

# THE GUN

The magazine of the Royal Enfield Owners Club



ISSUE  
No.271



June/July  
2019

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**Contributions for publication** ALL articles, letters, statements etc. submitted should end with your name, membership number, contact details telephone number, postal address, email address, any two contact points are acceptable.

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

**Published by** - The Royal Enfield Owners Club

**Front Cover:-** The new 650cc Interceptor and GT brought to the Kent branch meeting in March by **Bowen Moto of Chatham**

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## Editorial

Hello Reader,

Welcome to this issue of the Gun. I am your new editor, and this is my first foray into publishing. As such please bear with me whilst I get to grips with the publishing software. I assure you that any mistakes will be mine alone. I am Alan Barringer, and I am a member of the Kent branch of our great club I currently ride a 1957 Super Meteor and hope to meet lots more members by attending more of the rallies this year. I will try to fit in all of the articles/branch reports submitted, but due to space constraints may sometimes have to edit some items to fit them in. It must be a spring thing, but this edition is full of Crusaders. Did the Redditch factory make more of these than any other model, or are they just great survivors? Perhaps someone out there can answer that question. Either way, it is great to see so many of them coming back onto the road. Now that the rally and ride out season is back upon us, take care out there, keep all the rubber pointing downwards, and enjoy the rides.

Regards, Alan.

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

Next ISSUE PUBLISHED August 2019

## Write Away

Hi Fellow Royal Enfielders, I just wanted to advise that "British Royal Enfield Spares" listed on page 12 of the REOC Club Handbook is no longer trading. I called and spoke to Keith, who advised me he had sold the business last year. John Dixon (17190)

Just a quick thankyou to John Dove - Club Co-ordinator - 07766 947932 for sorting out my Interceptor. It now runs just like my original Interceptor which I bought from John Brittain nearly 50 years ago - 17th November 1969. I can highly recommend John. Regards Richard Elkington

## PROPOSALS FOR THE ANNUAL GENERAL MEETING 2019

To be held in the dining room of the main building at:  
Woodland Waters, Willoughby Road, Ancaster, NG32 3RT  
Saturday 5th October

All proposals for inclusion on the agenda must, according to the constitution, be submitted to the General Secretary at least 90 days before the meeting.

The cut off date is therefore Sunday 7th July and submissions received at the address below after this date will not be accepted.

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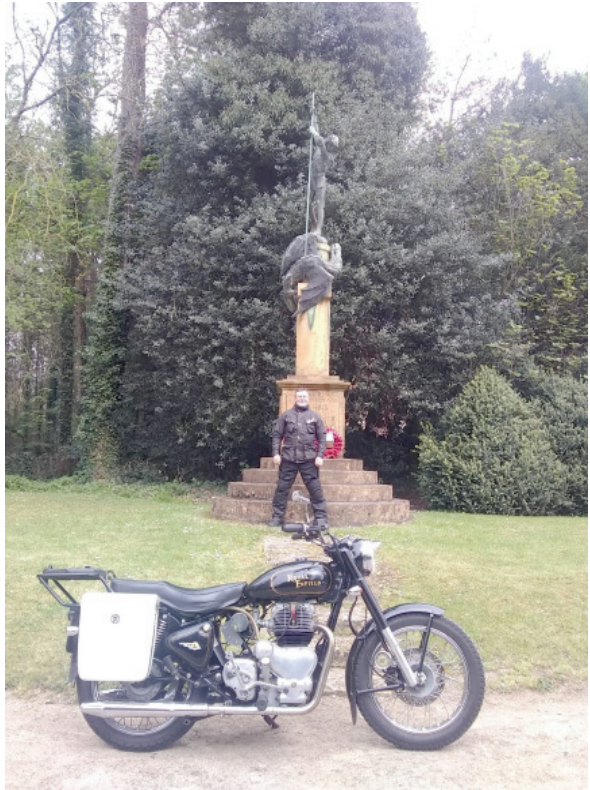
## Write Away

### St. Georges Day, 23rd April 2019

Steve Lister and myself were riding around the Cotswolds, and we decided to commemorate our Nations day by visiting St. George.

Built as a great war memorial, there is a most impressive statue of St. George slaying a Dragon on top of a plinth. It's worth seeing and is located at a crossroads on the B4077 about a mile from Toddington Vintage Railway, in the direction of Stow-on-the Wold. The picture is of Steve Lister and his loyal steed, a Super Meteor special, built in a mid 50's Model G deluxe swinging arm frame. Happy St. Georges Day to all Royal Enfield owners.

Michael Sliwowski (5859)  
Birmingham



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## Write Away

### Your access to the Archive

Dear members,

You can now view some of the club archive on our REOC Website <https://www.royalenfield.org.uk/> which includes photographs, marketing images, sales brochures and technical notes from the Redditch factory.

At the 40th REOC birthday party I displayed a small sample of this material, which doesn't often see the light of day. It was the beginning of a campaign amongst some senior members and our committee to make our historic library more accessible to the membership, and I'm pleased to say the result is a new Website with a growing Archive library.

We own folders, albums, boxes and books which literally fill a rented storage room to the ceiling. I'm slowly working my way through this treasure trove, prioritising the most irreplaceable content before scanning it into a secure digital library. We have an extensive collection of parts books, instruction manuals, and handbooks from the 1930s to 1969, which will be a lower priority for scanning into digital format, starting with the old stuff, because most of them are available in paper copy at a reasonable price, which is the preferred format for most people. I will however scan and e-mail individual pages upon special request.



Members who are researching information for a specific Royal Enfield model, or perhaps who are just interested in the factory history will be pleased to see more of these documents gradually becoming viewable, loaded onto the Archive by Sam our Web Manager who receives the batches of files from me. I ask you to be patient, because it's a very time-consuming process.

For the technically minded, one of these folders has a collection of fascinating meeting reports from the early 1960s - *Motorcycle Development Minutes of Meetings* - which give a detailed insight into the testing and development of production motorcycles of this period, and reasons why others didn't make production, including a five-speed all-alloy Super Constellation. The scanned photograph album of Competition Shop foreman, Charlie Rogers, is on the website - *Charlie Rogers Album* - which provides an interesting insight into the world of ISDT trials of the 1940s, 50s and 60s and has some of his personal photos which have never been published before.

For the non-computer users, I suggest that you ask for some help from younger family members to view the new and continually improving club website. Watch that space! Bob the Archivist.

## Write Away

### Powers the Pot History

Powers the Pot, the venue for Irelands main Royal Enfield meet up, has obtained its name from a large vessel that gathered water from a spring well that served the needs of the Powers family and others who required refreshment after the long hill, in



days gone by. Horse were also refreshed in the old days, but now happy campers, Royal Enfielders, and friends enjoy the hospitality of this magic place.

My relationship with Powers the Pot started back in 1993, when it was the venue for the annual Jawa/CZ rally, with other MZ folks attending, including myself. Sadly the Jawa and MZ folks eventually moved on.

In those days the Carol family were all home, and it was run as a hostel and campsite. Now most of the family have moved on, but Nial runs a lovely rustic campsite, with a bar that sells bottled beer, cider, wine and spirits. For special guests, Nial will, at a reasonable price for the quality of the food, put on a fantastic meal.

Back in 2007 John Deegan, Rodney Rea and John Burke held a Royal Enfield camp in Donard, County Wicklow. I had my first Enfield, a 350 Bullet, and set off after work, although I had exams the week after. But the best study was composing possible essay answers in my head on the four hour journey. I missed the ride out, but met up with the folks later, after setting up camp, cooking and going for a ride out by myself. The evening was enjoyed in the pub, with plenty of porter and a bottle of home distilled spirit from County Kerry. Many a friendship was started on that weekend, and the foundation for Powers the Pot was started.

