

THE GUN

The magazine of the Royal Enfield Owners Club



ISSUE

No.270



April/May

2019

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Contents

Page		
2		Adverts
4		Editorial
5/14		Write Away
15		Clipper Restoration
16/17		New Zealand Owners Register
18/20		R E Owners North America
21		Club Sales
22/23		Club Calendar
24/26		Electric Starter Interceptor
27/29		Market Place
30/40		Branch Reports
41/44		Branch Rallies
45		New Members
46		Three Peaks Challenge
47		Crossword



Contributions for publication

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Front Cover:- A new concept Royal Enfield, called a Bobber, based on the 1000 V twin.



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Editorial

Hello Reader,

I can start this editorial with some wonderful news in that we have a new Editor, Alan Barringer who has very kindly volunteered (**and I repeat volunteered**) to take on this very important role. I wish him well, because it's not as easy as it looks, as I have found out!! (*contact details on page 3*)

By the time this issue is published, the MCN Scottish Motorcycle Show will have taken place and the riding season will be well and truly underway. I'll thank all those involved right now for all the effort they put in to make our Club Stand the success and "talking point" it always is. For some strange reason, this seems to be the harbinger of all things motorcycling here in Scotland. My Enfield will have made it's first appearance for months (no way was she going on those filthy, salty roads incurring the wrath of the rust God!) Let's hope this mild weather we're having continues and we can be heard purring (I use this term loosely) around the countryside.

Doug Young (1062) (Oh and Paula 1062A)

All contributions for the next issue to reach the Editor
by the **1st May 2019**

Next ISSUE PUBLISHED JUNE 2019

Write Away

Dear Editor,

I expect I'm not the first to point this out (*actually you're the only one!*), but there's an error concerning the description of the picture on the front cover of 'The Gun' no. 269 that Mr Steed and the lovely Mrs Gale are astride.

It isn't a Constellation, but a 'Sports' specification Meteor Minor that's been further 'spiffed-up'! The giveaways are the MM-sized 17" wheels with MM-spec forks, and an MM-spec fuel tank. Also the barrels are too short for a Constellation, though you need to look closely to see this. The non-standard rev-counter has the take-off from a Constellation-spec timing cover.

Interestingly, the rear-set footrest and gearchange arrangement are almost identical (if not absolutely so) to the Constellation combination shown in Roy Bacon's book 'Royal Enfield - the Post-war Models' (P.71). A similarly-modified Connie is also pictured in Gordon May's book 'Royal Enfield' (P.143). Having fitted rear-sets to my own Connie, I can understand the *raison d'être* behind the fitment of the plate to the exhaust downpipe - the Albion gearbox doesn't easily lend itself to rear-sets (or decent gear-changing either for that matter...).

Mrs Gales' example is a cracking little bike though, and puts me in mind of my own first Royal Enfield that I bought in 1988 - a Meteor Minor that I restored to the same sports specification (UTH 675, are you still about?). Though it took me 5 years to restore it (and cost a fortune in chroming), I didn't actually use it very much. It was mostly parked inside the house under the stairs to preserve all that lovely chrome work!

I considered it a gentle performer which was ideally suited to pottering along the quieter byways, unlike the Connie which is still a very capable machine in today's traffic, with the notable exception of the front brake. Interestingly, the 7" brake fitted to my Meteor Minor was far superior in the stopping department to the 6" double-drum effort on either of my Connie's despite much expenditure of time, effort and money in improving them. The addition of an 8" TLS drum from a Black Bomber was a quantum leap forward in the braking department, though it doesn't quite look right somehow!

With Best Wishes,

Julian Green (4196)

Dear Editor,

In issue 267 of The Gun we credited ownership of the Berkeley car on the front page to Mike Worthington, it should have been Mike Griffiths, this was entirely my fault. If we could correct this I'd be grateful as I've had my ear bent!

Many thanks,

Mark (Mumford) 04102

Write Away

Dear Editor,

Hello everyone!

So sorry the photos have taken so long but I broke my elbow on 18th Dec. so have stayed off my laptop!



As promised, a couple of pics of one of us kids on the bike, Dad (Andy Bruce, born 1919) and our younger brother David (now 55) mending my scooter (not) and another of Dad sitting on something else which we thought was the Meteor but now we look more closely, can see it isn't!

We're not sure but think the

second one prob. wasn't many years after the war, when he eventually left the RAF and came to work in Dunstable, and Mum and the 2 children joined him later.

Very sad to say that Mum (in the WAAF) died in '73, Dad in '92, our elder brother in 2012 and our elder sister in 2017, so you can see, to see your



article meant a lot to us so many thanks all of you and very much Dave, thank you so much for bringing her to life. Brought tears to our eyes!

If you do decide to feature any in a future mag, could you possibly remember to send us a couple please and I don't mind making a contribution in return!

Very best wishes,
Jean

Write Away

Dear Editor,

I found the latest Magazine's MAG information pages interesting. Could I be so cynical as to think that the fools who run this country only care about the scooter gang kids who have defecated on the London they live in, thus not having a care in the world about any problems outside of the capital, hence ticking the mission accomplished box so readily once the police had rammed a few scooter thug/kids off their (Stolen?) machines.

You really did not expect a proper job done about crime, did you? that costs money!

I am not happy that the 'Boys in Blue' now may think it's ok to knock 2 wheeler users off their machines if they do not stop ultra fast as they must be illegal scooter gang kids. Oh and note I use the "scooter" word as that is I believe what the Kids like, a twist'n'go scoot, however the press, police, parliamentarians etc refer to mopeds, motorcycles and just sometimes Scooter, thick? no surely not!

As an aside in 1980, one night while cruising at 40 in a 30 through London with my brother on the back of my Yam XS750, I heard a faint buzzing, tinny, metallic sound in my full face lid. It took me a while to work out what it was and only when I remembered that old 1950's Scotland Yard TV series with cops in Wolseleys chasing robbers, did the penny drop!

Out of an older Hillman Hunter/Minx came a top cop in uniform covered/dripping in braid and fancy gold tinsel. He was also purple with rage that I had taken so very, very long to heed the bell on his car!

He raged at me and if I opened my mouth to try to reply to his demands he screamed louder still about my approaching demise.

All of a sudden 2 cars screeched to a halt over the other side of the road from us and both cars' multiple occupants went into a full on fight with each other. The 2nd plain car having 'uniformed' occupants, my 'Chief' said "don't move" and launched full speed into the fight fists flying.

I moved fast out of London and that was that! Perish the thought that he might have nerfed me off for not stopping quick enough though and as I also ride a Vespa I am not impressed at this new means of stopping 2 wheeler users.

Regards

Chris Drucker 16534

www.royalenfield.org.uk

Write Away

Dear Editor,

I am 86 and my only connection with the Club now is through The Gun magazine due to major mobility problems. I must say the magazine continues to improve with every issue.

I am a little disappointed, especially after my attendance at the 40th anniversary of the club at the George Albert Hotel Evershot 10/11/June 2017. My article in The Gun number 249 detailed the fact; The club was formed in the spring 1955, the founder/secretary Dennis Polden and Chairman Jim Emmens. Other members who played a big part were Walter Coats from Leeds and a Mr Don Rosevear from Mevagissey in Cornwall. The Club ceased in the Spring of 1964. At that time John Bathard was the Secretary/ Membership secretary. I rejoined The Club in 1986

My bikes were firstly a 350 model G, then a 1955 700 Meteor followed by a 1959 700 Super Meteor Airflow which was a one off, having a Constellation tank and an extra large windscreen as I am 6' 8' tall.

Regards to K.J.Ball.

Peter Barber membership no 2639

Dear Editor,

It's been a while. When I joined the R.E.O.C. way back in 2005, I so remember you as the Editor. Since then I started up the South Dorset Branch, which I ran successfully until around 2015. Alas due to family illness, I had to give up my involvement with the R.E.O.C.

However, I have always retained a great interest in this marvellous organisation, to the extent that I bought another R.E. last March. However, sadly, that illness has returned meaning that I now have to re prioritise my life, which in turn means me now having to sell my R.E. outfit. To which, brings me to my request to ask you to kindly advertise my bike for sale in the next issue, (270) of the Gun. Photos on request. (*See Market Place*)

Richard Lucas 10773

Dear Editor,

After hearing about it on "Scotland Outdoors" BBC podcast in December, I bought several copies of "The Motorcyclist's Guide to Scotland" - researched and written by John Fergusson – as Christmas presents (and one for me!)

It is an excellent guide for those wishing to tour Scotland, with clear maps, directions and tips for food, fuel and places to stay. The guide is "wire bound" with the outer cover protecting it, so it will be protected but very accessible whilst "on the road".

Write Away

John has offered to waive postage in the UK, and to sign copies for Royal Enfield Members. The price of the Guide is £14.99. John's contact details are: mobile 07712 077 979, email john@tarmap.co.uk. If you think this offer would be of interest to your Members, please contact John directly.

Best wishes, Patrick Curzon

Dear Editor,

Motorcyclist Lifesaver for less than a £5 (£4 delivered)

Like many folk reading this I ride with several motorcycle groups/clubs including VMCC, on each of my many rides I see lots of people leaving their indicators on inadvertently, which can lead to the other road users pulling out in front of them - OUCH

A product developed by a fellow motorcyclist is a cheap and quick (10 mins) & easy fix, it maybe considered "naff" by some but a lifesaver nevertheless, the buzzer also warns pedestrians in town of your approach, 12 & 6 volt options are available, but the 6 volt option is a little weak on my MZ (probably due to the low power output from the alternator) both are totally waterproof in my experience of 4 years. I have no involvement with this company other than being a satisfied customer who no longer leaves his indicators on.

Fleabay item number 251555294038.

Regards, Roger Brown from Kent

Big bike Sunday 2019 June 30th Skipton Auction Mart (BD23 1UD)

£3 entry for adults (accompanied under 16's are free) Following a hugely successful event last year, which raised over £4500 for charity, the Girder Fork and Classic Motorcycle Club is holding another show this year. The event is where classic and modern motorcycles are shown by their owners, hoping to be awarded the best in class or best in show.

