

THE GUN

The magazine of the Royal Enfield Owners Club



ISSUE
No.272



Aug/Sept
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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Front Cover:- A Flying Flea in it's crate, complete with parachute, ready to be dropped over Normandy.



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Editorial

Hello Reader, We start this issue with the sad news that Wally Walster's partner Annie has passed away after a short illness, I am sure that anyone who met Annie at the many rallies she and Wally attended, will remember her lovely smile and her ever friendly manner. Wally has written a short tribute to Annie which is printed on the next page. All our thoughts are with you Wally.

There is a definite theme in this issue of overseas tours. These seem to be more and more popular each year, and are being sought by many of our members. I hope that the write ups by members who have undertaken one of these guided tours will be of help in deciding which of them to do. It has been a really busy couple of months since the last issue of the Gun, and I received so many articles that I have had to hold some over to the next issue. Thank you to all who have contributed, and I hope to find room to publish all your articles in a future issue. Finally, Please remember that you must include your membership number and two points of contact with all submissions. Thank you and happy reading.

Regards, Alan.

All contributions for the next issue to reach the Editor
by the **1st September 2019**
Next ISSUE PUBLISHED October 2019

Obituary:

Annie Loveridge

Annie passed away after a short illness, at home, with me Wally. She loved the rallies and the many friends she made during her time with the club. I think we will all miss her lovely smile and friendly manner. She has now gone to ride in a better place.

R. I. P. Annie.

Wally Walster (11070)



In memoriam and in tribute

The South Midlands Branch are sad to inform you of the passing of Ralph Humphries. Although Ralph had been poorly for some time, he was still attending shows and branch meetings. Ralph was a "showman"; he relished our branch events and was also a military vehicle fanatic, and in his younger days, he competed in motorcycle trials riding. Ralph was our auctioneer at



our annual bring and buy to raise money for the local air ambulance. Ralph had three main interests: family, motorcycles and sheds! Farewell Ralph; our thoughts are with Ralph's family and our fellow club members.

John Budgen (11349)
01527 872091

Write Away

The Climbers Inn Rally

The Climber Inn has been a biker meeting place through the generations from the 60's up to present day. A friend of the MZ, Royal Enfield, Jawa world, Eugene Carton held the last MZRC rally there in the early eighties. Tom, Ger and I are all close friends of Eugene and got together last year to hold this rally for our old friend. All the Maharajah, and I met at the Climbers Inn, Glencar, Co Kerry on the 14th of June and had a nice evening exploring the area, eating fabulous food at this lovely Pub, restaurant, hostel and camping facility that is the magical Climbers Inn.



Saturday brought more sunshine, Enfield's, MZ's, Triumph, Jawa and a mix of BMW, Italian and oriental bikes, to enjoy our fine views and twisting roads. Tom took us in a lovely 100 mile ride-out over the Ballagisheen pass to Cahersiveen then over on the ferry to Knight's Town on Island. Visiting the impressive slate quarry then on to Portmagee for lunch then Ballinskelligs, Waterville, Sneem and back over the Bllaghbeama Gap to Glencar and the Climbers Inn. Upon our return more had arrived who all enjoyed a fine evening of chatting, catching up and making new friends. Silver Dee, Brendan and Jason decided to camp out, the rest of us staying over made good use of the hostel or B&B. A lovely weekend thanks for all who supported we will be back next year. Sunday saw us all make our merry ways home.

John B Nicholls (10710) thatboyinkerry@hotmail.com

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Write Away

My 1960 R/E 350 Works replica Trials - Silencer noise

This machine is totally original, allegedly. Great trials pedigree. Before me was owned by the great Don Morley for 20 years. Featured several times with his m/c magazine articles etc. Since purchase have run it a few times around West Norfolk.



It resides in my house undergoing a tidy, new seat, polish and oil change. Soon to be up and running. However, the silencer is extremely loud. Ok for 1960 (great sound) but not for 2019. Am sure my neighbours and the Norfolk Police would not take kindly to the noise intrusion.

This is my first 4 stroke Trialer. I am 78 and still able to cock my leg over, unlike Don Morley.

I wonder if Club members could give me advice to reduce noise. Have spoken to Armours about their replacement silencer but need to get past the kind desk ladies and speak with a technician. Armours have a Mute to fit 35mm dia. exhaust pipe, which is the cheaper option. I see Hitchcocks state that the mute is pushed up into the exhaust pipe, leaving 2 or 3 inches into the silencer??

Would appreciate advice before going further, Regards.

Michael Reid (16775)

Could I ask through the club magazine, if anyone knows who makes the solid state ignition packs to replace the original in a 1944 RE1 (Flying Flea). As I'm having a lot of trouble with mine, and I can't get any lighting out of it. Thank you. Andy Neal (16573) e-mail a.neal50@btinternet.com

Write Away

Following the articles by Mike Walford & Doug Hopkins in June 2018 Gun, it wetted my appetite to explore further the tours on offer from Enfield classic mototours run by Steve & Monica.

The current fleet Steve runs includes the new Interceptor (I rode it for a morning with 400 miles on the clock) he also has a pre-unit woodman/Electra/65 and several efi's , all maintained by Steve. (really nice bloke). I selected a 5 day tour (3 days riding) our days started around 9.30am and didn't finish one day until 7.30pm. We were staying in Sorabeena a coastal town, our hotel was a small pleasant place close to the town centre surrounded by lots of bars/cafes & restaurants close by for breakfast & dinners.

As we rode every day on the local A & B roads to the mountains, all 50/60mph sweepers, I couldn't get over how good the roads are - no frost = no pot holes !!

First stop of every day was for fuel, Steve paid for & filled every bike before our mountain forays. The mountain roads were every bit as good as the A & B roads, we generally rode for about 2 hours or so before our 1st coffee stop, often with a local snack, which was just about right for my old bones, nice to have drink & stretch.

My limited vocabulary doesn't enable me to do justice to outstanding routes that Steve has put together - absolutely outstanding - all of the places we stopped for coffee or lunch were generally only used by the locals, 3 course lunch with a drink was generally about 10 Euro, very good quality & value.

This is one of the few biking holidays I've taken that has exceeded my expectations by 100%, if you like never ending bend swinging all day long with warm weather, fine food, good company day & night, all whilst riding an Enfield - my Nirvana !!!

Generally we saw maybe one or two cars/vans an hour.

Because we stayed in proper Spain, not tourist Spain, we were made very welcome by the locals whenever we stopped, whenever you ordered a drink anywhere you were given tapas with every drink, most welcome & unexpected.

Everybody on my trip Mick & Marion, Phil & Martin all enjoyed the holiday as much as I did, airport transfers are carried out by Steve & Monica, It's

Write Away



the first holiday ever that my host has paid for my lunch in the airport before I came home - again most unexpected.

Total cost including food/airfare/drinks & all other tour cost - less than £900.

Check out the website advertised in the Gun, look at

customer comments - all positive, many people coming back time & again - would I go again - yes I will, already got several mates interested in May next year, if you get a bunch of pals going together Steve will give better rates, order before January get 2019 prices.

I could go on. No interest in the company other than being a satisfied customer.



Best regards Roger Brown (Kent member, email me for more information if you feel the need rjb146@yahoo.co.uk)

The Club Stand At The 2019 Bristol Classic Motorcycle Show

Once more, this year Branch organiser Rob Graham, the Somerset and Dorset Branch's show organiser, organised the club stand at the Bristol Classic Motorcycle Show held at the Royal Bath and West Showground at Shepton Mallet, Somerset on the 23rd and 24th of February and located in the Sedgemoor hall. The show had been postponed from the 2nd / 3rd February because a heavy snowfall with a strong wind on the 1st had made getting to the venue all but impossible.

Probably the most interesting machine displayed was Gordon Hallet's 1962 175 c.c. O.H.C. prototype that was featured in the Feb/ March edition of the "Gun". Gordon had manfully struggled to Somerset only to learn that the show was postponed for three weeks. He then had to battle through the snow again with great difficulty, to return to his home in Hertfordshire. What a splendid little machine it is and a great shame it did not reach production.



