

# THE GUN

The magazine of the Royal Enfield Owners Club



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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 very different paint job on a Royal Enfield, seen at the MCN show..



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## Editorial

Welcome to the October/November edition of the “Gun” Unfortunately we must start with the sad news that the club has lost one of its founder members, with the passing of Dave Bogg. Dave was the sixth member of the REOC, with the number 1006. Steve Mayhew has written a tribute to Dave which you will find on page 16. Lots of articles/comments about the International rally, which I attended along with many others. Thanks must go to Midshires branch who did a fantastic job, especially as it was a first time for them. Well done.

Thank you to all who have sent in contributions for the magazine. Without your input the magazine would not exist. If your article is not included it is simply because of a lack of space. I keep all of the contributions and will try to publish them in future editions, so long as they are still relevant.

Until the next edition Have some happy and safe rides.

REgards, Alan.

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

## Write Away

I'm sure I'm not the only one who hasn't stopped smiling since the wonderful combined REOC International Rally from 19th-21st July to celebrate the 70th birthday of the Enfield Bullet. I'd ridden through heavy rain to get to Stanford Hall but that was soon forgotten by the warmth and friendliness of the welcome from John Dove with an invitation to help myself to tea, coffee and free cake! Mid-Shires branch of REOC had already erected a large marquee and other tents, spacious and dry places to catch up with familiar faces from previous REOC events. Between showers I found a spot for my tent. The weather wasn't kind that evening but we were treated to a Wall of Death performance, one or sometimes three daredevil horizontal riders doing acrobatics as they whizzed deafeningly round and round using Heralds and an Indian. The food tent and bar were open on the main exhibition field, empty now but soon to be filled with hundreds of motorbikes for the Vintage Motorcycle Club Founder's Day Sunday event. But for now and Saturday it was all about the Enfields. And what a collection there was! I'm sure there will be many pictures posted over the coming weeks on social media. Have a look here:-

[www.facebook.com/reocmidshires](http://www.facebook.com/reocmidshires)

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

There was a ride-out for about forty Enfield riders which included a visit to the National Motorcycle Museum in Bickenhill, Birmingham who kindly allowed a half-price entry fee and reserved parking. I opted to stay and catch up with friends and talk about the Enfields on display. I was impressed by one which had been converted from kick-start to electric start where the ingenious engineer had made extra space on the primary chain case by incorporating an aluminium saucepan! Carberry No.1 was also present and looking immaculate. Had my phone not run out of juice so soon, I would have taken hundreds of photos. When everyone returned from the ride-out and had dinner, I kept the band waiting whilst I did a slide-show presentation of my seven years on the road and then it was dancing with friends from Kent branch to a really good band called Somewhat Afflicted. Throughout the weekend, compère Jason Reeves from Wiltshire kept us all informed of forthcoming times and events in his inimitable good-hearted and relaxed way.

We were all up early on Sunday to move our Enfields over to the huge field where food and drink stalls; auto-jumble stalls; individual marque displays; Hitchcocks Motorcycles; the Taverners section of the Vintage Motorcycle Club and many others were setting up for the day's celebrations. Just as well we were early because before long there was no room to move around. I'll leave it to others to identify the dozens of different marques not only on display but being used and ridden round the arena in display circuits. It was truly delightful to see these magnificent motorcycles. People were beaming with pleasure and



## Write Away

nostalgia. Senses were stretched with the noise and sight of engines and the smell of oil. It was a real thrill to be part of this birthday party and I would like to say a great big thank you to everyone involved. Mid-Shires Branch; The Taverners section of the VMCC; The owners at Stanford Hall and to everyone who



made cakes and the bacon butties for breakfast. Thanks to all who attended and made it the stunning event it was. People I met came from France, Germany



and as far as Greece to be there. There were children in pushchairs and people using walking-frames. You are all stars and I'm even more proud to be an Enfielder.

Jacqui Furneaux

Author of "Hit the Road, Jac! Seven Years. Twenty Countries. No plan."

## Write Away

This is just a short note from Ruth and myself to let our fellow members know what a wonderful place the “Bikers’ Bothy” is. Situated in Ardgay in the Scottish Highlands, it’s a charming self-contained chalet containing three very comfortable beds in two rooms, complete with a fridge and tea/coffee facilities, and its own loo and shower. (Don’t expect a tv lounge, restaurant or waiter service, though - this is a bothy, not an hotel!)

It’s very light and airy and its windows give views onto a lovely garden and a field beyond, which at the time of our visit seemed to be populated by most of the rabbits in Scotland. Ardgay itself has a very well-stocked shop/café at which a good breakfast may be had, and is central to some of the most beautiful scenery in Scotland (i.e. on the planet), with the towns of Bonar Bridge, Lairg and historic Dornoch (with its beach) a short ride away.

It’s also very close to the route of the North Coast 500, so is an alternative for those who wish to avoid the prices of hotels along the route. We booked into the Bothy as an alternative to camping, and we were glad that we had when the heavens opened on the first day of our stay, for instead of being cold, damp and miserable we were warm, dry and cheerful. It’s very cheap to stay at the Bothy, and you’ll get a warm welcome from Teresa and Dave - it was our great pleasure to meet them.

If anyone is considering an overnight stay on the NC500, or looking for cheap but comfortable accommodation to use as a base to tour that part of Sutherland, we’d recommend the Bikers’ Bothy.

Teresa may be contacted on [bikersbothy@gmail.com](mailto:bikersbothy@gmail.com)

All the best. Steve Morley (14835)

Starting recently I have started to try to use my 500cc Bullet 65 more as well as my Suzuki 1200 Bandit as the RE has seen very little use since I bought it.

Following the instructions in the Bullet manual and Pete Snidal manual, I found that the inlet valve push rod seemed fine rotating easily with forefinger and thumb but no up and down movement. The exhaust push rod you could turn with a spanner but not with fingers so was adjusted to rotate easily with thumb and forefinger but no up or down movement. There seem to be though, some discrepancy between the books as regards hot or cold adjustment. I have gone for cold and will recheck in about 50 miles. Can someone please let me know which is the preferred method? Also the push rods seem to be at an angle and not straight up and down, is this normal and does seem a bit noisy?

Any advice much appreciated. Kevin Collins (15382)

[kevin.biker@btinternet.com](mailto:kevin.biker@btinternet.com) tel 07734 678523

## Write Away

### Powers the Pot 2019

This year was looking like a damp meet up on our mountain, yes we had some rain and heavy at times, but the company of those who attended and a fabulous



dry ride out more than made up for the occasional rain. After a lovely spin from Tralee to Powers the Pot with three quarters dry, I arrived at Powers to be greeted by Nial the owner, Jacqui and Nick, and soon met more of the group when putting up my home for the weekend in the dry. Many gathered on the Friday night, friendly faces from the past and a few new folks like Mike Griffin on his lovely new Bullet from Retroventures, The bike is only two months old and has over two thousand miles on. Folks arrived a couple of hours after the ferry arrived to join our very popular and relaxed first night. After a mixed night of showers the day dawned cloudy but dry and more people arrived to a warm welcome. Tent's up and ready for a top class ride out by Ger Duhig (well done Ger). We always use the second man drop back system on our rides and it worked well. (Second rider marks the junction or roundabout and falls in at the rear before tail end Charlie). The ride out was of ninety miles with a petrol stop, Lunch and sight seeing? photo stop thrown in Lunch was at the Copper Coast Resort then sight seeing was at the beautiful Mahon Falls in the Comeragh Mountains. A stop at Ballymacarbery, Melody's pub on the way back for a coffee or swift half then a short ride back to base. We had twenty bikes on the ride out with not one rider getting lost, when the second man drop back is done properly it works well. Nial and family cooked up a fine traditional Irish meal, the lamb was local as it gets he was the lawn mower at one time. Awards were given and a Birthday cake devoured. Our very own Bill Brugman was celebrating his also Peter Redmond and Peter George provided a cake big enough for all thirty four who



## Write Away



attended. After an enjoyable evening another mixed night of showers followed but dry by dawn for all to pack up and head for home. I would like to thank Ger for the ride out, Bill and Ger for help with prizes, Peter for the lovely cake, Nial and family for your hospitality, to all who attended also the REOC for all your

support. Looking forward to next year for the thirteenth Powers the Pot.

## Curraghchase Royal Enfield Camp 2019

Friday the 9th of July saw eight Royal Enfielder's head for a good weekend at Curraghchase Park camp site and a weekend of meeting with old and new friends. After setting up camp my first job was to mend a slow puncture on the front wheel of the EFI Bullet. I was so lucky with Steve and to help, for Chris and Elaine from Retroventures/ Sprocket and Hubs for the new tube, use of top class tire leavers and help. This was good entertainment for Brian, Alistair, Jason and Diarmuid, John Dee and John Burke. As normal on the Friday night folks stayed up



chatting until after midnight, catching up on old times and putting looking forward to new events down the road. Saturday morning dawned sunny and bright all up by nine o'clock and heading for a spin by eleven, we decided to head for as look at Askeaton Abby, On the way we picked up Tom and Cliff. When we arrived we were greeted by Anthony Sheehey who gave us a tour. This lasted for half an hour and was entertaining also informative. After the tour we headed for Adare and our local Enfield main dealer, Retroventures at Sprocket and Hubs followed by lunch at Sean Collins pub. Peter, Brendan, Silver Ger, Mike Temple and family also Mike Howe joined us here. Five of us decided to head for Foynes and the flying boat museum. Another enjoyable evening embraced the night with it's fabulous full moon by midnight all were tucked up in bed dreaming Enfield dreams. Sunday saw Nigel arrive to ride back with John Dee and the rest of us head our own ways back home.