2008 came along and with it the first Powers the Pot weekend. The first year eight attended Powers the Pot, and it has grown ever since. The most we had was thirty nine, but the average is twenty eight. That makes the event so friendly, as you can chat and get to know each other, and catch up with old pals.

Other events have sprung up from Powers the Pot, such as the Climbers Inn do in Glencar on 14th-16th June. This is also Jawa, MZ, Royal Enfield and friends. Curagh Chase Royal Enfielders camp is in County Limerick and on the 12th-14th July.

Powers the Pot for us Royal Enfielders is in its eleventh year, and so long as folks come along and enjoy it, it will be held.

Look forward to seeing you on the 9th-11th of August.

John B. Nicholls (10710) thatboyinkerry@hotmail.com 00353861951137



## **Write Away**

### **A Crusader Sports and a Folding Kick Start**

As a new member of the REOC I'm wondering whether anyone has any idea where I can possibly get a folding kickstart for a 1961 Crusader Sports from—and also whether anyone would know the name of the metallic like light blue paint? (it's polychromatic peacock blue, ed.)

I'm currently restoring what I'm hoping is going to be a very nice little blue 1961 Crusader Sports 250cc which a long standing family friend in Guernsey gave me back in January. About 20 years ago Martyn completely dismantled the bike and put it up in the garage roof, where it remained forgotten until a recent spring big clear out. Despite being completely in pieces and very dusty, it's seemingly all there (with exception of folding kickstart), including the original tin ware and mudguards which is in good useable condition. Martyn was going to throw it in a skip, so right at the outset (before deciding whether to bother or not) I was in touch with Graham Scarth on 25th January to determine the machines identity and history.

Graham consulted the Redditch factory ledgers, and confirmed that frame #18868 and engine #SR9431 are the factory pairings of a blue Crusader Sports sent to Greens of Guernsey on the 20th of June 1961. Based on this information ( and even though it will cost me far more than the bike will ever be worth—why do we do these things?) I decided that the little bike should be spared the skip and instead fully restored and proudly used on a regular basis. It might even make an appearance at the Isle of Man next summer. ( I think this August is a little too ambitious—who knows though). I am taking my 1948 Ariel VG500 this year.

The bike has been registered and used in Guernsey its entire life, but with all papers long since lost, and having brought it back across to the UK, I now need to register it with the DVLA, ideally with an age—related number. I've got the relevant DVLA forms ready (i.e. V55, V112 etc.) and have the NOVA reference number from the Inland Revenue ( i.e. paid import duty). All I need now is a Dating Certificate (to verify age) for the purposes of obtaining a suitable age-related number.

I'm very keen to learn as much information about the bike as possible. If you have any further information, in addition to what Graham advised previously that would be great. Hitchcocks have been really helpful, but I have a few additional questions I'll seek answers for from the club, e.g. what are the correct transfers, and where will I ever find a suitable folding kick start?

John Dixon (17190)

Project follow up: The project is progressing very well. With all cycle parts currently away with a man in a shed for painting, the main focus has been on reassembling the engine and gearbox. All bushes and bearings have been replaced as has the piston and rings following a minor re-bore.

## Write Away



The wheel hubs have been cleaned, polished, with new rims and spokes sourced from Devon Rims, wheels built and new Avon tyres fitted. Once the frame and other cycle parts return, the engine will be fitted and the big re-assembly and re-wire started. The various chrome parts will shortly be away to Bristol for plating. Who knows, maybe it will be done by August.

### Head Scratching

1. Does anyone either have, or know, where I may possibly be able to source a folding kick-start from? This is one of the few bits that was missing, but seemingly impossible to source!

2. Why aren't the pushrods sitting level? With the engine at TDC, all timing marks aligned and the cam followers on the lowest part of the cam, I would expect both valves to be in the closed position; i.e. top of both pushrods to be level; however the exhaust pushrod noticeably sticks up about 1/4" higher than the inlet valve pushrod - which is having the effect of causing the exhaust valve to remain open and foul the piston when the crankshaft is subsequently rotated.



With the piston, camshaft, cam followers, supplied by Hitchcocks, this is a puzzle. We know earlier models had different length pushrods, but being a later model the pushrods are identical. However, there are a few anomalies I have noted along the way which suggest a potential 'change-over' model - such as the gear change anchor pin. I would welcome thoughts and suggestion, but I have a solution.. which involves effectively shortening the exhaust pushrod in a humane way (think narrower adjuster nut) - which seems to do the trick.

John Dixon (17190)

## Write Away

### Crusader Sports Restoration Project

It's time, that great moment when the much loved (and on repeated occasions cursed at), "Project" bike is finally wheeled out of the oily and knuckle bashing winter activity bike shed, into the sunlight for the much anticipated, (for me and the machine I expect) first attempt at starting. All set up with my wife holding the video camera ready, what we want is kick, ignition, bang. What happened is one very tired leg finally giving up in exhaustion, petrol leaking profusely from the old Amal monoblock with unconcerned abandon, and a very dull video. Screwdriver and a little silicon gasket sealer soon fixed that, and I fettled the float valve. The engine seemed to like the flooding, and with a great grin on my face I can actually ride a circuit of the garden in first gear. Job done, or nearly?

Almost a year to the day between "before" and "after" pictures my now magnificent 1961 Crusader Sports is on its way back into service. Bought through an advertisement on the old inter-web, unseen in the flesh, but vetted by a mate living in the city, another loyal Royal Enfield rider. Another bike saved from the grave, as a buddy said.



Before restoration

The before version was a non-runner, having languished in a Dublin damp garden shed for at least six years for the owner to realise he was not going to get round to doing the necessary. "I did ride it up and down my road a bit when I first got it", he said. Well, maybe. Wheeling it off the trailer and into my operating theatre, a hard push on nearly flat tyres on gravel I can tell you, produced a Banshee of groans and gouging howls. "I don't think it is charging" he told me. That seemed a minor concern, had it been running making such metal searing complaints as now. Humph, I thought, not to worry, it's all coming apart anyway. That's the whole idea. A quick perusal of the wiring confirmed it probably is not charging., the ignition switch hanging limp and forlorn out of the side box like a clump of weed roots

Taking things apart, as all boys know is the easy fun part. When my first, alarmingly small compared to numbers of Euro, box of new/replacement parts arrived, I thought I was really doing it, this finally achieved bike re-build project thing retired eager bikers do. Keen to experience the ultimate in bike fettling

## Write Away

and emulate other peoples projects, challenge myself and learn what every nut bolt bearing and bushing did on the way, I was to spend a lot of time over the winter in the newly christened Shed. Years of restoring, French polishing and upholstering antique furniture (in said same workshop) should have equipped me with understanding what patience means in 'getting it right'. Old British motorcycles are a completely different yard of hens. Suffice to say, the man began his bonding with machine as he un-bonded years of mistreated Crusader. The scars of age and bodgery increasingly surprised and then alarmed me as the shopping lists continue to grow. It was obvious even to this enthusiastic fettler that I would be best to leave the accounts until the job was done. The forks were full of lentil soup, the oil level grub screws having been replaced with allen screws too long scored a ragged line up and down the tubes, rear shocks seized solid, clutch basket loose where centre nut not tight, resulting in ruined taper and key on gearbox main shaft, final drive sprocket nut had totally no thread inside it, just spin-ning round without the grub screw lock, the sprocket chattering on splined gearbox shaft now both useless. Wheel rims rusted out, bearings with square balls grind-ing, beautiful chronometer not working, a multitude of nefarious ingenious nut and bolt fixings, no compres-sion, no gears available, the seat a mass of crumbling smelly latex, wiring loom a bindweed mess, tin work horrible

and under a blanket of tweed coat paint and filler the petrol tank had taken a beating from a big hammer. That all got sandblasted, rust inhibiting sealed, primed and painted. Professionally I must admit, but locally by a fantastic Polish Kris who patiently explained the rocket science of his job. Much as I (naively) imaged happy hours sanding filling