The immaculate flying flea of Tracy Carter-Hammond was on display together with a second flea provided by Andy Day. Shaun Grieves once more displayed his very nice 1959 250 Continental G.T. Diesel powered R.E.'s were well represented by Alan Styler's twin and the much admired, largely hand built twin, of Roy Cook.

Older R.E.'s were displayed in the form of Bob Murdoch's 1938 model J and sidecar and Malcolm Rose's 1936 Model B. The business-like 250 trials Crusader of Gary Scrivens was displayed in a clean condition.

The technically interesting 1963 test-bed 250 Crusader of the Cross Manufacturing Company (1938) Limited of Bath, featuring a linerless alloy cylinder barrel and a special Cross designed and manufactured piston was displayed. This machine was brought to the show by the Cross Company's Museum curator, Cyril James. Cyril was actually one of the company's test riders whose job it

Write Away



was to ride all over the west of England in the 1960's and get paid for doing so, lucky man!

Other Branch member's machines displayed were Robin Gillingham's 1969 Interceptor Mark 2 and his 1959 Meteor Minor together with Brian Laitt's 1961 350 Bullet.

Lastly, Charlie Ollis's 2018 Himalayan brought the stand up to date and drew a lot of interest.

Very welcome throughout the show were the home made cake and teas and coffees provided to visiting club members by Rob Graham's wife, Shirley.

Finally, we managed to sign up 8 new club members and gave out a number of membership application forms to those who did not wish to join immediately.

A good weekend and thankfully the sun was shining. In the Showing Pavilion of the venue, our local R.E. dealer, G.V. Bikes of Taunton, were displaying two of the new 650 Interceptors in different colour schemes, and very smart they looked.

Brian Laitt, Branch Chairman.



Due to other commitments, our Branch stand organiser for the Bristol Classic Motorcycle Show, held at Shepton Mallet, is no longer able to continue his excellent run of many years, organising the club stand at the above show. Regrettably, the Somerset and Dorset Branch is unable to find a replacement for this task, so we will not be organising next year's show stand.

It would be a great pity if the club was not represented at this prestigious event, so if any Branch in the West of England would like to undertake this task will they please contact me on 01749 674488.

Write Away

Take an Adventure of a Lifetime and Change Lives

Global Motorbike Tours are a company who just can't get enough of the unmissable roar of a Royal Enfield Classic 350 engine, they're hoping you can't either.

Company Director, Ron Boulton has over 12 years of leading motorbike tours across the globe and is inviting you to join him and the GMT team in South India as they raise money for Heads Together, The Institute of Palliative Care, South India and The Lotus Flower Trust.

The three charities will support people both here in the United Kingdom and in local communities in South India.

Heads Together is the mental health campaign spearheaded by Princes Harry & William; The Lotus Flower Trust is a UK based charity which supports local hospitals and schools in India and the Institute of Palliative Care is a children's cancer hospital in Calicut, which we'll visit on the trip.

Global Motorbike Tours' South India Charity Challenge takes place in February 2021 where you'll be flown to India, met by Ron and the team personally, before taking in the sights, smells and sounds of one of earth's most fascinating countries.

The adventure begins in Kerala before climbing the Western Ghats into Tamil Nadu and reaching Karnataka where you end your 14 day journey all navigated via route book and your trusted Royal Enfield – all luggage driven ahead by our support team and waiting for you at the next stop after a day of riding waiting with a beer, shower and a night of sharing tales of the day's best spots.



Chris Swan from Preston took part in a similar trip in 2017:

“Having been on many package holidays over the years, I thought I'd try something different. I signed up for the South India tour and what

Write Away

an adventure that turned out to be. From arid plains to breathtakingly beautiful tea plantations in the high mountains; there were sights and experiences at every turn. If you're looking for a "holiday", give someone else a ring. If you want the adventure of a lifetime, you've come to the right place."

The team at Global Motorbike Tours are taking bookings now for their South India Charity Challenge and can even support you with fundraising ideas – think curry nights, auctions and sponsored rides.



Just head over to globamotorbiketours.com or give Ron a call on 07515257963 – see where your curiosity will take you.





June 2019

No. 90

THE KIWI BULLETIN

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Secretary: Athalie Clement, 56 Waipapa Road RD.43 Waitara, New Zealand

Membership Secretary / Editor: Lew Martin, 60 Barrett Road, New Plymouth



1970 Clymer Indian Enfield Interceptor 750

Clymer Indian Enfield 750 – how many?

Clymer Indian Enfield 750 # 2444 was listed at a recent Mecum Auction in the USA with the seller claiming it to be the last one produced. I advised Mecum (Feb 2019) this was not the case and they subsequently asked how I knew that. Below is more comprehensive version of what I told them.

Floyd Clymer's Indian Enfield 750 machines were built for him by Italjet in Italy. After 2 engines for prototypes were supplied to Italjet in 1968, Floyd ordered 100 engines from what was then Enfield Precision Engineers Ltd at Bradford-upon-Avon. The records from this Westwood factory show these engines were numbered IB 2401X to IB 2500X.

Only the first two batches of 2401-15 and 2016-30 are recorded however, sent two weeks apart in February 1969. It is reasonable to assume that the engines continued to be supplied at around this rate, so would be built into bikes in numerical order.

I have managed to collect the numbers of a quantity of these machines and have exchanged details with two other enthusiasts. Phil Doland (re-indian.com) and former Italjet employee Pasquale Mesto were both compiling their own registers of surviving machines. Pasquale had studied the (incomplete) Italjet records and he believed that around 80 were built.

Note that Pasquale owns a post-production version which differs slightly from the regular machine and is outside the standard number sequence. He also informed me that Italjet owner Leo Tartorini had built his own Series 2 powered special which was not badged Indian. Neither of these machines use engines from the above number sequence.

All three of us had numbers above the 30 recorded in Westwood records, with me having the highest one at IB 2480X. This machine sold on eBay in the USA a few years ago for \$1000 buy it now, ending up in Australia. The number of this machine suggests that at least 80 were produced and backs up Pasquale's opinion.

The Indian Enfield 750 project finished when Floyd Clymer passed away in January 1970. Mitchells of Birmingham, who were shipping the engines to Italy, reached an agreement to use up the resulting surplus engines and thus was born the Rickman Interceptor.

Rickman records show that the last 19 engines from Floyd's original order of 100 were fitted to their machines. This indicates that the maximum number of Clymer machines could be 81, tying closely in with Pasquale's opinion and the highest known survivor.

Some people have suggested that not all the engines were used but, between Phil, Pasquale and me, we have a good enough range of numbers between 2401 and 2480 from surviving machines to confirm that they were.

Unlike the lower numbered engines used in RE's own Series 2 machines, the Clymer (and Rickman) engines have an X suffix to the number. This indicates they are not standard and although there are no records to tell us what this will be, it is almost certainly the crankshaft balance factor to suit the non-Enfield frames.

The tally for these RE Series 2 powered machines is therefore 2 prototypes, 80 (or possibly 81) production machines and 1 post-production model, plus Leo T's own non-Indian special.

Graham Scarth
Chairman RE Club UK
(more to follow re Rickman Interceptors)

My wife and I were invited to the launch of the new ISDT Trials Model We would just like to say congratulations to the team that conducted the event.

The theme of Royal Enfield returning to Redditch was spot on and any passers-by couldn't

help but be impressed with the display of motorcycles from the beginnings to the present day.



Excellent presentations and interviews were made by numerous people.

How could anyone not be impressed when hearing about the latest sales figures, the historic successes, and new models followed by talks from works riders and original factory personnel etc.

Sam and I were thanked for travelling up from Wiltshire and when we returned to our bikes for the ride home I'm certain I was 6 inches taller with pride.

Well done everybody.

Hoping to see you all again at The International Rally 19th-21st July.

Regards Jason Reeves (12417)

jason.av8.reeves@gmail.com

07773 353522

The hills are alive with the sound of Royal Enfields and Jawa every May at Clogheen, Co Tipperary from the 10th-12th of May. This rally is always a delight to attend for us Royal Enfield folks we are always made most welcome and in return give our support to our Jawa friends.



