

THE GUN

The magazine of the Royal Enfield Owners Club



ISSUE
No. 275



Feb/Mar
2020

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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 front cover of the Royal Enfield magazine from 1959.
On page 5 is the Editorial from that issue and some of the club forms.



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Editorial

A belated Happy New Year to all our members.

There is a decided 1950's feel to some of the magazine this issue. As well as the front cover and page 5, both from 1959 (April I believe), there is also an interesting article from Peter Barber about his factory visit, and a National Rally, both in 1958. The Rally Card that Peter sent me a copy of is a little faint, but I have included it as an interesting historical document.

600 miles in 24 hours makes our ride outs look a bit tame. Thank You to all members who have submitted articles for this issue. I have tried my best to include everything that was sent, but apologise to those whose photos I had to exclude for lack of space. Please keep the articles flowing, as without you the members contributing, there would be no magazine.


Now that the daylight hours are getting longer (and hopefully drier) we will be able to get more riding on our lovely Royal Enfields.

Safe Riding. Regards, Alan.

All contributions for the next issue to reach the Editor
by the **1st March 2020**

Next ISSUE PUBLISHED April 2020

1958 Club Documents



any competition successes
ENFIELD
 Castrol
 317
 Sales
 Spares
 25 HIG
 6368
 2246

Application For Membership

NAME

OR ESS

Telephone No.

Machine particulars.....

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Associate Membership	5 0 per annum
Associate Membership Ladies	2 5 per annum
Machine Badge	10 0
The Badge remains the property of the Club	
Lapel Badges	4 6

TOTAL

Enter name not applicable

(Payable to the Royal Enfield Owners Club)

I, the undersigned, hereby apply for membership of the Club and agree, if accepted, to abide by the Rules governing the Club.

DATE.....SIGNED.....

Proposed by.....

--- THE ENFIELD ---

magazine of

THE ROYAL ENFIELD OWNERS CLUB

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APRIL 1959.

EDITORIAL

Easter fifty nine, now an episode of the past; and I here and now apologise for the lateness of this issue. Easter seems to be the doorstep to new vistas, and as a rule, the first large mileages of the year are recorded. The road flies off beneath the wheels as the bike greedily gobbles up the miles in search of new horizons, and familiar ones of past years.

The fine vista from Sunrising Hill, enjoyed, by good fortune, in brilliant sunshine by the London members on the Good Friday run. Further afield we have the Wenlock Edge, the road from Betws y Coed to Blaenau Ffestiniog, with fine views of that mountain of slate, and Snowdonia. Even better I feel is the inland road over the Plynllyn. Derbyshire I've never seen, but then our Sheffield members think it is the cats whisker, for it is often mentioned in loving terms. These parts of our beautiful Britain, are but a few, others could reel of scenes nearer and further afield.

Therein lies the draw of the motorcycle, a means of enjoying an uninterrupted view of this lovely land, and the vagrances of the weather, which is drier than it is wet, whatever we may think.

May the miles speed happily beneath your wheels these coming months, and I hope that many of them will be spent in company with your club mates.

Write Away

I have attached three photographs which I thought might interest some of the members. They are all of my family astride Royal Enfield Interceptors over a period of 57 years. The first picture is of my father, Vic Mountford in, I think, 1962 outside the Royal Enfield offices in Redditch on an original Interceptor. He was Managing Director at the time but sadly died a few years later at the age of 52.

The second picture is of my brother, Richard Mountford



on a 1965 Interceptor that I bought in Sussex in 1995. After completing the purchase, I called in to see my brother in Redditch, where he lived all his life, on my way home to Kirriemuir in Angus. Richard had the original photograph of our father so it was decided to take a photo in a similar pose to our father, the elder brother obviously taking the prerogative. Richard also passed away at an early age and these two pictures have been proudly hanging on my study wall for the past 20 odd years.

Write Away

In October this year my son, David Mountford, phoned from Bristol to inform me he had sold his V-Strom, which he used to commute to and from work, and had just purchased a brand new Enfield India Interceptor. I was delighted and visited him a few weeks later to ride his new bike and take the 3rd of the photographs.



The new bike rides beautifully, much easier to start than mine and a credit to all those who designed and built the new model. Richard had at least 5 Royal Enfields and I still have 3, a KD and a Clipper along with the Interceptor and it's wonderful to see the next generation taking an interest in a bike with such family history. I know my father and brother would have been very chuffed.