The finished Crusader

priming on dull rainy winter days, my own experience regarding refinishing woodwork told me this was also a specific trade, and unloaded the lot into his care, with relief in fact. This proved a very good choice. The rest of the project was escalating, and the waking up at 3 a.m. beside my blissfully slumbering wife more frequent, my brain dashing around the labyrinth of pistons bore siz-es feeler gauges bearings how to fit, is that gearbox bush OK or not, did I torque up the big end caps, or put the crankshaft bearing packing shims the right way

## Write Away

round, the brain playing naughty tricks while all the while waiting for the next package to arrive with yet more presents for the ever demanding girl.

I am delighted with the result. My wife, not the most ardent motorcycle friendly type, agrees it is a triumph (she does know it's not a Triumph). Persistence, patience, too much pondering meticulous attention, lack of knowledge ending up having me do many of the sequences over and over but blind ignorance and a fair bit of help and encouragement, plus the idea of what I will end up with kept me going. By the way, the bad screeching noise was probably clutch spring screws gouging a crater on the inside of the chain case. Thanks to John Nicholls, fellow Enfield Bullet member from Trallee, for his weekly telephone appraisals, Caroline and Mick at Burton Bike Bits, Hitchcocks, of course, and the machine itself for being such an iconic example of Royal Enfield design. It's a beauty. Now all I have to do is..... get it running sweet. As I write, another package is delivered containing amongst other bike stuff, a larger main jet for the Concentric. Will that solve the problem. We will have to suck it and see!

Alistair Matheson. number 15976

## Book Review

Sidecar Scrapbook is a soft cover A4 size 64 page book, all about owning, riding and building sidecar combinations, written and self produced by Matt Little (16561). For anyone who rides a combination, or who is thinking of building one, it is a gold mine of information. Despite some typo errors, I found it to be a worthwhile addition to any motorcyclists library. It is full of photographs and diagrams of all aspects of attaching sidecars to bikes, and the nuances of setting them up to track and corner correctly, dealing with all aspects of geometry and tyres. Royal Enfields feature on five pages of the book (with photographs). The book costs £9.95, and is available through the National Motorcycle Museum shop, or directly from Matt at:

[matt\\_little2978@yahoo.co.uk](mailto:matt_little2978@yahoo.co.uk)

I can heartily recommend it.

Regards, Alan (12923) Editor.





## The Kiwi Bulletin March 2019 No. 89

My report on the Reefton Rally.

For me the Reefton Rally started on the 2nd Feb, when I left Auckland to head down south. Two weeks later I arrived at Reefton via Wanaka to be greeted with the sight of a host of bikes, and many RE owners I hadn't met before - a real treat. This was my first rally without Edna (she who must be obeyed) as pillion, and surprisingly her absence on the back of Rosie, made little or no difference to the bikes performance.



For the rally I was billeted with John Orr and Tony-Lee Brizzell and a bet-ter brace of gentlemen I could not imagine, I think we all got along famously.

Meeting up with Jack on the first evening was another education in RE ownership, Jacks enthusiasm was only surpassed by his BBQ skills and we all enjoyed a

sumptuous meal on our first night, and then it rained!! Waking up to a wet morning, looked like a damper (pun possibly intended), but the weather gods were smiling and by the time we set off for the morning ride, the sun was out and roads dry. A swift ride to the Waiutu ghost town was much enjoyed by nearly all, possibly with the exception of Dave whose Continental packed a sad with handling problems; luckily Jack was following with the recovery trailer and an efficient recovery followed. We actually split into two groups, the larger of the two off via metalled road to the ghost town whilst the second group headed off to Blackball on roads less transient.



# Reefton Rally



## Waiuta ghost town

The ghost town for me was an educational experience with much learnt about 19th century gold mining, a tough life for any one. Plenty of time to enjoy the Ghost Town and Shorty filled me in on all the details that he knew with respect to NZ history, of which I had been previously ignorant, thanks to Shorty really enjoyed it.



The AGM followed, and we faced a wonderful first world problem of having too much cash in the bank. A lot of discussion went on and the most satisfactory conclusion drawn which was (I think) to give full discretion to the management team to use the money to support club members and future rallies. The committee again was re-elected unopposed, and I think the one thing we really missed out

on was to properly thank the committee for their excellent work - so for me, anyway, Thanks Lew, Shorty and Atherlie for the tremendous job you do in managing a great club.



More food followed the AGM, again superb organisation by Jack, Claire and the rally organisation team. Very much appreciated I can assure you.



## The Kiwi Bulletin March 2019 No. 89



So off to a well organised and very tasty lunch at the Ikamatua hotel, enhanced by the fact that they had the cricket playing on big screen, my idea of heaven; bikes, cricket and intelligent company. Lunch finished it was back to base to regroup and then off to the Blacks Point Museum and gold stamper (again previously ignorant to what a gold stamper was, so education followed). A cracking expertly

guided tour of the museum and gold stamper was enjoyed and then the short ride back to base

And so the always somewhat sad departure on the morning of the rally. John Orr and I were in such deep conversation that we actually missed half of the group setting off; these rallies really do bond people together. Setting off back to Auckland took another ten days or so and I finally arrived home on the 26th Feb.



A quick word on my beloved steed, Rosie. We rode over 4000 km, across the most amazing scenery, in mainly good weather. Rosie, a lowly 350, never missed a beat, never once gave any trouble and provided thrill after thrill. As much fun as a man (of over a certain age) can have on his own. What a great bike.

In conclusion, a great rally with great people. John Orr spoke words which I really feel sums up the whole experience, to quote, " I never feel more alive than when riding my Enfield " - Works for me, many thanks and best wishes to all. Best Regards, Bob





# R.E.O.C.

Mid-Shires Branch



## International Royal Enfield Rally

### 19-21<sup>st</sup> July 2019



**Stanford Hall, Leicestershire LE17 6DH**

The REOC International Rally is being held in Partnership with VMCC Founders Day

**Camping**  
**Arena Trial**  
**Concours d 'elegance**  
**On-site Catering & Bar**  
**Wall of Death**  
**Autojumble**  
**Ride-outs**

**Book your camping pitch no later than**  
**10<sup>th</sup> July**  
**[bookings@stanfordhall.co.uk](mailto:bookings@stanfordhall.co.uk)**  
**++44 (0) 1788 860250**



## **INTERNATIONAL RALLY 19 – 21 JULY 2019**

Our International Rally for 2019 is taking place at the South Leicestershire stately home of Stanford Hall in Stanford near Lutterworth. With the cooperation of the Taverners VMCC Section their Founder's Day event, Sunday 21st July, highlights Royal Enfield as its featured-marque. That recognition chimes in perfectly with our '70th Anniversary of the Bullet' celebrations and allows our International Rally to span the Founders Day event by running 4.30pm Friday 19th July to 6.00pm Sunday 21st July. The Taverners have offered two challenges to the REOC as representatives of the featured-marque; firstly that we forward two 'tug of war' teams for their Sunday festivities and secondly that we achieve a line-up of 100 Bullets on Sunday 21st. The 100 Bullet challenge does not mean that we are only welcoming Bullet models. All Royal Enfield models are welcome regardless of age or origin.