John B Nicholls (10710) [thatboyinkerry@hotmail.com](mailto:thatboyinkerry@hotmail.com)

## Write Away

### From the Archives The Test Track

Overhead valve sports 350cc bikes are tested around the oval factory test track in 1927 or 1928 prior to their delivery. Note the loose gravel surface which would have been no worse than most English roads at the time.



Approximately 25 years later works testers Percy Holder and Ruebin Hunt put some miles on a 350cc Bullet and the new 700cc Meteor.

Each year members of the original REOC were invited to a guided tour of the factory and a test ride of new machinery on the track. This rider seems to be enjoying the 150cc two stroke Prince on Good Friday 1958.

Bob Murdoch



## Write Away

### Tears for Gears

Like many owners of 250 Enfield's in the 60's and 70's I recall the stress and cursing when trying to get the gear change adjusted so that I had all gears and not the proverbial box of neutrals. 50 years ago I owned, Crusaders, a Continental, later a GT and currently a Continental jellymould. I have restored the bike to a pretty high standard but as I want it to ride I have not gone berserk. I am amazed at the performance of the bike when I consider that it is 55 years old. However I was quickly reminded of the gearbox issues once I put the bike on the road and was especially disappointed as I had followed the workshop manual to the letter during the rebuild.....as I recall I did mostly unsuccessfully all those years ago. I therefore decided to come at the problem from a different angle and having studied the design (!!) of the mechanism did the following;



1) Having removed the kickstart, gear lever and engine cover I loosened all the change mechanism bolts including both ends of the main rod, I adjusted the main rod so that the ratchet pawls sat square and equidistant on the ratchet (as per the manual) and locked the two nuts at each end of the rod. I refitted the indicator pointer.

2) With the back wheel off the ground I fitted a suitable open ended spanner onto the square indicator shaft behind the pointer. Then whilst gently rotating the rear wheel I used the spanner to rotate the square shaft forward to engage first, then gently backwards to find neutral and the gently backwards to find first and second. It was found that a tiny movement of the square shaft changed from one gear to the next and this tiny movement shows how critical it is to get the position of the whole mechanism spot on but you could feel the very precise point of full gear engagement through the spanner. With the box in second I then locked everything up and tried all the gears with the spanner and found all 5 gears in place. Once on the road I found all the gears in virtually every change with only a very occasional neutral which I can accept.

I remembered being told by an 'expert' at George Lathes in Wolverhampton when I was 17 that the big secret with the box was 'use a gentle prod and not a hard bash' to change gear and this works a treat until you forget and bash the lever.

Happy prodding.

Gareth R Morris (16653) mob: 07736 050324

## Write Away

### A word or two in praise of the B65

This letter may have been better titled; In admiration of the 'better than coil ignition' Lucas SR1 magneto, the Enfield-India 5 speed gearbox, a well trued crank and a comfy seat. OK, neither title is particularly snappy. I had considered 'Bullet fly's in Germany' but on reflection it seemed churlish to make Brexit any worse than it already is, if that were possible? As the photos show, the Silver Bullet has just returned unflustered from another two thousand mile tour of north and mid Germany having completed a similar task exactly twelve months earlier. Given that half of those miles were covered alone a good degree of certainty in the likelihood of a reliable and comfortable arrival was essential.

In September 2017 I acquired a forlorn 2003 Bullet 4 speed electric start model from a Branch colleague. The bike had suffered a major big end failure due to oil starvation. In truth the whole machine was very tired so a complete and thorough rebuild was the only way to create a serviceable machine. My goal was that the bike would have to have major touring advantages over my greatly preferred Redditch machines, just my personal taste not a comment. The E-start model offered me pole position to achieve that goal and given the fact that the twin leading shoe front hub had been machined true and worked as well as a disc it looked like a fairly safe prospect. Starting with the engine rebuild; for once good fortune smiled upon us when Ray Tew and I reassembled the crank. When we lined the scribe marks on the flywheels and tightened the big end assembly we found that unexpected good fortune was ours. The dial gauge showed a near perfect reading when measuring the throwout on the main bearing journals. Trace movement one side and 3/4 of a thou on the other. Given that an acceptable manufacturing tolerance on the Indian made item is 6 thou, that was a tiny miracle for a first attempt. Ray told me, in no uncertain terms, I have seen these running 15 thou out ! He continued; they used to supply drive shafts oversize so that you could grind them to fit ! To say the least of it that is not an entirely reassuring practice.

An opportune eBay purchase of a partly disassembled 5 speed gearbox came my way. Branch colleague and Enfield-India guru Wayne tells me; it most likely came from a 350 John because it had a 16 tooth final drive sprocket. Its a good job that the box was partially stripped because I noted that the conversion to right hand gear change, the correct side, had been completed with a split pin securing the actuation lever. The pin that had been insufficiently cut down and had all but worn a groove through the outer casing. Previously I had heard a description of the differences between the 4 and 5 speed Indian gearboxes as being "the five speed is like having a gear between 3rd and 4th on the 4 speed box, its like having a 1st, 2nd , 3rd, 3rd and a half, then 4th." That's is a great description of the usefulness of the 5 speed option but not entirely accurate.



## Write Away

That inaccuracy makes a notable difference to a touring machine. For the anoraks amongst us here are the actual ratios = 4 speed gearbox ratios; 1st gear 2.78 - 1, 2nd gear 1.84 - 1, 3rd gear 1.36 - 1, 4th gear 1 - 1. Whereas the 5 speed gearbox ratios are; 1st gear 3.06 - 1, 2nd gear 2.01 - 1, 3rd gear 1.52 - 1, 4th gear 1.21 - 1 with 5th being the usual 1 - 1. A better spread across the range. You really benefit from the 1.21 - 1 fourth gear of the 5 speed box when riding fully loaded up a long steep hill, especially a curvy one. During the time of the engine rebuild a Lucas SR1 magneto, the best thing since sliced bread in my book, came to my garage and immediately went to magneto maestro Tony Cooper of Halesowen (0121 559 2405) for a rebuild. On collection I asked Tony about spares for the SR1 in the unlikely event of a failure.

The great thing about the SR1 is that you can fit its entire internal workings into your pocket. 'Here you go' said Tony, but you won't need them! Never was a truer word spoken. An excellent spark from a super reliable magneto. For the uninitiated; the SR1 is a magneto used by Royal Enfield in the latter half of the fifties. It surpassed all other magnetos due to its design. Previously magnetos had spinning windings covered in shellac. Given that shellac is a resin secreted by the female Lac beetle on trees in the forests of India and Thailand it's no wonder that it did not feel at home inside a Brummy made motorcycle magneto.

As a result it often headed for home with less than welcome results for the stranded motorcyclist. The simple genius of the SR1 was to spin the magnets rather than the windings, and to leave the Lac beetles' secretions alone. SR1s and 2s are truly great bits of kit and now that Tony Cooper has manufactured the auto advance unit to suit REs accessibility is very much improved. As an aside I have heard of a club Member covering over 50K miles with an SR1 on

a Bullet with no major troubles.

Can anyone confirm that please? I have never heard the same about a K2F. Any bites?

The B65 lined up ready for the Harwich—Hook crossing



## Write Away

Back to the reasons that the bike is such a good 'gentleman's-tourer'. New valves and guides accompanied a 535 barrel and piston and bearings where necessary. The stock Mikarb replaced the Amal item and the half-race cams went in favour of the stock items. It's interesting to note that a full set of 'as-new' cams came from Hitchcocks for an extremely competitive price simply because they get no call for them.

Everyone wants the performance cams. Why ? The stock carb and cams returned well over 85 to the gallon with nearly 15 stone of me and not inconsiderable luggage over the Harz Mountains. What does acceleration count for when you are cruising at 60 for nine hours? The seat; Andy at RK Leighton, motorcycle seat re-upholsterers of Birmingham (0121 359 0514) is, in my book, an artist. The Sow's ears that he has turned into silk purses for me over the years defies logic. During a visit to his city centre unit I spied what I thought to be an Enfield styled seat. 'Its a design that was not adopted by a client due to the cost' Andy told. The fittings looked right and it appeared to of a 3/4 length solo rider design so I took it home with me. The 3/4 length allows a 4 inch for-and-aft movement during use making it ideal for long uninterrupted journeys. I cannot speak highly enough about the seat. The only downside is that its length meant that I had to cut one rung off the rear rack in fit everything during the final build, a small price to pay. Andy has since made me another two identical items and will make more if required. Additionally I swapped out the original 'tigers-eyes' casquette for the 'speedo only' item, added a Lucas copy headlamp that had been collecting dust in the garage. I benefited from another Hitchcock's bargain with the purchase of a NOS ex-Watsonian Woodsman silencer to replace the over lengthy and weighty original item. The Woodsman silencer is plenty quiet enough for longer journeys and appears to be very well made. Rather usefully an Indian front mudguard stay acts as a near invisible under-slung tie-bracket. The original wheel rims were laced together with stainless spokes but came off for powered coating due to their tardy finish. Ray laced them back together for me after I had painted the hubs. The original tinware was badly scratched so Hitchcock's again came to the rescue with an exchange set in the same colours for only £80. It's not worth buying paint for that price, brilliant. An opportunity to see whether my growing admiration for the bike was mine alone came when Mark Mumford joined one of our Mid-Shires Saturday morning breakfast runs. I have great respect for Mark's opinions and experience with REs so I offered him a ride on the B65. He remarked with some surprise how well the full package came together adding that he had been be sorely tempted by a B65 himself. More than good enough for me. So, with the International Rally in Greece on the horizon for September 2021 I think that the B65 has earned a permanent place in the garage.

