

THE GUN

The magazine of the Royal Enfield Owners Club



GREETINGS

ISSUE
No. 274



Dec/Jan
2019/2020

With every Good Wish
for Christmas and the New Year
from the Directors and Staff
of
ENFIELD INDUSTRIAL ENGINES LTD.
REDDITCH, WORCS.

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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:- The front cover of the Christmas card sent to the employees at Redditch some time in the mid 50's. The inside text is published on page 2.



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Editorial

Welcome to the latest edition of the club magazine. Seasons Greetings to all. Now that winter is upon us, it is clear from the many for sale and wanted ads that many members are retiring to sheds/garages to carry on with projects, rather than riding in the cold and wet. Which reminds me that I must start on the wreck of an 83 BMW that I have in my garage.

Very sad news that we have lost another founder member, in fact the founder member of our club, with the passing of John Cliffe.

More articles about the new 650 Interceptor. The test that NZ member Ken Goa carried out on one is particularly enlightening reading for anyone thinking of buying. (Don't try this on yours, he did it on a demonstrator)

REgards, Alan.

All contributions for the next issue to reach the Editor
by the **1st January 2020**
Next ISSUE PUBLISHED February 2020

Obituaries

The Sad passing of REOC Founder Member John Cliffe.

Our condolences go to the family of John Cliffe who sadly passed away on Thursday 17th October aged 88 years. John was the 1930's Royal Enfield specialist for the vintage motorcycle club before the REOC opened in its present form. He had the idea that a 'club within a club' should be formed for Royal Enfield enthusiasts within the VMCC and wrote a letter to that effect. The first respondent was Dave Bogg. At that time a few enthusiasts were reigniting the REOC in augmentation of a Bristol based incarnation of the club. John became the second editor of The Gun and acted as specialist for pre war models for many years.

In his latter years John was an avid supporter of local village shows near his home in Rutland. He invited a few of us to attend some of these events with him and bring along our Royal Enfield's for display. This we did with gusto. Picturesque villages peopled by old ladies selling cups of tea and slabs of home made cake to eat while we were educated by a gent who knew more than all of us put together about our favourite marque. Who could resist.

John felt that Royal Enfield was an often overlooked and regularly undervalued motorcycle manufacturer who deserved pride of place in our motorcycling heritage. Long may his sentiment be expressed. John felt that Royal Enfield was an often overlooked and regularly undervalued motorcycle manufacturer who deserved pride of place in our motorcycling heritage. Long may his sentiment be expressed.

The South Midlands Branch are sad to inform you of the passing of Eileen Humphries, the wife of the Late Ralph Humphries. Eileen had been suffering with long illness but they both managed to get to our BBQ run last May. Eileen and Ralf supported our shows and events over the years. Our thoughts are with their family and club branch members.

John Budgen11349

Write Away

A Chain letter

I would like to draw members attention to what could have been a very dangerous situation. Luckily I check over and clean my 2017 C5 Enfield on a weekly basis. I was lubricating my chain earlier this month (Sept) when I noticed that a pin on one of my chain links was working its way out. This was a normal link, not the connecting link. My main dealer, John W Groombridge motorcycles in Cross in Hand was too far away to risk riding to with a chain in this condition, so I decided to take the bike to a local motorcycle technician, Everest Motorcycles of Uckfield, who I have used before.

On examining the chain, Terry the proprietor, informed me that the chain was faulty. He pushed the pin back in with a chain tool and burred the head over while I waited. A prompt good service by Everest Motorcycles. It was pointed out to me by Terry that although that link had been repaired, the chain being a faulty one, the same could possibly happen again with another link. Considering that my bike is a 2017 model with only 3500 miles done, I decided to contact my supplying dealer Groombridge Motorcycles. They informed me that my 2 year warranty had recently expired. I explained that this was a dangerous fault in the chain and asked if they would give me a replacement. They advised me to contact Royal Enfield at White Bear Yard in Chorley, but with no photographic proof of the damaged link nothing would probably be done. I have written to Royal Enfield and am waiting for a reply. I would have thought that as a loyal customer, who has purchased more than one bike and all my clothing and parts from them, they would have taken my word that the chain was faulty, especially as I took the bike to a reputable motorcycle technician. Needless to say, that with after sales service such as that, I will not be purchasing another motorcycle from them. I have owned 3 Royal Enfields in a row, A new one in 2007, another in 2010, which I had a sidecar fitted to, and my current 2017 C5 classic. As no one I have spoken to has heard of a chain failure such as this, hopefully mine was a one off, and not a faulty batch. I thought members should be made aware of this potentially serious situation and check their chains regularly.

Chris Reed (15427)

I am glad Bob Murdoch is showcasing some material from the archives, especially the different views of the factory test track in The Gun 273. The last photo has the original REOC members being shown, not a Prince, but an even more obscure little two stroke. It is actually an Indian Lance - basically a 150cc Ensign with a large Indian badge on the tank which was sold in the USA. A total of 327 were made in 1957 and 1958, which probably helps to date the photo. And if the bike looks to be rather light coloured, this is because they were yellow!

Don McKeand (1018) donmckeand@hotmail.com



The New Breed

Hello and welcome to a new feature for the magazine covering experiences, tips and information on some of the newer Royal Enfield models. I'm a 61 year



old lifelong biker, and have had a variety of machines from different manufacturers, at the moment I run a new Interceptor 650, finished in the rather fetching Orange Crush colour scheme, and am both happy, and

proud to see the Royal Enfield name going forward into the 21st century, competing and even outselling several of the more 'established' new bikes that carry their names forward to a new generation of riders. I hope this first article will act as a kind of introduction and taster to the newer models, and in future we can explore some of the modifications that can enhance the bikes and make the riding experience much more enjoyable, safe and positive. So first a little history, the 650 twins are the first of the parallel twins to come from the company in over 50 years, and power the new Interceptor, and Continental GT models. Technically the engines for both the Interceptor and Continental GT are identical, being 4 stroke, single overhead cam, air and oil cooled 648 cc parallel twins. The engines have an output of 47 bhp @ 7100 rpm making them A2 licence compatible. These engines give 52 Nm of torque @ 4000 rpm mated to a 6 speed gearbox through a slipper clutch they are fuel injected and have digital spark ignition – TCI system. Both engines have a disposable screw on type oil filter fitted to the front of the crankcases and easily accessible for changing. The Harris developed frame is a steel tubular, double cradle frame, carrying conventional front suspension consisting of 41 mm front forks with 110 mm travel, the rear Suspension is a twin coilover shocks arrangement with 88 mm travel and adjustable for pre-load. The bikes kerb weight is 202kg (198kg for the Continental GT). The Interceptor has 174mm ground clearance and an 806mm seat height. The Continentals shares the same ground clearance of 174mm but has a slightly lower seat height at 793mm and clip on handlebars. The Continental is fitted with a side stand, and the Interceptor has both side, and main stand. So for routing maintenance on the chain, or rear wheel removal on the Continental a paddock stand or similar might be an advantage. The third, and equally important newer venture, for the brand is the Himalayan this is a single cylinder 4 Stroke, SOHC, Air Cooled, 411 cc engine, that develops 24.5 bhp @ 6500 rpm there's a very useable 32 Nm of torque @ 4000 - 4500 rpm. This is all carried in a half duplex split cradle frame with front suspension being by telescopic, 41 mm Forks, 200 mm travel and a rear suspension consisting of a mono-shock unit with a close to the weight of my previous mount, an Electra