## **The International Rally offers:**

Camping  
Arena Trial  
Concours bike show  
On-site Catering & Bar  
Wall of Death  
Auto-jumble  
Ride-outs

Attendance to the rally requires completion of both the Camping-booking-form, to be returned directly to Stanford Hall please, and our Events-booking-form. Both forms can be found at our web-site; **[www.royalenfield.org.uk](http://www.royalenfield.org.uk)** and our Facebook page;

**[www.facebook.com/royalenfieldownersclubUK](http://www.facebook.com/royalenfieldownersclubUK)**

### **An important announcement for those attending the 2019 International Rally at Stanford Hall July 19th - 21st.**

We have received a lot of communication from Members regarding the 2019 International Rally. Thank you all for your offers of support and bikes for the 100 Bullets line up challenge.

In aid of your enjoyment of the event and to answer a few of your questions it may be helpful for us to make a few key observations;

1. The event grounds are not a regular campsite so we cannot arrive a day before the event nor can you leave a day after.

Stanford Hall is a stately home with gated security. Our camping access to which is limited to 4.30pm Friday 19th to 6.30pm Sunday 21st. No exceptions.

2. All camping booking must go through the Stanford Hall office as it says on the booking form. Without doing this you will not receive and access wrist band and you will not be allowed through gate security. No exceptions.
3. The events booking form, also required for those who choose hotel accommodation rather than camping, does not go to Stanford Hall office it goes to the address on the booking form. Stanford Hall staff will not forward them. No exceptions.
4. Perhaps most importantly, IF you are one of those Members who have chosen hotel accommodation rather than camping you will need a daytime access wrist band for access to site on the Friday and Saturday and you will have to leave site by twenty two hundred hours on those days. These wrist bands will only be available on reception at our recommended hotel; Ibis at DIRFT Rugby NN6 7EX. Please ask for a wristband at reception. No exceptions.
5. For those attending only the Founders Day on Sunday, access is gained by paying on the gate on arrival. Please be aware that queues will be considerable and if you intend to add your bike to the line up you will need to make that clear on the gate and ask for directions. Busy yes but the Taverners operated day of 'Founders Day' attracts six to eight thousand visitors ! That is exactly why we are show casing Royal Enfield on that day. Aside from the facts that we are beholden to the Taverners and to Stanford Hall and have no choice but to follow their rules we are aware that they are fairly stringent. That said they are also the reason for the safety of our beloved motorcycles.

Stanford Hall host events throughout the Summer entertaining up to ten thousand guests every weekend. Their time and resources are limited so please book ASAP to ensure a timely response.

Thanking you for your support and cooperation. We look forward to welcoming you to the 2019 International REOC Rally.

REOC Mid-Shires Branch.

## From the Squire:- tech talk 2 - oils and oiling

Nothing is more guaranteed to create an argument than discussions about which oil to use in our bikes. In the case of the Indian made Bullets - but not including the new Electra X which is a completely different engine in this respect - we specify the use of 20/50 grade from any reputable supplier. We have played with 10/40 which is technically OK, but makes the engine quite a bit noisier. Fully synthetic is unnecessary and will prevent the bores of a new engine from bedding-in, resulting in high oil consumption. Rather more interesting and significant to Bullet owners is what can happen to the oil once it leaves the oil tank on the bike. Variations in manufacturing tolerances have caused problems which have not always been fully understood by the owner.

The fitting of high performance oil pumps is often seen as a desirable modification, based on an understanding that the engine could be under supplied and 'better to have more oil than less'. This possibility actually only occurred prior to 2002. The factory found that oil supply could be significantly below design spec and look immediate action to rectify this. In fact, fitting higher capacity pumps can create greater problems with crankcase over-breathing, chucking excess oil through whatever system you have in place. The 535cc engine had the higher flow pumps as standard, but that engine never proved reliable due to general lack of development. To compound the confusion, some engines have suffered from over-breathing due to the scavenge pick-up oilway being partly obscured by the drain plug in the bottom of the crankcase. The excess oil which cannot be scavenged fast enough gets pumped through the breather, particularly at high engine speeds.

Any bikes we received since July 2004 have modified oilways, but if you are suffering over-breathing, check the drain plug and if this problem exists, fit an extra washer to keep the drain plug threads clear of the oilway.

Lack of oil supply to the valve rockers can be caused not only by blockages in the pipework, but by a big end bearing that has too little clearance. The oil that should drop into the sump and be picked up by the scavenge pump to be fed to the rockers finds it way backwards past the crank feed seal and back into the gear chest. To overcome this possibility the factory fitted a pressure release valve to the crank which dumps excess pressure supply into the crankcase and hence to the scavenge pump.

Peter Rivers Fletcher Watsonian-Squire Ltd  
from Gun 186 (2005)

## Club Calendar 2019

### Official Club Rallies

#### **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:- re-oc.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, LE17 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  
Tel:- 01794 890153 Rates £10 per  
Unit plus £4 for Elect Hookup.  
To book a pitch contact Mrs Carol  
Peck Tel:- 10794 890153  
Rally Contact Rob Graham  
Tel:- 01258 817074

#### **Telford Rally**

**September 6th - 8th 2019**

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

#### **REOC October Fest**

**11th to 13st October 2019**

Island Meadow Caravan and  
Camping Park, Aston Cantlow ,  
Henly in Arden, Warwickshire B95 6JP  
http://  
www.islandmeadowcaravanpark.co.uk  
email:  
holiday@islandmeadowcaravanpark.co.uk

## Club Calendar 2019

### Non official rallies

Phone Katherine 01789 488273 with your eta.

Agreed rally fees, for tents £6.50 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: poloenfield700@googlemail.com

### Club Events

#### Gillingham in Gear

**June 8th 2019 Saturday**

Town Meadows behind Red Lion Pub.

SP8 4AA (See ad on page 38)

Contact Robin Gillingham

Tel:- 01963251406

#### Royal Enfield Club Nederland\*\*\*

##### Dutch Rally 2019

**16th - 18th August**

at Dronten, Flevoland.

Contact Peter Tromp Meesters

Tel:- 00136 25282790

e-mail enfieldpeter59@gmail.com

#### Powers the Pot\*\*\*

**9th - 11th August 2019**

Camping & Caravan Park,

Harneys Cross, Clonmel,

Co Tip-perary, Eire,

Contact John B Nicholls

Tel:- 00353860879855

www.powersthepot.com

Although this is not an official

REOC Event, all are welcome

**\*\*\*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**

**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

## The Bullet Anniversary Celebrations

70 years ago, the Royal Enfield 350 Bullet became available to the public after intensive testing and development by the competition department.

In 1947 Ted Pardoe, the Royal Enfield chief designer - in collaboration with two very successful trials riders, Jack Booker the service manager and Charlie Rogers the competition shop foreman - drew up the plans for the first new post-war motorcycle. Continuing the name of the sporting pre-war singles, the latest incarnation of the 350cc 'Bullet' would be ground breaking and make a huge impact in its new form. Following the standard set by Matchless who introduced thousands of dispatch riders to telescopic forks during the war years on their G3L 350cc WD bike, R-E further improved the action by hydraulically damping the forks in both directions, a feature which would pre-empt some manufacturers by ten years.