John Dove

## Write Away

I would like to say a massive thank you to The Mid Shires Branch for hosting this years International. Even without considering it was their first rally, it was a great weekend and we were made to feel very welcome. Friday evening already had a great show of bikes outside the main marquee. Tea and cake was available too. Breakfast rolls were served from an early start on Saturday. The Ride out to NMC was conducted with great precision and a variation of the drop off system to keep us as a group. Some strolled over to watch a wall of death in the next field before returning to see some elegant awards presented. We were then given an interesting slideshow by Jacqui Fernaux followed by the band (Somewhat Afflicted). The band played 70s rock classics from T Rex to ZZ Tops then drifted back to The Beatles and The Rolling Stones. They also came forward some year to The Fratellis and Kaiser Chiefs, leaving us with nothing to do but enjoy the party. Breakfast rolls served from an early start again on Sunday and just at the point where most rallies would be winding down, we strolled across to the next field for the Taverners VMCC event with Royal Enfield as this years featured marque. With 137 Enfields in the central area and many more in the parking zone it was a perfect opportunity to display the brand by parading around the arena. I nearly felt sorry for the commentator having to keep saying " and here's ...another Royal Enfield". Visitors from overseas France, Germany, and Greece ensured it was a truly international affair. I hope the Mid Shires Branch have all been giving themselves a well deserved pat on the back. First rally ever, best rally ever. Well done everyone. Jason Reeves (12417)

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## **Obituary**

**Dave Bogg**

**Boggy**

**12/02/1939 - 16/08/2019**

### **My friend Boggy by Steve Mayhew**

Dave lived most of his life in Darton. He started school at Wolley Colliery Primary School. His first job at the age of 16 was in the Thorncliffe Seam of Wolley Colliery. Where he worked until it closed. One of his jobs was looking after the Pit Ponies. Some time ago He took part in a documentary about life working in a colliery which was shown on the TV. After this Dave worked for a company manufacturing Mothers Pride Bags and Rubbish bags. He supplied us with so many that for years my lunch was packed in a Mothers Pride bag.

### **Things he loved**

**His family**, Sandra and his four children known collectively as The Boggets and later on his Grandson James. He said of Sandra "I loved her from the moment I saw her". They got married in March 1962.

**The REOC Club**, He was one of the first people to join his membership number was 1006 (The sixth person to join) He loved being part of the club and said he would always be a member, which he was. During this time he held the positions of Committee member, Chairman, Magazine Distribution and the sales of transfers. He made a point of always attending and taking an active part in all the AGMs except in later life when poor health stopped him but only once or twice. An example of his commitment to the club was that he actually bought a car so that he could attend all the committee meetings which were held, at the time, all around the country at the homes of the committee members. There was no expenses paid at the time due to the club having no money and the host member would put on refreshments and members paid for their own traveling expenses. The car also transported Dave, Sandra, the Boggets, Motorbike and camping gear to the camping weekends.

**Egypt**, for some strange reason he loved this place and spent many happy holidays here with family members.

**Local History**, He strongly supported the production of a book about Woolley Colliery. Memories of A Village Life Lost.



**The colour red,** in later life Dave developed a fetish for the colour red. He had a 700cc Constellation and had **everything** painted red including parts that should not be painted at all. For example centre stand, rear brake plate you name it, it was red! His camper van was booked in for a respray. He told Sandra it was to be blue, however when Dave got to the shop this was changed to ? You guessed it, **RED**.

**Fish & Chips,** Dave's favourite food. Many visits paid to Chip Oil!!

**VHS Videos,** Dave has hundreds!! At least one of every film ever made.

**Car Booting,** This is where most of the VHS's were bought and assortment of motorcycle clothing including his best white motorcycle boots.

I met and became friends with Dave and his family because of the formation of the REOC Club. We both joined at the very start of the club and we both became enthusiastic and active members. Enjoying all aspects of belonging to the club. We both enjoyed attending and organising the camping weekends. Dave, Sandra and a Bogget or two would attend along with Tony and Linda Lynch from Barnsley. Lots of stupid games would be organised such as, egg throwing, Tug of War, Welly Winging (Which Sandra always won) Ski Walking and Dizzy Sticks with a friendly rivalry being established between Barnsley and Telford.

Later on with children grown up Dave and Sandra plus Tony and Linda and Paul and Sue Watton and would join us on camping trips abroad.

Dave was a very generous man. When I decided I wanted to build a RE Special I contacted Dave to ask if I could buy a frame and engine off him. To my surprise he said no. What He did say was "I will give thee one" as long as you are not doing it to sell it when you have finished it.

Dave and Sandra had an open house and would always make you feel welcome. I arranged to go to pick up the frame and engine taking a friend with me who Dave and Sandra had never met. Lunch time came and we were called to the kitchen where we were given a full dinner and the best rice pudding you have ever tasted. At the table was a young man I had not seen before so after dinner I asked Dave who he was. Dave looked a little taken back and said that he didn't know, that he must be a friend of one of the kids. This was typical of Dave and Sandra if you were there at meal times you got fed!

When I went to visit him a few weeks before his death knowing how

poorly he was I took my lunch with me. I should have known better, 'What are you doing' he said when I got out my lunch, you don't come here and not get fed. Yvonne and Trina were quickly despatched to the Chip Oil.

Dave was a big man with a big smile and a firm handshake, he also had a loud voice! One memory of Boggy that will always stay with me is of him stood in the middle of a French Patisserie in his white airtex vest and motorbike boots pointing and saying in a very loud voice **Bread**. This he repeated a number of times, each time getting a little louder much to our embarrassment. As if the louder he got the more likely he was to be understood. He came out with his bread and we came out with red faces and a smile.

Our friendship was all due to this club as is so many others. It has part been a big part in our and many other members lives, long may it go on.

If there is such a thing as the afterlife I am sure Boggy is now riding round in his white airtex vest and white boots from car boot on his big very red motorbike.

Goodbye old friend.

*Note from Jan*

I will miss Dave phoning up and asking "Is thee fat ugly husband in?"

Dave and Sandra, Good friends who will always be missed.



Andrew Johnson,  
Dave Bogg &  
Steve Mayhew.

## Obituary

### John (Johnny) V. Brittain 1932 - 2019

It is with great sadness to announce the passing of one of the UK's finest trials and ISDT riders, former Royal Enfield works rider John Brittain.

John Brittain was a regular national trials winner on the swinging arm framed Royal Enfield Bullet, when most riders still preferred to compete on rigid framed machines. He won the SSdT in 1952 & 1957 on the Redditch built machines. He was also a regular in the ISDT. Son of legendary Vic Brittain who was a pre-war factory rider, John started riding on a DMW then a James, but quickly secured factory support from Enfields in 1950. In 1956, John won the 'ACU Trials Star', the equivalent of the British Championship. Brittain competed in fifteen consecutive International Six Days Trials winning thirteen gold medals for his country. Originally riding for DMW and then James motorcycles, Brittain beat the three James works riders in his first International Six Days' Trial (ISDT) in the 125cc class. He moved to Royal Enfield riding the Royal Enfield Bullet 350cc.

1950 was his first full year riding the Bullet, at the very young age of eighteen [2] when he won a Gold Medal in the ISDT held that year in Wales, as well



*John V. Brittain - Royal Enfield pii Scott Trial 1953*

as the first class gold award in the Scottish Six Days Trial, a nine hundred mile endurance competition.

Overall, Brittain won more than 50 trade sponsored championship events. These wins included the tough Scott and British Experts trials, which he won twice. In 1956 he won the ACU star and was runner up or third place in several other competitions.

Johnny competed in the International Six Days Trials [4] for fifteen consecutive years, winning 13 gold medals. He was a member of the last British team to win the event in Czechoslovakia in 1953.

## 2019 International Rally

Where was the best place to see Royal Enfields in 2019? Answer – Stanford Hall in Leicestershire.

The organisers of the 2019 REOC International Rally (combined with the VMCC Founders Day) managed to attract over 200 Royal Enfields to the site on Sunday 21st July, and international it certainly was with riders from France, Germany and sensationally overland from Greece.

The excuse was the 70th birthday of the Bullet. Not its actual birth which I claim to share in 1948, but the start of its sales as a production machine. The Bullet name actually started in 1933 and we were lucky to have one of the original Bullets for that year at the rally - the 250cc Model BO-named in a rather more innocent age. Getting 70 Bullets in one place seemed like a worthy, but rather ambitious aim to celebrate the anniversary, but this was easily achieved with over 80 counted. I am not sure what the final scores were as every time someone came up with a total another couple of bikes turned up, and the figures quoted do not take account of the Enfields parked in the visitors' car park.