My trip started early Friday afternoon from Tralee via Brosna, Kildorrelly and on to Parsons green site for the rally over mountain roads with gravel and grass, a few nice twisty roads and A roads, just under a hundred miles. The Royal Enfield billet was filling up fast and by nightfall every bed and couch was taken up.

Saturday saw Al the Maharajah bless his beautifully restored Crusader 250, also Clifford's chrome classic. Jason headed for home on his C2 Bullet to pick up his Mum from the airport and sadly missed the ride out.

Chris Davidson arrived on the new Interceptor that was admired but not blessed yet. The ride out set off at noon through valleys and picturesque villages and lunch at the Hunters Rest at Mitcheltown, Co Cork.

Back to the site and awards were handed out, best bike went to Al with his Crusader, a special award for service, friendship, support, loyalty and dedication to the biking community went to our very own Netty and Bill Brugman. The Spirit of the rally award.

The evening embraced the night the Indian restaurant called, as did the Pub. Chat and music was enjoyed.

Sunday saw farewells and a pleasant ride home.

Many thanks Jawa folks, will see you on the road or camp site.

John B Nicholls (10710) thatboyinkerry@hotmail.com

CHOOSE YOUR MECHANIC WISELY!

Like a lot of motorbike enthusiasts, I retired five years ago and one of my dreams was to own a Royal Enfield. Whilst visiting my sister in Devon, who was suffering from dementia, I decided to pay a visit to a local reputable motorcycle establishment with my nephew to buy a leather jacket. The business was well renowned for its good reputation and after looking around made the decision to purchase a Royal Enfield Bullet 500.

Looking at the history of the bike, it had had a considerable amount of money spent on it already to convert it from a standard Royal Enfield on an 02 plate, to a trials model. £1500 was spent on a conversion kit. Other monies were spent on heavy duty bearings and clutch. As I wanted to continue working on the bike, I thought that the price being asked for of £3,500 was fair and I paid a further £150 to have it transported to my home address in Kent.

On receipt of the bike, I looked on the internet for a reputable mechanic to continue some of the work I was unable to perform due to close family illness. I found a mechanic of 35 years' experience and took the bike to him. A number of small jobs that I could have done myself was a good introduction to his service.

On starting to use the bike, it broke down but as I thought, it was the head gasket, which wasn't a problem as I wanted to renew the pot and piston anyway. I took it back to the mechanic and requested he stripped it down and was informed that this needed completely replacing. I purchased the parts from a well-known Enfield Supplier in Solihull. On receiving the bike back with the new parts fitted, its performance was not good with it back firing continuously to the extent it damaged my knee. I was informed this was normal and it was suggested that it had an electric start and to fit a sprag clutch. After fitting, this lasted one day. I contacted the Supplier and was informed that they had developed an Alton sprag clutch which should prevent this from happening. This I purchased and the mechanic fitted it and to my dismay also lasted one day. No explanation was given by the mechanic, so I contacted the supplier and he informed me that he had spent a whole day trying to recreate the same damage. This couldn't be done and he reimbursed me the money. No warranty or refund from the Kent mechanic was given. On using the bike again, it broke down on the motorway, and fortunately a good Samaritan stopped and helped me transport the bike back to the Kent mechanic. On stripping it down, a large hole was found in the top of the new aluminium piston. It dawned on me at this stage that the mechanic had not set the engine up correctly, and that I needed to take it away and find another mechanic. Unfortunately, at this time my mother and sister died within one week of each other, so I had no alternative but to leave it with him to repair until I could take it away to another mechanic. I attempted to do this but unfortunately on the way the bike broke down again before I reached an alternative mechanic.

The AA picked me up and brought the bike home. I managed to find another local mechanic who was prepared to look at it for me, and on stripping the engine completely down, he found it was full of aluminium which had ceased the engine beyond repair.

I purchased a new engine from the Solihull supplier and informed the original mechanic whose view was 'it was nothing to do with him', and in his opinion it was the supplier of parts and also where I had bought the bike from. In other words, he was admitting no liability, but if this was the case, why did he not inform me that the bike was not worth repairing, which was his duty of care, but continued to take money from me in repairs that he clearly felt were not worth performing. I've worked on the bike myself and found eight different faults that he had supposedly worked on. The main one was a renewal of petrol pipe that I found had been replaced with an old piece of pipe connected with cable ties. This sums up everything about his workmanship.

Let this be a warning that the Customer is not always right!!!

Bob Hooper – Royal Enfield Club member 16851

Bullets across South India

I have always admired the intrepid motorcyclists who set off on a World tour with only a sleeping bag, a spare filter and bags of confidence, but always knew I was not really going to become a member of their exclusive club. But I still hankered after a 2-wheeled adventure. While traveling through India, I heard about a company offering tours on Enfields. Checking them out on the web, they seemed a reasonable set up, and, importantly for an impoverished retired Yorkshireman, not too expensive.

A couple of mates also said they were keen, so I started a long email conversation with Deepak, based in Mumbai. Eventually a route and time was established, monies paid, flights booked, hot weather gear bought and we were off. In the end, there were only 2 riders from the UK, with partners.

The route chosen was from Chennai on the East coast to Goa on the West, through tea plantations, tiger reserves and largely agricultural land, avoiding cities and large towns. The bikes were 500cc Bullets. Deepak would lead, Sanath brought up the rear and our partners followed with the mechanic in the air con back up car. The car also carried the luggage, tools and spares, including a set of bike wheels on the roof in case of punctures which were not needed. Chennai was chosen as our starting point as a visit to the Enfield factory was planned. Due to the Indian elections, the factory tours were cancelled for security reasons. Obviously the factory tour visitors are a hotbed of dissenters who cannot be trusted! So our tour really started on a hot, sunny Sunday morning. The bikes had been shipped by train from Mumbai and had been given their final once over by Mutu, the mechanic, before we set off. Chennai traffic was not as mad

as we expected, but it was Sunday morning, so we were out of the city after an hour or so. The bike ran well and was easy to handle through the cars, bikes, buses, cows and pedestrians. The buses are the ones to avoid. They obey no known laws and must have an impossible schedule to keep as they go full speed, horns blaring, overtaking on blind corners and generally clearing everything from the road in front of them.

The locals travel almost exclusively on small Hero Hondas, made in India. Dad riding, mum on the back, sidesaddle, her brightly coloured sari flowing in the breeze, with garlands of white jasmine in her jet black hair. Often 2 children were also perched precariously on the bike, and no helmets in sight. They seemed to be a horrendous accident waiting to happen. We stopped at a coastal village called Mamallapuram for a drink and to look at the ancient temples and statues. As it was Sunday, the beach was crowded with people enjoying the sea breeze, some of whom were paddling in the sea. A holiday atmosphere, with stalls selling charcoal grilled cobs of sweetcorn, lime soda and other delicacies which I didn't recognise, or try.



Moving on down the coast, we headed for Pondicherry. By now it was hot, around 38C, so we were glad of our mesh armoured shirts instead of full jackets. Deepak avoided a large horned cow in front, I managed to go past it on

the inside, but James, who was following me, ended up in the dirt at the side of the road to miss being impaled on the horns. Always aim for the back end of the cow, they don't walk backwards!

After a total of only 165km we reached Pondicherry. We had survived our first day riding in India. Brilliant.

Mutu the mechanic was needed on the next day. Deepak picked up a rag in his chain, which threw it out of line and resulted in a hole through which oil sprayed over his rear wheel. My bike decided to boil its battery and a new one had to be bought and fitted, while we had lunch. The heat increased to over 40C, someone had definitely turned the hair dryer onto full heat and full fan. Over the next few days we got used to the bullets, with their heel and toe gear change being the only thing to catch me out. Changing up a gear with my heel when I didn't mean to. The bikes weren't new. Mine had done 45000 miles, but were maintained well and took everything we threw at them. The company buy new bikes, but modify them straight away. The efi units are removed and replaced with a carb, along with a larger fuel tank fitted.

All new bikes over 125cc in India have to have efi, but Deepak has found them too easy to get clogged with dirt from the fuel or air. This means an expensive repair. A carb can be cleaned out and a problem bike can be back in service very quickly, no matter where you are. They also fit a 'bucket' seat, which was very comfortable. Our longest ride in one day was just over 200 miles, and I could have kept going without needing physiotherapy at the end of the day.