At the other end of the bike, Jack Booker challenged the tradition of the fixed rear wheel which had always been regarded as necessary to maintain traction in the demanding world of reliability trials. He maintained that by allowing the wheel to move in a swinging fork it would give better contact with the ground on rough terrain, an idea that Velocette had already experimented with on some prewar racing machines.

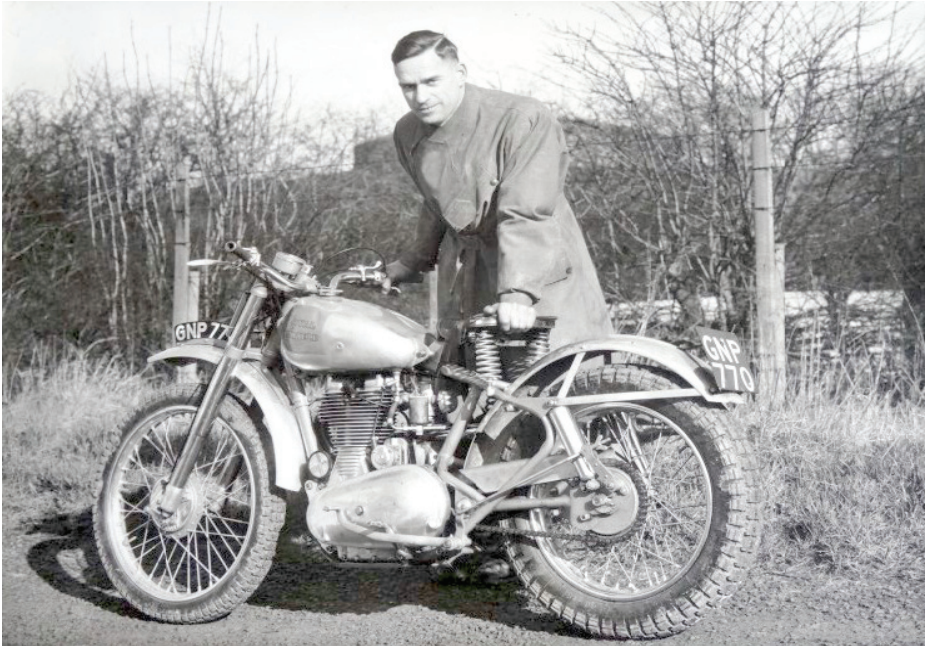
The swinging arm mechanism was grafted in the place of the regular triangular wheel fixing on an otherwise standard Model-G frame, to keep manufacturing costs to a minimum.

Attaching the gearbox directly to the rear of the engine on four long horizontal studs reduced the size of the steel mounting plates and allowed the wheel spindles to come a few inches closer together to improve turning capability. A shorter primary chain between the fixed gearbox and engine centres permitted a better primary drive design inside the new cast alloy cases, making a semi-unit construction engine. The timing case remained almost unchanged from the army Models C and CO, including the very effective disposable oil filter which protected the floating bush end bearing from contamination. The oil reservoir remained integral to the crankcases to lower the centre of gravity, but occupied more space behind the crank cavity.

Booker and Rogers rode two bikes - one rigid and one new swinging arm type - on a series of comparison tests over rough ground and



## The Bullet Anniversary Celebrations



C. Rogers in 1948 with a prototype 350 Bullet

obstacles. They concluded that the swinging fork was an asset over 80% of the course and was at least equal in performance to the rigid machine on the remainder. This gave the Redditch management the confidence to enter prototypes in UK trial events during 1948 with promising results. Bill Lomas, a bright young assistant to Charlie Rogers in the Comp Shop borrowed one of the new springers for a group trial event, giving it his thumbs-up. Bill, a natural engineer and motor cyclist would soon leave Royal Enfield to pursue his passion for racing and win the world GP championship twice in the 1950s.

In September 1948, Royal Enfield fielded three of the Bullet prototypes in the ISDT (International Six Day Trial) in Italy, the most arduous of tests of both man and motorcycle, where they collected three gold medals and a manufacturer's award. Royal Enfield needed no further proof that their latest creation was ready to go into full production in 1949

Experience soon proved that RE's own rear shock absorbers would fail during rough riding over longer distances when the damping oil got hot.

## The Bullet Anniversary Celebrations

This was resolved when shock absorber experts were consulted and the Redditch components were replaced by more effective Armstrong units. But the moving rear wheel took a long time to be universally accepted by trials riders, who regarded the weight penalty of the new mechanism to be greater than any advantage gained in rear wheel grip. While competitors were 'plonking' slowly over rough terrain this may have been true, but more trials riders were attacking rough ground at higher speeds, where rigid rear wheels struggled to retain contact for the vital tractive



Jeff Smith, twice world motocross champion, once said that the swinging arm advantage was not initially recognised since Royal Enfield had the best works riders, such as Jack Stocker, Don Evans and Johnny Brittain. It was only when less experienced riders climbed the score board that people sat up and took notice.

Launched to the public in 1949 the 350cc Bullet became a big hit, prompting the factory to experiment

with a 500cc version; something which was not originally planned since the new 500 Twin, also launched in 1949, filled the half-litre slot in the Redditch range.

Meanwhile, the robust all-terrain capability of the 350 had been noticed by the Indian government who were looking for a new army motorcycle and in 1951 a very large order was placed with the factory.

These bikes were urgently required, necessitating seven day working at the factory to ensure completion of such a large order. Although the machines were delivered to almost standard specification except for the sand colour scheme, a contractual requirement was for them to withstand being ridden to their full potential as soon as they were removed from the packing crates, calling for special engine assembly.

**To be continued in the Gun issue 272.**

## 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	£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](mailto: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 acceted - 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

**For Sale**, 1950 Royal Enfield model G for sale due to a medical reason. Total rebuild, matching numbers. Not started, again due to Doctors orders. £3250  
Phone for details, 05453 878081 or 07970819846 (Staffs)

**For Sale**, To clear, 1948 Model G £3000, 1950 Model J £4000, 1951 Model J2 £4500. All fully rebuilt but unused. Please contact for details Mr. K Bromley (1759) Tel:- 0247 6225111 Coventry.

**For Sale**, caravan mover "truma", excellent condition, cost £700 new, only used for one season. For much more info and photos please give me a call. Also Gun mags, loads from 2007, free, must collect.  
Alan 12301, Tel:- 01476562920 (Lincs).

**For Sale**, Original petrol tank from 1961 Royal Enfield Big Head Bullet (no dents/no leaks) needs re-chroming. £200.  
Glenn Campbell (13752) e-mail marguerita48@hotmail.com  
Tel:- 07505522909 (Essex).

**For Sale**, "JOB LOT", all my surplus 250cc Crusader/GT spares, contains GT five speed gearbox with clutch assembly. Crankshaft with con rod and piston, complete oil pump assembly, GT front hub, rear wheel, fork yolk, plus a box load of spares, too many to write down. 5 speed box alone is worth the price. £700 n.o. (Photo available by e-mail ) B. Clarke (13906) Tel:- 01482633516 or CLARKEBRIAN565@gmail.com E. Yorks.

**For Sale**, Set of original Craven panniers, top box and two sides, £150 n.o.  
B. Clarke (13906) Tel:- 01482 633516 or CLARKEBRIAN565@gmail.com

**For Sale** MYford Super Seven Lathe. With many accessories, including vertical slide, four way toolpost, four chucks, drill chucks and morse taper drills, all in excellent condition, with single phase motor. £950. Also lots of small tools, including spanner and socket sets, bench grinders, taps and dies drills reamers etc.  
Bill Soltau (03304) Blackburn, Tel:- 01254 671198.