The weather was not kind to those who arrived on Friday. Although some people managed a dry ride to the site, it was not long before the rain started and was very persistent.

However, by Saturday it had mostly cleared up apart from a few light showers, which was just as well for the approximately 40 participants (including a French Citroen 2CV) on the ride out to the National Motorcycle Museum. Those who stayed on site nattered, reminisced and enjoyed the free tea and cake. On the return of the ride out there was much head scratching from the judges as the bikes were assessed for the awards. The first was for longest distance travelled and a clear winner was Christos Belousis on his Bullet with an unbeatable 2260km (1404 miles) from Athens. The Best Redditch bike was a difficult decision, but in the end the award went to Axel Winkelbauer from Germany with his superb Model K V twin. The best pre-efi Indian Bullet went to David Ward from Telford with his 500 Bullet Trials and the Most Interesting went to Neil Finney from the Chesterfield branch with his 1000cc Carberry who beat off a number of ingenious specials to take the award. After the trophies were presented rallyists were treated to an unusual but appropriate mix of entertainment on the Saturday night. Jackie Furneaux, the long distance and world traveller on a 2000 500 Bullet, gave us an engaging introduction



to her book, titled **Hit the road Jac!** and subtitled **Seven years, twenty countries, no plan**. The slides that accompanied her charming commentary were vivid enough to give us a flavour of some of the excitement of the journeys she has undertaken with the faithful Bullet but her own description of the joys and trials of the road, especially for a lone female rider were both very illuminating and uplifting - in short she wants us all to try it especially on a humble machine like the Bullet! The whole evening's programme was very efficiently managed by our great MC Jason who then introduced Big Ed's Band "Somewhat Afflicted" who played two great sets of covers and finally left the stage to shouts of more! Finally, a vote of thanks to Wayne of Midshires Branch who brought along a selection of ales from his brother's Church Farm brewery

With the weather taking a definite turn for the better, an early start was made on the Sunday. At 8 o'clock bikes were moved over to the Founder's Day area and it soon became apparent that more space was needed to accommodate the Enfields which were already at the rally. And then the day visitors started to arrive and the numbers began to get really impressive.

Next to the REOC tent, Hitchcock's had a stand which included a genuine ISDT Big head Bullet. That was not the only interesting Redditch competition machinery, as Andy Berry had brought a rare 1950s 500 Bullet factory prepared racer with 5 speed Albion gearbox. He also brought a Crusader based works trials bike which joined a new Bullet (Crusader type 350cc) trials bike and a selection of 350 and 500 Bullet based trials machinery. Amongst all the other interesting Royals Enfield not already mentioned, some which caught my eye were Paul Owen's impressive Model KX, John Dove's 1936 Model S, the Bulsader special, Wayne's big head 5 speed Bullet, a lovely pair of 500cc J2s, Barry Futter's rare 250cc Super 5 and Jacqui's 500 Bullet adorned with its impressive tally of countries visited. This is nowhere near all the noteworthy bikes, and it is not to say that the other bikes lacked interest. Although there were obviously a lot of Bullets, they had almost all been personalised in different ways and every bike deserved more than a quick glance. Next to Hitchcock's stand was Royal Enfield UK with the latest bikes on offer along with a development Interceptor engine to compare with the production version. Also there was the V twin concept bike which attracted a lot of attention and a 1912 V twin Royal Enfield for contrast.

With the fabulous Wall of Death included in the entry cost, arena displays

and a big autojumble the day passed all too quickly. Big thanks are due to John Dove and the Mid Shires branch for having the courage to take on an International Rally as their first event, and for making such a success of it, to Jason and his marquee and sound system, to all the donors of cake, to those who make breakfasts, to those who undertook unglamorous organisational tasks behind



**Model S racer**

the scenes and to all those who responded to the plea to provide bikes to celebrate 70 years of the longest running production motorcycle in the world.

Don Mckeand



**1933 Model BO**

## An ingenious use of incorrect parts

Anyone owning up ?

Upon stripping the engine on a recently acquired Meteor Minor 'bitsa' we noted an oddity in the former builder's use of con rods. As the pictures show, no mean or half hearted job has been undertaken in the bid to save a quid.



My first guess was that the user had utilised 250 rods spaced with phosphor bronze caps and screws but Mark Mumford pointed out that the rods appeared to be of the thinner type from the earlier model twin. As bodes go its a fairly sound one. Evidenced by the fact that the bike had been running some time prior and because the components have nowhere to go once assembled.



I would love to know who undertook this construction method and frankly to buy them a drink.

Anyone owning up ?

If you are wondering whether or not I refitted the 'augmented' con rods I will admit that I did not. The intention was always to rebuild the

engine as a Super Meteor. The rods are now resting in the garage.

John Dove

## HOW ROYAL ENFIELD BEGAN

In the early 1800s England had the reputation of being a gin-sodden nation. The government was anxious to get the nation off gin and on to beer, said to be healthier, also the growing of hops and their brewing was good for the economy. Consequently, the Beerhouse Act of 1830 was passed, it allowed anyone of good character to brew and sell beer either from a public house or their own home for a licence of just under £2. The result was that anyone with a spare corner in their kitchen was brewing and selling beer. Some people made a considerable amount of money, among them George Townsend, the son of an Alcester needle maker. For about five years his huge black iron vat for brewing beer stood outside the Red Lion at Hunt End. He made enough money to build a little needle factory nearby that he named Givry Works 'after a dear friend'. In the 1960s, my husband and I bought an old house in Hunt End in (what is now) Enfield Road. Neighbours told us that this was where Royal Enfield began, however, when we looked at the old maps, Givry Works had been halfway along Enfield Road and the house that we had bought was known as Ashberry Mill and near the top end. Apparently, in the 1830s, all the land in the Crabbs Cross area was owned by Farmer Eades. Then he sold a small piece of ground to William Welch to build a needle mill. Welch had a relative who was so taken with the needle mill that he asked Farmer Eades for permission to build an identical mill a bit further along the road. Consequently two identical mills were built, the oldest was my house, Ashberry House, near the top end of Enfield Road (number 66), and the second was Givry Works, halfway along. Townsend prospered and by 1871, he was employing 170 needle makers. Living near the factory, I heard plenty of old anecdotes. George Townsend had not been a popular employer, when one of his employees was off sick he had sent a horse and cart to bring him back to work. On another occasion, when a young lady told him that she wanted to leave, he said that if she left, all her family were to go with her. Townsend died and his son, George Townsend II took over. There's a whiff of a scandal here, as Foster Townsend, the illegitimate son of his housekeeper, now appears on the scene. Townsend's wife moved into a house up the hill nearer Crabbs Cross. However, George Townsend II and Foster became great friends and together they began the bicycle business. The modern safety bicycle with two wheels of equal size had recently appeared on the market, Foster took one into the factory and they both had a laugh. It had triangular wooden pedals, an iron backbone and wooden wheels. Townsend II was certain he could make a better bicycle.



At first Townsend II only made bicycle parts but soon moved on to producing the entire machine. They were well-made with a sturdy frame and were very popular. He had a stroke of luck - one of his employees was messing about with a chain in a shed at Crabbs Cross when he discovered that it was possible to make a spring and a saddle with one length of chain. It sold well as Townsend's saddle and spring. Townsend was also helped by the fact that one of his employees, Fred Shelton, was a champion cyclist. Whenever Townsend wanted to impress a new buyer he summoned Fred who mounted a bicycle and whizzed up Littlewoods Hill as if the bike had wings. If you take a look at the tiny Wharrage brook in Enfield Road you will understand why, in 1890, Townsend decided to install underground boilers. This was a disaster. First of all an employee, Henry Wiggett, was killed while steering a boiler into a correct position. Then the company went bankrupt. Townsend left and the financiers brought in two new managers. The first, Robert Walker Smith (usually known as R W) was a brilliant engineer. He would scribble a new invention on a scrap of paper and before the tool room had finished making it, another invention would be on its way. R W had worked in Coventry and he persuaded many of his colleagues to join him in Redditch. Some of them came by train on Monday morning then stayed in Redditch all the week. This meant that they were on their own each week day evening and so a leisure centre was built for them. It's still there, across the road from Crabbs Cross School. The second person to join R W's team was Albert Eadie, said to be the best salesman England had ever known. He was a large man, over six feet tall and broad with it. He was full of fun and very much in demand on sports days. He appeared for work each morning wearing a brightly coloured waistcoat and a Stetson. His telegraphic address was EMPEROR Redditch. He went through the factory most mornings calling out a greeting to all the workers. Everybody liked him.

Unofficially, Givry Works changed its name to 'The Eadie Factory'. One of its official names was The New Enfield Cycle Company Limited. The road past the house was originally Hunt End Lane but it was now changed to Enfield Road. In 1897, Eadie built his own factory in Union Street known as the Eadie Manufacturing Company. Eadie and Smith's first task was to put the company on a sound financial footing. The bank man-aged to persuade George Cartland (husband of the famous author and the founder of Edgbaston Cricket club) to give them a generous loan. Then Eadie and Smith sold the needle manufacturing side of the business to Alfred Shrimpton and Sons, of Britannia Works.