Write Away

X. I think its fair to say the bikes represent a major leap forward for the brand, and lift them, in some respects, from the niche and very popular 500 and 350 singles and on to the mainstream commuter and green lane machines, this puts them in direct competition with the likes of Triumph, Norton, BMW, KTM and others in this naked bike, and green lane territory. Its a brave move by RE, but seems, to date, to be one that's working. I took the route probably that many have done, and went to a dealer that had a demonstrator one Wednesday when I was at a loose end, and that, as they say was that. I was bitten, and smitten. I'd ridden to the dealer on my trusty Electra X which I'd grown used to over the previous year or so, well, what a difference. The Interceptor felt immediately less ponderous, and no heavier once I was astride it, but still very comfortable. Reaching for the gear lever I couldn't find it at first, its small and 'tucked in' in comparison to my left change Electra, but, first gear engaged and tentatively I wobbled away from their showroom, a click into 2nd and I thought, hey...this isn't half bad. A few people have reported that the position of the gear, and brake, lever feel 'odd' and have initial trouble locating them, after a few miles I found them to be fine, quick clutchless gearchanges up the box are effortless, and the rear brake is both and very controllable. As I approached the first bend at about 30mph I was surprised to find the bars almost turning in by themselves compared to my 'old' bike, that's the rake angle playing its part. Out onto the main road and hey, this thing handles pretty well, I mean properly handles. Cornering is far less effort than the Bullet, its smooth and flowing and feels like you really are 'flying by the seat of your pants', a little lean here and there and the bike goes exactly where your chin is pointing. Confidence inspiring, right from the start. Out onto the first straight and lets open her up a bit and see what happens, well, what happened was this smooth turbine like pulse of torque pushing man and bike effortlessly down the road. Impressed by the simplicity of the instruments, a rev counter, speedo with a built in 'bar graph' fuel gauge, an odometer that can do trip (a) and trip (b) as well as total distance and a single rubber protected button in between the two main dials to switch the odometer modes. Press it and hold to reset each of the trips independently, so I guess you could have a tank trip range, and a journey trip range without the need for endless bits of paper and pencils you cant find The rear brake lever is identical in appearance to the gear lever, and that can produce some odd comments from the passers by the bike seems to attract when you pull up. All the lights are conventional bulbs and are more than up to the job, I have experimented with various set ups There have been issues with some bikes, electrical gremlins seem to have been something a few people have experienced, myself included. Cleaning the grease that is packed around the pins of relays and multi-pin sockets around the bike and replacing it with simple Vasaline seems to put many of these minor, but irritating, problems to rights quite easily, perhaps this is something that could be addressed at the point of sale. Other than these electrical issues the bikes seem quite sturdy and well constructed, actual mechanical

Write Away

problems seem to be few and far between, with the vast majority of owners reporting a positive experience from their dealers, not only when the sale is being agreed.

Location of the ignition key operated offside side panel can be problematic, with a few owners losing these off their bikes, this seems to be down to ensuring they are 'positively' pushed into place before being locked off with the key, I haven't had this problem myself, but my dealer did make a point of making me aware that I should make sure it is correctly located. I also hear of widely varying prices being charged by the dealers for 1st and subsequent servicing, and again I think this is something that perhaps the network should address and standardise, perhaps a menu servicing option with set prices, save for any unexpected items, could be introduced. Its certainly disconcerting to see in your owners manual a certain type of oil being recommended only to find your local dealer seems to disagree and fill your bike at service with a different grade of oil. Standardisation again. The market place is also now starting to open up with accessories and bolt ons appearing from many sources including the ever popular Hitchcocks Motorcycles, popular swaps seems to be with the standard cans which add a fair amount of weight to the back of the bike at over 12kg for the standard pair. The saddle seems to come in for a little criticism as well, although personal experience says this softens and seems to become more compliant with age and use. My own bike having covered some 2500 miles now feels much more comfortable than it was on day one. Although one has to accept that to a degree this will be the result of becoming more familiar with the particular bike. Equally following the recommended run-in procedure I have found the engine has loosened up nicely and revs much more freely than it used to, fuel consumption has steadied at between 68-72mpg, giving a range of around 150 miles before the blinking low fuel warning is displayed There is a theoretical range of around 200 miles in the 13.7 litre tank (12.5 litre and 190 miles on the Continental GT), but a little contention as to whether all of the fuel is 'useable', as it seems a small amount is held back by the system in the tank. The Himalayan has a capacity of 15 litres +/- 0.5L according to Royal Enfields website. The brakes and clutch have also become much more predictable, with cable adjustments no longer needed as everything has settled in. The brakes themselves are both progressive and very controllable whilst being able to pin the bike down with little pressure, the reassurance of the ABS system adding a little bit more confidence to the ride.

I hope that you have enjoyed this insight into the world of Royal Enfields new machines, and in the coming months I can share with you the ongoing experiences we, the owners of the newer bikes, are having with a brand that has epitomised the British motorcycle industries best efforts since 1893 when it all began, in Redditch. Ride safe.

Dave Blakeney (16956) Mid-Shires

Write Away

Royal Enfielder's Ireland take Hungry Hill, Adrigole, West Cork by storm with the help of a few MZ folks. The last weekend in September was seen out by a few die hard Royal Enfielder's and MZ folks with nine Royal Enfield's, a MZ, a Kwacker and a Suzie. I left work on my Bullet on Friday with a lovely spin from Killarney, Kenmare then over the mountain pass Priest's Leap to Glengariff and on to Hungry Hill, As the afternoon welcomed the evening Enfielder's started gathering for a night of food, chat and catching up.

Saturday dawned with the smile of sunshine, Ron Mills and Xavier on his MZ, a nice local Bullet arrived owned by a chap named Jim, a classic. The ride out set off in the dry heading to Allihies on the Beara peninsula and lunch at O'Niels. The rain had arrived for our ride back to Castletownbere to pick up beer and food for the evening.



At the Hostel upon our return was Silver and Brendan to welcome the soggy bottom boys back. The rain didn't dampen our spirits in this comfy warm hostel food was devoured, friendships cemented and a few prizes

awarded. Mike Griffin the long distance Enfield, Johnny Dee the Long distance other. Karen the Best Classic with her army 500 Bullet and Xavier for best MZ. Sunday again saw sunshine for the ride home and farewells until our next meet in November for an end of year lunch in Cork City on 23rd November at the Linen Weaver, 12.30 meeting time.

Many thanks to all who supported and took part in this event.

John B Nicholls (10710) thatboyinkerry@hotmail.com

Write Away

Ballycolla MZ rally, the Royal Enfielders are always invited to this event and have supported for many a year, many of the MZRC members including myself have or had MZ motorcycles.

This event was on the last weekend in August and first day of September. It was well organised By Ger Duhig, Bill and Netty Brugman and Peter George, MZ folks but also RE owners.

I arrived on my 500 Bullet on Saturday lunch time after a 120 mile spin just in time for the ride out that Peter was leading us on his pride and joy a Continental Gt. We explored nice B roads and with a few A roads thrown in for good measure, a lovely lunch at Kilkenny and then continued the ride out with a beer stop at Ballyragget before returning to the hostel.



A few of us decided to keep up the tradition of fish and chips at Abbeyleix the holders of this tradition were Al, Pete, Johnny Dee and I then Joined by Jason on his Bullet 350 C2.

A good night of chat reminiscing, prize giving and some music for those who enjoyed traditional and cultural rock songs.

The Saturday night wore on and caressed Sunday early morning, after breakfast folks departed for home after a well organised rally with selection of beautiful MZ's and other classics.

Thanks Ger Bill, Netty Peter and the rest of the MZ folks for welcoming us again.

John B Nicholls (10710)

Write Away



The Kiwi Bulletin Sept 2019



This little bike has now officially circumnavigated Australia 31000km.
Trevor Clark

Write Away

Dear Members;

I sold my '09 500 bullet because I was led down the garden path by Owen Haskell when he wanted to test ride the RE Himalayan. I should have known better that to pay attention to what he was saying! We both rode the bike and I remember Owen saying he was disappointed because he didn't want to like the bike, but he did like it.

It was a lovely upright riding position, which has a lot of appeal to us old sods. It was also very lightweight. It started easily, shifted perfectly, did everything it was supposed to do effortlessly. I didn't want to like it either, but was convinced that this was the ideal bike for me! It cruised at 100 without shaking itself to bits, I shifted from top gear to 4th at 100, didn't seem to mind. I would have liked to take the bike for another ride with a pillion, but I didn't, because... just as I was going to put the money on the barrel for the Himalayan, the Interceptor was introduced.

I hummed and hoed for days on that one, then put the deposit down. 1 year, 2 months later, it finally arrived. In the meantime, I was without an RE, but I did take the demonstrator interceptor for a spin when it arrived a year later. I rode the crap out of it! To thoroughly test it of course. I shifted it from 1st to 6th at about 15 km/hr to find out about its torque, and whether it would chatter. Passed. I started from a standstill in 6th to see if I could feather it to motorway speed. Passed. I shifted from 6th to 1st to test out the slipper clutch. Passed. I redlined it; it has a limiter on it. Passed. It was easy to ride, throw around corners, shift, and stop. It also sounds lovely, beautiful engine note, and great muffler noise. I think they are a beautiful bike, so I had to have one, and have no regrets.

Ken Goa

Ken with his new Interceptor.

Looks pretty happy!