Most of the time it was hot, very hot. The temperature reached over 40C regularly. However, we also went up into the hills at Kolli and Ooty, where it was refreshingly cool at only 28C. We had one heavy shower of rain, which quickly turned the road white with an oil emulsion – tricky riding conditions, so we sat it out for a few minutes until the road had dried again.

Over the next 14 days we covered over 1400 miles on every sort of road. Highways of dual carriageway through to gravel and sand tracks through the forest. On one day we did about 120 hairpin bends. My favourite roads were through Dandelli national park. Wide enough for a car and a bike, excellent surface, and mile after mile of sweeping bends. Most of the time we were the only vehicles on the road, so we could enjoy the ride and the scenery. Animals are to be expected on any road. Cows, buffalo, dogs, bullock carts, pigs, deer and the deposits of passing elephant; and, yes, Bullets can ride through elephant crap! Riding in towns can only be described as organised chaos. There are some basic rules:

1. Never stop. Other road users expect you to keep moving and aim for where you are now. If you don't move, they will run into you.

Rule 1 applies when turning into or out of a junction. If turning left (people are supposed to drive/ride on the left, as in the UK), just keep moving in the left onto the new carriageway. Don't worry about oncoming traffic, they will blow their horn to let you know that they are there. Turning right is a bit more challenging. Again, keep moving. If there are vehicles in the road coming towards you, just weave between them until you can get to the left carriageway. OK so you are riding into the path of oncoming traffic, but at least you can see them and they can see you!

2. Use your horn to tell other road users where you are. It is not aggressive.
3. Don't ride at night. Vehicles either use full beam or no lights. You are either blinded or are heading straight for a tuc tuc which has no lights.
4. Avoid buses.

Having said all that, we had a great time and quickly got into the swing of things. Deepak and Sanath were like a protective forcefield, front and rear, keeping us out of danger.



Our route took us from Chennai on the East coast to Goa on the West. We stopped at temples, markets, ancient sites like Hampi, tiger reserves and other scenic and enthralling places. The tour was not just about enjoying riding motorbikes in the warmth, but also about seeing a bit of India. The food was fantastic and the local people wonderful. We ate in roadside cafes most days, a plate of pakoras or a paneer paratha being enough in the heat.

Deepak and his crew made sure we had a wonderful time, taking all the hassle out of the trip. No worries about getting lost, not having accommodation, breaking down, etc. If anyone is

thinking of doing something like this, do it! There are many companies who run tours like this, but if you want a personal recommendation, take a look at Enfield Riders on the web. They do tours all over India including the Himalayas, also Nepal, Sri Lanka, Vietnam and even Colombia!

John Hunter (14246)



A CRUSADER SPORTS

Amazing isn't it? I've been waiting for three years for an article on the Crusader, and then two come along in the same issue! The only snag is that I've finished the restoration and sold the bike. However, the articles are very interesting and reflect many of the problems that I encountered, including the folding kickstart which I didn't manage to find.

I have written up the project in an illustrated document that I would gladly send to both John Dixon and Alistair Matheson, but neither supplied their contact details. If they would like to email me at johnogborne@btinternet.com, I will gladly forward it in the hope that it might be of some use to them.

I have sold the bike to a gentleman who lives near Oxford, although I haven't seen his name in the new members list yet, and I trust he is enjoying riding it. My



bike was a complete basket case, having been used for endurance racing for many years followed by dry storage from 1983 until 2015. It was a 1961 frame with a 1963 Clipper engine (non-matching crankcase halves) but with the sports camshaft, signifying a hard life on the circuit. It was fitted with a cylinder head from a Continental and a carburettor from a Bonneville.

Having spent the traditional small fortune, the result was very pleasing as I hope will be evident from the attached photo. I'm sure John and Alistair will, eventually, be as pleased as I was with the finished product.

Many thanks to all those members who gave me such useful and friendly advice.
Regards, John Ogborne (16300) Wells, Somerset

Club Calendar 2019

Official Club Rallies

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 13th October 2019

Island Meadow Caravan and

Camping Park, Aston Cantlow,

Henly in Arden, Warwickshire B95 6JP

www.islandmeadowcaravanpark.co.uk

holiday@islandmeadowcaravanpark.co.uk

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 Sliowski

0773 0110 158.

poloenfield700@googlemail.com

Non Official Rallies

Royal Enfield Club Nederland***

Dutch Rally 2019

16th - 18th August

at Dronten, Flevoland.

Contact Peter Tromp Meesters

Tel:- 00136 25282790

enfieldpeter59@gmail.com

Powers the Pot***

9th - 11th August 2019

Camping & Caravan Park,

Harneys Cross, Clonmel,

Co Tipperary, 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

Club Events

Annual General Meeting

Saturday 5th October 2019

Woodland Waters,

Willoughby Road,

Ancaster, NG23 3RT

Dining room of Woody's Bar

AGENDA FOR THE 42nd AGM OF THE ROYAL ENFIELD OWNERS CLUB

Saturday 5th October 2019

To be held in the dining room of the main building at
Woodland Waters, Willoughby Road, Ancaster, NG23 3RT

11:00 hrs PROMPT

1. Apologies
2. Minutes of the previous AGM held on 6th October 2018
3. Matters Arising
4. Chairman's Address
5. Treasurer's Report
6. Adoption of Accounts
7. REOC Club Officer Reports
8. Motions to the meeting

That the 2020 AGM be held at the Foxlydiate Hotel,
Redditch a week after the Telford Rally in September
(date tba)

Proposed by J Dove, seconded by R Murdoch

9. Any other business
10. Election of Chairman and 3 Committee Members
G Scarth, J Dove, J Budgen & M Seager
at end of 3 year term
11. Presentation of Trophies
12. Close of meeting

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**
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

TOURING THE CAZORLA NATIONAL PARK

I have just returned from a tour with Enfield Classic Moto Tours, who advertise in the Gun. Pictures show me on the Interceptor in the Sierra Nevada and inside one of the caves.

An Englishman, a Scotsman, an Irishman and a German all led by a guy from Northern

Ireland. Not the start of a joke, but a group of lads all intent on having fun riding Enfields in the south of Spain. Steve from Enfield Classic Moto Tours was leading us on a tour around the Cazorla National Park.



Riding the new Interceptor



Fabulous mountain roads winding through stunning scenery, set to a soundtrack of four bullets and an Interceptor.

Of the five days on the roads, two nights were spent in luxury caves, they even had front doors. One of the caves even offered a hammam (turkish bath) for the weary traveller.

Riding at a leisurely pace gave ample time for taking in the views and photographs. (P.T.O.)

Inside one of the caves

Stevens local knowledge showed us the real Spain. For the first three days I rode a UCE Army bullet and the remaining two days a 650 Interceptor. We rode from sea level to over 2000 metres and all the bikes performed faultlessly. One of the lads, club member Brian Cantwell, rode his Continental GT 535 down from Nottingham to the Portsmouth/Bilbao ferry, then down to Salobrena on the med, rode the tour on it and then when the rest of the group were flying home, planned to tour Spain for a month before returning home. I trust all went well.

Regards Doug Hopkins (12683)

Market Place

For Sale: 1965 Crusader Sport, complete rebuild, epoxy coated frame, new battery, carburettor, shocks, rims, stainless spokes, re-chromed guards, respray. £2000.

John Yeoman Tel:- 01275 343075 N. Somerset.