An ex-employee who left the company during the reign of Townsends II, happened to work at the Royal Small Arms Company in Enfield, Middlesex. He managed to acquire for RW and Eadie a lucrative order of small parts for the Enfield rifle. The company was now on a firm financial footing. To celebrate, they called their next bicycle 'The Enfield'. Albert Eadie added the word 'Royal' to make the bikes sound more upmarket. The company was going well but then in 1901 RW and Eadie made a disastrous decision. They decided to go into car manufacture. Their first car was simply an engine clamped between two bicycles, named a Quadricycle. They were surprisingly robust, one survived a trip to Scotland and back.

One day R W Smith was driving past the Stag at Redhill, Stratford-upon-Avon, when his quadricycle overturned. He nearly lost his arm. However, as soon as he was out of hospital he was tinkering about with cars again.

The bicycles were doing so well that they had moved into a new site off Hewell Road, leaving cars only at Givry Works with the new name of Enfield Autocar. It is said that all kinds of strange shapes emerged through the Givry gates. However, while the bicycles boomed, the cars went from disaster to disaster. It was not until 1906 that they were able to make a reliable, smart little vehicle with a short delivery time.

In 1907 they made a loss of £19,264. Albert Eadie said that if the shareholders would raise £8,000, he would match it out of his own pocket, but they refused.

Enfield Autocar came to an end and were sold to Alldays and Onions in Sparkbrook, Birmingham. The Enfield Autocar workers were devastated. One of the Engineers choked as he was recorded saying that there were enough finished cars on the Givry drive to cover their debts.

The factory ended in a most spectacular fashion. By 1964, Givry Works was owned by Dunlops who stored spent tyres there. One of the caretakers liked a hot lunch so at midday he would take an old tyre up to the top floor, spread it out, put his little stove in the centre and heat his lunch. Unfortunately, one day he went to sleep. When the fire brigade arrived they discovered that all the water pipes in Redditch were (what they described as) Victorian and very narrow, and totally impossible to carry enough water to put out a fire. They had to get water from Redditch. The blaze was seen three miles away.

Ann Bradford.

## 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
S3a	Sticker - silver with 'Cannon' + 'Made like a Gun'	£0.70	£0.95
S3b	Screen sticker (inside screen)	£1.00	£1.30
S4	Sew-on patch	£3.10	£3.35
S5	Key fob - with red / yellow / blue / green badge	£2.80	£3.20
S11	Gun magazine binder - red or blue	£6.40	£7.25
S15	Tie - royal blue or maroon (printed - reduced to clear)	£2.00	£3.00
S16	40th Anniversary of REOC, enamel lapel badge	£1.90	£2.15
S20	Sweatshirts - small to Large	£13.70	£15.20
S20	Sweatshirts - XL	£14.70	£16.00
S21	T-shirts - small to XXL	£6.60	£8.10
S22	Caps (black) - with red, or red & gold, embroidered 'Royal Enfield Owners Club' lettering	£6.95	£7.70
S24	Polo shirt - embroidered logo - small to XXL	£14.95	£15.95

### All prices include postage and packing.

Garment colours are as follows:

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

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

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

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

Enquire by phone or email to **clubsales@royalenfield.org.uk**  
**For security, phone calls are not answered from unknown overseas numbers**

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

Adrian & Cherry Saunders

12 Straidhavern Road, Nutts Corner, CRUMLIN BT29 4SN

Make cheques payable to "**Royal Enfield Owners Club**"

Or ☎ 07545 274883 with your credit/debit card details

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

**PayPal also 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:** 1938 J2 500cc Bullet, in working order, plus lots of spares. A riders bike not a show bike. £8000.00

Chris Brady (07170) tel 01280 848491 evenings.

**For Sale:** Bruce Main Smith workshop manual 1948 models 6 J, J2. also Service Manual 1947-1952 models G, J2. £10 each.

bobwoof41@gmail.com tel 01524 735069

**For Sale:** 1961 Royal Enfield Constellation, recent re-bore 450 miles ago - still finishing off running - in. Electronic ignition, New concentrics, with original monoblocs included if you want it standard, new Power box, original registration and correct numbers, dating certificate, e-mail for photo's. £5150. Bike in Northants - delivery possible, space needed.

James French (10011) tel 01832 731844 or 07580 249601  
james.french17@zoho.com

**For Sale:** 1960 Redditch built 350 Bullet. First registered 1964, original registration number, club dating certificate. Good original unrestored condition apart from incorrect tank. £3000.00 ono.

Andy Brown (14413) tel 01545 560418, West Wales

**For Sale:** Classic Motorcycle magazines, 75 issues between 1993 and 2017. All in very good condition, £30 the lot.

Vic Salmon (6025) Chatham Kent tel 01634 864555

**For Sale:** Lots of tools including taps and dies, drills, spanners, two bench grinders, Vee blocks. Lots of materials including brass, nickel silver, aluminium and stainless steel. Also the "Gun" and the Vintage magazine and lots of motorcycle books, lists available.

Bill Soltau (03304) Blackburn tel 01254 671198

**For Sale:** 250 Clipper steel front forks £40. Frame and swinging arm £75. 1955/56 "G" deluxe 350 Clipper parts book £5. BSA C15/B40 service sheets £10.

Andrew Demuan (16406) Bucks tel 07786651903

**For Sale:** Bullet 500 spare parts book 1954 £4. Bullet instruction book 1956-62 £4. Constellation/ Meteor Minor instruction book 1958/59 £6. Workshop manual Super Meteor/Constellation (Hitchcocks) £8. Royal Enfield (Haycraft) 1950 £3.

A. Haigh (16922) tel 07702 091228

## Market Place

## Wanted

**Wanted:** 5 speed gearbox for Royal Enfield 250cc Continental GT, 1966.  
Malcolm Carley (16584) tel 07752 068283  
mandyandmalc1@btinternet.com (Kent)

**Wanted:** Spares for 1934 250cc Royal Enfield "Bullet". this is a sports model with upswept exhaust pipes. anything considered, even complete machine.

Don Hayles (17143) Sandown, Isle of Wight  
tel 07881994434 or 07525151658

**Wanted:** Aluminium clutch/brake levers for early 57/58 Crusader, to fit handlebars with welded pivot points.

Phil Cole (16955) tel 01253 886276 mob 07837372843

**Wanted:** Continental GT 250 cc engine, complete if possible, or Crusader 250cc engine.

Please call with details tel 07752205104 or 01387380869

Dave Rogerson (7654) Dumfriesshire

**Wanted:** Continental Gt 250 tachometer, screen, seat and frame, will consider anything else.

Brian Waters (17149) tel 01425 656415

**Wanted:** Information on a "Big Head Bullet" despatched from factory to Vaughn Motor Works Sidcup. Was featured in "On Two Wheels" magazine. Any history on 645 FKP appreciated.

Danny Powell (02353) Shropshire tel 01568 770081

**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



## Club Calendar 2019

### **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](http://www.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 Sliwowski

0773 0110 158

[poloenfield700@googlemail.com](mailto:poloenfield700@googlemail.com)

### **2nd Dutch Autumn Rally \*\*\***

**Friday 11 October -**

**Sunday 13 October**

Camping de Vinkenkamp in  
Oosterhuizen ([vinkenkamp.nl](http://vinkenkamp.nl))

Vinkenkamp 10

7364 CD Lieren

This rally is self supporting, so bring  
your own food and drink.

If attending please

e-mail Hilbert Bakker.

[najaarstreffen@royalenfieldclub.nl](mailto:najaarstreffen@royalenfieldclub.nl)

with number of people, tent or  
caravan and membership number.

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

Members wishing to hold events for  
next year's club calendar please

contact the Social Secretary

P John Hamer through

[hamer89@btinternet.com](mailto:hamer89@btinternet.com)

## **The Fossil Gathering 2019, it's future Home.**

The Somerset and Dorset Branch would like to thank all whom  
attended, and hopefully enjoyed it, so thank you for your support.

The pub across the way shutting so early on the Sunday evening  
was a surprise to us all. I can only apologise for this spoiling of  
attendees welfare. We are urgently looking for a site where local  
catering is not a problem. Notice will be given to this result.