Write Away

From: Erica Knight
Subject: RE Land Speed Record
(Erica & Stuart Knight in the UK, (friends of ours - Lew)



Stuart Knight
(owner of CWM
motorcycles)

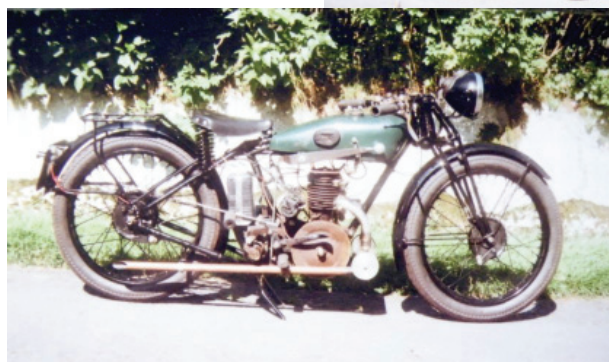
The bike is a Royal Enfield Continental GT 535 EFI 2014. We have changed the exhaust pipe to a non Cat type, changed the cam and pushrods and fitted a power commander CDI. We got the hp from 21 to 34hp on the dyno. We achieved the



goals and now hold 4 land speed records for Production Frame Pushrod class. The bike did a top speed of 92.8mph on the Pendine Sand. In September we are going back with a fairing, a 36mm mikuni flat slide carb and new crank taking the cc up to 612cc.

Write Away

A lovely restoration
of a 1930 Model "A"
rebuilt by
Cecil Irvine (16457)



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Write Away

1919 Royal Enfield model 200 lightweight 225cc

Hi there, I have attached the photos of my bike I rode in the celebration of the end of the first world War last November 11th. I thought you might like it for the front cover of the gun this November.

I am a new member of this club having bought myself a bullet classic chrome this year. I restored the bike in



1985-1988 and have ridden many thousands of miles since, to include 30 Banbury runs.

The most challenging ride I have ever done was a 934 mile journey from Lands End to John O'Groats over 5 days in the May of 1991. I helped organise the trip with the

Swindon section of the V.M.C.C. and 42 fellow riders helped me collect £20,000 for the British Heart Foundation. I am doing it again but this time starting at John O'Groats in May 2020.



Colin Myler (17364) 07944 111400 camylerandsons@hotmail.co.uk

Write Away

In praise of the 650 Interceptor (2019 version)

OK, OK, so it might not be a proper Royal Enfield some people might say, but I think it's a damn fine motorcycle in its own right. Back in March this year I visited my local dealers in Taunton (G.V. bikes) with a view to part ex my 2008 Bullet for a new Enfield Himalayan. (another excellent bike from India).

What took my attention was a lovely black and orange Interceptor demonstrator on the showroom floor—beautiful. Pure 1970's it seemed to me, part Commando, Z1, BMW, Laverda, CX500, all rolled into one, pure genius. How this bike must appeal to aging old gits like me who spent their teens and money on motorcycles from the best decade of all in my opinion. We were really spoilt in the 1970's.

I think the Interceptor has the same eye watering appeal as the Kawasaki Z1 and the 1972/73 Triumph Hurricane, if it looks right it is right. (It's no wonder it pulls at the heart strings, it was mostly conceived and designed in dear old blighty wasn't it.)

The motor gently pops and bangs on the overrun together with a soulful whistle from the cam and balance gears. No modern Triumph can match it for character surely. The sound from those old school upswept silencers seems to be a restrained Ducati with a touch of CX500, and with a 270 degree crankshaft it's so smooth too.



The Interceptor brings laughter and carefree feeling back into motorcycling again, just like the 1970's really. (mind you I was much younger then). In my local branch of the Royal Enfield club (Somerset and Dorset) we currently have 5 Interceptors among us, and a few less Bullets, with more Interceptors to come no doubt.

In the "Gun" (excellent magazine by the way) I have yet to see more than passing references to the Interceptor, so I thought I'd put in a word or 300 for what must be the best bike on the market, and I haven't even mentioned the incredible price of £5500. So come on you lot, get out there and have a test ride, you will be amazed.

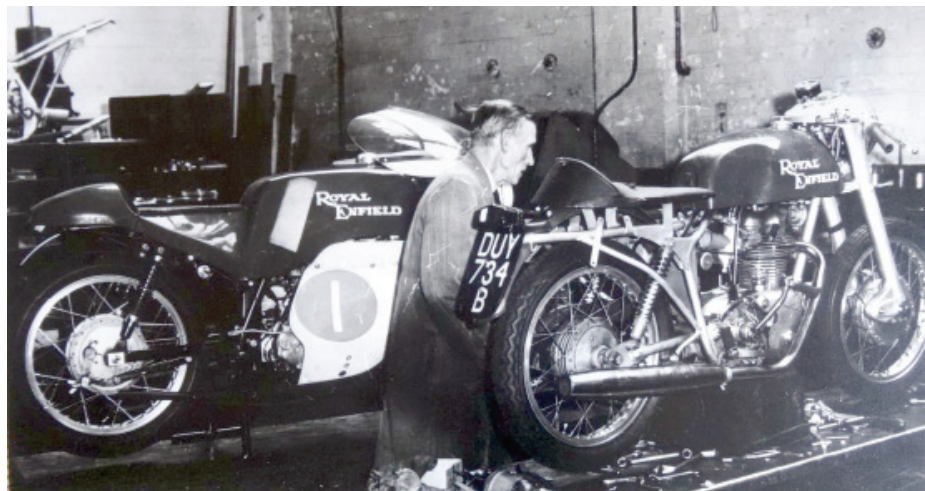
Andy Bessell (17326)

From the Archives

The 1960s 250cc Racers

By 1965 Leo Davenport's return to racing policy for the Enfield Cycle Company Ltd under the guidance of Geoff Duke was putting works machines on the race tracks, but not getting results. It was all too little, too late and underfunded by a shrinking factory in a changing industry.

In (Picture 1) we see Harry Watton preparing two interesting, but quite different racers in the Competition Workshop of the main Hewell Road factory. At first



glance the bike in foreground appears to be a Continental GT from the distinctive petrol tank, but look closer and you'll see that it's a hybrid bike, more Super-5 with leading link forks and a pressed steel headlight casquette.

The right hand engine cover has been cut away, probably for quick gear adjustment and clutch cable replacement more than weight-saving, and a huge diagonal brace connects the rear of the seat to the lower frame. It seems that machine performance had taken priority over the usual promotion of true production bikes on the track during this twilight of the company's fortunes.



From the Archives

A weekly motorcycle magazine captured this hybrid racer in action at the 1965 500 Mile Endurance race (Picture 2) on July 24th held at Castle combe in Wiltshire instead of the usual Thruxton track for this year only. The rider of the number 25 entry could be either Gordon Keith from Burnham or John Rudge, a factory mechanic who shared the piloting duties throughout the day. The Super-5 hybrid didn't feature in the awards, which isn't surprising, but finishing the race was quite an achievement for a machine which must have been pushed very hard by superior competition from Honda, Yamaha, Bultaco and Ducati.

The other motorbike in the photograph, "1", behind Harry is almost certainly a GP5 MkII single cylinder two stroke, which was getting regular rides throughout the 1965 racing season. You can read the records made of the fortunes (mostly misfortunes!) of GP5, the riders and even the weather conditions experienced on our club website (www.royalenfield.org.uk/Archive/Historic Documents, 1965 Racer Records) which even mentions one Percy Tait riding at Brands Hatch.



Although not dated, I'm sure that Picture 3 is taken during a practice session at the Isle of Man TT races in 1964. The bike is the GP5 Mk1 which again has standard Super-5 leading Link forks, proving their superiority over the telescopic alternatives. The single cylinder two stroke engine may be a Villiers unit at this early stage of the development, before the dedicated motor from Herman Meier was ready. You may recognise Mr Duke standing behind No.28, which wasn't recorded in the 250cc race, so we must assume was retired due to mechanical failure or perhaps was just too slow to fly the Royal Enfield name!