There were over 100 motorcycles on show last year, covering 100 years of manufacture.

The show is open to all owners of 2 and 3 wheeled vehicles, from 50cc mopeds to trikes powered by car engines. The wider the variety, the better the show. The money raised this year will go to our chosen charities including Manorlands and the Yorkshire Air Ambulance.

The show opens to the public at 11am and the presentation of prizes will be held at approximately 2.30pm. Exhibitors' motorcycles should be in place by 10.30am. There will be refreshments and stalls available, and the event can be under cover if the weather is inclement.

Further details can be obtained from

John Hunter 14246 j.hunter359@btinternet.com Tel:- 07960917483

Write Away



Dear Editor

I have been a member of the club for many years and was wondering if people knew about stationary engines. They are Enfield diesel twin and single, the twin is 1570cc and the single 785cc.

They were used for agriculture, Marine



work, fork lifts, and the army. The twin came out of a Bamford Baler. I have also a few books about them. As I am now unable to take them to shows I would like to sell. I have enclosed a photo of both.

Regards leuan. (3370) (*See Market Place*)

Dear Editor,

Very amusing the letter from K J Ball about the campsite loo. It is usually only the LE Velo club magazine that makes me laugh, usually lots of stories and not too much about motorcycles, after all what can you say about an LE.

Back in about 1969 I purchased a 1960 Constellation 814 NKN. I only kept it about 10 days as the carbs kept coming loose and it did not seem to have the quick acceleration of my 1964 Bonneville but I was only 17 at the time and expected a lot more being a 700cc! The ignorance of youth. I sold it to my brother and he still has it on the road to this day. What always puzzled myself and my brother was the rear set gear linkage, exactly the same as the Cathy Gale bike. The exhaust is tucked in a bit and it was obviously a factory job as it was chrome plated and looked perfect. The bike was sold by John Surtees as it still has his dealer plate on the rear mudguard. We wondered if it was a factory production racer for maybe the Thruxton 500 miler. Does anyone have any records or ideas please? My brother still has his Rickman Interceptor bought new in about 1972 also.

I have a 1949 Model G that I have ridden up to Stanford Hall and displayed on the British Motorcycle Riders Club Oxford stand for the last couple of years. Is it close enough to be classed as a bullet to go on display? It is the rusty one that won the best rusty motorcycle award at Stafford last year.

Kind regards Alex Taylor (16292)

Write Away

Christmas happenings in Cork and Kerry.

Late November saw our early Christmas end of year meet up in Cork. We had ten attending with many a subject covered, from advice given by Charlie to Mike on travel in Morocco on motorcycle, lively banter and chat. Good friendly service by the staff at the Linen Weaver in Cork City.



The Next weekend others from Wicklow and Dublin met up for a lunch and spin in the Wicklow hills.



I myself got out for a Christmas day spin around Tralee on my 500 Bullet Nelly the Elephant, also a New Years Day spin on the 500 trials, the Blessed Mule.

The days are getting brighter and thoughts of ride-out and

camping is getting a bit closer and looking forward to a ride on the all new Interceptor at Retroventures in Adare, Co Limerick.

If any members in Ireland wish to contact me please feel free to do so on 0861951137.

May I leave you with thoughts of long rides on long sunny days with like minded friends.

John B Nicholls. 10710 thatboyinkerry@hotmail.com 00353861951137



Write Away

Dear Editor,

Thirty years ago I was looking at a forlorn Constellation on a dealers shop floor. It was bereft of many parts:- centre stand, speedo, toolbox, also the usual numerous small items, handlebars, headlight, switch gear etc. that make up a bike. The engine had been completely stripped down to the last screw, however the main components were there. Some damage had occurred presumably when a rear chain had broken in the distant past, but the hole had been expertly welded. The rest of it was there, frame, forks, petrol tank, mudguards, rusty wheels. gearbox, incomplete mag etc. A saving grace was the price of £425 and newly re-bored cylinders/pistons, also new engine main bearings came with it. I knew it would be a difficult re-build, but from my youth I had always wanted a big RE. I started my motorcycling career on a Crusader Sports in 1970.

On arriving home, a closer inspection revealed that some of the parts were well past their best. Luckily I have a reasonable workshop with various small machine tools. Scouting around the auto jumbles at that time I found a centre stand, tool box ends, two spare heads complete with rockers and timing cover with oil pumps. The project was then put away due to pressure of work. The rebuild then started in earnest in 2016. I was not going to build a concourse machine but hopefully a smart, good runner. The usual rubbing down and repainting commenced, a new rear wheel rim and spoke set fitted and the tool box main section made after perusing some photos in a book. I managed to hand roll the shallow beading on the edges after constructing a rolling jig from a bit of steel angle with a heavy steel crosspiece welded to it. On this, two profiled steel pinch rollers ran with adjustable eccentric bushes held to the crosspiece with two heavy bolts. Using 22 gauge sheet steel, a few passes by hand and a few adjustments to the rollers formed a nice semi circular bead for the lids to seat against.

The lids were then used to draw their shape upon some 1/2" inch plywood which, after cutting out and nailing to a stretcher, formed the ends of a box former. The rolled sheet was then bent around this and temporarily fixed with pop rivets. My bike has the short rear mudguard, an extension being incorporated into the back of the toolbox, so this was hand formed around a plastic drain pipe. A cut-out in the rear of the box accepts this, although it took a few goes with a bossing hammer and dolly and several trial fittings before riveting permanently in place. The internal partition was made after cutting a template from the side of a corn flake packet (useful stuff). A steel sheet was cut using tin snips and the internal corners bossed to form a good fit, the partition being discreetly riveted in using soft iron rivet, as I have no spot welder. A battery platform was made and fixed in a similar manner and holes made for bolting-to the frame and carburettor intake. Finally a bead of soft plumber's solder caulked the join around the short mudguard section and after painting and fitting to the painted frame it looks quite presentable. Engine reassembly proved fairly straight forward although

Write Away

difficulty in removing the screwed alloy end cap on the crankshaft was experienced, a small cold chisel used to get it started, before making a new one from alloy bar. I did have an excellent article written by Jack Gray, so simply followed that including one of the modifications he recommended, oil to rockers through one pipe, and a Tee piece above the heads. The crank was reground and I have previously written about the connecting rods. After carefully using a large smooth flat file the welded crankcase half was brought into very close contact with its partner and also drilled for a large bore breather. Next was what to do about the ignition unit as the magneto was incomplete and worn out. As I wanted easy starting and a cheaper option, an alloy billet was purchased, externally turned and bored to take two sealed ball races at the drive end with a lipped oil seal and one bearing at the points end.

Turning the steel tapered shaft holding the Norton Commando advance/retard was tricky, but patience won through. With a straight edge applied across the face of the mag sprocket and the spindle fitted into the bolted-up body determined the amount of metal to be removed from the spindle taper, two or three goes being required to get the chain line correct. This shows the advantage of between centre lathe turning as the spindle is returned to close accuracy in the lathe. This was accomplished on my 1922 Drummond model maker's lathe. A 6CA Lucas points plate and spun copper cap with clip completed the unit and I have had no issues so far. Twin coils and an ignition switch were then put into the tool box. The bike came with two clutches, one incomplete scissors clutch and a complete four plate Bullet clutch. Advice was given to me to use the four plate unit and purchase a new main shaft and S/H gearbox end cover. After this was assembled it was found 4th gear would not engage, a blob or two of grease on the internal change mechanism eventually identified an over thick alloy boss in the outer cover. Judicious use of a small file eventually put things right and both clutch and gearbox are quite satisfactory. After bolting the engine in, an additional head steady to oppose lateral forces was considered. This is simply a small piece of square tubular mild steel welded to a small thick plate, like an inverted T and fits on top of the existing "Y" steady. A heavy sheet bracket formed around the top frame tube clamps everything up tightly, but care must be taken to ensure the engine is not suspended by it. So a small clearance is given to the centre bolt. The next job then was to spline some front brake plate levers and this can be done in a small lathe.

Two pieces of steel bar were riveted together and the lathe spindle indexed and locked. Removing the end bracket and screw of the top slide, fixing a post and link with a long handle attached gives a shaping motion to a suitable cutter. After drilling a core diameter hole, hand shaping commenced until the brake cams would just about fit, finishing off by pressing through in a vice. This gives a good tight fit. Sawing to profile, filing up and bending to shape completed the job.

Write Away

On the home straight now with the engine in the rolling chassis, so the speedo was fitted and connected up via the cable, spinning the back wheel; nothing, not a flicker of the needle. A closer look revealed that the square socketed input shaft had been pushed up into the head and worn through the small steel retainer plate. This pushed a small brass spur gear up into the mileage counter brass worm wheel, wearing a piece out from it. Not deterred, using a magnifying glass, I counted the number of teeth on the remnants of the pinions and an estimated the spur gear dimensions. A tiny cutter in my shaping machine, and using a home made dividing head, soon had this made after a couple of trial fits.

The worm wheel was more difficult as a tiny hob had to be made, the first failed as the core diameter made it too fragile, so a second was made slightly larger. After “gashing” with a straight tool the hob finished the job on the lathe but required a small amount of hand finishing, after trial assembly of the speedo and running in the lathe for a good while. No problems have occurred so far. With the bike now legally on the road, after a few runs, I noticed the pickup between pilot and slide was not as good as it might be, so I decided to bore and re-sleeve the carburettor, a job I had never done before. After packing-up the body on the lathe boring table, a homemade micrometer boring head soon took a good few “thou” from the body, A slotted mandrel was turned in the lathe to accept the worn slide. This was machined down.

A rolled and silver soldered brass sleeve was then bored to a light press fit on the slide using my vice. Returning to the clocked mandrel, the slide was turned to a free fit in the carb bore. On running on the bike, the clearance of the slide was found to be too small causing jamming when the engine was hot. A rub over with fine wet or dry paper on the high spots cured that and the pick up is now clean.

After 300 miles the engine is freeing-up, but still has some way to go and I am getting more used to it as I had not ridden a bike for 22 years.