Robin Gillingham

The Somerset and Dorset Branch

# **WELCOME TO OUR NEW MEMBERS**

**July, August 2019**

Gordon Webb, Weston-Super-Mare	Alan Bailey, Droitwich
Oliver Buxton, Tetbury	Paul Woolley, Leicester
Mark Tobias, High Wycombe	Thomas Mitchel, Northampton
Derek Russell, ISLE OF MAN	Robert Tayler, Abingdon
Maurice Langford, Dudley	Terrence Birch, Nottingham
Richard Swift, Lincoln	Jens Hochrein, FRANCE
Graham Gardner, Wallingford	Joe Sultana, Rochester
Christopher Leigh, Newport	Alistair Smith, Bedford
Ian Rogers, Thetford	Dominic Furness, FINLAND
Jonathan Perry, Gillingham	Tony Bellward, CANADA
Charles King, Horncastle	David Levett, Tiverton
Martin Baker, Swindon	Robert Smart, Buckie
Kim Gibbons, Swindon	David McHardy, Ipswich
Roger Bradley, Redditch	Lisa Ward, Thirsk
Robert Tubb, Driffield	Scott Weselby, Blandford Forum
Lyndon Selby, Bridgend	Lawrence Murphy, Swindon
Andy Bessell, Ilminster	Nikolaos Karydis, London
Steven Bennett, Luton	Daniel Trehwitt, Birmingham
Michael Gerrard, Skegness	John Whybrow, FRANCE
Stuart Piper, Newbury	Christopher Greaves, Redditch
Garry Preston, Birmingham	Dr John Maxwell Fowler, West Molesey
Michael Spence, Hartlepool	Mike Curnyn, Peterborough
Stephen Morris, Oswestry	Robin Smith, Sleaford
James Braithwaite, Harrogate	Noel Akers, Perranporth
Andrew Johnson, Sheffield	Andrew Cook, Swindon
David Webber, Uxbridge	Colin Myler, Swindon
Vincent Babut, FRANCE	William McIntyre, Craigavon
Richard Taylor, Leicester	Christopher Gee, Letchworth Garden City
Malcolm Stanion, Wellingborough	Paul Daly, Canterbury

## **New Members - continued**

Colin Glazier, Yeovil  
Mark Wilson, Wigton  
Phillip Dickens, USA  
Robert Harris Braintree  
Peter Newsome, Moffat  
Henry Nurkowski, Trowbridge  
Rich Kinsey, Trowbridge  
Christopher Raines, Ashford  
Matt Lockyer, Shepton Mallet  
Michael Leeson, Rugby  
Jeff Taylor, Newark  
Martyn Wise, Clacton-On-Sea  
Sydney Jose, Camborne  
Garry Whitehouse, West Bromwich

David Chamberlain, Chesterfield  
John Black, Marlborough  
David Jordan, Bedford  
Carl Rolf, Ely  
David Dixon, NEW ZEALAND  
Gordon Ross, Fareham  
Martin Barker, Colchester  
Gary Lawrence, Leicester

### **Membership Secretary**

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

## **THE ROYAL ENFIELD BULLET CELEBRATION**

**10am Sunday 27th October 2019**

**at The South of England Showground,  
Ardingly, West Sussex RH17 6TL**

A specially themed Royal Enfield Event celebrating 70 years of the Bullet, at the South of England Classic Motorcycle Show & Bike Jumble, with special guests, Enfield world travellers & authors Gordon May & Jacqui Furneaux (with their epic journey bikes).

With five INDOOR halls at this all motorcycle show & jumble, just come along & join us whatever model you have. If you want to display your Enfield (model & age unimportant - new models welcome) please contact Julie Diplock on 01797 344277 as soon as possible, or for more information:

Mick Connolly (Kent REOC) on 07850 687700  
Royal Enfield Owners Club Kent e:- [reockent@talktalk.net](mailto:reockent@talktalk.net)  
tel: 01304 205233 facebook: Royal Enfield Owners Club - Kent

## Branch Reports

### Suffolk Branch

We meet on the first Saturday of each month at The Anchor Pub in Stratford St. Mary near Ipswich. Visitors can be assured of a warm welcome. Meetings are well attended and easy going. More new members joined us at our last meeting.

Ideas for ride outs are coming fast and we are limited only by the amount of free time we have to carry them out. All to be discussed at our next club meeting. We had an enjoyable ride to a nearby pub where the Triumph owners club were hosting a charity motorcycle show and was a pleasant experience for us. The weather was perfect and there I saw my first 650 interceptor. And I brought



a brand new Continental for £10.00 well actually I purchased £10.00 worth of raffle tickets with the Continental being the first prize. I'm sure I'll win though. An opportunity I know not missed by fellow members.

Our next planned ride to The Cross keys which looks like being a regular Saturday favorite unfortunately had to be abandoned because of the poor weather. Four



of our members exhibited their Royal Enfields at the car and motorcycle show at Fordham in Essex in August and had a pleasant day out.

Today four of us met at our base and followed Richard to the

Worlington Car and motorcycle show right up on the Suffolk/Cambridgeshire border. A good day was had by all. A good ride, and a very interesting day, and we saw our first steam punk Morris dancers. We didn't win any prizes but ah well. Was still a good day.

Regards, Stephen Backhouse (16476)

## Branch Reports

### South Midlands Branch

At the request of the branch secretary, Brian Tomlinson, I've just set up a Facebook page for the South Midlands Branch:

[www.facebook.com/groups/2368867613212479/](https://www.facebook.com/groups/2368867613212479/)

Many thanks,

Chris Instone (16553)



### South Lancashire Branch

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 Tuesday meetings have continued as usual, and fortunately survived dogs Blue and Duggie, who weren't too much at each other's throats when they met. Several of our people attended the Astley mining museum LE rally on a bright and sunny Sunday. The only disappointment was the massive colliery winding engine, which couldn't be run (nowadays on compressed air) as the wire rope had come unstuck and totally jammed the enormous wheel.

The big event of July, however, was the tremendously successful Red Rose Rally, organised by John. The campsite overlooked some beautiful countryside and there was music. Ride outs had been planned along wonderful country roads and took in Malham Tarn and the Trough of Bowland; extremely varied scenery. A couple of photos show the campsite and shots of nearby Waddington. But really, you'd need scores of pictures to do the area justice. The weather on the final day was better, but the day before I genuinely found riding through the clouds added to the atmosphere. On the way to the Black Bull, there was the opportunity to stop off at the Jubilee Tower, built by James Harrison of Quernmore, to celebrate the Diamond Jubilee of Queen Victoria.

### **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



Great views across Morecambe Bay, without the mist. The only problem, if any, was the slight wobble on entering the Black Bull car park in High Bentham; we thought for a moment we'd lost our leader as he roared off into the distance. But it all worked out and we were well fed. And we were greeted in the car park by the appearance of a brand new Interceptor 650. It had come from Morecambe to meet us and, under interrogation, its owner spilled the beans regarding its faults. There were None. Very happy indeed with it.

We were mostly on Enfields, but a BSA, a Triumph and a Harley were all to be seen. As well as the riding, there was the opportunity to meet up with others, who'd come from far away in Scotland and from The South. Either in the local pub at Waddington, or sitting outside the camper vans and later on, inside. An event hopefully to be repeated next year.

Chris (8113)



## Branch Reports

### Devon Branch

In June and July, we welcomed new members Steve and Mark.

Steve has been riding for about 40 years, beginning with a CB250 (sold to purchase an engagement ring) through a range of bikes (mainly Triumphs) and now he is very pleased with his recently acquired Bullet 500 Classic Army.

Mark has also been riding for many years, following in his family tradition (father and grandfather) and a wide and varied range of bikes has passed through his hands. His son and grandsons are also keen motorcyclists. He plans to focus now on getting his RE going again.

Given the wonderful weather, a lot of riding has been enjoyed. A number of branch members have been on a range of charity runs and events such as the Broadclyst Fun Day, the Coast To Coast, a Norton Club invitation run and the Dartmoor Run. Meanwhile, the weather in France was not so kind, when Jon and Derek went to Brittany on their REs. Despite the poor weather (storms with 80 mph winds - which blew Derek to a standstill at one point) they covered about 500 miles in four days and stayed in a VERY nice gîte and self-catered in local hosteleries. Upon their return, Derek has been flirting with the Dark Side - out riding his MZ with other MZers and he declares that he "loves the smell of two stroke in the morning" (he's not a well man).

The Marldon Mechanically Mounted Cavalry has been out and about to places and terrains diverse such as Jennycliff and Frogmore (sea and river) and Widdecombe and Bovey golf club (moor). All bikes running well apart from Roy's mount running rich and a Bullet cooking a plug. Andy (L) was off to Stamford Hall and promised to report back to us in August. TTFN, Rose.

The branch meets at 7.30pm on the third Thursday of the month, at 'The Swan's Nest', Station Road, Exminster, Nr Exeter, EX6 8DZ

**Just don't expect any sense!**

Branch contact person: Tony Curnow

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## Branch Reports

### REOC Greek Branch

Dear members, The biggest Royal Enfield meeting in Europe for the last 15 years took place at Stanford Hall-UK, before 2 weeks! Royal Enfield Owners Club and the Taverners section of VMCC created a marvelous event. That year at the 'Founders Day' the theme was 70 years of Bullet... So REOC combined the International Rally with that celebration and the result was awesome!

More than 200 Enfields include 120 Bullets were there! Riders from Greece, France, Germany travelled with their motorcycles, inspired from that great event.

Christos Pelousis with his 2003 Electra 500cc traveled more than 2000 miles from Greece and won the prize of Long Distance Traveler. Royal Enfield from Technology and Development center was there with his own stand. Presented also the new Trial Bullet! They didn't expect so many owners and motorcycles!



Alan Hitchcock also with his team were there with very rare Enfields.

Saturday morning had a marvelous ride of 70 Enfields at the National Motorcycle Museum at Solihull.... No one believed that great event will have so many attendance. I would like to inform you that the biggest event before was the 2003 Redditch Revisited with 800 Enfields. The target of 100 beaten and now all of us wait the next rallies of the club! All these facts shows that Royal Enfield is growing very fast and owners need this kind of events.

REOC Greek branch was also there with 4 members!