**For Sale**, Bullet 500 spare parts book 1954 £6. Bullet instruction book 1956-62, £4. Constellation/ Meteor Minor instruction book 1958-59 £7. Work-shop manual Super Meteor/ Constellation (Hitchcocks) £10. Royal Enfield (Haycraft)1950 £4.  
Andy Haigh (16922) Tel:- 07702091228 (Lancs)

## Market Place

## For Sale

**For Sale**, Royal Enfield 500 Bullet 1999, 7000 miles, MOT till February 2020 Nice bike, very good condition. Also comes with single saddle and rear rack. Ian Tomlinson (5771) Tel:- 07970888199 (Oldham).

**For Sale**, Hitchcocks alloy front mudguard kit, part No.92521, new £45. 250 Clipper steel forks £50. Frame and swinging arm, no logbook £100. Indian Bullet rear mudguard stays £10 pair. Model G deluxe, parts book 1955/56 £10. BSA C15 service sheets £10. Andrew (16406) Tel:- 07786651905 (Bucks).

**For Sale**, Standard as new 4 speed gearbox, taken from 2006 350 Bullet at 550 km, when replaced by 5 speed. Needs running in completion. Phone Chris Drucker (16534) on 01784 451076 after 5 p.m. Item will need collecting from Staines, Middlesex.

**For Sale**, 2015 500 EFI Bullet. 1 previous owner, only 780 miles from new. New MOT, new battery, history, spare key, tool kit. Givi touring screen fit- ted. Not cosmetically perfect, some light corrosion on some chrome parts. £2250 for quick sale. Richard Tunbridge (14455) Tel:- 07594 506435 or richardtunbridge49@gmail.com (North Kent).

**For Sale**, Revcounter drive for Connie or Interceptor Mk 1, spike sidestand for either, centre stand for 17" wheels, rocker cover for 250cc, Airflow alloy top cover, 2 sets of metal tank badges for Bullet, side stand for Interceptor Mk 2, Alloy oil cleaner cap for Interceptor Mk 2 part No.49601. Ieuan (3370) Tel:- 01239682205.

**For Sale**, 2006 Royal Enfield Bullet 500 Classic. 12 months MOT. Black. Deluxe tank. R/H gear-change, '50s style exhaust (silencer good - pipe has some rust), Monobloc, recent battery. Very good condition. 5000 miles. £2750 ono. Alan Gilbert-Voss (Member 17030) Leicestershire. Email (preferred) alangilbertvoss@gmail.com Tel:- 07836 326661

**For Sale**, Brown leather Enfield panniers. Like page 134 Hitchcock's parts book. With DIY brackets. £60 + postage or collect. Silsden near Keighley W.Yorkshire. Peter Varazinskis (17156) Tel:- 07868491586

**For Sale**, Kawasaki S 1 C 1975 (250 triple) Very nice clean and tidy bike. Stainless rims and spokes. £3750 o.n.o. Would consider restoration project in p/x. Rod Noble (8658) Tel:- 07934762017 or 01754 830530 (Lincs)

## Market Place

## For Sale

**For Sale**, 1958 Meteor Minor De-Luxe (Small Frame model) £2995 Firm. It needs a wee bit of work done to it hence the price, moving house and unfortunately no time to fix it myself. (photos on request) The web and part of the inner case on the inside of the inner primary chain case which holds the outer case retaining stud has fractured and detached. (the stud also acts a pivot for the scissors clutch operating mechanism) Only needs to be stripped and the web welded back in position. The cream undercoat is showing through the black paint in several places on the frame. Other than that it's a great wee bike and very easy to start. Please email me for photographs. I am located in Ayrshire. Dick Hodge (3289) Phone or text on 07713 552296 Mobile or Email at Daillyboy44@gmail.com

**For Sale**, Aerco hydraulic motorcycle lift 2200mm x 685mm 400kgs. Excellent condition £325 o.n.o. Lewis Wilkinson(5562) Tel:- 01282 842732 (Lancs)

## Market Place

## Wanted

**Wanted**, 499cc or 570cc Model H or L side valve single. Absolutely any condition considered, or just parts. Rod Noble (8658) Tel:- 07934 762017 or 01754 830530 (Lincs).

**Wanted**, Front hub, Part No. 24340, spindle and 8" front drum for 1140 Model K. Rod Noble (8658) Tel:- 07934 762017 or 01754830530 (Lincs).

**Wanted**, 250/350/500 Redditch/Indian for green lane project, requiring work no problem. Len Pinkard (1615) Tel:- 029205 65568 South Wales.

**Wanted**, Crusader/Continental GT reusable parts, need GT screen, tacho and drivepeg, chainguard rubber, will consider anything else, including GT seat, exhaust, silencer, headlight shell, clip ons, WM2 17" 40 hole rim, classic 350x17 rear tyre, 300x18 front. Brian Waters (17149) Tel:- 01425 656415, waters56@hotmail.com

**Wanted**, Continental GT engine, complete if possible please, or any 250 Royal Enfield engine. Call with details. Dave Rogerson (7654) Tel:- 07752205104 or 01387380869 (Dumfriesshire).

**Wanted**, Battery strap, Part No. 45099 for 1962 Royal Enfield 500 Big Head Bullet, or dimensions so that I can fabricate one. E. Berry (4015) Tel:- 01695 732675 or 07387658377.

# WELCOME TO OUR NEW MEMBERS

March, April 2019

Richard Carter, Castle Douglas	Ted Smith, Rainham
Paul Midmer, Horncastle	Andrew Gill, Nottingham
Andy Evangelou, Plymouth	Stan Beben, Rochester
Lyn Samuels, Norwich	Mark Bramwell, Banchory
Nigel Gee, Swindon	Douglas Dale, North Berwick
Paul Simmonds, Stamford	Graham Pady, Colyton
Leslie Jenkins, Neath	Alberto Gariazzo, Farnham
Steve Lynch, Barnsley	Geoff Walker, Great Missenden
John Dixon, High Wycombe	Neil Moorhouse, Huddersfield
Tom Peppiatt, Kidlington	Robert Crick, Rushden
Anthony Opie, Falmouth	Andy Barkshire, Pinner
Andrew Minto, Whitley Bay	Chris Liddicoat, Exeter
Alan Andrews, Abergele	Peter Jackson, Shipley
Clive Poge, Wallington	Nicholas Whitehead, Cardiff
Andrew Simmons, Winkleigh	Christopher Ingles, Enfield
Dan Buckland, Stoke-On-Trent	Kenneth Bull, Arbroath
David Williamson, Hayle	David Thomas, Camberley
Richard Johnson, Ely	Eric Hampton, St. Andrews
David Gardiner, NEW ZEALAND	John Lees, Huntingdon
Chris Berry, Northampton	Ashley Bremner, Bath
Chris Rowntree, Scarborough	Michael Watkins, Chelmsford
Mark Anstce, Bedford	Dave Hart, Castle Douglas
Philip Redpath, Choppington	Brian Stewart-Coxon, Peterhead
John Erling, NORWAY	Alan Smith, Clynderwen
Sylvester Nowacki, Northampton	Mike Ward, Wincanton
Derek Bassford, Twickenham	Griffith Morley, Manchester
Monica Routledge, St. Ives	Angus Carmichael, Achnasheen
Ray Proudley, Salisbury	Brian Smith, Herne Bay