For Sale: 1961 Royal Enfield Constellation Airflow, in good overall condition. Electronic ignition, recent new battery, s/s spokes. Professionally re-sprayed toolbox lids and F E R C. Swinging arm and toolbox powder coated. Hitchcocks easy lift centre stand fitted £5,500 ono Tel:- 01823 666646 Wellington Somerset, e-mail cpbrandshutch@btinternet.com Paul Brand (4698)

For Sale: 1969 Mark11 Interceptor repatriated in 1998 and registered age related. Alloy cylinder block, dry clutch and belt, 800cc type fibreglass petrol tank and toolbox covers (tank has been taken apart and lined with the vinyl material as is now being retro fitted to our military vehicles). Best offer over £10,000. Robin (11808) Somerset. 01963 251406

For Sale: Classic Bike magazines, March 2015 to 2017 (some 2019). Immaculate, over 25 issues. Were £4.10 to £4.20 each (over £100 worth). Read once. Half still in wrappers. Offers. Telephone Simon and Sandra (17259) on: 01550 721197

Market Place

Wanted: Pre-war Royal Enfield rear wheel as fitted to lightweight models A, B, S and T. Sprocket on LH side with brake drum on RH side. Complete wheel, hub, or any parts needed.

Don McKeand (1018) 01525 720629 donmckeand@hotmail.com

Wanted: Chain guard for 1961 Redditch 350 Bullet, also wanted, Seat for 1959 Crusader Sports or a usable or repairable base.

Teresa Langley (16049) e-mail reoc.membership@hotmail.com

Wanted: A pair of front forks in good condition for a Turbo Twin.

Richard Longden (4651) Tel:- 01625 615822 Macclesfield, Cheshire, e-mail richard.longden5@btinternet.com.

Wanted: for RE125 Flying Flea – I am renovating 3 bikes and all are missing the contact breaker cam, Miller part number M1/F4, does any member have, or know a supplier for the cams. Phil Mellor (17297) Tel. 01270 662186 e-mail phil.mellor2@outlook.com

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 01754830530 (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: For Classic 500 EFI: Hitchcocks' Gold Star style silencer, unused; mirrors; wide handlebars (780mm); photo-chromatic glasses/goggles; canvas or synthetic panniers/throw-over bags; Covec/Aramid blue jeans W36 L32; Parts manual; Silver paint – a few teaspoonfuls. Telephone Simon and Sandra (17259) on: 01550 721197.

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

WELCOME TO OUR NEW MEMBERS

May, June 2019

Robin Moyse, Umberleigh
Neil Davis, Nuneaton
Michael Giles, Melton Mowbray
Frank Heath, Redruth
Steven Price, Brecon
Jeff Mears, Cwmbran
Henry King, West Linton
Jim Hemingway, Leeds
Simon Good, Llandovery
Mitch Paris, Sudbury
Patrick Cunnington, Exeter
Arthur Giazin, Ipswich
Andrew Webber, Barry
Clive Brown, CANADA
Dave Wiseman, Westbury
Ian Lee, Bradford
Bruce Butler, AUSTRALIA
Marc Heighton, Wolverhampton
John Mount, IRELAND
Roald Pedersen, NORWAY
Andrew Day, Hornsea
Arjun Jayaswal, London
Henry Price, Berkeley
Phillip Pomone, Brough
Nigel Young, Neston
John Willmott, Weston-Super-Mare
Graham Hodgson, Newcastle
John Lavelle, Leeds
Brian Youl, Redditch
Gregory Parker, Thornhill

Alan Benney, Redruth
Barry Brown, CANADA
Trevor Bowdler, Bishop's Stortford
Michael Martin, Cambridge
Nick Mann, Keighley
Ronald Rhodes, Stoke-On-Trent
Eric Read, Walsall
John Fairbank, Doncaster
Ian While, Launceston
Anthony Hamblin, Wantage
James Dodd, Northampton
Ron Boulton, Chester Le Street
David Weeds, FRANCE
Derek Ruff, South Petherton
Philip Mellor, Crewe
Barry Creed, Deal
Theo Guy, Bridgwater
Julian Amos, Warwick
Iaen Skidmore, ISLE OF MAN
Stephen Scott, Exmouth
Tim Carpenter, Malvern
Adrian Cooper, Muir of Ord
Matt Morris, Brecon
Arthur McLaughlin, Bristol

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

Branch Reports

Devon Branch

Members of the branch were shocked and saddened to hear of the passing of Mrs Cindy Griffiths, in March and sent condolences to her husband, branch member John and family. Many REOC members will remember Cindy's superb hospitality and welcoming offers of hot drinks and tasty food at rallies. At last year's rally, after weeks of baking and preparing, she raised the bar with a celebration of the combined royal wedding / branch rally; offering delicious pasties, cakes, cream teas, sponges etc. all served with a smile and a tiara.

March also saw a drastic change in Totnes Tony's appearance - gone were his flowing, silver locks and facial fur - he looks quite normal now. Much of the chat at the branch meetings in March and April was about the rally and the new RE models - Russ spoilt himself and bought a new Interceptor and is very pleased with it. Alan has clocked up 300+ miles on his new Bullet and loves it. Not to be out-done, Jez pointed out that he has done 20,000 miles on his Bullet. Derek mentioned that he has been out on his MZ, but we'll draw a veil over that.

Jon organised a branch run on the 28th April, which was well-attended (14 bikes) travelling to north Devon - upon arrival in Great Torrington, the rain was so lavish, that it was at once re-named 'Great Torrent On'. Despite the moisture, many miles were covered and enjoyed. We welcomed two new members: Graham and Peter. They have both been riding since they were youngsters - Graham around the farm and Peter as transport to work. Graham sold his scrambler to buy an engagement ring - this led to a long and happy marriage and children. He has a 350 Bullet trials and earlier this year purchased a new Interceptor - he's very pleased with it. Peter has worked his way through a number of bikes over the years, from a Honda CD175 to Nortons and a BSA Bantam.

Totnes Tony, Ian and the Mechanically-Mounted Cavalry have been far and wide in their biking travels, sampling the delights of cafés in diverse places such as North Bovey, Dunsford and Powderham - in sunshine and in warm rain. The second weekend in May saw a number of branch members travelling to Trethiggy, near Newquay, via REs and cars, to attend the Cornish branch rally. As always, this was a very well-organised and enjoyable rally on a lovely site. The weather was mixed (freezing at night!) and some showers, but sunny days and the run was excellent - taking in magnificent coastal and countryside terrain, affording breath-taking views. The now legendary raffle did not fail to please and most of us went home with something. Thanks to Bob and the branch for having us.



Branch Reports

Thank you to everyone who attended 'our' rally in mid-May - once again, we were fortunate to have good weather. Branch member Chris, of the Exeter RE dealership CMS, did us proud and parked a number of brand new bikes (a range of models) next to the 'hospitality' gazebo for the weekend - to be drooled over and / or taken out for test runs. On the way up



to the rally, Jez's Bullet broke some teeth and was not safe to ride. Chris kindly lent him a new Interceptor, so he could go on the run (he loved it). Furthermore, Chris donated a couple of t-shirts (these now adorn the muscular torsos of Ashley and Andy, whose names were randomly picked out of the bag) and a coffee machine (see it in action at next year's rally). Gary, Terry and Coco Bear took care of the bikes and generously gave Jez and his machine a lift home in their van. Jon's run up to Lynmouth, via Killerton, Tiverton, Simonsbath and back via Withypool, was enjoyed by about 10 bikes and 14 riders (or was it 14 bikes and 10 riders?...).

As well as those who stayed in tent or camper van, a number of day visitors and canine friends attended and some of the Cornish contingency took the opportunity to enjoy a 5 hour walk in the beautiful, surrounding countryside and sunshine.

Plans are already afoot for the next branch ride-out, as well as the rides Jon arranges every Wednesday and Sunday.

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 Rallies contact person: Jon Wrightson

North East Branch

Hello all. Well I know the North East branch has been quiet in The Gun lately. This is mainly due to me being away for the best part of the year at the other end of the country on a course. But the branch is still active, with the monthly meetings still going ahead. And the members are still organising rides out when the weather allows them, so please come along and join us. We meet on the first Thursday of the month at 1830 the Bay Horse in Catterick village.

Hardy Johnson nyreoc@hotmail.com

Branch Reports

Cambridgeshire Branch

Saturday morning meetings at 11am. Venue, Haywards of Cambridge, Girton Garage, Huntingdon Road, Cambridge, CB3 0LQ

August.

Sunday 11th, Downham Market Water Gala, 10am - 4pm. Great Ouse Canal, Dragon boat racing, Stalls, Beer tent, Fair rides, Food, free admission.