Regards, Andreas Papadakis,  
Secretary, REOC Greek branch

## Branch Reports

### West Riding Branch

**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).**

Yet again a really good turnout at both the July 4th and the August 1st meetings. July saw 17 bikes including the two virtually identical black Himalayans of myself and John M and 12 bikes attended in August. Kevin came on his 59 BMW, we also had a BSAA50 plus a mix of old and new Enfield's. Both were warm evenings encouraging us to remain outside and chat. Not much to report rides wise as everyone has been doing their own thing. New member Paul Rhodes came on his newly restored Meteor Minor. That makes three Meteor Minors in the branch now. Still no sign of the new 650 Interceptor from anyone.

Chris T took a ride down to the international on his tod, setting off Friday night in torrential rain. The Bighead RE ran really well on the M1, but as he left at Junction 20 it ground to a halt. It stopped and started intermittently all the way to Stanford Hall in the tipping rain. It was however a good weekend and Saturday saw the sun come out and everything dried out. Chris managed to meet up with a few fellow Bighead bullet owners and get some additional bike and owner details to add to his list of survivors. He is currently aware of 26 bikes of the original 720, but he



believes there to be many more. The weekend was well organised and enjoyed a good turnout. He did bump into Paul and Chris from the branch, who happened to be attending the Panther Owners Club rally in the next field. Founders day on the Sunday was hot and sunny with a good parade of 70 Bullets and a very busy autojumble. Chris' bike ran home up the M1 like clockwork with no return of the gremlins.

Myself and Peter J had a great ride to Chimay to camp at the 'Classic Bike' races 19th -21st July where they enjoyed hot sunny weather to the amazing sounds and smells associated with such an event and were pleased to see a number of Enfield's in the various classes. Well worth a visit!

As always, all are welcome at our club nights/rides, irrespective of what you ride.

Dudley Martin

Club Contact Kevin Moore 07736775211 [sidecarkevin@ntlworld.com](mailto:sidecarkevin@ntlworld.com)



## Branch Reports

### Kent Branch

After last years totally sodden 1800 mile round trip from Kent to Inverness riding the Scottish 500 route around the coastline, Alan decided that lightning never strikes twice, so recruited two branch members, John and Les to do it all again. Guess what – No- the rain did stop occasionally, giving the midges time to feed on them instead! Well done to all three riders whose bikes performed (more or less) faultlessly.

Had to last minute cancel my participation in Julys' International Rally but seems that those Kent members attending had a great time. Well done to the organisers but a pity that camping was not available on the Sunday night, meaning that those having to travel some distance were unable to enjoy founders day as they had to leave early.



My Lightning (535 Indian model) took me safely and quite speedily to this years massive West Kent Run event at Aylesford. Met new and prospective members on our ever popular stand in the 'Avenue of Clubs' at this international gathering



which features several 'ride-outs' each with hundreds of participants. Amongst the display of bikes this time, we had Richards immaculate 1938 Royal Enfield JM (see pic.) The baking sun thwarted my attempt to get back (to Dover) however, when both the M20 and then the A20 were closed. The bike overheated in stationary traffic in Ashford and I joined the ranks of other cars and a Harley abandoned in Tesco's car park!

70 YEARS OF THE BULLET - will be celebrated by us down south with Enfield celebrities Gordon May and Jacqui Furneaux at the all INDOOR South of England Classic Bike Show and Bike Jumble at Ardingly, West Sussex on October 27th. (please see separate advert in this months issue). Come along if you can, with a special appeal to Sussex and Surrey members.

REgards, Mick Connolly, Royal Enfield Owners Club Kent

reoc.kent@talktalk.net tel: 01304 205233

Facebook: Royal Enfield Owners Club - Kent



## Branch Reports

### Wessex Branch

Six lads rode over to join the Hants branch of the Ariel club for their evening run around the lanes of north Hampshire. The July club night ride out, led by Roger, took us over Coombe gibbet where we were treated to a display of paragliding.



A few of us attended the Crofton beam engine bike festival and the Kingsclere bike night which is always a good do with live music and a barbecue.

Mid July seven of us spent the day exploring the isle of Wight. Visited the rocket testing station, bus and tank museums as well as the old Enfield factory at Somerton. We were fortunate to be invited to view 1970's

Enfield electric cars and 4x4's by Barry Price who kindly showed us those in his vehicle collection. He also had an ohc four stroke twin engine which he acquired when clearing the contents of the Somerton factory. The engine is very unusual in that it has curved pistons, see enclosed photo's. Great day had by all.

Bob, John, Doug and John McGee camped at the International rally, well done midshires branch on an excellent event, hard to believe it's the first event that you have organised.

Branch had a good showing at the Popham mega meet, nine bikes on display including one loaned by Beaulieu and Derek Sheldon's 1922 201.



Eight bikes took part in the mid week run to visit the east Somerset steam railway and the Enfield factory tunnels at Westwood.

REgards, Doug Hopkins (12683)

doughopkins@hotmail.com tel 07857 692445

## Branch Reports

### NE Scotland Branch

Contact Bob (REtrialer), email- bob.nes@btinternet.com (preferred) or tel 01651 851569 Branch meetings, the 'Summer' programme is ending! **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 a 'work in progress', probably meet up in Banff, watch your inbox, e-mails will be circulated nearer the time.

Winter programme, return to 'Celebrations' **30th November**, 11 o'clock on for lunch and blether!

Bit brief as I have been away on an extended holiday. The run on the 29th June was led by Roland, (apologies, I cannot get your report to cut and paste), meeting at Turriff on a glorious day, he took the lads a scenic route of some 68 miles through the countryside to the north and west, Aberchirder and Huntly, and then south east to end at Inverurie. A superb lunch was taken at 'the Works', after which those attending dispersed. (Everyone having previously visited the Heritage museum.)

The trip to Tomintoul on the 27th July for lunch was also blessed with good weather. I had put together a different route going via Grantown-on-Spey. Lunch was enjoyed sitting out in the sun! We were fortunate to be among the last to leave via the Lecht, the road being closed due to an accident which we were able to get past. The diversion would have been lengthy! We made the most of the weather going back via Ballater and the South Deeside road, eventually dispersed at Kemnay.

I will report on the August run next time.

REtrialer (07404)

### London Branch

The London Branch was unusually active during July, not only did we have a ride out to Ryka's Café but we actually went abroad for the first time in years! Our day out was to check our motorbikes were working all right, Dave had resurrected his 1960 Bullet and Victoria was riding a Royal Enfield she imported from India, I was on my 2015 Bullet. The ride to Rika went well with some adjustments to the 1960 Bullet en route, however on the way home the accelerator cable broke and the spare Dave brought didn't fit! Luckily a passing member of the Mole Valley Moto Guzzi saw us and offered to help, he went home and came back with some parts, and we were able to return home. So, the following Thursday I was not surprised to see Dave was riding his Suzuki 800, we then went to collect Victoria and we rode to Dover for the 11:10 ferry to Calais. Then

## Branch Reports

on to the A16 to Boulogne and the D109 to Montreuil, then we were aiming for the back roads to Beauvais but we took the wrong road and had some trouble with the paucity of signs and as it was getting late, we made for Abbeville to find a hotel but we met a hotel worker who guided us to an airfield with spare rooms.

In the Morning we went on D901 to Beauville. We made a stop in Poix de Picardie for

lunch, then later, we made a stop at the entrance to Grandvilliers to take a photo, we were re-enacting a photo taken over thirty years ago!



**30 years ago**



**Back in the same place**

The next day we went to Giverny to see the House and Gardens of Claude Monet, a very interesting visit. Later we rode to Neufchatel en Bray for some refreshments and then to Gournay en Bray to find a hotel. It was the eve of the 14 July, a national holiday in France. Victoria found a nice restaurant on TripAdvisor, later we had some beers listening to a band playing in a café.

In the morning we took the motorway back to Calais. Leaving Dover, we came across a massive queue due to part closure of the M2, we had to filter between cars for ages and rejoin the A2 via Sittingbourne.

Everybody was happy with our little tour and some ideas have been floated for our next trip.