Safe Riding

Dave Bowers (16224)

A Blast from the Past. *(A tip from Gun Number 3 Spring 1979)*

Do you own a 4 stroke vertical twin Enfield with magneto ignition? If so, did you know that you can extend the life of your plugs by swapping them every 500 miles. The reason is that the magneto delivers spark discharges of alternate polarities. That means, while the centre electrode is being worn away on one plug, the earth electrode is being worn away on the other. Therefore if the plugs are swapped at regular intervals their life will be extended.

Tony Edwards

Clipper 250 Restoration



Two years ago my friend and I having been life long bikers decided in retirement, to embark on our first ever restoration project. To this end we acquired our bike of choice a 1954 Royal Enfield 250c Clipper.

As can be seen from the attached before photos, it was no small undertaking and on many occasions

during the restoration we questioned our wisdom or sanity, in particular when it came to tackling the Miller ignition system or what was left of it. We stuck to the task and some eighteen months later as you can see from the after photos, a beautiful swan has emerged.

We are proud of the finished bike, and also proud that we have saved the bike from the scrap heap, or land fill.



The reason I am sending you this is that I would be grateful if you could consider including it in the Gun magazine as our way of saying thank you to all our fellow club members who helped with guidance and advice, and to say to anyone considering a project not to be deterred by what you have but think

of what you can end up with. If we can do it so can you.

The bike was built in Redditch and left there in November 1954 and travelled to a dealership in Northern Ireland where we live.

If any of our fellow members would know anything of the bike's history we would be grateful if they could get in touch.

Many thanks in anticipation.

Regards, Raymond Myles 16155 and Morris Ireland





Darryl Jennings - 1965 Series 1 Interceptor The engine and gearbox, now fully rebuilt with every moving part replaced with new.



1965 Turbo Twin. Recently I have my 1965 Turbo Twin up and running after it has been lying idle since it arrived from the UK about 35 years ago.

The engine received a new set of piston rings and new crankcase seals. A new front tyre was fitted and a bit of TLC on the clutch. I also gave the forks and brakes the once over. No cosmetic work done.

I'm surprised how well the little Villiers 250 Twin engine performs, it will cruise along at 60 mph no effort at all. The UK rego papers came with the bike, First owner – Chief Constable, East Suffolk Police County Hall Ipswich. Unfortunately all the police spec fittings on the bike are long gone.

Membership Secretary / Editor:
Lew Martin.



The Shell Thuet 500cc Royal Enfield Fury



Shell Thuet tuned 500cc Royal Enfield raced by Guy Lewis and Elliot Schultz primarily at Ascot Park, Calif. USA. Schultz set the one lap record of 22.44 in 1963 which stood for many years.

Records Held by Elliott Schultz

1962 Records Held as an Amateur

1 lap	22.85 secs.	Ascot Park – Gardenia, Calif
3 laps		Ascot Park
5 laps		Ascot Park
10 laps		Ascot Park
15 laps		Ascot Park

1963 and 1964 Records Held as an Expert

1 lap	22.44 secs.	Ascot Park
5 laps		Ascot Park
10 laps		Ascot Park
15 laps		Ascot park
20 laps		Ascot Park

Three of Elliot's records lasted until 1974. He also put on the Elliot Schultz Trials Schools from 1975 until 1979 for Bultaco International.

Elliot Schultz – Rest in Peace 1937-2007



The Royal Enfield Owners Club of North America

Hints and Tips Crank Balancing Part 1

This issue deals with vibration, a common problem but a complex issue with no simple solution where motorcycles are concerned. Vibration is always present no matter how well an engine is balanced. The crankshaft is the main cause for concern but any rotating part in the motor can contribute to vibration and the higher the engine speed, the worse the effect. There is a lot of math involved in the study of vibration but one of interest to us is centrifugal force. A wheel which has a heavy spot somewhere in its diameter and undergoes rotation will generate a centrifugal force. When placed on balancing parallels, gravity will act on the wheel and it will come to rest with the heavy spot at the bottom.

When the wheel is subjected to rotation a centrifugal force is generated and the magnitude of that force is expressed as $F_c = mrw^2$. Where F_c = centrifugal force, m = mass, r = radius from centre of rotation, and w = speed in rad/s In English engineering units this formula is $F(\text{lb-f}) = 1.77 (\text{rpm}/1000)^2 \times \text{oz-in}$ For those of us math challenged this formula shows that as the mass or radius doubles the centrifugal force doubles, but **as the speed doubles the centrifugal force quadruples (4X)**. As a practical example, take an Interceptor clutch wheel with an imaginary heavy spot on its outer diameter of 3.7 grams or .1305 oz, the weight of a %" nut. At 3000 rpm, about 60 mph, the clutch is turning at 1554 rpm, and the force generated is 1.67 lbs!

Also consider that the clutch wheel bearing has a certain amount of clearance with the clutch hub so this would also cause an unbalance and every time the clutch is disengaged the unbalance would then move to a different position depending on where the clutch wheel locks up on the clutch hub. This second unbalance could minimize the first unbalance or magnify it, strictly by chance.

When adjusting the primary or timing chain the manual says to rotate the engine until the tightest spot is found and adjust for the proper amount of free play. This is because the sprocket teeth are not cut concentric to the bore, but are within manufacturing tolerances. These tolerances can leave an unbalance in the cams, cam sprockets and crank drive.

Late model Bullets had a hole in the cam gear drilled at the point of the cam lobe, so the factory was well aware of how something this simple can affect vibration. As a matter of thought, vibration from the cams would have been transmitted through the timing gears to the magneto/distributor, putting a stress on these important parts.

The Royal Enfield Owners Club of North America



What concerns us most is the crankshaft. Twin cranks and single cranks with a bolt up connecting rod can be balanced dynamically. The crank is spun on a balancing machine and the unbalance is measured by accelerometers or velocity meters, giving a weight and location for material removal. Normally the first stage would be to do a preliminary balance statically on knife edges.

The major unbalance would be eliminated by drilling appropriate sized holes in the heavy side of the flywheel and then proceed to the dynamic balancer. Here a reading would be given at each end of the shaft (at the crank bearing section of the crank shaft). These readings would be different for each support and the appropriate amount of material and location would be removed as close as possible to that part of the shaft. A static balance can only tell that the crank is out of balance by a certain weight and location but cannot tell where that location(s) is along its length.

The wider the crank shaft supports are from each other the more important it is to dynamically balance the shaft. A twin crank that has only been statically balanced can, unless it had a great degree of unbalance, be worse for vibration than before balancing. When taking a crankshaft in for dynamic balancing consideration should be given to bolting on all parts that would normally be attached to the crank such as the timing sprocket, drive sprocket, nut, and the alternator rotor.

The rotor would definitely have a fair degree of out of balance due to its construction and the drive sprocket should have its location marked relative to the crankshaft so that it may be returned to the same spot each time it is bolted on in future.

On most singles the cranks are bolted up with one piece rods making dynamic balancing impractical as the rod would be flopping around as the crank is rotated. For this reason static balancing is the only option left, but we are left with uncertainty about the amount and location of the unbalance at each support. However, since the shaft supports are much closer to each other than on a twin, an equal amount of material would need to be removed from each flywheel. Assuming both flywheels are near identical, from the same castings, a satisfactory result should be obtained.

Anyone interested in a more in depth study of vibration couldn't do any better than to obtain a copy of Machinery Vibration: Balancing, Special Reprint Edition by Victor Wowk. Available on Amazon.com, used for about \$60.00, it is extremely well written in plain English and easy to understand.

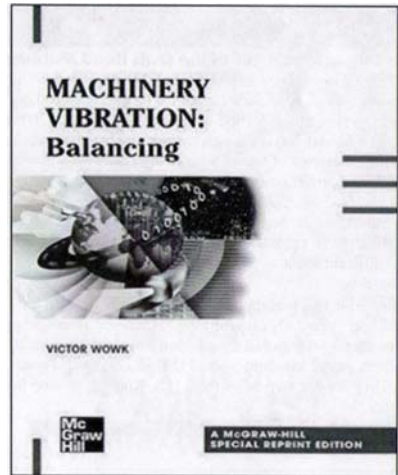


The Royal Enfield Owners Club of North America

Whether a high school graduate or university educated, there is a wealth of knowledge between the covers.

I have seen and read many other books on the subject but this stands at the top. Part 2, in the next newsletter, a simple home balancer.

Roy MacMillan -
President/Machine Specialist



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Club Sales

Code	Item description (see website 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
S2g	40th Anniversary of REOC, enamel lapel badge	£1.90	£2.15
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
S20	Sweatshirts - small to Large	£13.70	£15.20
S20	Sweatshirts - XL to XXL (XXL - new size)	£14.70	£16.00
S21	T-shirts - small to XXL	£6.60	£8.10
S22	Caps (black) - with red, or red & gold, embroidered 'Royal Enfield Owners Club' lettering	£6.95	£7.70
S24	Polo shirt - embroidered logo - small to XXL	£14.95	£15.95

All prices include postage and packing.
 Garment colours are as follows:
 Polo shirts:- royal blue, maroon, black or white
 T-shirts:- royal blue, sky blue, maroon, jade, grey or black
 Sweatshirts:- royal blue, jade, maroon, grey or black

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

Enquire by phone or email to **clubsales@royalenfield.org.uk**
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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 acceted - email for details of how to pay

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

Club Calendar 2019

Official Club Rallies

33rd North East Rally 3rd-6th May 2019 May Spring Bank Holiday

Demesne Farm, Bellingham,
Northumberland, NE48 2BS Bunkhouse
accommodation available on farm
Please book separately Mrs Telfer
Tel:01434 220258 Contact John
Stephenson Tel:- 0191 2367016

Cornish Rally May 10th-12th

Trethiggey Touring Park, Quinterell
Downs Newquay, TR8 4QR
Contact Bob Read Tel:- 01326 572032

Devon Rally May 17th-19th 2019

"Webbers Park" Castle Lane Woodbury
EX5 1EA Contact Jon Wrightson
Tel:- 07909 746115

Yellow Belly June 6th-9th 2019

Woodlands Water, Willoughby Road,
Ancaster, Nr Grantham NG32 3RT
Contact Robert Hall Tel:- 01775 769890

Otty Bottom Kent Rally June 14th-16th 2019

Kingsdown International Camping
Centre, The Avenue, Kingsdown Kent
CT14 8DU Contact Mick Connolly
Tel:- 01304 205233
Email:- reoc.kent@talktalk.net

Wiltshire Moonrakers Rally June 28th-July 1st

Blackland Lakes Holiday Centre, Calne
SN11 0NQ Carl Cope Tel:-07745 089853
admin@reocwiltshire.co.uk

Scottish Rally July 4th-7th

Aberlady Caravan Park, Haddington
Road, Aberlady, EH32 0PZ Mudguard
Tel:- 01573 228912 or Alan Thirsk
Tel:- 01738 710985

Midshires, International Rally and Founders Day July 19th-21st 2019

Stanford Hall, Lutterworth, Leicestershire,
LE16 6DH. Full details, charges, entry
forms etc see Club Website.