Saturday 17th, 11am. Club meeting, Girton Garage.

Monday 26th, Wimbotsham Fenmans motorcycle show, hundreds of bikes to see, Stalls, Bike jumble, Motorcycle kit, Food and Drink, Location A10 just after Downham Market. Good day out.

September.

Saturday 7th and Sunday 8th Sandringham Game and Country Show

Saturday 21st, 11am. Club meeting, Girton Garage

October.

Saturday 19th, 11am. Club meeting, Girton Garage

Holme 1940's weekend, date to be confirmed, another free show not to be missed.

Good news, Mr. Carl Rolfe, new Cambridgeshire Club Contact. Old and new members who have joined Royal Enfield Owners Club in 2019 introduce yourselves to our new club contact and let him know your interests.

Ted Dore (8926)



John Shellard with his "Best in Show" bike at MCN Show at Peterborough. John was very surprised, but pleased with the award.

Sent in by his wife Margaret.

Branch Reports

Suffolk Branch

A day with near perfect weather for riding. After our last very wet meet today's weather was a pleasure and a relief. Two new Enfield Owners joined us bringing our contact list to 11 local owners and a nice mixture of R.E. motorcycles.

After an interesting and educational conversation while looking over each others bikes in the car park we were strangely grateful to get inside The Anchor Pub to get out of the sun. There we talked some more while some of us enjoyed lunch.

As agreed our first outing will be on Saturday 15th June for a 12.00 noon lunchtime meet up at a nice pub in north Suffolk, The Cross Keys, The Street, Redgrave near Diss, IP22 1RW. Hope to meet you all there. Don't forget to bring a sidestand support for soft ground parking.



Also planned for the 7th July is a group visit to a motorcycle show at The White Horse, Tattingstone. We shall meet at The Anchor and ride there together. Details to be agreed at our next home meet the First Saturday in July. We meet the 1st Saturday of the month at 12:00 here at The Anchor, Stratford St Mary, Suffolk. Visitors may be assured of a warm welcome.

Regards, Stephen Backhouse (16476)

Branch Reports

Wessex Branch

The local Ariel club skittles evening was attended by some branch members who duly came away with the trophy for the highest score.

The May evening club run went over to Lichfield to see the commemorative stone where Geoffrey De Havilland crashed his first aeroplane in 1910. Then a ride round to the hamlet of Crux Easton to view where he flew from, his dad was the local vicar, and the 1890s windmill made by local firm John Wallis Titt. Photo shows Bob, Paul and Rod by the windmill.

Bob has seen the light and traded in his Hinkley thruxton bonnie for an Interceptor. Surprised by a bill for £290 though when he took it back for its first service Tony, John and Paul spent a few enjoyable days on their bikes in Jersey.

Doug had a very enjoyable week riding Enfields around Southern Spain with Enfield Classic Moto Tours and Bob, Paul and Rod rode in the Wells cmc tortoise and hare run.

The June ride out was led by Tony, a sunny evening potter through the lanes of Hampshire and Wiltshire. We also welcomed two new faces, Tony with a new interceptor and John with a very nice 500 classic Bullet. Bob, John and Doug rode over to the Wiltshire branch talk by Cross engineering. Great evening and lovely ride through some glorious countryside.

Five of us joined the Hants Ariel club evening run passing through villages around Winchester and Arlesford.

Finally, sad to inform you that former branch scribe Roger Stanton lost his battle with cancer and passed away on 30th May.

Wessex branch meet at Andover and district model engineering society clubhouse, Upping Copse, Winchester road, Wherwell, Andover SP11 7HT. First Tuesday of the month, 7:00pm ride out, 8:00pm meeting.

REgards Doug Hopkins (12683)



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

The photo shows our newest member, a ventriloquist's dummy. Pete brought him along to join us at a Tuesday evening meeting. Almost too lifelike, particularly when he looks at you. Pete also brought his ukulele along, which he spontaneously played, and he's seriously good on it. So, a fun evening as well as the usual reports. He also brought his banjo to the following meeting, treating us to "Duelling Banjos" amongst other tunes.



Planned for July, were Wobbly's Red Rose Rally, Waddington, near Clitheroe, and the L.E. Velocette Day at Astley Green Colliery between Manchester and Liverpool. More on these events next time.

Chris (8113)

Anyone interested in meeting up for a cuppa, R.E. and other chat, to share ideas etc. in the LLandoverly and surrounding areas? Recently returned to bikes after many years' absence (care duties and lack of funds). Many interests. Telephone Simon and Sandra (17259) on: 01550 721197

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

North Yorkshire

As the branch enjoys the roads of the Yorkshire dales and surrounding areas, organiser Hardy has been down in Portsmouth on a training course and has been exploring what the area has to offer. Let's just say he's a covert splinter member. He reports: "I have to say the roads and views in the South Downs are amazing. I went for a small run out to the local bikers cafe "Loomies" on the A32. This ended up in a 100 mile round trip of me exploring the small villages and great tree covered routes available, ending on a hill overlooking Portsmouth. Even bumped into a few fellow RE riders."

As for the rest of the branch members, a ride out in early May saw just three of us, Mark, Andy and Norman, ride to Kettlewell, Pateley Bridge and Masham. It rained at Kettlewell and the lads sought refuge, only to find the cafes all full of pedal cyclists (bike fever much in evidence thanks to publicity for the 'Tour de Yorkshire'), so they ended up in a bus shelter.

Mark then got stung by a trapped bee in his clothing and did an emergency stop, fortunately not a full one so Andy managed to avoid him. The rain stopped and a cup of tea to round things off in Masham was most welcome.

On our monthly evening meet at Catterick, three Enfield owners and couple of 'other bikes' friends went on a ride to Reeth. There should have been more Enfields, but Norman had got soaked by a downpour earlier in the day and retired home to dry out, while Ian arrived at the usual meeting place minutes after we had left, as nobody had told him of the plan.

Unfortunately, Jim's Crusader Sports developed a nasty misfire and after a couple of stops in a futile attempt to fix it he decided to head home, stuttering along at 30mph. The rest went on to Reeth for a pint and after that back through Grinton, over the moors past the army ranges and then off on our separate ways.

Norman entered his Crusader Sports for the Beamish Vintage run on 16th June and completed the long course successfully. A couple of us met him at the lunch stop in Bainbridge and enjoyed the magnificent spectacle of over 100 vintage cars and motorcycles.

Don't forget the branch is still having its monthly meets at the Bay Horse, Catterick Village, at 1830 on the first Thursday of the month, all welcome.

Jim Whitton (14641)

Branch Reports

NE SCOTLAND

Contact Bob (REtrialer), email- bob.nes@btinternet.com (preferred) or tel 01651 851569 Branch meetings, the 'Summer' programme continues! **Saturday 27th July**, Tomintoul run, meet at the car park at the back of the square in Rhynie. (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). **Saturday 28th September**, Allan will be leading a run round Bennachie, new meeting place at the lay-by in front of Morgan McVeighs (not their car park) on the A96 by Culsalmond for an 11 o'clock departure. The last run on **Saturday 26th October** is available for someone to volunteer an idea!!

Although a bit short on numbers the run to the East from Banff was enjoyed (so I am told) by those who attended. The weather was better than the forecast and we did not really get wet.

A visit to Gardenstown harbour, and to the 'end of the road' (a first for me) was the first of a few short stops at places of interest along the way. The lower part of the village has had restricted access for a while due to the instability of the ground immediately behind, the work to stabilise was clearly visible from the harbour. The coast road is one of my favourites with its ups and downs and curves as it runs just inland from the rugged coastline.

Next stop was to Fort Fiddes, a nationally important historic (prehistoric) site of multiple occupation. Not such a lot to actually see but a place of interest and a short walk around provides excellent views of the area. Just along the road to Rosehearty for another quick stop and look at the old and new harbours. Don't know why I hadn't thought of it before but I had printed out some information on the stops for people to read and make sense of the surroundings.