## **WELCOME TO OUR NEW MEMBERS**

**March, April 2019**

Robert Workman, Chipping Campden	Michael Barnes, Wellingborough
Clive Kilby, Ely	Raymond Gleeson, Birmingham
Peter Varazinskis, Keighley	Peter Waterhouse, Birmingham
Brian Baldry, Ongar	Alan Brock, SPAIN
Malcolm Begg, Wick	Joe Freire, Havant
Ken Bromley, Coventry	Roger Purdue, Cardigan
Peter Fallos, Ammanford	John Gayton, Andover
Glenn Quinn, Southampton	Barry Morris, Cambridge
Peter Wakefield, Fleet	John Room, Witney
Barrie Whittle, Burnham-On-Sea	Paul Hughes, Gloucester
Dave Brooks, Totnes	Alexander Watt, Peterhead
Stephen James, Plymouth	David Weaving, Launceston
Robert Mitchell, Street	Frank Kimble, AUSTRALIA
Dave Massam, Colyton	Clifford Reynolds, Cheddar
Andrew Foster, Honiton	Stuart Law, Alfreton
Steve Marsden, Wellingborough	David Farr, Kingsbridge
Alex Hocking, Northampton	Barry Vaughan-Owen, Newton Abbot
Darren Legg, Southam	Ian Skinner, Midhurst
Glen Pringle, Wellingborough	John Smyth, Newry
Mike Forward, Milton Keynes	Mick Richards, Pwllheli

### **Membership Secretary**

Teresa Langley  
Strathaan, Ardgay. IV24 3BG  
tel:- 01863 766431  
email:- [membershipsecretary@royalenfield.org.uk](mailto:membershipsecretary@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



**25th - 28th JULY**

**Wobbly's Red Rose Rally July 2019**



Cross Lane Caravan and Camping Park  
Waddington BB7 3JH (Clitheroe 2 miles)  
Campervans incl. electric, £15 per day  
Tents, £12 per day  
  
Contact: John Hamer 01706 360828  
or 0793 332 1135 hamer89@btinternet.com

Saturday rideout: Leaving 11 am, via the beautiful  
Trough of Bowland. Arriving at the Black Bull in High  
Bentham for lunch about 12.30 to 1pm. Around 50 miles.

## Branch Reports

### Cornwall Branch

Not a lot to report this time, but on Sunday 24th March was a fine day for a change. Several of our members met at Quintrell Downs near Newquay for a long awaited ride out. After the usual greetings and natter, we set off up along the North coast road, stopping off at Mawgan Porth for a coffee stop and more chat. We then had a pleasant ride up the coast, through small villages and hamlets, such as Tregurrian, Trenance and St Merryn. Before long reached our intended lunch stop at Padstow. Very handy as motorcycle parking is free. We had a wander around in the sunshine, and a pasty lunch, before retracing our route back to Quintrell Downs, and heading our different ways home. A lovely ride out



in good weather, and good company. Other than that, we haven't had much luck with the weather, either rain or high winds, sometimes both together. We have also been busy sorting things out for our Cornish rally in May.

Bob Reed (6167A)

### **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 of cafe at a weekend lunchtime.

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

John Dove Branch Coordinator. ( [jd.btsdf@gmail.com](mailto:jd.btsdf@gmail.com) OR tel:- 07766947932 )

## Branch Reports

**SPOTTY BOTTOM KENT RALLY 14th - 16th June** sees us getting together again at Otty Bottom (Kingsdown International Camping Site, Kingsdown, CT14 8DU) for our ride-out, meals, natterings, quizzes & probably a slightly alcohol



lubricated sing-song around the camp fire! By popular demand, Kentish 'Bat & Trap' will feature yet again, with a regular supply of hot 'eats' from Micks burger tent to keep our strength up. We welcome our expected Dutch guests again, along with visitors from around U.K. Wishing every success to our own Alan Barringer as the new 'Gun' editor, who will of course be at Otty & hopefully not boll\*\*\*ing me for getting Kent reports in to him late ! Examples of both new 650 twins were at our recent club night (see pics.) & we thank Bowen Motorcycles of Chatham for introducing & telling us more about the bikes

which seem to be selling very well, two club members having already purchased. Later this year (October) at the Sussex County Showground at Ardingley, the classic motorcycle show (largely undercover if necessary) has Royal Enfield as its themed marque, with world Enfield traveller Gordon May attending with the bike he rode to India. We are hoping many members will attend, including those Sussex based. Please contact me or google Elk Promotions for more details. More information in a later Gun edition. We would also like to welcome the two new Kent members, hoping we will meet up soon, perhaps at Otty Bottom?



REgards, Mick Connolly,  
Royal Enfield Owners Club Kent

e-mail: [reoc.kent@talktalk.net](mailto:reoc.kent@talktalk.net) Tel:- 01304 205233

facebook: Royal Enfield Owners Club - Kent

## 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

### The Scottish Motorcycle Show 2019



Our club stand was once again placed in the Lowland Hall at the Royal Agriculture Showground, Ingliston, Edinburgh in March. We managed to rustle up 6 Bikes and with the usual boards we had plenty of pictures of all models and types of Royal Enfield. A member even came as a helper to set up and then dismantle the stand when the Show was over.

*The crew from left to right:-* Willie Corner who brought his 1959 Constellation, Jim Russell 1961 Meteor Minor Sports and Gra-ham Kirk with his 1961 Meteor Minor Airflow. Centre of the pic-ture is our helper Jairo Riesco who has a 500 Bullet. Unfortunately it was too late to get booked in for this year, but will be at next year's show. Then there's me with my 2003 Clubman and Adam Claxton who brought two bikes, his 1967 Interceptor and his 1960 Crusader Sport. We set everything up on the



Friday and were ready for the Public at 9am on the Saturday. It did not take long for the crowds to filter through from the other halls and by 12 o'clock we were very busy answering queries. The Sunday was not quite as busy as the weather had changed and the forecast was for snow. All in all we had a good weekend and are now thinking of ideas for next year.



Doug Young (1062)

## **Branch Reports**

### **South Wales Branch**

As from 01/04/2019 the South Wales Branch of the REOC will no longer exist. We have struggled for some time to keep going, but a lack of new people has brought about the closure. Myself and Dave Hollyman (last two) wish to thank all who attended our rallies and shows over the years. This will not lessen our interest in the REOC. Len Pinkard and Dave Hollyman South Wales.

### **Wessex Branch**

March club night had a good attendance for the showing of 1950s motorcycle factory films. Alas no Enfield films, do any exist?.

5 hardy souls rode out for the first evening run on April club night, in spite of a stormy day. Visited Buggleskelly, aka Cliddesden, where the 1937 Will Hay film Oh Mr Porter was made and a commemorative bench was installed in October '18. There was even a flower pot made from an old engine funnel to commemorate the loco 'Gladstone', which was destroyed in the film, with the inscription Rest in Pieces.

After a spot of maintenance on the brakes of a hinckley Bonneville( calipers work best when bolted to the fork leg) the return journey through some glorious Hampshire countryside was enjoyable and fortunately uneventful, although we did get caught in a hailstorm. Upon returning to the warmth of the club house, Doug asked if anyone else noticed that the road was a bit slippery, which they didn't, and it turned out that he had a slow puncture in his front tyre.

Dave Dupont had bought along a selection of bike books after he had a sort out, all of which were gratefully received by branch members.