Wobbly's Red Rose Rally July 25th-28th 2019

Cross Lane Caravan and Camping Park
Waddington, Lancashire, BB7 3JH
Campervans inc Elec £15 / Day Tents
£12 / Day Contact John Hamer
Tel:- 01706 360828 or 0793 332 1135
Hamer89@btinternet.com

Fossil Gathering August

22nd-26th 2019 Ashcombe Farm, West
Pennard, Glastonbury, BA6 8ND
01794 890 153 Rates £10 per Unit plus
£4 for Elect Hookup.
To Book Pitch contact Mrs Carol Peck
Tel:- 10794 890153 Rally Contact Rob
Graham Tel:- 01258 817074

Telford Rally

September 6th-8th 2019-02-26

Forst Fields Camping Park. Hundred
House, Builth Wells, Wales LD1 5RT
Contact Barry Carson Tel:- 07739 473752
in reasonable hours

October Fest

October 11th-13th 2019

Island Meadow Caravan Park,
Aston Cantlow, Henly in Arden, B95 6JP
holiday@islandmeadowcaravanpark.co.uk
Contact Katherine Tel:- 01789 488273
Tents £6.50 / person / night Camper Vans
£20 / night inc Elect 2 persons
Marshal Michael Sliowski
Tel:- 0773 0110 158 or
poloenfield700@googlemail.com

Club Calendar 2019

Club Events

Sammy Miller REOC Ride in Day ***

Sunday 14th April 2019

Contact Robin Gillingham

Tel:- 01963251406

Gillingham in Gear

Saturday June 8th 2019

Town Meadows behind Red Lion Pub.

SP8 4AA Contact Robin Gillingham

Tel:- 01963251406

Non Official Rallies

Powers the Pot ***

9th-11th August 2019

Camping & Caravan Park, Harneys

Cross, Clonmel, Co Tipperary, Eire,

Contact John B Nicholls

Tel:- 00353860879855 or

www.powersthepot.com This is not an official REOC Event, and all welcome.

Non Official Rallies

April 12th to 14th 2019

Het Voorjaarstreffen te Zelhem

Royal Enfield Club Nederland ***

August 16th to 18th 2019

Het RECN Zomertreffen 2019

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

Members wishing to hold events for next years club calendar please contact the Social Secretary

**P John Hamer through
hamer89@btinternet.com**



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My Electric Start Interceptor

Re David Schmidt's letter in The Gun 268 and quite a few other requests too.

This is a brief story of how my electric start Interceptor came about. The bike started life as a 1964 Interceptor, though there are quite a few bits on it now that are not 1964 and a few more that are not even Interceptor. I've never yearned for 'original' bikes - if I can see a way to change them for the better or, at least, more to my liking then I will.

Two things got me thinking about the conversion. Firstly, having a weak right ankle from badly damaging it as a young man and, stupidly, refusing to get medical attention for it means that a kick back



from the kick start often leaves me in a deal of pain and unable to put any weight on my right leg for quite some time. Secondly, spotting Bob Murdoch's electric start Super Meteor conversion at an Enfield rally several years ago. Well, if it can be done to a Super Meteor than why not an Interceptor.

Rather than copy what Bob had done (starter motor mounted in front of the crankcases) I wanted to try something different. Enlisting the help of my good friend and sometime mechanic, Ed Barnes, we decided to give it a go.

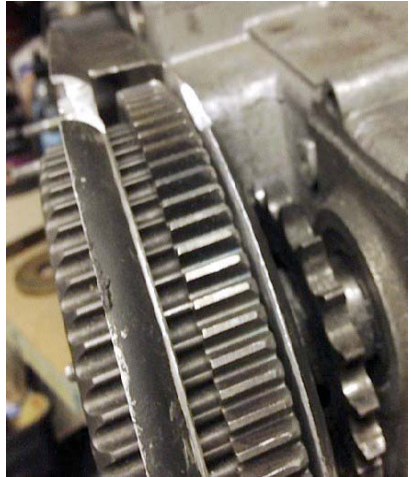
As I had already got an Electrix World stator and rotor taking care of the timing, there was a space where the magneto/distributor used to be – ideal for a starter motor I thought. A Yamaha XS starter was fitted and a sprag clutch to match attached to the inlet camshaft. It looked neat but, sadly, the efficiency didn't match the visual aesthetic. Several problems tested us. The locating lug on the end of the crank sheared off so we replaced that with a much sturdier series 2 crank. The locating screws for the sprag that we'd drilled and tapped into the camshaft sprocket also gave out. The



My Electric Start Interceptor

starter was struggling to turn the crank so we fitted 6mm base gaskets (and longer pushrods to suit) to lower the compression. Mark Evans in Chesterfield was the man responsible for much of the fabrication. Mark also cut the fins off the inside of the barrels in order to drill into them to fit decompression valves. It worked – sometimes - but not often enough and the drop in performance due to the much lower compression was a compromise too far.

Plan B was needed. We had to get power to the crank much more efficiently. The clutch was where we looked next. If we could fit a ring gear to the back of the clutch basket



and a starter motor on top of the crank case we should be able to generate plenty of power to the crank. A Ford starter motor was procured and plans drawn up which we took to a couple of manufacturers in turn, both of whom promised the earth and delivered sod all – and took their time about it. Third time lucky we found Hopwood Gears in Oldham who listened to our ideas and said ‘no problem, we’ll have it ready in a couple of weeks’ and they were as good as their word.

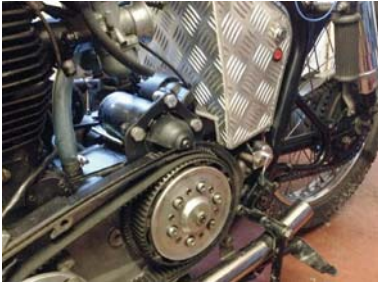
I was already running a Bob Newby dry clutch so cutting into the clutch casing presented no issues with oil loss but was necessary in order to get the starter to engage. In fact quite a bit more angle grinder work was needed than I’d first thought but having started.... ‘Don’t mess it up’ (or words to that effect) said Ed – ‘There are no spares available’ No pressure then.... Everything in the casing



had to be spaced out by 10mm in order to get the clearance needed for the ring gear to turn unimpeded and a one off belt drive pulley was supplied by Bob Newby. The casing itself also had to be spaced out and the foot peg cut and lengthened.

Because of the location of the starter, we knew the original battery box was not going to be re-fitted so a one off box was made up in aluminium by Mark who makes welding the stuff look ridiculously easy!

My Electric Start Interceptor



He made it big enough to fit two large lithium ion batteries inside just to make sure we had enough starting power. Once wired, it was time to fire it up for the first time and.... It roared into life straight away!

We thought we had the starter bolted down firmly but even so, with the huge power delivery, it moved just slightly so it was stripped down again and the bracket that we'd

fabricated at the front of the starter was welded to the back of what was left of the clutch casing – another tricky job for Mark. Now there is virtually no flex and the motor engages every time.

One concern was that the Electrix World setup doesn't recharge the batteries at anything like the rate a magneto/distributor system does. Hopefully we've overcome that by fitting two very powerful batteries, changing all the bulbs for much less power hungry LED's and by using the de-compression valves on start up to minimize the load on the batteries. So far, so good. It ran through 2018 with no problems, always starting on demand. And if it doesn't – there's always, whisper it - the kick start!

If you'd like to see the bike and find out a bit more in depth information about the conversion, both Ed and I will be on the Owners Club Stand at the Stafford Classic Show in April along with the Interceptor and several other interesting machines including my Double Bullet Carberry 1070cc V twin (The first of only a dozen or so built and the only one in the UK) and Ed's beautifully restored Super Meteor. By which time the Interceptor should be through it's next stage of development.

Re my opening paragraph about modifying bikes for the better - a hydraulic disc brake setup for the front end is the next project and, as I type, is nearing completion.

My sincere thanks go to Ed Barnes, Mark Evans and Cory Hopwood – without their collective help my ideas would still be, at best, on paper only. Thanks guys! As a post script I would like to mention that Ed and I are planning a charity ride this summer on our respective Enfields about which, if our new editor will allow and I manage to do a write up in time, details will appear as a separate article in this issue.

Neil Finney (15251)



Market Place

For Sale

For Sale 1965 MK1 Interceptor imported from Missouri about 6 years ago UK registered with all paperwork. The bike is a single carb model in black and is in almost original condition (but not sure about the silencers) there is a knack to start her but she runs and rides ok and everything works. £8000-00 ono E-mail royshenton@hotmail.co.uk for pictures or call Roy on Tel:- 07966236331.

For Sale 1957 Super Meteor 700cc. Metallic red paintwork. New stainless steel rims & spokes, Avon tyres/tubes, exhausts, rear shocks, seals, forks, foam and seat cover. Magneto overhaul. New chrome on petrol tank. Too much to list. £4,750. ono John Mayhew (16296) - John Mayhew, 5 St John's Way, Piddington, Northampton. NN7 2DL Tel:- 01604 870765 - email;cm922@btinternet.com

For Sale A Royal Enfield E.F.I. 500cc Motorbike. Reg: 2016. With a fitted Velorex Sport Sidecar. Garaged. Mileage is 12.869 miles. Also includes lots of free extras, including clothing, chain & lock, engine oils, tool kit etc. Price, £4.500 o.v.n.o. I am located in Dorchester. Dorset. Contact details, e-mail, reocrich@aol.co.uk Mobile, 07787 945929. Richard Lucas (10773).