For lunch we were going to the café on the beach at Fraserburgh. It is under new management and even though it was a late lunch the place was swamped! Good for them but not for us, so we went to Tesco instead. To complete lunch a trip to Peters Ices at Calmbulgy (yes the weather was that good). A quick nose about the villages of Calmbulgy and Inverallochy completed the intended run. However, as it was a nice day and we were all going home initially in the same direction, the day was extended to visit Bullers of Buchan, just to the South on the East coast. One of those places locals pass but never visit! Cliffs and seabirds, and apparently we didn't see the best part! Another one to add to the list for the future, with a decent pair of bins.

REtrialer (07404)

Branch Reports

Kent Branch

"POTty Bottom" 2019? It certainly was at this years Kent rally with Dutch members bringing a supply of logs for the campfires. I guess customs officers were a little re-assured when told they were for 'clean' burning, not smoking!

Kentish 'Bat & Trap' has a new rival in 'Skittles' this year, Friday nights meal at 'The Rising Sun' was finished off with a hilarious couple of rounds. Thanks to Geoff, for introducing most of us to this old pub game, great fun.

Twenty-eight bikes over seventy-two miles with just one Honda & a German crewed BMW combination interloper on the ride-out, with a stop at Dover Castle at the site of the crash landing made by Bleriot on the first cross-channel flight.

Across Romney Marsh for an excellent meal at 'The Ship' in Dymchurch, but the aviation theme returned later when a special victory roll was performed for us by a Spitfire at the Battle of Britain Memorial at Capel-le-Ferne.



Just one less victorious Bullet when new member Alan suffered a broken throttle cable. All fully 'burgered' by Mick, Alan (Gun editor) organised a pop quiz in the marquee, followed by a general knowledge test, thanks to Peter. Please see pic. of this years 'smartest & thickest' (phew - than was close!) with appropriate chocs. & wooden spoon.

Amongst the events taking place the 'International West Kent Run' is our August Enfield showcase at Aylesford. It's one of the biggest events on the V.M.C.C. calendar & well worth a visit, even if not on one of the runs. Hope to see you

Sadly, can't end this report without paying tribute to Annie, who with Wally, was always an entertaining, fun visitor to Otty Bottom as well as to other club events around the country. Our thoughts are with you Wally. (obituary notice in this months mag.)

REgards, Mick Connolly, Royal Enfield Owners Club Kent
reoc.kent@talktalk.net tel:- 01304 205233

Branch Reports

Somerset and Dorset

On the 4th May the Branch had its anniversary run to Crofton beam engines, near Marlborough, Wiltshire. The anniversary being the fifteenth year of the founding of the Branch.

The weather was bright but slightly cold. The Crofton site manager, Simon Hobson, made us very welcome, for by prior arrangement, he had coned off a section of the tarmacked car park for us to park our bikes and then gave us a talk about the site and what there was to see. A further bonus was that he set aside a secure area for our helmets and coats.

The beam engines, one of 1812 vintage, built by Boulton and Watt, and the other built by Harvey's of Hayle, Cornwall, in 1846, were in steam and operating. The 1812 engine is reputed to be "the oldest working beam engine in the world, in its original location and able to perform its original task". Their purpose was to drive pumps to lift water from a reservoir, Wilton Water, to keep the Kennet and Avon Canal full at its summit pound, some 440 feet or so above sea level. This was necessary because each boat passing through a lock used some 120,000 gallons of water in doing so.

The engines are supplied with steam by a Lancashire boiler operating at only 20 P.S.I., this low pressure being quite normal for engines at this time in the early 19th century due to the state of metallurgy at that time. We gained admission to the engine house, dating from 1807, to see the engines operating. Constant watch is kept on the engine's steam feed to prevent over-stroking and resulting damage to them. If members are interested in steam engines, I can recommend a visit if you are in the area. The site has a café and excellent toilets, and is run by the Kennet and Avon Canal Trust.

At our May 10th meeting, we were given a talk by Mr. Rodney Cross, a director of the Cross Manufacturing Company (1938) Ltd. of Bath. His mother, Clara Dunbar Cross, nee Tingle, was born in 1900 and was the first lady doctor to be admitted to the Royal College of Physicians. As a girl, she had grown up in the steel making city of Sheffield, with all the appalling working and slum living conditions of that time. With much family financial struggling and with the help of a bursary she became a medical student in 1917 when lady doctors were few and far between, and mostly shunned by their male colleagues and hospital managements. She was then to experience the horrors of men returning from the first world war with the appalling, unspeakable injuries that war is notorious for. She qualified in 1922 and was immediately "thrown in at the deep end" by being sent to Treeton, a pit village some 12 miles from Sheffield to run a practice whose usual doctor and his locum were both seriously ill with measles.

Branch Reports

But she survived the experience, fell in love with Roland Cross, a motor-cyclist and former innovative aeroplane engineer of repute, married in 1928 and eventually moved from Sheffield to Bath. By this time Roland was developing his famous rotary valve engines.

In 1940 she went to work in what was called St. Martins hospital in Bath, which had been converted in 1937 from what had been the workhouse since it was built in the 1830's. In the second world war it's grounds were developed into a military emergency hospital. Clara's main calling was as a Clinical Pathologist but as the result of the injuries she saw after the Dunkirk evacuation, Clara became very interested in blood transfusion and the storage of blood products for blood needs to stored accurately at between 2p and 4p degrees Celsius or it is ruined. She was also very concerned with babies with rhesus incompatibility, and it is to Clara Dunbar Cross that we owe a debt for much of the blood transfusion service that we know today. Not bad for a little Sheffield lass only five feet tall !

Clara had a daughter and two sons, the younger of who was Rodney Cross, our speaker. Now, you may ask, what is the connection between Roland Cross and Royal Enfield? Well Roland continued to develop his rotary valve engine using both cars, motorcycles and aero engines for test purposes. In the 1960's he had an experimental engine with a liner-less aluminium barrel and a special Cross-made spiral steel piston ring fitted to a Crusader 250.

Roland was good friends with Tony Wilson-Jones of Royal Enfield who he met quite often at motor industry meetings and when R.E. had a factory "just down the road" at Bradford-on-Avon, Wiltshire. It was the use of Crusader 250's as mobile test beds, fitted with liner-less aluminium barrels that made the connection stronger. As related in my report of the 2019 Bristol Classic Motorcycle Show, it was as the young test rider Cyril James who in the 1960's had the enviable task of thrashing these little bikes all over the West of England, on test, and getting paid to do so.

Today, Cross Manufacturing are world famous for their sealing ring technology, especially in the aerospace industry and their products are to be found "at the hot end" of many well-known (including Rolls Royce) jet engines, as well as in many high pressure steam applications for power stations etc. The next time you take a holiday or business flight anywhere in the world, the chances are that that somewhere in the engines you will be relying on a Cross product.

Brian Laitt

Branch Correspondent

Branch Reports

West Riding

We meet monthly at the Reindeer Inn, Old Road, Overton, Wakefield WF4 4RL at 8.00pm 1st Thursday of the month. In addition, from Spring to Late Autumn we also aim to have a 3rd Tuesday ride out leaving the Reindeer at 7.30pm. (To avoid disappointment, please call or text Kevin to confirm a ride is on).

Tuesday May 21st: several of us met at the Reindeer for one of Kevin's "mystery" runs, in fact so much of a mystery that Kevin had not planned a full route and would end up making something up on the go, but it would involve a mystery stop (odd WWII railway infrastructure in Peniistone) and some great scenery/backroads in West and South Yorkshire. There was an interesting collection of bikes, see the pic above, (9 in all, with 3 RE and 2 being 1950's (Ok the diesel has a more modern engine!). The ride went well but we seemed to shed riders along the way with only 6 making it to Old horns in High Bradfield, which is now becoming a run favourite. John M was a planned peel-off but we did not realise we had lost Chris T and Richard along the way too. It turned out that Chris T's Big Head bullet had some electrical issues and Richard had stopped to help. Chris however did make it home under his own steam in the end. All rode home their separate ways following a welcome hot drink, and after setting out together over the Strines Road. Kevins Diesel RE was coughing and banging a bit on the way home, which later turned out to be the dreaded "diesel bug", a nasty "organic sludge" which had built up over the years from the use of a variety of fuels. Lesson has now been learned and he will keep an eye on tank cleanliness in future!