John Mountford (06455)

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Write Away

Current Committee Members of the REOC



Left to Right as follows: Stephen Higginbottom, James Millar, John Budgen, John Dove, David Langley, Teresa Langley, Shaun Winter, Graham Scarth and Robert Murdoch.

Write Away

Factory Visit

Reading the article on page 10 of the Gun 273 has prompted me to write a few words. What a coincidence, I was there on that very same day. The photograph shows me riding a 700 twin straight off the production line.



It is a fact that the original REOC was started and formed by a Mr Denis Polden and chairman Jim Emmings. I am one of the few remaining original members from when the club was formed in Spring 1954. I am now 86, and not in the best of health, with major mobility problems, so now just enjoy reading the Gun. The club was formed in Spring 1954 and ceased in Spring 1963 or 64. The last two or three years the magazine was published and printed by the Royal Enfield factory. The person who held the reins to the bitter end was John Bathard who rode a 500cc Meteor Minor. Good luck and safe riding.

Peter Barber (02639)

National Rally 1958

Peter also sent this photograph of himself riding the 700 meteor in the 1958 national rally, starting in Louth and ending in Weymouth. His Rally card is reproduced on the next two pages. A very interesting memento of the glory days of British motorcycling



Write Away

CONTROLS VISITED (To be entered by the controls)		Official Stamp	Mileage from Last Control
MILEAGE BROUGHT FORWARD →			
41	1		
42			
43			
44			
45			
46			
47			
48			
49			
50			

ARRIVAL TIME : |

TO BE COMPLETED BY THE DRIVER ON ARRIVAL AT WEYMOUTH

I claim to have covered 600 miles

and have visited 36 Controls.

I DECLARE THAT THE ABOVE DETAILS AND
THE ENCLOSED RECORD ARE CORRECT AND
THAT I HAVE COMPLIED WITH THE REGULATIONS
OF THE COMPETITION

Driver's
Signature Peter Barber

For Official Use Only

Total Time Taken	hrs.	mins	DEDUCTIONS
Maximum Possible Mileage ...			Excess Mileage
A. Mileage Covered	600		Controls Revisited
B. Controls × 2	72		
A + B =	672		FINAL MARKS

CLASS	MARKS	AWARD	NUMBER
E	672	SG	545

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19th-20th JULY, 1958

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2. Complete and sign the Mileage and Control Claim on the back of this card on arrival at Weymouth.
3. Never go more than 50 miles without calling at a Control.
4. Do not average more than 25 m.p.h. from start to finish.
5. Do not call at the same control more than once.

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Driver's Name PETER BARBER,

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Make of Motorcycle ROYAL ENFIELD 672cc

Solo, Scooter, Side-
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Class : (A to H) E
(as shown by Regulation No. 6, "Class Awards").

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illegible.

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Write Away

STARTING TIME: 10-0 AM		Official Stamp	Mileage from Last Control	CONTROLS VISITED (To be entered by the controls)		Official Stamp	Mileage from Last Control
CONTROLS VISITED (To be entered by the controls)				MILEAGE BROUGHT FORWARD →			
1	SOUTH		START	21	BRIDGE NORTH		20
2	1447. ROSEN		15	22	KIDDERMINSTER THE CARPET TOWN		13
3	LINCOLN		16	23	WORCESTER AUTO CLUB		15
4	GAINSBOROUGH		19	24	WINTON AND DISTRICT CYCLES MOTOR VALLEY AUTO CLUB		6
5			18	25	INCORPORATING HEREFORD MOTOR CYCLE SPORTS CLUB		21
6	CHESTERFIELD		15	26	ROSS-ON-WYE		15
7	CHALTON AND MALLINGHAM M.C.		12	27	CHILTERNHAM MOTOR CLUB		26
8	BARNLEY		14	28	STANDISH		14
9	SOUTH LEES MOTOR CLUB		13	29	BRISTOL		31
10	HARTFORD		16	30	BATH		13
11	MANCHESTER		25	31	SHEPTON Mallet		19
12	RAWFISHSTAN		17	32	WIMBORNE		18
13			10	33	SHAFTESBURY		15
14	STANDISH		15	34	POOLE		26
15	Liverpool		19	35	WOOL		20
16	LIVERPOOL		21	36			8
17	CHILTERNHAM		18	37			
18	WIMBORNE MOTOR CYCLE CLUB INCORPORATING THE FALCON		12	38			
19			11	39			
20	SHREWSBURY		29	40			
TOTAL MILEAGE				TOTAL MILEAGE			600

Write Away

Bullets and V Bombers

LEL 821, a 1951 350 Bullet came into my life in 1958. A few months earlier my National Service call up papers had dropped through my letter box telling me that the next few years of my life would be an unknown quantity. With this in mind I sold my Norton Dominator 7 twin and assumed I would be bikeless for the next few years.