For Sale Primary chaincase (alt) 5201 GBF Meteor Minor/Bullet? £70. Primary Cover (alt) 5139 GBF. Meter Minor/early Indian Bullet £20. Workshop manual and Instruction book Super Meteor/Constellation £15. Andy Craig (16922) Tel:- 07702091228

For Sale Pitman book of Royal Enfield standard singles 1946 to 1962, hardback £10. Model G spare parts list deluxe and 350 Clipper 1955/6 £10. Pus P&P Andrew Denman 16406 Tel:- 07786651903

For Sale 1985 Enfield India 350cc, 22,800 miles, MOTed, owned since 2011 + a good spare Engine/Gearbox assembly £1500 Also 2003 Yamaha TDM 900cc, 27,00 miles, MOTed, owned since 2006. £2200. Andrew Kear (16808) Tel:- 01594562991 Gloucestershire

For Sale Crusader parts, timing cover, con rod, barrel, rear hub ,rear brake pedal, l/hand lower fork leg ,super 5 front brake plate complete, 1951-53 twin pair lower fork legs. 46 tooth rear sprocket .alan herbert, (15044). Tel:- 01947 605683 whitby, north yorkshire.

For Sale Enfield Diesel stationary engines both in excellent running order please telephone for more information and photos. Ieuan Davies (3370). Tel:- 01239 682205.

Market Place

For Sale

For Sale Triumph Thunderbird 900 Triple. 1995. Vgc. Mot September. New battery, chain, sprockets, rear disk and air box. Fully serviced and ready to ride. Owned for seventeen years. Good honest bike. £3500 ono. For more info call Steve Lister (10145) Tel:-07944841487 or Email ram.rod1960@gmail.com West Midlands.

For Sale 2006 Royal Enfield Bullet 500. R/H gear-change, '50s style exhaust (silencer good - pipe has some rust), Monobloc, recent battery. Very good condition. 5000 miles. £3000 ono. Also, hard leather panniers & framework £150, single unsprung leather seat £45, small rack £25. Alan Gilbert-Voss (17030) Tel:- 07836 326661 Leicestershire. Email (preferred) alangilbertvoss@gmail.com

Market Place

For Wanted

Wanted Pre 1940 motorcycle, prefer late 30's and oily rag about 500cc. Almost any condition as work not objected to. Please call with what have you please? Alex Taylor (16292) Tel:- 01235 832038, 0781 8668165 or Email:-alextaylor574@gmail.com

Wanted Early bullet engine or cases any condition from 1949. Engine number should start 11,000 and run through to 12000 and will almost certainly not have a G2 suffix Charles Millington (08910) Tel:- 01905 840288 please leave message. Email antonere1@hotmail.co.uk

Wanted for 1948 RE125 Flea. Need Miller part MI/F13. This is the bakelite/plastic cable plug. It plugs into the socket in the side of the generator/magneto case for the lighting coil power to go to the headlight switch. I'm Kenneth Davis, membership #16890, and I'm in Merced, Calif, US. Phone number is 661-342-3759. Email is 61duc@sbcglobal.net.

Wanted Information on a Royal Enfield Crusader Sport, Registration Number YAB169. Possibly on SORN. I would like to buy it back. **Also** Set of panniers for a 1961 Meteor Minor Sports. No time wasters. Graham Kirk (6804) Tel:- 01337 840560

Wanted Kickstart lever for Can-Am qualifer or tnt 250cc two stroke Rotax engine SWM 250 also fits. Bob Woof (16738). Tel:- 01524 735039 email bobwoof41@gmail.com Lancs.

Market Place

Wanted

Wanted 1930's 499cc 05 570cc Model H or L side-valve single. Absolutely any condition considered, or just parts.

Rod Noble (8658) Tel:- 07934 762017 or 01754 830530 Lincolnshire

Exchange Interchangeable wheel hub part number 23280 with bearings, spokes & rim (could do with a rebuild) suitable for an 1140cc Model KX. Would like to exchange for a non-interchangeable front wheel, hub part number 24340 with spindle & 8" drum etc. Suitable for an 1140cc Model K. Any condition.

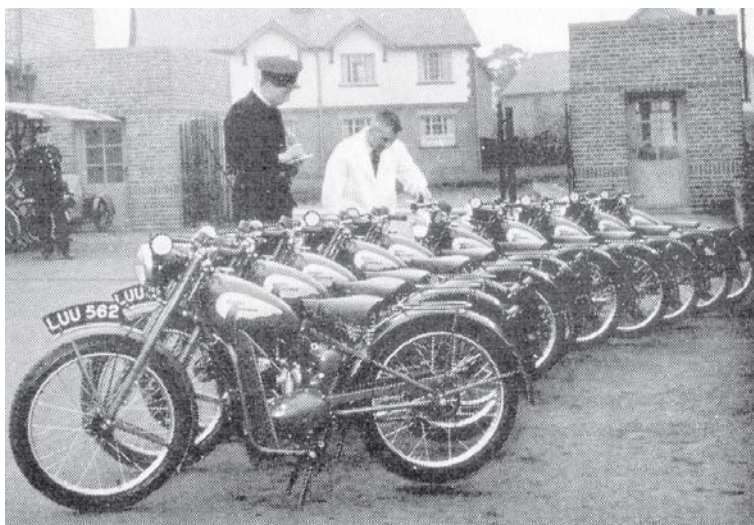
Rod Noble (8658) Tel:- 07934 762017 or 01754 830530 Lincolnshire

Advertisements are free to all paid up (non trade) R.E.O.C. members.

These adverts should be limited to 30 words or less. Send adverts directly to the Editor, quoting your full name, membership number, county or town, telephone number, email address. **Adverts in upper and lower case only.**

Non-members £5.

Trade advertisements rates as follows per issue—full page £120, 1/2 page £60.



A batch of 125cc two-stroke Royal Enfield motorcycles ordered by the Ministry of supply on behalf of the G.P.O., for messenger duties, recently came off the production line. The picture shows Mr. Harold Laight of the Progress Department, checking them over with a motor cyclist from the Redditch Head Post Office. At the request of the postal authorities, the machines were equipped with leg shields, Bumper Bars and Duplex Licence Holders.

Photo from Gun Number 10

Branch Reports

South Essex



First ride
out of the
South
Essex
from the
halfway
house



3 Royal Enfields, 2 Triumphs, a BSA and an MZ with a rideout to North Weald Air Field. All was ok to start then Pete's Triumph had to be sorted. Then about 3/4 of the way Gary's Triumph broke its clutch cable. We had fun and games in getting it there but once there we met up with Gerry, Brian, Greame, another Pete and Miles. Great chat and coffee.

Andrew Bawden. bullet61@hotmail.co.uk

Cambridgeshire Branch (The Fens)

Venue:- Haywards of Cambridge, Girton Garage, Huntingdon Road, Cambridge. CB3 0LQ.

Saturday morning meetings at above 11am on third Saturday of the month.

Our thanks go to Haywards for providing bacon sandwiches, tea and coffee all for free have added to the gathering and see the new Interceptor model please come and view.

Our next Branch event is the Prickwillow 6th annual motorcycle and cycle show on Sunday May 12th held at Prickwillow Museum, Main Street, Prickwillow, Nr. Ely, Cambs. CB7 4UN. On the B1382 by the River Lark, hot and cold food and drinks. Application forms to show your bike and gain free entry and win the trophy for best in show are available from www.prickwillowmuseum.com or Tel:- 0756813344 Elizabeth Cooper.

Ted Dore (8926)

Mid-Shires Branch

"Positively tropical" I have heard spoken around the Mid-Shires of late when describing the incredibly clement weather. What great days to ride and meet up with fellow members and friends. The cold frosty early mornings are my favourite though, on the empty roads before the sun comes up to bless us with its warmth.

www.royalenfield.org.uk

Branch Reports

Mid-Shires Branch



It was great to bring in the New Year with the Stoney Stratford show once more and this gathering of veteran and vintage vehicles seems to get better every year. Classic metal spanning the pre-war through to sixties and seventies were present, with a smattering of newer machines. I enjoy the way that a lot of the exhibits are "as is" by which I mean that you can tell that they are ridden and used bikes and not just trailer queens being chauffeured to their spaces amongst the other BSA, Triumph, Ariel and even a Brough standing in the market place with the Royal Enfields.

I was envious of the two beautiful KX's that is certain.

February had the branch meeting very well attended to discuss the up and coming VMCC Founders day show in July. Roles were confirmed and plans were put into place to make our first major hosting a success. Please come along and support the event and if you have a Bullet, bring it along then maybe we can hit our 100 Bullet challenge laid down by the organisers.

Some more good news we have to share this month is that the new Interceptor and GT650 have finally arrived. Our trained stunt pilot Wayne arrived before the dealer opened on what was an icy morning to collect his glistening steed.

A few of us joined him to take pictures and drool, then enjoyed a hearty breakfast to celebrate what could possibly be the first one in the country with him. He is covering some miles on it so keep your eyes peeled for an owners real world report in the future. I can't wait!

In the mean time, keep riding, watch out for the low sun this time of year, REgards and ride safe.

Neil Greenhow (15828)



Branch Reports

REOC Devon Branch - January / February

January's branch meeting was very well-attended and we were pleased to welcome three new members: Andy, Caroline, and Steve. Andy has had bikes all his life and recently bought himself a birthday present: a '500 Classic Chrome'. He's changed the exhaust (to a fishtail) and needs slightly wider handlebars - but other than that, he's really pleased with it. Steve, who has also been into bikes all his life, has bought himself a '350 RE Green Laner' (he already has a 1962 'Thunderbird').