June 1st/2nd: Continuing on the "diesel theme", Kevin attended the "big Knock" near Billingshurst, West Sussex, which is the British Diesel Motorcycle Rally. This involved a round trip of 650 miles and whilst slow it was certainly a cheap trip! A conversation with another biker on the way down led to the phrase "It's a niche within a niche" when used to describe classic diesel biking. The rally was the usual mix of familiar friendly faces (Kevin has attended for 11 years), many of whom had come from Europe including as far as Switzerland. The machines were varied ranging from very simple industrial engines in RE Bullet rolling Chassis (including RE Gearbox), to complex 3 cylinder turbo diesels from cars in modern bikes, some purpose built professionally e.g. the Trac Diesel, The RE bullet based machines were the most common as the conversion is easy, and the RE gearbox is strong enough. Please see the attached picture showing the back of Kevins 1950 diesel bullet as well as from left (all RE based), the 850cc Ruggerfield, 600cc axiom Car) Kubota engined bike, and Rudy's Hatz engine bike ridden all the way from Switzerland. A good group ride was had round the leafy back lanes of West Sussex in cracking weather and this must have made quite an impression in terms of both noise and smell to all who saw and sniffed it!

June 6th: The monthly meeting was the usual bike natter, but it was good to see new faces Dave O, Ian and old face Ken Green after a bit of an absence.

Branch Reports

We were saddened to hear that old Steve had been unwell and in Hospital, but was now okay and at home, so we all send our best wishes for a speedy recovery and that we see you back at a club night soon.

Another bit of sad news was the death of relatively recent member Barry Warriner, who was well known in West Yorkshire biking circles. His RE's will live on in the capable hands of New Ian.



As always, all are welcome at our club nights/rides, irrespective of what you ride
Club Contact Kevin Moore 07736775211 sidecarkevin@ntlworld.com

Cornwall Branch

This year's Cornish rally was held at our usual site, Trethiggey Touring Park in Quintrell Downs near Newquay. But the site had just changed hands, and the license for the Bistro had not yet been sorted. So there was no bar etc, but there was an on-site snack van. So all was not lost, plus we had our tea and cake tent. After a chat with the new owners, we are assured that next year everything will be in place. Plus Amy, who is now running the site is a motorcyclist, and asked us to come back again next year. So all looks good.

We had a reasonable turnout of members, despite the heavy showers on the Friday.

On Saturday the weather was fine, and we set off on our ride out in good spirits. We left Trethiggey at 10am, and rode through Goonhavern, Perranporth, St Agnes and Porthtowan before stopping for coffee at the cafe by the beach at Portreath. Back on the road again we rode down across the North Cliffs, through Hayle towards Carbis Bay where we turned left to Halestown, and joined the B3306 at the top of St Ives then headed for Lands End, where we stopped for lunch. After lunch we parked the bikes in front of the main entrance for a photo. On leaving we rode towards St Buryan, then down to Lamorna before turning up a very narrow back lane to eventually come down through Mousehole, then on through Newlyn and Penzance to Marazion, where we stopped for ice cream whilst looking out at St Michael's Mount. It was soon time to move on again, up through Goldsithney, Newtown, Leedstown and Praze-an-Beeble before climbing up to Black Rock, and on through Fourlanes, Redruth, Scorrier and Blackwater, through Goonhavern and back to Trethiggey, arriving at 4.30pm, after a distance of 103 miles.

Branch Reports

In the evening we sat around a warming brazier with a few beers and bottles of wine, whilst Adam, Tracey and Sally drew the raffle, which consisted of many prizes. Also the results of the trophy competitions were given out, best classic went to Jed and Mary for their MK1 Interceptor, best modern bike went to Fran's Continental 650cc Twin and furthest travelled was Barry Futter, at 330 miles.

The following weekend several of our branch members attended the Devon rally, and had a good time. Friday evening was a nice fish n' chip run to Budleigh Salterton, and Saturdays ride out up across Exmoor to Lynmouth, stopping on the way at the Bark House tea rooms was very enjoyable, as was the ride home on Sunday across Dartmoor, through the Glyn Valley and down past Lanhydrock. We are now looking forward to the rest of this year's rallies, and ride outs. Hopefully the weather will be kind to us.

Bob Reed (6167A)

Mid Shires

The big yellow ball is making an appearance in the sky and the number of bikes on the roads seems to be proportional to the brightness and power of it. The number of Enfields still seems to be a rare enough sight but we are still out there, clocking up the miles.

The Mid Shires branch have been enjoying the long days and have been covering distances in our own ways.

Holiday season has started and some have enjoyed the longer distances of touring on the bikes while continuing with the breakfast gatherings.

We have visited another branch and met some great enthusiastic folk down in Colchester, plus the annual trip down to the Sammy Miller museum. The numbers at the breakfast ride outs at the weekend have been increasing with new faces, so much so, we are having to push multiple tables together at our chosen cafes to accommodate us. Whilton Locks, Clifton A5 Truckers cafe, Napton Fisheries and Manor Farm at Catthorpe have all been visited, causing our riding jeans to get that little bit tighter!

The preparations are going to plan for the Founders Day Rally at Stanford Hall so if you haven't sent your forms in for camping and the separate form for joining us on the ride out then please get them in soon. Don't leave it too late and miss the fun. If you haven't tried a longer distance trip on the bike then give it a thought. The scenery you ride through in places like Wales, the Yorkshire Dales or the Highlands of Scotland is not just for the casual tourist towing a big white snail. Some of the best roads are out there to be discovered with loaded saddlebags and a sense of adventure. If you don't fancy camping then the increasing numbers of bunkhouses make a tour more comfortable.

Branch Reports

Most of them are not much more expensive than a campsite but lots cheaper than hotels (between £15 and £30 per night). Plus you get to spend time with other like minded travellers to share stories. We are looking forward to summer also bringing the local village fetes. These next couple of months, we intend to visit as many as possible, sample as many “chunks” of Victoria Sandwich and fresh farm ice



cream as we can. If anybody wants to tag along then you are more than welcome, just bring your loose fitting trousers.

Ride Safe.

Neil Greenhow (15828) greenhowneil@gmail.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.

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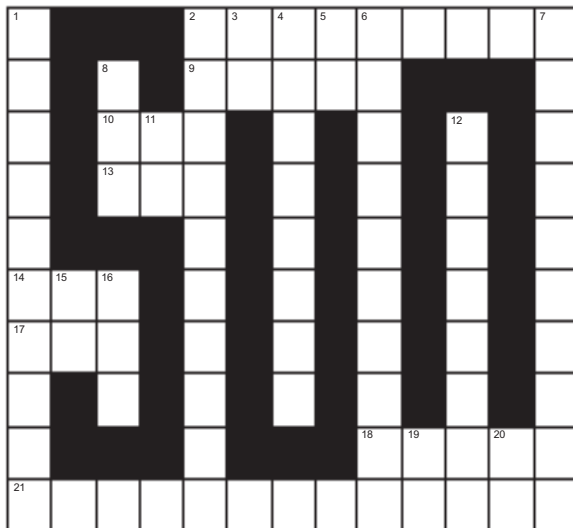
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The Gun Crossword Issue 272



ACROSS

- 2 Rubber damper: sprocket to wheel[4,5]
- 9 Circular openings. Latin. Eyes
- 10 Beyond my.... Livingstone????
- 13 Welding with electricity
- 14 Hillman's small, mischievous sprite
- 17 Salty water
- 18 Dutch dams to stop the sea
- 21 Skilled bell ringer. NOT tent lover!

DOWN

- 1 Opposite of pessimistic
- 2 Musical instrument with bellows
- 3 University of California
- 4 Devices telling time by sun's shadow
- 5 Highline
- 6 Diminishing, lowering music volume
- 7 Admirer, fan, someone enthusing
- 8 Jamaican music before reggae
- 11 Queen Elizabeth
- 12 Bike from the land of the rising sun
- 15 Not you
- 16 Pulse Air Valve
- 19 American rapper
- 20 No need for kickstart

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with the
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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 271 is
Glenn Campbell
(13752)



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