Christian Denereaz (15742)

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

## 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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## 350 Clippings

Following on from the story in the edition of the 'Gun' concerning my 1956 Royal Enfield 350cc Clipper I share with you how I have been getting along with it. I wrote previously my experience told me a top end overall was needed to breath new life into an oily burning low compression engine before I embark upon tootling around on the 'B' roads of Northamptonshire and begin attending the local rallies. I consulted my parts book and ordered from Hitchcocks new cast iron valve guides, valves, springs and gaskets which were in stock - not bad for a 62 year old motorcycle. It was mid January 2018 when I dismantled the top half, lifting the barrel carefully with a rag stuffed in the crankcase mouth just in case there was a broken piston ring. Upon exposing the piston and giving the front of the crown a scrape and clean it revealed the good news that the piston was indeed standard. New rings were ordered. The inner component parts were very dirty and "old oily" with my degreaser struggling to remove the stubborn mess. I like to lay my engine parts out in such a way as to keep all the Inlet ones together and all the Exhaust ones separate, cleaning parts individually. I removed the old rings and cleaned up the piston deciding nothing was to be gained by removing it. The dismantling was straight forward as the build and size of the components is near agricultural - the only tricky part was taking apart the cable operated valve lifter (decompressor) which hides inside the push rod tunnel of the barrel. I knew reassembly was going to be tricky and it was. The cast iron head and barrel were taken to my friend and old bike helper John Bolton who works from his Unit at Souldrop in Beds. Cast iron is heavy and I used substantially strong bags to carry them - no risks that's me! John honed the bore for me and I left him the head. He took this to T and L Engineering in Bedford for the fitting of the new Guides, seat cutting, reaming and lapping in the valves. The Head was away for 3 weeks and in the meantime I fitted the new rings and a fellow REOC member Neil helped get the barrel on and bolted down by 5 nuts. The wait was on. I took the opportunity here to set the points to 0.015" and time the magneto on full advance at 3/8 inch BTDC using a 6" engineers rule at the edge of the piston. At last the phone call I had been waiting for came from John to say he had the head at the workshop - £60, not bad considering the precision engineering which was done. The head went on easily with a new circular copper seal. 4 nuts securing the head were pulled down in the correct sequence and just simply done up tight. The pushrods were dropped down the tunnel, the exhaust having a collar for the valve lifter. The tricky part of compressing the cable spring to allow the end of the cable to hook onto the actual lifter with its limited access took a while and patience. Building up the rockers was straight forward and the valve clearances set to 0.002" inlet and 0.004" exhaust. I had also done an oil change draining the sump and integral oil supply from the crankcases by removal of two large brass nuts each carrying a two inch tall mesh filter. A new oil filter element was fitted into its housing in the bottom of the timing cover as well. I did not drain the gearbox due to the drain nut fouling the frame as it came near the end of its threads. It was at the February 2018 Bristol Bike show we came across a gentleman with two model 'G's one as a WD and the other in 'Civvy' dress and I asked him how do you check the gearbox oil level?



The reply was simple "fill the oil to the bottom of the filler threads" how easy is that? so a top up was all that was needed. I had bought a new petrol tap with a reserve and piece of pipe for it and to go at the bottom of the Amal 276 float chamber. I put both ends of the new clear pipe into a pyrex jug filled with boiling water which then enabled both ends to slip on easily securing with two small hose clips. The fuel tank was fitted along with the head steady and a gallon of fresh fuel added. Fuel on and three tickles and a good swing with the timing retarded to prevent 'kick backs' and she fired and ran first kick! One trick I do with an oil filter change is to swing the engine over many times with the spark plug removed so that when the engine starts it has oil immediately to the big end. I ran the engine for a minute and then checked for oil leaks which there were none. Compression was back, those rings and valves have done the trick! The first ride was around the village in first and second covering a mile. The engine was crisp, pulled like a train with a lovely exhaust note. Back to the garage for a check over and now looking forward to a longer ride the next day. This was a ten mile run with no problems. Will this Clipper be as reliable as my first one in 1970? I hope so. The gearing on the Clipper feels quite high even though you can run at 30mph in top with a hot engine. During the bedding in of the new rings I ran at 35 to 40mph as she felt comfortable as was the seating and riding position. I was very pleased with the new tyres as the handling on 'B' road 'S' bends was reminiscent of the excellent handling I used to experience on my first Clipper in the early seventies. Great. When I bought the Clipper I was told the cut-out box or voltage regulator was not working. I was advised by John Bolton not to buy a cheaper Wassel solid state one but to get a DVR2 from Dynamo Regulators. This I did for £51 including P&P for John to fit as wiring is not for me. Whilst running in I found she lacked power on hills and I had to change down which was strange following the top end overhaul. My experience led me to the throttle opening (I had checked the settings whilst the carb was off and they were correct) so rather than mess about with the carb I decided to buy a new Amal 276. This I did from Surry Cycles for £310 incl special delivery. It was packed very well. In March 2018 avoiding the bad spells of weather I had rides of between 20 and 30 miles keeping to the 'B' roads as I live in the country and know good circular routes around home. Confidence in the bike is now growing as I have always managed to get home so the breakdown insurance number can stay in the phone! I had a problem of not starting at all one morning, I took out the plug and found no spark. Thoughts led me to the magneto and the points, and indeed they were not opening at all. I had returned the small magneto spanners which John Bolton had lent me so I had to use a pair of pliers to reset the points gauging the gap by eye. The bike then started. The fitting of the DVR2 was not straight forward - firstly JB had to check the dynamo for output and there was none. Off came the said dynamo loosening its strap and tapping it out. On the bench we found the two brushes had seized in their holders and had to be tapped out. New brushes were fitted and the dynamo was run in the vice and we had volts - hooray! The dynamo was refitted and we started the bike - no charge (earlier we had ascertained the ammeter was working) so it was off with the cut-out box and in with the DVR2. The engine was started and yes we had a charge another hooray. Riding home the bike seemed to run better - all we need to do now is fit the new carb.

A full tank to full tank has already given 82mpg. The new 276 carb from Surry cycles should have been fitted 01/05/18 BUT it was the wrong length and required a spacer between the Head and Carb flange! I rang Hitchcocks who said in a friendly way "You should have come to us first" The required parts were ordered and came the next day. On Thursday the 3rd JB was able to fit the new carb with its spacer taking the opportunity to fit new throttle and clutch cables whilst the tank was off. With fuel on and 3 long tickles the Clipper started first kick and idled fast. Adjustments were made and then it was off for a one mile road-test. What a transformation revving through the gears with no hesitation oh boy I have a Clipper again which runs as it should. I rode home happy. I had gotten used to riding at a steady pace on the country roads so when the opportunity to open her up came I was disappointed as I only managed 60 mph as my first Clipper would see over 75 mph so why such a big difference I do not know. Perhaps my first Clipper at 14 years old and slightly tuned (high comp piston and megaphone) went like a newish bike not like my 62 year old one now. On Sat 12 May 2018 I had been to Sywell aerodrome near Northampton and got caught out by the weather as it poured down and I had to ride 15 miles home. It proved one thing, the spark and the magneto were water proof as she never missed a beat going home. I spoke too soon!

Next day after a clean she would not start. There were a few spots of water inside the magneto cover and the points had closed up again. Pliers to the rescue and we soon had her running again. Since then I have not had any more recurrence of points closing. I have found the best running position for



the advance and retard lever so I leave it alone now despite the odd kick back on starting a cold engine. Usage has slowed now as I like to ride my other Royal Enfield's a 250 Continental from 1965, a 700 Constellation from 1961 and my 2 year old EFI Classic 500 but I did go to the Earls Barton Transport Festival on the August Bank Holiday weekend, riding around the arena and chatting to interested people about the Clipper. Next show was the Cranford rally near Kettering on the 22nd and 23rd of September 2018. I have covered 800 miles on the Clipper since its purchase in November 2017 and it is as reliable as my Clipper was in 1971 – just not as fast but neither am I nowadays. Thanks go to Hitchcocks 01564 783192 for their excellent parts service and to John Bolton for the head work, dynamo and wiring up the DVR2 and fitting the new carb on 07802 740672. (and my wife for the cups of coffee!) DVR2 from Dynamo Regulators 01489 880552.

James French (10011)

The Moorings, Woodford, Kettering. NN14 4HN tel 01832 731844

# The Gun Crossword Issue 273



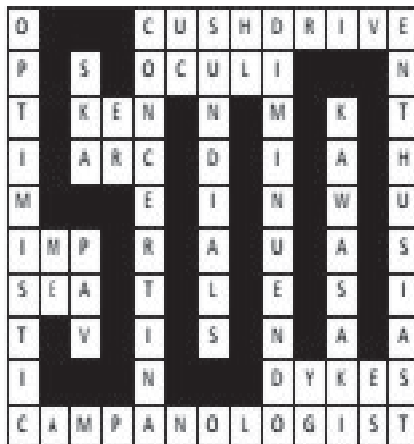
## ACROSS

- 1 Flying mammals for cricket
- 4 Way out, sign over a door
- 5 Shorter than British Rail
- 8 Opposite of BC
- 9 Ford Escort 1600 & 2000
- 12 Looks like eleven, but 2 for Romans
- 13 Jeans, Mr Marvin, before Enfield
- 15 Archangel
- 18 NATO country code, for Liberia
- 19 USA TV Home Box Office
- 20 Observation, obsolete.....
- 21 Is this card high or low?
- 24 Trevor's Blackpool sports cars
- 25 Abbreviation, showing speed
- 28 Unit of electric current
- 29 Supreme Norse god. Tool brand

## DOWN

- 2 Metal (Ag) in shade. RR car [6,6]
- 3 Maker of Superior motorcycles
- 4 Strange, weird, unnatural, odd
- 5 Uni Degree, small screw threads
- 6 Abbreviation for road
- 7 'tis the evening to be scared!
- 10 Expensive metal, early morning RR [6,4]
- 11 Car behind Spirit of Ecstasy [5,5]
- 14 Movement of tide back to the sea
- 16 Abdominal muscle (usually plural)
- 17 Imaginary evil person to scare kids [5,3]
- 21 @
- 22 Job applicant's professional experience
- 23 Every one has a silver lining. RR car
- 26 Prime Minister after noon
- 27 Powerful, bottled brown sauce

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 272 is  
**Jon Whilton**  
(02014)



CLASSIC + MODERN BIKE  
CLASSIC + MODERN CAR  
MULTI VEHICLE  
COLLECTORS  
KIT CAR  
CLASSIC MOTOR TRADE  
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