We were pleased to see Andrew and Michael (Sid's sons) and Totnes Tony gave his wife Marjorie her annual trip out (he spoils her!). Chris led a discussion about the new RE 650s; his dealership (CMS Exeter) is expecting imminent delivery, of a white 'GT Continental' and an orange 'Interceptor'. He encouraged people to contact him to arrange a demonstration. Half-decent weather has meant lots of riding, although Jon still managed to get people wet and dirty on some high mileage rides. Tony, Ian and friends have been out and about, far and wide.

February's branch meeting brought two more new members: John and Dave, both of whom have been lifelong bike enthusiasts. Dave is locally famous for his 'Gold Star' which he's had from birth, but more importantly(!), he's bought a 250 RE Crusader Sports. John went out last May and treated himself to a single-seat 350 Bullet trials bike - he reports that is a lot of fun: "like going back to my youth" We also welcomed Meena and Mr Arthur Walker to the meeting. Subjects under discussion this month were the rally:

Andy made some suggestions re: spending branch funds, and now that the branch is growing in numbers, the organisation of more branch-based events. Jon's 'Wednesday Rides' are proving popular - new members encouraged to come along - and a recent Sunday ride, taking in Hatherleigh, Okehampton and Bideford, clocked-up 131 miles. Our March branch meeting will include planning the next ride-out - all welcome.

The Devon branch meets every third Thursday of the month, at 'The Swan's Nest Inn', Station Road, Exminster, Nr Exeter Devon, EX6 8DZ at about 7.30ish.

Just don't expect any sense. TTFN Rose

Branch contact person: Tony Curnow Tel:- 01803 867950

Email:- tony@hishobby.plus.com

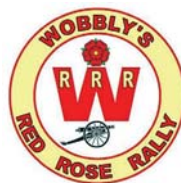
Rallies contact person: Jon Wrightson Tel:- 07909746115 Email:- info@adtt.co.uk

www.royalenfield.org.uk

Branch Reports

South Lancashire Contact John Hamer Tel: 01706 360828
Mob: 07933321135

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

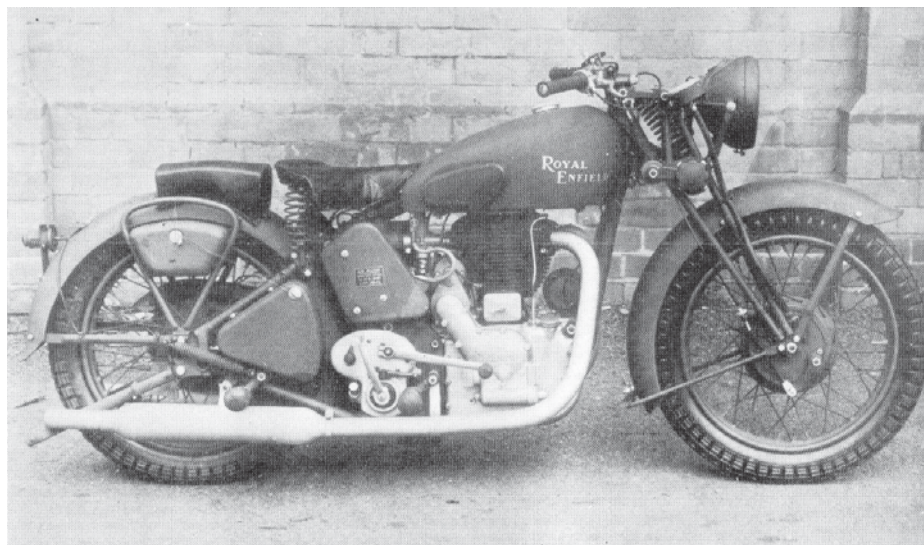


Way back in February, our first meeting of the year was well attended, the decision having been taken not to meet on the first Tuesday of January... New Year's Day. Lots of discussion about the new 650 twins. The overall design was well received, though we were wondering about the riding position on the Interceptor.

Hopefully more chances to try one out by now. We had exciting advance news from John about the forthcoming South Lancashire Rally in July. This sounds like being a superb event, with rides in and near the wonderfully beautiful Trough of Bowland. Great views and perfect lanes for riding. Some details below, see also adverts on the REOC website. Contact: hamer89@btinternet.com

“Wobbly John’s Red Rose Rally” 25th to 28th July.

Waddington, Lancashire, BB7 3JH: Cross Lane Caravan and Camping Park.
We'll look forward to seeing you there! Why not start thinking about the LE do at Astley, too! More next time. Chris 8113



*This fascinating WD J2 was produced in 1941
Picture from Gun Number 4 Spring 1979*

Branch Reports

Kent Branch



Please see the April/May Kent Branch report with 1 attachment “Kent Branch Members on Winter Walkout” Sorry no Kent report in the last edition, so no Xmas pics of our Party or image of my Santa beard. (thanks BT-Open Reach) but happy to report the event was well attended with over £40 being raised for club funds on our raffle. Latest meetings saw Martin bring in his Bullet engine bits from its expiry on his last trip over to

Belgium - looks ready for re-assembly now. Mick also brought along what we thought was a ‘heavyweight unicycle’ but turned out to be the front half of his bike with (let’s say) fork issues! Lots of chat about the new 650 & seems two Kent members have ordered them already, so should be at next club night. With the fantastic reviews they are getting let’s hope the waiting list doesn’t become too long, or the price rise!

We like to break ourselves into the new season gently, so our first event of the year is our ‘Winter Walkout’, this time over 6 miles of a demanding cross-country route. Seventeen members enjoyed the warm sunshine followed by an excellent dinner at the Carpenters Arms in Eastling. Thought I’d get my Crusader ready for its first outing, though I’m a little nervous as last time it broke down (reason still unknown) & it was a long while before I could get home. Ah well, there’s always my old faithful 350 - now that’s tempting fate!

Our ‘Otty Bottom Kent Rally’

This has returned to its normal June weekend for 2019 (14th - 16th) Already four Dutch riders have advised planned attendance so shaping up to be a great event again (more in next edition). Whilst wishing Doug well in his temporary return as editor I can’t finish without saying a big thank you to former Gun editor of the last 50 issues, Robin Gillingham. Thanks for your efforts in giving up, lets face it, a lot of your time to produce our mag. Always a pleasure to have a natter with at any time, enjoy researching your family history. Looking forward to meeting up again at future events.

REgards, Mick Connolly Royal Enfield Owners Club Kent

Email:- reoc.kent@talktalk.net Tel:- 01304 205233

facebook:- Royal Enfield Owners Club - Kent

Branch Reports

London Branch

Due to the lovely weather this weekend, I took the Bullet out of hibernation in the shed and went to the Motorbike show at Excel. It was very nice to see a stand for TTT Motorcycles, our local dealer. There were several differently coloured new Interceptors.

We are planning a short trip to France perhaps in early July,



still in the planning stage but something to write home about if it happens! I kindly received some photos from Keith Bowdler, of the London Branch in 1983 at Brands Hatch Festival at The Sandown Park Classic Bike Show in 1986. Thank you, Keith, for sending them, we were very interested to see them

Following his article on the reconstruction of the Meteor 700 (in The Gun 267), Dave Benson received a very interesting letter from the daughter of the original owner. She sent some old photos of the motorbike!

We meet on the first and third Tuesday of the month in the Surrey Docks pub, 185 Lower Road, Rotherhithe, London SE16 2LW. From 21:00 to 23:00.

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 tel:- 07766947932)

Branch Reports

To All Those New Members Who Live Within a Reasonable Travelling Distance of the **Somerset and Dorset Branch**, West Lydford, Somerset, TA11 7DH. As a new member to the REOC, you may be disappointed in that you have not had a message of welcome from your local Branch secretary (or Chairman) after you joined us. It is not that we are not interested in new members. It is due to the privacy requirements of the Data Protection Act that the contact details of new members is restricted to the membership secretary and magazine distribution officer, and not available to your Branch.

The Somerset and Dorset Branch meeting venue is situated just off the A37, approximately 6.5 miles south west of the Royal Bath and West Showground. If you have been to the Bristol Classic Motorcycle Show or the VMCC autojumble held at the show ground, you will know where we are. We have members who live as far afield as Bristol, Warminster, Blandford, Gillingham, Yeovil, Taunton, Bridgwater, Wells and Weston-super-Mare. We are unusual amongst branches inasmuch that for the past 11 years we have hired a hall to hold our meetings in, rather than licensed premises.

As we pay for our hall 12 months in advance, this gives us security of tenure, whereas in the past when we met in a pub, we were at the mercy of changes of landlord and other social activities more profitable to their management. Our hall has enabled us to have guest speakers on a variety of subjects of interest, social evenings and other activities that would not be possible, or strictly curtailed, if we met in a pub. We also have a summer meal and a post-Christmas meal at an outside hostelry. As you would expect from a motorcycle club, we have evening ride outs as well as all day weekend runs to places of interest. We organise the REOC stand at the Bristol Classic Motorcycle Show and REOC presence at the "Gillingham in Gear" event in the summer. We also organise the Les Carter "Fossil Gathering" held over the August bank holiday.

Our normal Branch meeting attendance figure is around 25 to 28 people. This includes lady members, but our numbers are added to when wives, partners and girlfriends join us for social occasions. So if you reside within travelling distance of us, or belong to another Branch and are on holiday in our area, do come and see us. Our members ride many other makes of machine as well as R.E.'s, so you will be amongst friends. You will not be treated as a wallflower twiddling your thumbs, and will be given refreshment both when you arrive and halfway through the evening. We assemble at 7.30 p.m. for 8.00 p.m. every second Monday of the month and free parking is adjacent to the hall. You meet the nicest people on a Royal Enfield (sorry Honda!). Why not give us a try? You only have your inhibitions about club meetings to lose. Contact details are as in "The Gun" or on the REOC website.

Brian Laitt Branch Chairman

Branch Reports

Wessex Branch

Unfortunately the pub where we meet has shut. Fortunately we have been invited by the Andover & District Model Engineering Society to meet at their clubhouse, on the first Tuesday of the month. Could you please amend the meeting place as shown in the Gun to

A.D.M.E.S. Upping Copse Winchester Road Wherwell Andover SP11 7HT Many thanks Doug Hopkins.