The branch were invited on a run by the local Velo club to the Lee on Solent Hovercraft museum and thoroughly enjoyed an Excellent guided tour.

Afterwards we rode on to a great cafe at Stokes Bay, where we enjoyed the food so much that when we called over to visit the diving museum next door it had closed. Good excuse for another rideout as it looks well worth a visit. Then journeyed down to West Wittering beach, followed by a great ride home via the Hartings, Petersfield , Stoner hill and Ropley.

On a cold morning we met at the clubhouse for the ride down to the RE Sammy Miller museum meet.

## Branch Reports

Lovely ride down through the forest, glad of a warm coffee on arrival though. Had a good chat and look at the bikes then back on the road down to Tyneham a deserted village cleared by the MOD in 1943, before calling into Lulworth Cove for an ice cream. Great ride home through the glorious Dorset countryside.

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. **New meeting place is A.D.M.E.S.**

**Upping Copse Winchester Road  
Wherwell Andover SP11 7HT**

Many thanks. Branch contact  
Doug Hopkins (12683)

doughopkins@hotmail.com

Tel:- 07857692445



## West Riding Branch

We meet monthly at the Reindeer Inn, Old Road, Overton, Wakefield, WF4 4RL at 8p.m. on the first Thursday of the month. In addition, from Spring to late Autumn we also aim to have a third Tuesday of the month evening ride, leaving the Reindeer at 7.30 p.m., however please call or text Kevin on the following number to confirm the ride is on, to avoid disappointment. There was some concern that for this write-up that it would just be “some blokes sat in the pub and talked about bikes” again, So we decided to organise a trip to the Stafford Classic Motorcycle Show to test out our machines and to have a good nose around. Some of us hoped that the new Interceptor and Continental GT Twins would be there as most had yet to see one in the flesh. Come the day of the ride/show it was down to a duo of riders who set off from Huddersfield, Chris T on his 1959 Big Head Bullet and Kevin (me) on the 1950(ish) Diesel bullet bitsa. We knew some other members had chosen to go by car, presumably to fill up with stuff from the show! We headed down to Stafford in cold but generally fairly bright conditions, sticking to the minor roads and other than the roads being a bit slimy, it was pleasant ride taking in fantastic Peak District and Staffordshire Moorland Scenery on the way. There was some concern that for this write-up that it would just be “some blokes sat in the pub and talked about bikes” again,

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## Branch Reports

**NE SCOTLAND** contact Bob (REtrialer), email- bob.nes@btinternet.com (preferred) or tel 01651 851569 Branch meetings, the 'Summer' programme continues!

*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. I will be leading this one, hope to round the route of at an ice cream shop!*

*Saturday 29th June, visit to 'The Works' at Inve-rurie, Roland to lead from by the Tesco car park at Turriff, 11 o'clock.*

*Saturday 27th July, Tomintoul run, meet at the car park at the back of the square in Rhyrie. (If the weather is very bad, will go to GTM instead).*

*Saturday 31st August, run to the Royal Deeside Railway (Crathes) and maybe on to Burn O' Vat, meet by Tesco in Turriff (11 am. departure).*

March meeting was a bit quiet, only 5 of us there. Chatted about this and that, Sandy is hopefully by now out and about on his new RE. The run to 2/4 HQ was attended by 5 of us, 2 even on Royal Enfields! Due to the wild fire which had been going since Easter, a change of route was required. With the aid of good old O.S. maps and a quick check on Google maps, I came up with an alternative, and only made one noticeable error! Just as well or we would have arrived early (my excuse). Good to joined by Brian and an old face in the person of John Luckwell, even if he hasn't got himself another RE yet. We called in on Stephen on the way home, 'builders in' meant he couldn't join us on the run. Refreshments all round and a good way to end the day.

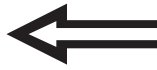
We have a new member who expects to join us next time out, he has bought Stephen's Bullet, but unfortunately could not join us on this run.

Drive It Day saw a couple of us and another past member meeting to go a scenic route to Castle Fraser, the local gathering spot. Few other bikes, disappointing support really, I would think in excess of 100 classic and vintage cars.

There will not be a full report for the next issue, so please watch your e-mail inbox and the branch Facebook page.

REtrialer (07404)

# Sammy Miller Ride in Day



An early arrival with his good looker



A labour of love, the only one



Carl Cope wondering if he should change his 350 for this 1926 beauty



A collage of photos from the Sammy Miller ride in day, submitted by Robin Gillingham



← The discussion



Keeping warm at the membership table



Nearly last to leave →



Whatever the occasion, the paperwork must be done



## Branch Rallies 2019

### 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;](http://www.facebook.com/royalenfieldownersclubUK/Policing;)

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## Branch Rallies 2019

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](mailto:jd.btsdf@gmail.com)

## Branch Rallies 2019

Midday 27th June to July 1st - Calne Blackland Lakes SN11 0NQ  
admin@reocwiltshire.co.uk - 07745089853



2019 is ringing the changes at the Wiltshire branch, and this year we are organising a ride-out-breakfast on Saturday, followed by a full day exploring the wonderful countryside that we live in, including a lunch and ice cream stop. The campsite bar will be open, and we are hoping to book the BBQ hearths for Friday and Saturday nights, which will help make a memorable evening of cooking, eating and nattering, and we will have our 24 hour tea and cake for our visitors. Regards, Carl, Chair, Wiltshire branch.



## Otty Bottom Kent Rally

14th - 16th June 2019

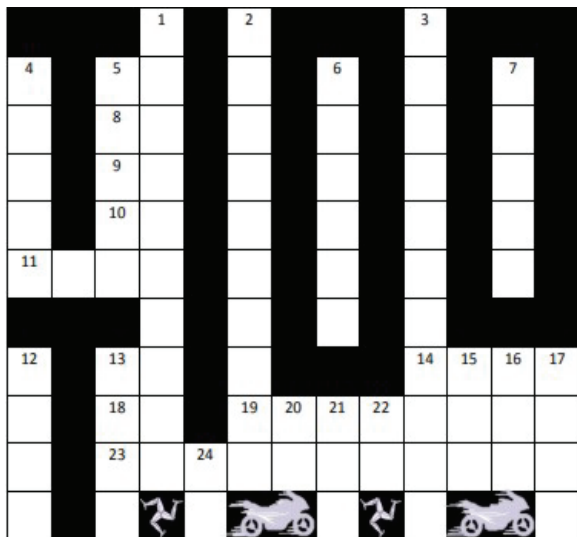


Tel: 01304 205233

Mob: 07769 032463

email: reoc.kent@talktalk.net

# The Gun Crossword Issue 271



## ACROSS

- 5 Short Company
- 8 @
- 9 Location for stamps
- 10 Under a flying lady
- 11 Large, impressive
- 13 Un-alternating comics
- 14 Gaelic, Scotland. Gearbox?
- 18 Irish university of poetry?
- 19 Round and round
- 23 Measures ground motion

## DOWN

- 1 = motorbike
- 2 Bikers steer, not out
- 3 Goes faster
- 4 Allows air in
- 5 Ford car west of Italy
- 6 TT Joey, William.....
- 7 Black, round full of air [pl.]
- 12 Peaked hats
- 13 Fine, dry powder
- 15 Ignited French bed
- 16 USA graffiti man in Brisbane
- 17 City, Taj Mahal
- 20 Chant, Every morning, Latin
- 21 100 mph
- 22 Not FM
- 24 How much intelligence?  
with them.

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



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**

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 270 is  
**Leigh Bonnell**  
(6715)



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



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