Bob Murdoch

WELCOME TO OUR NEW MEMBERS

September, October 2019

Peter Wellington, Ivybridge
Ian Bottomley, Halifax
Willie McKee, Antrim
Timothy Seaborne, Devizes
Stephen Jackson, West Malling
Sven Heeg, GERMANY
Andy Lancett, Birmingham
Paul Scarff, Norwich
Tony Kent, Derby
Stanley Widdowson, Loughborough
John Amies, Shrewsbury
Trevor Moyle, Redruth
Squire Kirkham, Stockport
Arjun Kamath, INDIA
Graham Frost, Wickford
Michael Butt, Marlborough
Andrew Howe, Wisbech
Duncan Mackay, Northampton
Shaun Evans, Rushden
Graham Jeffrey, Corby
Roger Slater, USA
Leslie Baker, Southampton
Peter Jarvis, Braintree
Ben Lamb, Twickenham
Robert Legg, Guildford
David Murphy, IRELAND
Stephen Herbert, Northwich
Peter Wellington, Ivybridge
Ian Bottomley, Halifax
Willie McKee, Antrim
Myles Barrett, Dunmow
Neil Goodall, Eastleigh

Trevor Louch, Didcot
John Billingham, Swindon
Evan Markell, Bury St. Edmunds
Richard Crossley, London
Franck Toulza, FRANCE
Roland Crook, Turriff
Dan House, Deal
Stephen Brocklehurst, Congleton
Daniel Crimmins, Tadworth
Paul Smith, Bolton
Shaun Durnan, Cambridge
Peter Midwood, Holt
Vincent Andrews, Pershore
Richard Harrison, Bridlington
Gary Stilgoe, Redditch
Terry Lee, Stoke-On-Trent
Jerry Fagan, Aylesbury
David Germany, King's Lynn
Petalas Giorgos, GREECE
Lothar Schmid, GERMANY
James Artist, Andover
Steve Crosby, Waltham Abbey
Paul Adams, Westbury
James Augustus, Derby
David Hill, Worcester
Joseph Gulino, AMERICA
Panagiotis Poulizos, GREECE
John Baughan, Leek
Ian Penny, Horley
Brian Weightman, Antrim
Juan Zamora Diaz, SPAIN

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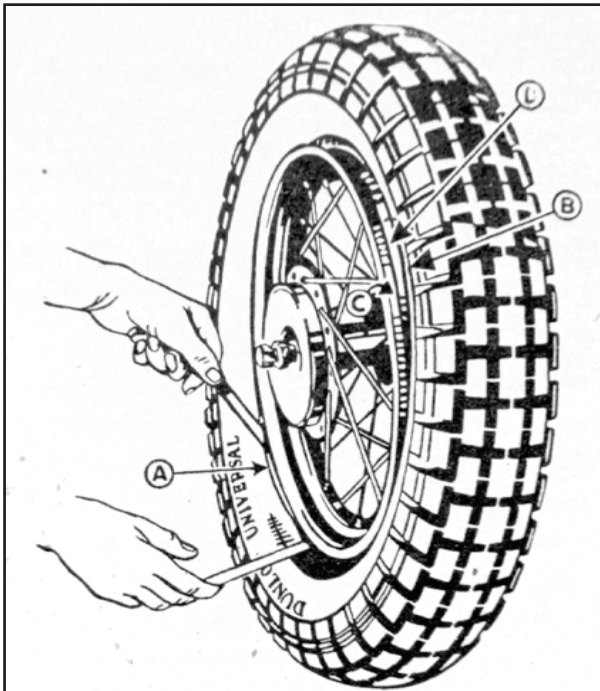
Puncture Repairs

One for new members who may not yet have experienced a puncture.

How to remove a tyre without struggling with it.

It is a frequent sight to see a motorcyclist struggling to remove a tyre, and through faulty refitting, the tube is sometimes pinched and a second repair becomes necessary.

Tyre removal and replacement need offer no difficulty whatever if a few simple precautions are taken.



**FIG. 48. DO NOT FORGET THE COVER
BEADS ARE INEXTENSIBLE**

(Dunlop Rubber Co., Ltd.)

With a wired type cover it is impossible to ease the cover bead at A over the flange of the rim until the cover bead at B is pushed off the rim shoulder C down into the well D

All Enfield motorcycles are fitted with Dunlop cord tyres, which have inextensible wired edges fitted into well-base rims. To remove this type of tyre, first completely deflate it by removing all the valve parts including the check mechanism.

For this purpose use the slotted end of the valve cap. Next remove the knurled lock nut which secures the valve to the rim. Then push both beads diametrically opposite the valve down into the rim well as far as possible in both directions. Lever the cover off with two tyre levers used in the manner shown in figure 48.

Puncture Repairs

Start near the valve and lever the cover off in both directions. The tyre levers should be spaced 2-3 inches apart. Continue with one tyre lever while holding the removed portion of the bead with the other one. No difficulty should be experienced so long as you do not forget the cover beads are inextensible, and keep the beads opposite the valve down in the well of the rim.

Work round the whole of the tyre progressively until the bead leaves the rim enabling the tube to be withdrawn. The detachable mudguard, and on many machines the knock out rear spindle greatly simplifies repairs.

Refitting Same

Assuming one edge of the tyre is already in position, slightly inflate the inner tube, insert it inside the cover and push the valve stem through the hole in the rim. Do not tighten up the lock nut securing the valve to the rim, and also see that the tube is not twisted. Then st of the cover at a point diametrically opposite the valve, by placing it over the rim and pushing it down into the rim base. Push on the rest of the cover, and with a pair of small tyre levers, work round each side in such a way that the part near the valve is fitted last. On no account use excessive force.

Inflate the tyre slightly and verify that the wired beads are correctly positioned and not down in the rim well. A convenient method of doing this is to inspect the fine line which is moulded on the tyre wall close to the rim. This line should be approximately a quarter inch from the rim right round the tyre. Finally replace the valve lock nut and pump up the tyre to the recommended pressure.

After a puncture has been repaired do not immediately pump up to full pressure, but give the patch a chance to stick on hard.

Reproduced from

"The Book Of The Royal Enfield" 1935

by W.C. Haycraft.

Still as valid today if you ride a Royal Enfield with tubed tyres.

Alan Barringer (12923)

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

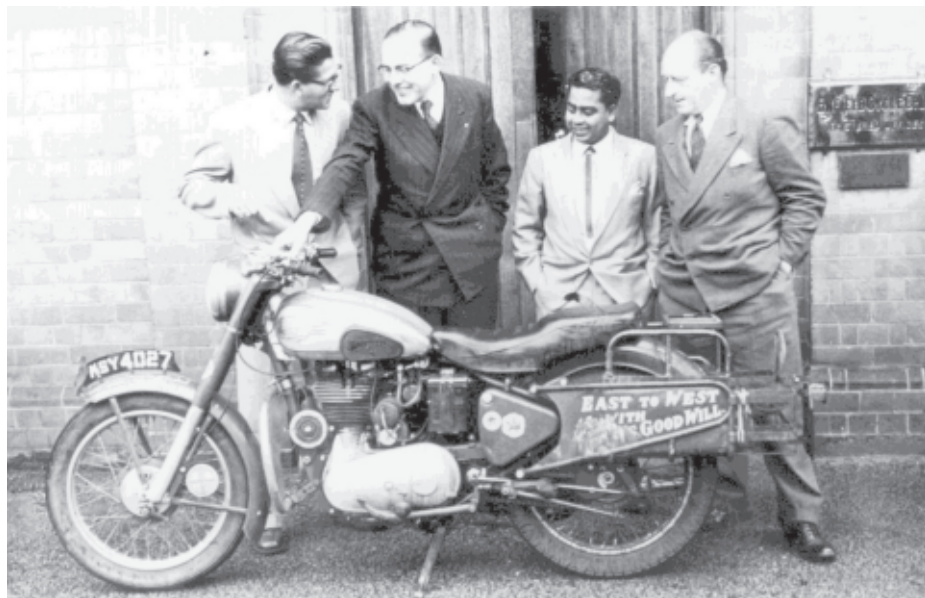
For security, please do not send card details by email, nor send cash by post

The Bullet Anniversary Celebrations

Continued from Gun 271

The Bullet was so popular that the Indian authorities entered into discussions with the Redditch directors to satisfy increasing demands by assembling their own 350cc Bullets. Madras Motors and the Royal Enfield Cycle Company Ltd created a new company known as Enfield India.

Derek Newman, a Redditch employee involved in the new partnership explained to Anne Bradford in the 1990s how it worked; “Other Anglo-Indian companies were managed on a joint venture basis, but in the case of Enfield India they kept the controlling interest in India. Heavy taxes were imposed on items which were similar to home-manufactured items, to favour Indian manufacturing. This new motorcycle manufacturing company had few rivals, satisfying both parties”.



1956 A.J. BARBOZA WITH THE 1st. 350 cc BULLET BUILT AT MADRAS AFTER 14,000 MILE TRIP FROM INDIA

The Madras Motor Company sent Sankirim and Sunduram, two sons of the managing director, as well as their senior engineer Harry Sandford to Redditch to learn about motorcycles and their manufacturing during the 1950s. Others followed, staying sometimes for weeks at a time. Vic Bott from the Drawing Office recounted; “for over a year I worked with the head of the Madras delegation, Harry Sandford, on the planning preliminaries such as floor space, bench dimensions and so on. He was a popular bloke and a brilliant engineer and he needed to be because there was not much in the way of materials and

technical experience in Madras at the time. An example of his resourcefulness was the power press he made from the undercarriage leg of a crashed Dakota aircraft.