Rod rode over to the Romsey Boxing Day vehicle meet which was very well attended. Days before the January club night word reached us that the Wyke Pub had shut. The rescheduled meeting was held at John's workshop, many thanks for the drinks and biscuits, where around a dozen of us discussed possible new club night venues and ideas for the rideouts.

Feb club night at the Andover and District Model Engineering clubhouse. Thanks to Roger and Tony for arranging this ideal venue. Good turnout for the branch quiz, organised by Tony, in which Stuarts team were narrow victors over Paul's. Branch trip to Jersey discussed as were films for next months club night.

One sunny Feb morning Doug was lucky enough to spend an hour test riding the new Interceptor and chatting to members of the Thames Valley Branch.

An Enfield equally at home going up twisty climbs on country lanes or cruising down the motorway. Personally the footrests seem too far back for comfortable all day riding, but overall a very nice bike and well worth a test ride.

The Bristol classic bike show was very well attended, branch members took the opportunity to meet old friends and obtain spares/clothing.

REgards Doug Hopkins

NE Scotland Branch

contact Bob (REtrialer), email- bob.nes@btinternet.com (preferred) or Tel:- 01651 851569 Branch meetings, The 'Summer' programme starts on **Friday 26th April** with a run to Fourtwo HQ on the outskirts of Forres for lunch, meeting at the old bridge at Craigellachie for an 11 o'clock departure.

Drive It Day, Sunday 28th April, we will be joining various local clubs at Castle Fraser, meeting at Kellockbank (Insch) about 10.30 am for a coffee first.

Saturday 25th May, meet at the car park along from The Spotty Bag Shop for an 11 o'clock departure, coastal run to the East. **Saturday 29th June**, visit to 'The Works' at Inverurie, Roland to lead from by the Tesco car park at Turriff, 11 o'clock. **27th July**, Tomintoul run. A couple of good meetings where much has been discussed, some of it to do with motorcycles and even some of it about Enfields As can be seen overleaf a programme of 'Summer activities' (hope we

Branch Reports

aren't too late) is taking shape, other ideas need firming up, maybe need to include some 'midweek' activity to cover it all. Have a look at the Grampian Transport Museum web site, 'services' 'car and motorcycle clubs', anyone for lunch? No news yet on a date for the Fordyce 'day'.

I have spoken with Keith and although he is more than happy for me to become the contact for the branch, he retains his interest.

We noticed in the last 'The Gun' there are a couple of new members in the **ABOYNE** area, we will be pleased to meet you! Hope you would find us friendly, you're welcome to join in. We have a 'closed group' Facebook page and generally communicate by email and phone. (Truth be told, we could also do with boosting our numbers!)

REtrialer (07404)

West Riding

Club Contact Kevin Moore 07736775211 sidecarkevin@ntlworld.comling

We meet at the Reindeer Inn, Old Road, Overton, Wakefield WF4 4RL 8.00pm 1st Thursday of the month and 7.30pm on 3rd Tuesday in summer (on fine evenings we may set off on a ride by 8.00pm).

As the Branch Scribe, you know what it's like, submission deadline fast



approaching and not a right lot of interest to write about? Particularly as we find ourselves in the depths of the Yorkshire winter. You could almost cut and paste a few recent accounts of group meetings and nobody is likely to notice!

That's not to say we don't love our meets but I'm not sure the dear reader is too interested

to read who turned up on what bike and what we gossip about. So! (thinks I) as we seem to be in the grip of a global warming winter summer spell, why not put out the call for a club run? Give me something to write about. Well some would be more enamoured with the idea than others. Three of us turned up at Three Nuns (that's a pub not a Convent), Huddersfield for 9.30 on an unseasonably

Branch Reports

warm and sunny Saturday in February. I was on my beloved Woodsman, Mark A on the 612 special and Ian T (the elder) on his lovely Triumph Trophy 650. So far so good.

We set off to enjoy a wonderful meander over the tops via Denshaw, Rishworth to Hebden Bridge, from Hepptenstall passing through Slack Bottom to Colne, Earby, Bolton by Bowland and on to



Slaidburn where we stopped for coffee and sun. It was fantastic! Wonderful twisty lanes and great scenery. You're probably thinking this is all too good to be true, well you'd be right! We set off again heading north on 'The Skaith' road towards Bentham which had recently been resurfaced with those lovely chippings which was to severely restrict our building enthusiasm. I was leading and keeping an eye on those behind. After a number of miles I came to realize I was enjoying the riding on my own and so pulled up, then retraced my wheel tracks to find my two companions pushing the 612 up Merrybent Hill.

It transpired the machine had suffered a rear end traction episode departing terra firma in favour of exploring the RE pedigree in trials riding! Thankfully, rider and machine suffered relatively minor abrasions but the lavishly pampered lump of an engine refuted all encouragement to facilitate compression and just sat there sulking! Recovery was the only viable option to see rider and mount returned to the West Riding. Confident all arrangements were suitably in place, Ian and I were soon to resume our enjoyable ride. At the intersection with the A65 at Clapham my friend opted for an earlier home arrival whilst I preferred to make the most of the weather and location, continuing on my lonesome.

Things were going quite sweet over the tops to Arncliffe and along the Littondale road until I got that slight uneasy feeling you get occasionally, you know, that thing just before everything goes wayward! And it did just that. Notwithstanding the loving care, attention and plentiful bathing in oil, the split link in that there chain thingy suddenly decided it had had just about enough and gave up the ghost! In consequence, the chain let go and wrapped itself solid round the front sprocket. I didn't really need telling that I was the second Royal Enfield Bullet the recovery firm had turned out for that afternoon! Certainly got something to write about though.

Dudley Martin

Branch Reports

Cornwall Branch



On Sunday 24th February, eight of us met at Smokey Joe's in Scorrier in fine weather, after the early morning fog had cleared. There were four Himalayan's, a Triumph, a BSA, a Kawasaki and a Bullet. It was decided that we would head Southwest. So we set off down to Portreath, where we had a coffee stop and watched the surfers. We then headed down the North Cliffs,

but had to pull into a parking area to wait for a while, as we came up behind some sort of tractor run which was moving quite slowly. There were literally dozens of them. After waiting and letting them move on, we set off again. Down through Hayle, and headed towards St Ives before turning off to ride through Halestown, then out onto the B3306, where we turned left and rode along one of the best motorcycling roads in Britain, with it's twisting bends, and ups and downs, and all with excellent scenery.

We stopped at St Just for a pasty lunch, then; suitably refreshed we moved on, riding through Sennen, and turning off just before Lands End, bypassing Porthcurno and riding down to Lamorna (which was just like the film Summer In February, with the sunny weather). On leaving Lamorna, we rode up through the back lanes, which brought us down through Mousehole, Newlyn and Penzance to Marazion, where we took an ice cream break. While we were there, a



couple turned in on one of the new Interceptors, and seemed delighted with it. It was the first one we had seen on the road. So we invited them to our next branch meeting, and they seemed quite keen to come. Having left Marazion, we rode through Goldsithney, Townhsend, Leedstown and Praze-an-Beeble, up to Black Rock, Fourlanes, Redruth and various ways home, having enjoyed a good ride out in good company, and excellent weather.

Bob Reed (6167A)

Branch Rallies 2019

Royal Enfield Day in The New Forest

Sammy Miller Motorcycle Museum

Sunday 14th April 2019

Club Contact Robin Gillingham tel 01963 251406

The Museum houses a fine collection of over 400 fully restored motor cycles in Europe, including factory racers and some exotic prototypes, plus the memorabilia spanning 70 years of motor cycling.

For information please contact:-
Viv Crew or Bill Gibson
Tel 01425 616644/620777
email usum@sammymiller.co.uk
Address. Bashley, New Milton,
Hampshire BH25 5SZ



Midday 27th June to July 1st - Calne Blackland Lakes SN11 0NQ

admin@reocwiltshire.co.uk - 07745089853



Gillingham in Gear, Saturday 8th June 2019

The Somerset and Dorset Branch will again be the Royal Enfield Owners Club Host at this great event.

So come on down and see us Dorset Boys and Girls, you can help us enjoy the day and do yourself some good.

We love to yarn, so all are welcome.

Contact Robin Gillingham
Tel:- 01963251406 or
robin.gillingham@btinternet.com



REOC National Facebook Page

The 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 do either of those in words or pictures or simply just wish to follow others doing so please visit.

www.facebook.com/royalenfieldownersclubUK/Policing;

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The challenge is on “100 Bullets” in celebration of the model’s 70th Anniversary REOC International Rally 2019

At the
Taverners



VMCC
Founders Day

Friday 19th July through to Sunday 21st

Stanford Hall, Stanford on Avon,
Lutterworth LE17 6DH

This event will be a first for our Branch. We have not hosted a rally before, so that's where you come in. Please get in early with your good ideas on how to make this weekend a complete success. The only caveat to that being; if you make a suggestion you back it up with your support ! **WE NEED YOUR FULLEST SUPPORT TO MEET THE CHALLENGE OF 100 Bullets !!!**

To be fair, a lot of the rally comforts are laid on for us by virtue of the destination being the VMCC Founder's Day event. A beer tent on Saturday night and various catering vehicles present over the weekend (Sat/Sun). That only leaves us to cater for Friday evening which will be done via a ride out to a local hostelry and a ride out for the Saturday. Given the central location of the event, literally minutes from the junctions of the M1 M6 and A14, we have all sorts of options.

The National Motor cycle Museum is less than an hour away and the free entry Coventry Transport Museum is even closer. Route cards will be available to those destinations for any interested parties. A more local organised ride out for lunch on the Saturday is already arranged.

Your Committee has approved the costs for a shower block and toilet block on the REOC only Camping area. As mentioned before Bruntingthorpe have discussed supplying a couple of Tech guys and a 'mule' development Interceptor for the event. The Sunday auto-jumble is a rare treat being hosted in a less commercial fashion than many these days.

