. Bob Reed (6167A)

Branch Reports

Wiltshire contact Chairman Carl Cope tel 07745 089853 www.reocwiltshire.co.uk
Meets at White Hart Wroughton SN4 9JX. 2nd Thursdays of month at 8pm

Royal Enfield Swindon open day with 'The Twins'

Hot off the press as I write, September 1st saw both 650 twins together at the Royal Enfield Swindon deal, Bike Treads Motorcycle Centre. The event started at 1pm with the unveiling of the Continental GT and the Interceptor to a large crowd of enthusiastic visitors.

Bike Treads provided fresh brew coffee with cakes and biscuits for everybody as they were mingling around the showroom bikes and the Wiltshire branch display outside.

The Twins proved very popular and their seats remained well warmed as the afternoon progressed as each mount gripped the handlebars and dreamed of open roads and the bark of the new twin.

Our branch display was well represented with around 15 bikes and a combination. We handed out most of our branch business cards to the visitors with some promising to make a visit to our branch meeting.

The event was covered by the local press and is due to be published in the first week of September, so we will all be buying the Swindon Advertiser.

This is our second event with Bike Treads and it is proving to be a successful combination for both us and them, as we can talk ownership and they can talk about the new machines. A direct benefit for our branch is we already have two new members, bringing with them both youth and a new outlook, with one planning a ride to Asia to visit family on his new Royal Enfield. How cool is that?

Regards, Carl.



The Gun Crossword Issue 267

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

- 2 Sound of clock / cooling metal
- 7 Not coffee. Type of spoon
- 9 & 10 Automobile association
- 11 Florida theme park centre
- 13 Bent, yellow fruit
- 15 Shops for Navy, Army, RAF
- 17 Street or saint
- 18 In charge of integrated circuits
- 19 A short sleep.
- 20 Shorter than "foot"
- 21 Shorter than Signor. Toothpaste
- 22 The (French) Velocette type
- 23 Element: Lithium. Chinese name
- 24 Fuel for Scouts
- 25 Mobile phone co. T-Mobile
- 26 Not British English
- 27 Citroën goddess
- 28 Tools managing to cut curves

The winner, Crossword **266** Kevin Lay (16718)

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 266 Below

W						E	N	F	I	E	L	D
O		R	O	Y	A	L			S	R		I
O		R	A	C	E			S	I		P	
D		S		R		C		P		C		S
S		T		D		T		R				T
M		O				R	O	A	R	S		I
A		R	E	C	H	A	R	G	E	D		C
N	I	M	R	O	D	S						K

DOWN

- 1 Covered in zinc
- 2 37 ½ mile per lap race
- 3 That is Latin
- 4 Spanish officer
- 5 Blue and yellow, mixed
- 6 First tries, before production
- 8 Its clubhouse is in Pall Mall
- 12 A bit like pies, in Cornwall
- 14 Naples, in Italian. A pizza
- 16 Usually 4,840 sq. yds (plural)
- 20 Chequered at the end



CLASSIC + MODERN BIKE
CLASSIC + MODERN CAR
MULTI VEHICLE
COLLECTORS
KIT CAR
CLASSIC MOTOR TRADE
COMPETITION CAR
MOTORSPORT SUPPORT VEHICLE



At FJ we cover classic motorcycles from 10 years old and understand that every classic vehicle owner is different.

With FJ+ you can add to your policy from a range of cover options* including **breakdown**, **agreed value**, **salvage retention** and **spare parts**.

Club members are entitled to **specialist rates**.

Call our friendly UK team for a quote.

0333 207 6064

or Visit:

footmanjames.co.uk



Part of the Towergate Group

PROUD PARTNERS OF:



*All cover is subject to insurer's terms and conditions, which are available upon request.

Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be monitored or recorded. Sign up to our newsletter at footmanjames.co.uk to receive updates on all the latest news, events, offers and competitions. FP ADGE691.9.16