He bought a number of machine tools from the Redditch factory and visited sales around the country collecting milling machines, centre lathes and capstan lathes, bringing them back to the factory to be packaged before shipping them out to India. He must have been a big asset to Enfield India”.

The Sales Director Major Mountford spent several weeks in Madras helping to set up the new assembly line to build Bullets from what became known as CKD – Completely Knocked Down kits - imported from Redditch. A few photographs in the archive capture the arrival of the first Indian Bullet at the Redditch works after its impressive 14,000-mile ride from Madras, but we have no details of the trip.



The construction of the Bullet factory in Madras

Back in the UK the Bullet range had increased to include a Trials, a Moto Cross and even a Short Circuit Racer along with various USA export-only models to capture every corner of the motorcycling market. In 1956 a redesigned frame introduced on all the four stroke models improved the handling of the Bullet, along with a redesigned 'Big Head' cylinder head and more subtle engine updates. But the Bullet modernisation wasn't popular with the trials community, who were required to campaign the same heavy frame which was sold to the general public; for many, it was a backward step.

By the beginning of the 1960s the performance of the 350 Bullet had been

equalled by the Crusader Sports 250, which was probably cheaper to manufacture and already selling in larger numbers. In a shrinking market, a rationalising exercise at the Royal Enfield works removed both sizes of Bullets from the 1963 R-E range, although the name lived on briefly in an enlarged crusader, known as the New Bullet. By now Enfield India had gained the expertise to manufacture many of the components to produce their own motorcycles but hadn't quite severed the link with the mother factory in the midlands. Sporadic records of 350 engine sales to Madras appear in factory documentation as late as April 1964, although it's generally accepted that this export contract continued right up to the factory closure in 1967. 16,820 export kits are recorded in the factory ledgers, but the total number is unknown.



In 1990 large numbers of 350 and 500cc Bullets appeared in UK show rooms once more, displaying the name Enfield on their handsome metallic grey or enamel black petrol tanks, offering a brand new ready to ride motorcycle for classic enthusiasts. This launched a Bullet renaissance in UK, and later many other countries, which gave a huge boost and a new lease of life to the membership of our club.

A total of 15,000 Bullets were made in Redditch, which, together with the impressive 763,000 made in Madras - now known as Chennai - should provide us enthusiasts with enough examples of the world's longest manufactured motorcycle for many more years to come.

Bob Murdoch (archivist).

Market Place

For Sale

For Sale: Norton Model 50 1957. Good unrestored condition. Used regularly and well maintained. Work done includes rebore, valves/guides, mag/dyno overhaul. Good starter/runner. £4500.

Rich Kinsey (17374) tel 01225 762124 (Wiltshire).

For Sale: 1952 Meteor 700. Oldest known example this model. Restored to near concourse, complete provenance, spare engine. 79 miles since restoration. Owned since 1976 £10,000 spent. Offers VNO £10,000.00.

For sale. Watsonian Monza Sidecar. New wheel bearings, no rust, good condition £875.00.

John (14954) Berks. John & Maureen Daly
tel 0779 292 4617 dalyhome4@yahoo.com

For Sale: Heavy duty throw-over panniers, black with red piping and reflective stripe (similar to Hitchcocks pt no 92710 rep £162) Only used once, £65 ono
Pip Hipkins (17109) tel 07528 807813 Oxon

For Sale: Royal Enfield Bullet Classic Electric Start 500cc 2008 Only 3224 miles on the clock Good Condition, Good Tyres New mot Nice Bike £2,300 ono

David Hoskin (11223) Orpington tel 07799813523 or 01689 891345

For Sale: 1967 Triumph T120 Bonneville. Immaculate superb condition, show or ride. Stainless wheels, electronic ignition T.L.S. front brake, new battery, S.R.M. unleaded head rebuilt, photos available, £8000 ovno.

tel 07770 833571 or 01656 721401

For Sale: 700 Enfield engine parts; 4 barrels and heads, timing and primary covers, gearbox casing and cover, gear shaft and gears, gear lever, std piston, rocker cover, head gaskets, Interceptor twin monoblock carburettors with new slides.

Leighton Thomas (7073) Bridgend tel 077700833571

For Sale: 2019 Royal Enfield 650 Interceptor, 900 miles, mint condition, first inspection at 600 miles. Sensible offers. Also Yamaha XV535 Virago, 2008, 5521 miles, good condition, screen, luggage, nice runner, £1950.

C. R. Grimm (15703) Ringwood, Hants. tel 01425837296.

For Sale: 1950's Royal Enfield mans bicycle, excellent condition, colour green, 3 speed Sturmey Archer gears, full working order, 26" frame. Open to offers.
Ted Dore (8926) tel 01366383941 or 07500148900 Cambs/Norfolk

For Sale: Royal Enfield Redditch Motorcycle parts all in good or new condition too many to list. Please email for list and prices.

Tim (16236) Wilts tim.can15@gmail.com

Market Place

For Sale

For Sale: 1962 350cc Redditch Bullet Matching Nos and Original Reg Complete and Unrestored. Runs well. £2250.00

Teresa Langley (16049) reoc.membership@hotmail.com

For Sale: Enfield Model 200 VMCC dated 1919 225cc two stroke flat tank, £4600 email for photo's, guswalker@btinternet.com

Ian Walker (16794) Suffolk tel 01449 770515 or 07487 822388.

For Sale: Enfield dual seat, early 60's (new) £65. Enfield Bullet rear carrier, late 50's £20. Enfield 250cc frame, less forks and swinging arm. Complete with twin clock nacelle, early 60's £40.

Chas Penfold (15925) Kent tel 01732 844473.

For Sale: 1957 Super Meteor petrol tank v.g.c. £130, SR2 Magneto and advance retard unit £140. Siamese exhaust, only run once £80. Super Meteor toolbox 57 £50. Rear mudguard and carrier £75.

Andy Berry (1262) tel 07715 917361 or 01772 788077

Market Place

Wanted

Wanted: Aluminium rear wheel brake plate for 700 twin to match the fully enclosed chain case. Also fixed forward part, and semi-circular end part of the enclosed 3-part rear chain.

Bob Murdoch (6397) reoc.archive34@gmail.com or 07717398085

Wanted: For a 1937 Royal Enfield Model A - cast aluminium pipe (induction pipe) which joins the cylinder head to the carburettor.

John L Blake (16732) North Yorkshire

tel 01757 709762 jl.blake22@btinternet.com

Wanted: 1953 500cc Bullet crankcases (sand cast ones), Mid 30's lightweight girders, Any 1935 3 valve Bullet 500cc engine parts.

Andy Berry (1262) tel 07715917361 or 01772788077

Wanted: Model "G" petrol tank, any condition. Rigid frame and girder forks W.D. type or earlier. 250cc Clipper (pre unit type) crankshaft or complete bottom end. Also BSA D14 or D10 crankshaft, complete engine considered. Rod Noble (8658) tel 07934 762017 or 01754 830530 (Lincs)

Wanted: Can the club member who phoned me about a set of panniers for my 1961 Meteor Minor sports Airflow call me back. I have not got your number.

Graham Kirk (6804) tel 01337 840560 Fife Scotland.

Market Place

Wanted

Wanted: Honda CB 250 Nighthawk 1996 onward in good condition, preferably located in south west England for ease of viewing.

Brian Laitt (9391) tel 01749 674488 or e-mail brianlaitt@hotmail.com

Wanted: royal enfield Indian bullet swinging arm, Indian bullet pair of front forks complete.

N.Goodall (17418) tel 07900 131360 Eastleigh, Hampshire

email: stewartslane@yahoo.com

Wanted: I have the complete Constellation cycle but need the engine that belongs to it. Engine number YA15017. Complete or just the cases. Any info on tracking this engine would be most appreciated.

Roger Slater (17410) Mica Washington USA 99023

Wanted: Any 250,350,or 500cc meteor minor in PX for 1995 Vauxhall Tigra in excellent condition only done 23,400 miles.

Ieuan Davies (3370) tel 01239 682205

Wanted: Wanted for 1966 250 Continental GT Fibre Glass or aluminium Petrol Tank in good condition.

Trevor Louch (17419) Didcot Oxfordshire

tel 07775 615351 or home 01235 510900 trevor.louch@gmail.com

Wanted: 1929 - 30 Royal Enfield 500 upright OHV engine or bits.

John Stephenson (2597) Newcastle upon Tyne

jstep@tiscali.co.uk tel 0191 2367016

Wanted: Rear Valance Mudguard for a 1952 Royal Enfield 500 Twin. Also Rear Chain guard for same. Good or repairable condition.