It should be a great weekend but that will only happen with your support.

John Dove Tel:- 07766947932 or email jd.btsdf@gmail.com

The REOC Devon Branch 2019 Rally

Friday, 17th May - Sunday, 19th May

The branch is pleased to announce that the Royal Enfield Devon dealership 'CMS Exeter', will be present at the rally and will be displaying a number of motorcycles, including the new 650's.

Brochures and van back-up will be available,
as will advice and information.

Chris will be happy to arrange demonstrations as requested.

'CMS Exeter' has full parts and workshop in its main
showroom, at

Pinhoe, Exeter, EX4 8JJ

Tel:- 01392 537512

The Fossil Gathering

22nd – 26th August Bank Holiday

Ashcombe Farm, West Pennard, Glastonbury. BA6 8ND.

tel: 01794 890153. Rates are £10 per unit plus £4 for electric hook up.

To book your pitch contact Mrs Carole Peck Tel:- 01749 890153.

For electric hook up please telephone Carole direct .

On arrival please come to the welcome tent to book in and we can then collect your fees thank you. It is intended. Friday, will be a fish and chip run. Saturday, to include a visit to a café then into the hills for lunch.

contact Rob Graham 01258 817074

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WELCOME TO OUR NEW MEMBERS

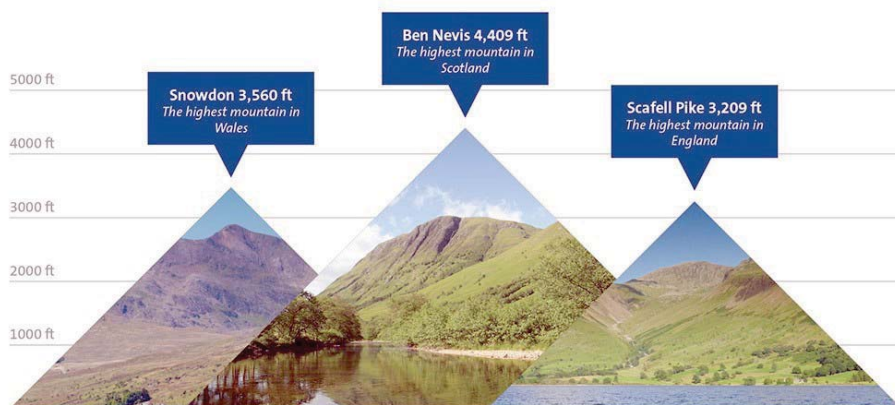
January, February 2019

Chris Hartley, Bedford
Marty Lambert, Southend-On-Sea
Dean Halliday, Newcastle upon Tyne
Ralph Smith, Daventry
Jorden Sewell, Wellingborough
Richard Fulstow, Portsmouth
Joseph Goodwin, Burton on Trent
Kenneth Foster, Heathfield
Nick Harrison, Cambridge
Mark Heasman, Colchester
Stephen Jones, Bedford
Charles Holloway, Havant
John Kyte, Devizes
Alan Budgen, Dover
Leslie Morgan, Ebbw Vale
Gary Burton, Rochford
Michael DeGroot, CANADA
Dan Allaway, Spalding
Philippe Rudrauf, FRANCE
Erik Gorsanovs, Pembroke Dock
Howard Hipkins, Carterton
David Newman, Grantham
John Colyer, Sunbury-On-Thames
David Onslow, Teignmouth
Alan Hartley, NEW ZEALAND
Wolfgang Linneweber, GERMANY
Barney Clark, Watford
John Boyles, Exeter
Thomas Milne, Aberdeen
Alan Frost, USA
Thomas Ordway, USA
Tim Rowntree, Glastonbury
Glenn Lewis, British Columbia

Dave Newland, Southsea
Christopher Holley, Denbigh
Charles Wright, Newent
Peter Hume, Southampton
Tom Waterer, Coventry
Bruce Noble, Swansea
Alain Escalier, FRANCE
Alex Coutts, Burntisland
Tony Watson, Ely
Nigel Walker, Rushden
Geoff Theophilus, Broseley
Geoff Mann, Birmingham
Oli Brooke, Reading
Mike Hall, SPAIN
Ralph Smith, Daventry
Mark Buckmaster, Oakham
Gordon Whitworth, Sheringham
Stephen Hutson, Cambridge
Chris Hayle, Bicester
Robert Meeks, Wigston
James Graham-Young, Bedford
Donald Hayles, Sandown
Carl Lemon, Spalding
Robert Graham Reed, Haltwhistle
Gurdip Kalsi, Hayes
Steven Pearse, Penzance
Mark Butler, St. Neots
Brian Waters, Fordingbridge
Paul Leith, Carlisle
Rob Parker-Norman, Westbury
Sean Brady, Bruton
Ryan Smith, Barnoldswick
Ian Maguire, Southport

Membership Secretary Teresa Langley, Strathaan, Ardgay. IV24 3BG
tel:- 01863 766431 email:- membershipsecretary@royalengfield.org.uk

THREE PEAKS CHALLENGE WITH ROYAL ENFIELDS FOR CHARITY



In July three members of the Trauma Brachial Plexus Injuries Group (*see website for more information about this injury*) will be taking on the three peaks challenge as well as visiting three specialist hospitals, but just to make it that bit more challenging, two of us will be travelling around all six of the sites on classic Enfields. Ed will be on his 1960 Super Meteor and I will be on my 1964 Interceptor (the electric start one that's featured elsewhere in this issue)

We are doing this in order to raise money for the charity we run, the TBPI Group, which is a support group run by and for people with the injury, often referred to as the bikers injury as in excess of 90% of injuries are as a result of bike accidents. The charity registration no. is 1100691 and we have been a registered charity since 2003 and can be found at www.tbpi-group.org

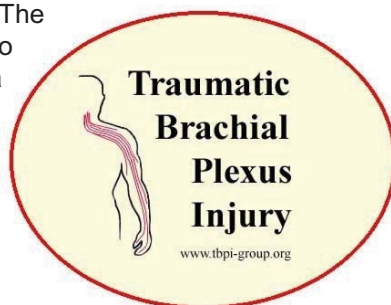
We have a sponsorship/donation page for this challenge set up at www.wonderful.org/fundraiser/threepeakschallenge-35bb3b9a

with more details. We are running two prize competitions for everyone who sponsors us – guess the total mileage and guess the combined time we'll take to ascend and descend the three mountains. Ed and I along with the bikes will be on the Owners Club Stand at Stafford in April and at the Founders Day in July – one day before we set off on the challenge. The challenge ends - assuming everything goes to plan and we don't suffer breakdowns – just a couple of days before our annual charity AGM so July's going to be pretty hectic for us!

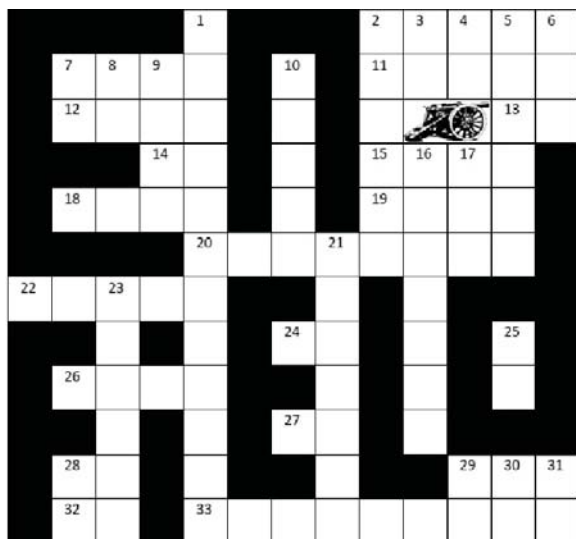
Any sponsorship/donations received will be greatly appreciated.

Thank-you

Neil Finney (15251)



The Gun Crossword Issue 270



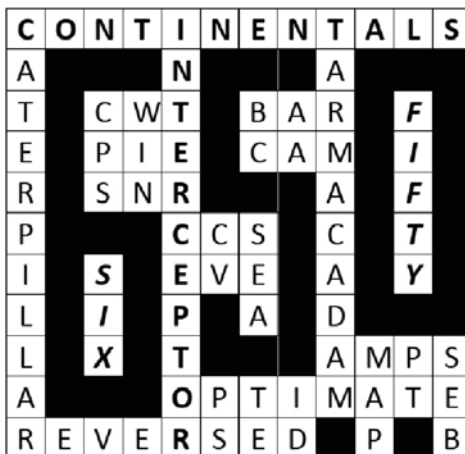
ACROSS

- 2 Sovereign, regal
- 7 Lawnmower Co. (Not RE)
- 11 Wear away
- 12 Nautical greeting
- 13 External diameter
- 14 Not NY or SF
- 15 Shakespeare's tyre calling!
- 18 Combustible rock
- 19 Republic in W. Africa
- 20 Our bikes, less Royal
- 22 Diesel Christmas bird, ex Ed.
- 24 UK Navy
- 26 Cheap grocery store
- 27 Pink paper, 12"
- 28 Sounds like honey insect
- 29 Routemaster etc.
- 32 Roger Moore's TV character
- 33 Tools to hold thread cutters [3,6]

DOWN

- 1 British & Indian bike maker [5,7]
- 2 Name anew
- 3 Either.....
- 4 Informal greeting
- 5 Aphrodite's handsome lover
- 6 Modern light source
- 7 They used to salute members
- 8 Shorter than Thursday
- 9 After Coca
- 10 Native American Boss
- 16 Brave Velocette
- 17 Same as mature?
- 21 Starts a fire
- 23 Metal projectile
- 25 Religious Ed. or our bikes
- 28 Institution providing kitemark
- 29 Opp. AD
- 30 GB & NI
- 31 Sidecar co. before Jaguar

To arrive
with the
Puzzle
Master
before the
contribution
deadline
shown
in the
Gun



Congratulations to all those who sent correct answers. Remember there can only be one entry pulled from the hat. So keep sending those crosswords in! Puzzle Master.

The winner of crossword puzzle in Issue 269 is
Dave Colepitts (16367)

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**



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