Colin House (3115) Please email confield@ntlworld.com or phone 01642 896743 with your price

Wanted: Royal Enfield Indian bullet swinging arm, Indian bullet pair of front forks complete.

N.Goodall (07900 131360) eastleigh, Hampshire stewartslane@yahoo.com

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

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

Non-members £5.

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

Club Calendar 2020

Some of you may remember that the Midshires Branch of the REOC held an autojumble at Willoughby Village Hall a couple of years ago. It was a great success, lots of parts found new homes at sensible prices and as a bonus, it was a good social event with quite a few riders making it the focus of a ride out. Well, we're doing it again, this time hosted by the Home Counties Branch of the REOC (but don't be fooled, we're nearer the Midlands than South!)

Although this is an REOC organised event all makes are welcome, it's the perfect opportunity to clear that stuff you've been tripping over for years, hopefully making you some money and someone else happy!

The Home Counties Autojumble will take place on Saturday 18th April in the Village Hall, Chestnut Road, Yardley Gobion, Towcester, Northants, NN12 7TW.

Doors open at 10.00, event closes at 4.00.

There will be tea, coffee and cake available inside the hall to keep you going... Entry £3 on the door, proceeds to Club funds and the Branch's chosen charity, Mind (for mental health).

Stallholders £5 per table inside, outside pitches available, price by arrangement. Book more than one table if you're really serious! Set up from 08.30.

For bookings or queries please contact Mark at:
trials59@yahoo.co.uk

There is limited parking at the Hall but plenty of space nearby including the adjacent pub carpark, please park with consideration for residents!

The village is close to the old A5 north of Milton Keynes (the Super Sausage transport cafe is just 1 mile away,) and not far from the M1 Junction 15, just off the A508.

Mark Branch Sec, Home Counties, 04102A

Club Calendar 2020

Wobbly's Red Rose Rally

September 10th - 14th 2020

Calder Farm, Settle Road,
Bolton by Bowland, Lancashire, BB7 4NT
Camper vans inc Elec £18 / Day Tents £10 / Day

Contact John Hamer
01706 360828 or 0793 332 1135
hamer89@btinternet.com

The Fossil Gathering 2020

September 24th through to Sunday 27th

After much searching of possible sites we have found a good local site to the branch meeting hall, actually in the next village.

We were unable to find any decent site for the Bank Holiday weekend so have decided we would have to change the date, as above.

The Cross Keys, Lydford-on-Fosse, Somerset

Telephone 01963 240473

Prices will be per night. £10.00 per tent, £12.00. per caravan or Camper Van, with hook up will be £15.00. 8.30am.

Breakfast and food served all day.

More details to follow in the new year.

Merry Christmas from The Dorset and Somerset Branch

Rally Contact Rob Graham
01258 817074

*** 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

Branch Reports

Mid-Shires Branch

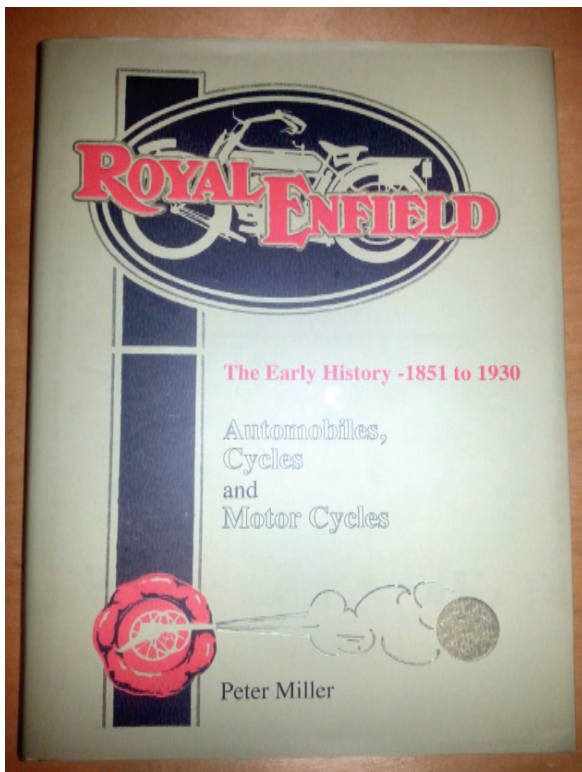
Meeting at The Friendly Inn, Frankton nr Rugby on the first monday of every month at 7.30pm. (www.facebook.com/reocmidshires)

Since our last Branch report we have kept up with our Saturday morning breakfast runs as well as visiting other Branches which include Cambridge and The Potteries. A few of our Members are keen trials riders and have participated in various pre-65 events. At the other end of the spectrum we have new RE riding Members who have ventured abroad on their Interceptors retuning with nothing but good things to say about the bike's touring capabilities. The balance of ownership has moved in favour of the much newer models with Himalayans and 650s outnumbering the pre-EFI and Redditch machines. This is no bad thing as the purchasers of newer machines bought them to ride and that fact keeps the Branch very active. Some of us stalwarts keep up with them on our Redditch machines too.

All that being said it may seem odd that we have chosen to supply a photo of a book to accompany this Branch report. Author Peter Millar displayed his fantastic book on our club stand during the International Rally. A few of us have purchased the volume and have nothing but plaudits for the excellent research and reporting on a period of the company's history that is rarely covered.

With Christmas approaching this one should be on the list for any serious enthusiast. I believe you can purchase them from the Author or via Hitchcocks.

Neil Greenhow
Branch Scribe.



Branch Reports

Suffolk Branch

August ended well for us and Septembers superb weather welcomed us at our monthly meeting at The Anchor and has encouraged excellent ride outs and meet ups. Unfortunately autumn is here without our ideas for rides exhausted. Just not enough weekends in a year. First off was a club ride to 'Revved up' a cafe on the seafront at Walton On The Naze in Essex where we got our first look at Frasers Red Continental. A nice ride out of Suffolk and in to Essex. Superb weather and a packed seafront.



Followed the next Saturday by an equally good ride to a meet up at a pub in north Suffolk which encourages motorcyclists to meet there every third Saturday, and what a meet! With motorcyclists coming and going the motorcycles that were there couldn't

be counted. Some interesting Royal Enfields there both old and new. But the star of the day had to be a nice clean R.E. model G. Never the less the new R.E. twin cylinder models were well represented.



The side road outside the pub had been blocked off to use as parking, and was full. This has become a regular ride for us but this meet up was the last one for this year, we look forward to spring 2020

when the meet up at The Cross Keys recommences. We continue to meet as usual at The Anchor Pub in Stratford St Mary the first Saturday of the month at approximately 12:00 until 15:00 approx. Visitors assured of a warm welcome.

Christmas dinner at The Anchor to be arranged for early December. Most likely the 7th but to be agreed.

Regards, Stephen Backhouse (16476)

Mob 07939 351740



Branch Reports

Wiltshire Branch

A warm friendly club for Royal Enfield Owners and owners of other bikes too, we have members with Triumph and Yamaha as well. We meet on the third Thursday of the month at 19:30 at The White Heart In Wroughton SN4 9JX. We are a group of 30 plus members. We meet monthly but also have quite a few activities within the month for members.

Calne Bike meet Saturday 27th July 2019

This is a big local free to enter, event fully supported by the local council and Rotary that has run for several years, the whole town is taken over by motorcycles from all over the country. Every type of bike you can think of from standard to mega custom.

Wiltshire branch of REOC had a stand, picture on right.



Bike Treads BBQ Saturday 3rd August 2019

These are our local Royal Enfield dealers in Swindon and we work quite closely with them, this was their open day. This event gave people at chance to try the new bikes for a short run.

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

The event was also attended by the Royal Enfield Himalayan group, who were on a rally in Pewsey, and had been riding out on the downs and Ridgeway. Some of the bikes were white with chalk from the "off roads" they had



been on. Nice to see a great mix of people and bikes from all over the country, some from Birmingham some from Pontypool, enjoying themselves and discussing the finer points of motorcycles. Even a local with his Morgan 3 wheeler with a big Jap V twin.

Two new members took a trip out on there new Royal Enfield's to see the St Georges monument shown in Gun 271 (June/July) on page 6. A lovely ride out in the Cotswold. While there we were met by a guy from Sheffield on a 1938 Areal that had been in his family since new. He was out following a route and wanted directions, so we had a good chat about his bike. What a great comradery between motorcyclists.

We tried to recreate the picture in the Gun but with both bikes Interceptor and Classic.

One member, Colin Myler, has an old 1919 Royal Enfield and a new 2019 Classic, he had then registered exactly 100 years apart.

Picture below picking up the new Royal Enfield Chrome Classic bike.



Colin also takes part in the VMCC runs at Banbury, he has done this every year for the last 31 years, this year he's done it again but on his Old 1919 Royal Enfield 2 1/4, HP Lightweight Model 200, but this year won the timed event and best in class. This was a milestone as the bike was in its 100th year.

Branch Reports

Wiltshire: One of our new members who came along to a Prostrate Cancer fundraising event in Swindon that was supported by Wiltshire Branch REOC, VMCC, Local Royal Enfield Dealership Bike Treads and several other organization earlier in the year was so overwhelmed by the friendliness of the whole group and variety of bikes, that he though this is for me. Invited



to the local group meeting even without a motorcycle sealed the idea. So lessons booked and tests passed, he is now the proud owner of a Royal Enfield Interceptor.

After a local event and speaking to the local Himalayan Owners Group he decided to get one to join his Interceptor, as two different bike with different uses. He popped in to discuss delivery and they had 3 available that had just come in, perfect timing. What about panniers he asked, they had ordered some in to build a new demonstrator, so instantly available as was the crash bars and handlebar protectors. Impeccable timing. This week the group is out for a trip to Mudeford Dorset via Salisbury for fish and chips dinner. Stopping at a café half way for coffee. Then a trip back over downs and Old Seram. Write up in the next edition.

MOTORCYCLE TOURS AND HOLIDAYS IN BRITTANY FRANCE

Situated in a secluded valley in the heart of BRITTANY

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

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

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

Workshop facilities Large communal "Bike Shed"

Prices from £45 per night Roger and Linda Nicholls

rogerlinda@countrysideholidaysinfrance.co.uk

tel: 00 33 296 36 54 80



Branch Reports

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

New Bike: Tom turned up on his new Himalayan. A nice surprise as we didn't even know he'd got it! That's the first one to appear at the Birch. He seems very pleased with it, and we think it looks great. The bike's now destined to spend much of its time in Scotland; should be a good life!



Music has continued at our meetings with Dave bringing his saxophone. A good, deep note. Excellent. We hope to continue to enjoy the evenings, so myself, I have promised not to bring any instruments to play. Or to sing.

Dates: Christmas Meal in the Birch restaurant, Tuesday 3rd December, food (obviously), fun and games as usual. Who's the prize winner this year? should be announced in the next Gun.

Tuesday 7th January will be the first meeting in 2020. This will be very exciting, as everyone should have just about recovered from their various festivities I hope.

Merry Christmas and a Happy New Year to All.

Chris (8113)

Branch Reports

Cornwall Branch

Saturday 22nd June we met at Scorrier, and went for a ride in fine weather. We headed to Falmouth and out to Pendennis Point. Whilst there we met an Australian named Peter, who was riding a hired Triumph Bonnaville. His mother came from Redruth, and as he was here on business, so he thought he would take a look around the area his mother grew up in. So he tagged along with us. We rode on through Mawnan Smith, Port Navas, Constantine, Gweek, Mawgan, St Martin and Newtown, before crossing Goonhilly Downs to Ruan Minor, down through Cadgwith Cove and out to the Lizard. We stopped at the Lizard for a pasty lunch, after which Peter left us as, he wanted to visit Treyarnan Bay near Padstow, which is a place which his mother often spoke about. We returned home via Mullion, Poldhu Cove, Cury and Helston, having had a pleasant ride in good company.



On the evening of Friday 12th July, several of us went to Penhallow, to set things up for the annual Kernow Old Vehicle Club rally weekend. This is always a good rally, with all manner of old vehicles, and always seems to catch fine weather. On Saturday and Sunday more of our members turned up, and we had a good show of different models of Royal Enfields, both old and new, and we had an excellent weekend.

On the morning of Sunday 28th July, some of us met at Portreath for a 1960s Rockers reunion, which was organized by Adam, and advertised on the Cornish Rockers and Ton Up Revival Group Facebook site. It was done in memory of the old Telstar Cafe at Goonhilly Downs, which was a meeting place for local motorcyclists back in the nineteen sixties, but is now a private residence. We were thinking there might be ten or twelve bikes turning up. We ended up with thirty seven of us. Adam led the ride from Portreath, down the North Cliffs to Hayle, through Angarrack, Leedstown and Helston, where we stopped at Sainsbury's for a few to top up with fuel. We then continued on our way, past RNAS Culdrose, through Garras and Mawgan to the old Telstar Cafe on the edge of Goonhilly Downs, where we were warmly welcomed by the present owners, Peter and Karen Jewkes and their daughter Natasha. Tracey and Karen had set up a stall selling cake and pies etc, with plenty of tea and coffee. It was a brilliant day, with much chatter and reminiscences. Photos were taken, and there was even an article in the local paper about it. All too soon the reunion came to an end, and it was time to depart. We thanked the Jewkses for their hospitality, and they said that they had enjoyed it just as much as we had, and had learned much more about the history of their home. So it looks like this could possibly turn into an annual event.

Bob Reed (6167A)

Branch Reports

Kent Branch

BOOBY PRIZE - "The Gannet is a large white bird closely related to the Booby" (says the dictionary), yet Red Rosette winner of 'Best Enfield in Show' at the recent South of England Classic Motorcycle Show is indeed white but no booby! (see pic. of 250 Gannet). Well done to Kent members picking up awards for this & the Blue Rosette for second best bike in entire show competing with 200 other entrants. My Flying Flea was less successful though clearly left its mark though sadly only as an oily patch on the floor! (see pic.) Excellent turnout of Royal Enfields from the southeast, London, & Wessex branches at this celebration of '70 Years of the Bullet'. Jackie Furneaux & bike was with us with slideshow, recounting her travellers tales, as was Gordon May, fresh back from Africa on his latest jaunt, with his lovely, well travelled 1953 Bullet also on show.

Good weather too for the previous Sundays 'Offham Steam Fair', with the usual chaos of bikes, scooters, cars, vans & traction



engines
causing
gridlock in

the village all day. Good to have a warm ride-out so late in the season.

December 10th sees our usual & special Xmas festivities night at 'The Cock', so if you're a Kent member not on my email list & wish to come along, please contact me for details. We'd love to meet you.

Wishing all our friends a Very Merry Christmas & A Happy & Healthy New Year.

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

The last branch evening ride out for '19 was led by Stuart , enjoyable ride round local lanes finishing at the clubhouse. 19th September six lads had an enjoyable ride down to visit a 500 year old turbine powered mill at Sturminster Newton. 27th October the branch had a stand at the Ardingly classic bike show. A lot of interest was shown by the public with many fliers handed out by Paul, John and Tony who manned the stand.

Enclosed pics of Mill and club stand.

REgards

Doug Hopkins
(12683)



Branch Reports

NE Scotland Branch

Contact Bob (REtrialer), email- bob.nes@btinternet.com (preferred) or tel 01651 851569 Branch meetings, back to the winter programme! We return to 'Celebrations' in Turriff, 30th November, 28th December, 25th January and so on unless 'you' fancy a change of venue or a rotation of venues as the branch members become more spread out? 11o'clock on for lunch and blether! (And ideas for next summer.)

The August run turned out to be rather wet in parts! Only three of us at the meeting point, a gentle run to the Deeside railway at Crathes. Here we were met by new member Mark, who fortunately was local and led us to a restaurant for lunch, the original choice not being open. At this point the weather had sort of improved and we were able to eat al fresco, not requiring many layers to be stripped off! Following on from lunch, in deteriorating weather, we made our way to the Burn o' Vat (long route, my old map didn't have changes to road numbers). The advantage of being in wet weather gear made the walk in to the 'Vat' pleasant enough and the short trek very rewarding, suppose it comes under the term geological feature, a deep water gouged bowl, that you can enter and walk around in, very impressive.

The September run (the extremely wet and destructive Saturday in these parts) only saw three of us brave the elements. Alan led us a round trip of 'our' local hill of Bennachie, stopping at Alford for an appreciated lunch and a short walk from there to visit the local heritage museum. It is housed in the old mart buildings and has plenty of undercover space. Many years since I had visited and well worth the return visit, covers local life, people and plenty of mainly old farm machinery, though it is worrying how much we could recall as 'everyday' when we were young!



The October run saw a crisp but dry (hooray) day with seven meeting at Turriff for a run to Inverboyndie to visit Rab and see his Vauxhall 14 which he is restoring. Roland brought his MG along and an invited old friend brought along his Morris 1000. New branch member Rob also joined us there. We then moved along to a new for us lunch venue at Boyndie, think we will definitely be returning there! My apologies for leading everyone astray, think I will need to fathom out how to fit a sat-nav to the turbo twin! We were joined at lunch by Jacqui (GBC to many) and Tony who operate the Bike Bus I am sure some will be familiar with.

Given the timing, Happy Christmas and New Year, from all of us, to all of you!
REtrialer (07404)

Branch Reports

Cambridgeshire Branch

November:

No event at Holme 1940's this year.

Sunday 10th, Duxford Memorial remembrance meeting.

Free admission 10am to 4pm. Check date 01223 835000.

Saturday 16th, Club meeting 11am at Haywards, Girton garage, Huntingdon Road, Cambs, CB3 0LQ.

December:

Club meeting, nothing arranged as yet. Date of 21st a little too near Christmas. Let me know if you want to attend, or Merry Christmas, see you in 2020.

Ted Dore (8926)

tel 01366 383941 or 07500 148900



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REOC National Facebook Page

The REOC FB page has two purposes, or two core values if you like. "To paint Royal Enfield Motorcycles new and old in a positive light and to promote the Royal Enfield owners Club".

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

www.facebook.com/royalenfieldownersclubUK/Policing;

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REOC International Rally 2021

First and foremost may I thank all of the Members and their families who supported our 2019 International Rally at Stanford Hall, Lutterworth. Thank you for making the weekend a huge success.

As some of you will know, the 2021 REOC International Rally is to be hosted by the Greek Branch. Christos from the Greek Branch has forwarded some information about travel to and from the event which is to be held at the Bekas Camp site (www.bekas.gr) from Friday 3rd September until Sunday 5th September 2021.

There is more detail about bus times/routes, etc and timing of events which we can publish later as things develop. For the moment and, hopefully, to whet your appetite, Christos's own words are included below.

He has generously included his email address. However, to be fair on him and to avoid duplication, I suggest that you address any queries to me (schiggi3@gmail.com) and I can collate them and pass them on to Christos.

Stephen Higginbottom – MidShires Branch contact.

For the 2021 international the ways you can choose to come are numerous but we will narrow down some of the most scenic and best ways to come. For those coming by airplane you should know there is no bus from the airport directly to the Ancient Epidaurus, so you should plan accordingly.

Airplane: After you arrive at the Athens International airport, one can either get to the centre of Athens by subway (blue line 9) or by bus (X95 a 6 ticket) that leads you directly to the central of Athens. From here you have two options:

- a) You can rent a car from the centre of Athens and drive towards Ancient Epidaurus which is a two/half hours drive.
- b) There is a public bus that departs from Omonia square (you can go there by the red train line directly from the airport) that takes you to Ancient Epidaurus BUT the bus stop is 4 kilometres away from the camping Bekas where the event is held. I'm attaching you the info of the bus company, yes they speak English.

Boat from Patras: For those of you who decide to come by caravan or motorcycle and will come by ferry from Venice or Ancona then there are a couple of options.

- a) There is the main highway that leads you up to Isthmia and from there you will take the exit that leads you to Ancient Epidaurus. Its 190 kilometres plus there are tolls along the way. It will take you around two up to two and a half hours to get there. It's the fastest route and its really easy since there are huge signs all the way to point you, you can't miss it.
- b) Now if some of you would like to make a small detour among Greece's more mountainous and scenic route up to Epidaurus then Andreas and/or Christos will meet you outside the ferry and we will ride together up to the camp from another route so you can see more of the area of Peloponnese. Most of the ferries arrive around 14:00 so we will have plenty of time for a detour.

Camping Bekas campsite is located directly on the beach with crystal clean waters and fully operational facilities. Anyone coming by caravan will have electricity and everything you need for your accommodation, you can look at the camping site in the attached. For the three days of the event we are preparing a lot of interesting stuff, such us rides, music and exhibitions. Depending on the people who would like to ride we will arrange the routes around the place.

A lot of you may want to come before the 3/9 and its fine, but let us know in advance. We made a special deal with Bekas camping for people coming FOR the event to have up to -15% discount. On the camp's website you can see their prices but for us will be cheaper as long as we pay in cash. Neither Andreas or Christos will ask you for money.

Please do not send e-mails or book anything for 2021 at Bekas camping. We booked a special place just for us with special price (as mentioned above).

If you have any questions about the camp or its facilities you can contact them but NO BOOKINGS!!

If you require more info please contact the e-mail:
xristos.pelousis@gmail.com

The Gun Crossword Issue 274

ACROSS

- 1 Greeting for 25th Dec. Short version [5,4]
- 6 Organisation to help those with drink problems
- 9 Usually used nowadays in place of Esq.
- 10 Former German airline
- 12 Harvard University's BA
- 13 Flat-faced wise bird
- 14 General Motors, small block engine
- 15 Chinese frying pan
- 16 One man went to do it to his meadow
- 18 Traditional unit of heat
- 20 " — Old Iron?"
- 21 Pointed tool, after brad
- 22 Money paid to get insurance
- 25 Country, west of Wales. French king
- 26 Swiss river, Rhine tributary.
Sound made by pirate?
- 27 Santa's got one, nice.
But bad if you're given it
- 30 Longer greeting for 25th December [5,9]

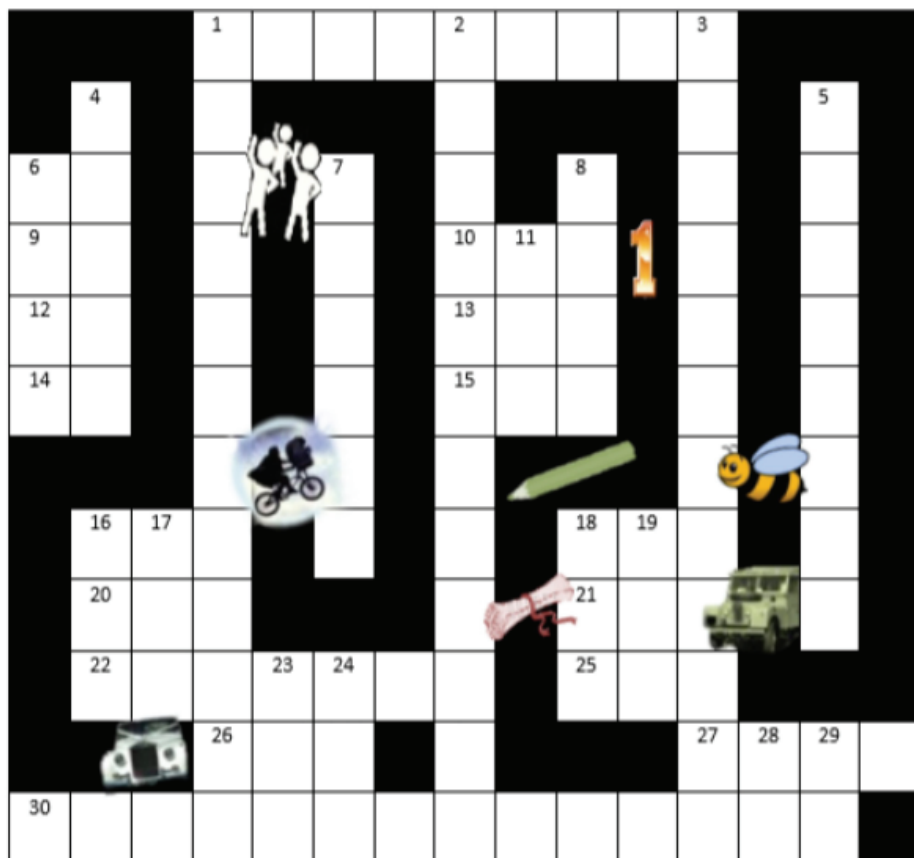
DOWN

- 1 Greeting for 1st January [5,3,4]
- 2 Bunting, longer than Chaffinch, has forked tail [6,6]
- 3 Sleepwalking
- 4 Short for carburettors, carbohydrates
- 5 Period of 366 days. 2020 is one [4,4]
- 6 George Clooney's wife
- 7 Not a dozen, a score. XX
- 8 Fictional superhero. Incredible
- 11 New Interceptor or Continental;
No. of cylinders
- 16 Was used to find the way before sat navs!
- 17 Nuclear safety regulator
- 18 A man walks into one, and....
- 19 No. of new RE twins, like 11 (down)
- 23 Gordon's month
- 24 Responder to world's humanitarian crises
- 28 Phone them to help breakdown;
see 6 across
- 29 Mr Lewis's initials. It's a g

Solution
to
Crossword 273



The Gun Crossword Issue 274



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

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

The winner of crossword puzzle in Issue 273 is
Fred Shepherd
(03699)

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.)

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