I joined the Royal Air Force and after basic training I was posted to RAF Wittering, a station on the Lincolnshire/ Northants border, approximately 120 miles from my home. This was the cold war era, when tensions between the Russians and the west were extremely high, and the threat of nuclear war was always present.

RAF Wittering was one of the Bomber Command stations at the forefront of our nuclear defence, and was equipped with Valiant V bombers, which along with Vulcans and Victors formed our strategic defence force against possible Russian aggression. It was a very scary time !

In spite of this, National Service was now being phased out, and NS lads were now being offered only the most mundane jobs. To my surprise the station careers officer noticed my motorcycle licence and told me the station needed a despatch rider and asked if I was interested. I jumped at the chance, even though it meant signing on for 3 years, but I would be back on two wheels again. There were no computers then, and in the military it was considered that the despatch rider was the quickest and most secure way of conveying the many top secret communications between B.C. headquarters and other operational RAF stations.

My service bike was the Triumph TRW500 side valve twin, and over the next three years I rode many thousands of miles, night and day and in all weathers, carrying documents and often small pannier size aircraft spares, e.g. instruments etc. as it was top priority that the V bombers were always kept ready for action.

My job as an RAF despatch rider was one of extremes. There were the short enjoyable summer runs in the Lincolnshire countryside, but sometimes, overnight, 500 mile emergency runs in severe winter weather. Unfortunately my service bike could only be used for official business and I soon realised that I needed a bike of my own, preferably a workhorse to stand up to the rigours of a leaky station bike shed, but that would get me home on my weekends off. LEL 821 was destined to fulfil this purpose! She was already a well used 350 Bullet, and although she ran well on test, she had a few unwanted surprises in store for me. The most serious of which was that on any journey over 50 miles she would gradually transfer the contents of the oil tank into the sump, then out over the back wheel via the crankcase breather.

There were no motorways then, and my route back to the station on Sunday nights was across the quiet rural roads of Derbyshire and Rutland. By necessity,

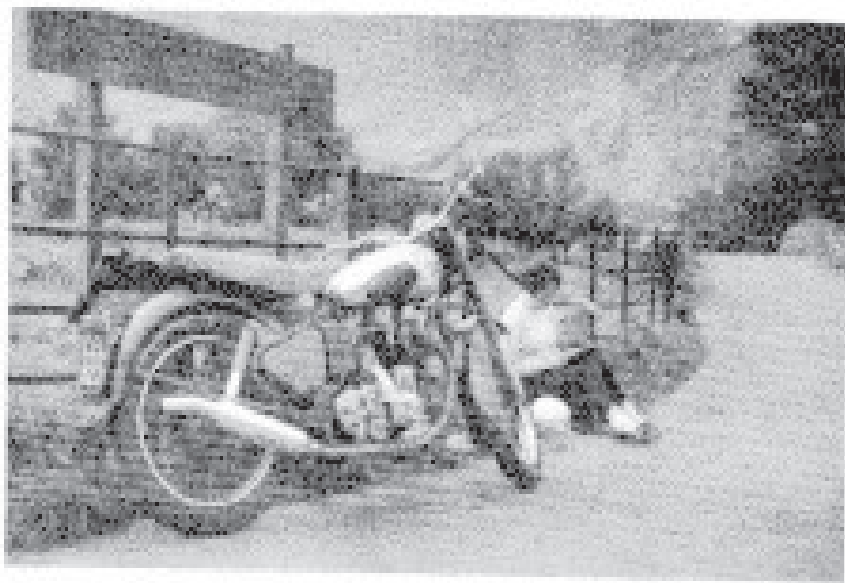
Write Away

my short term measure to combat the oil problem, was to always carry a suitable container, and approximately every 50 miles drain the sump and return the oil to the oil tank. These antics led to some interesting encounters with village policemen when I was spotted doing this, usually under a streetlamp, around Sunday midnight, in a remote Derbyshire village. Eventually an engine rebuild, including new oil pumps, rockers and bearings cured the Bullets oil problems, and she gave good reliable service for the next couple of years, on my weekend trips home and even some touring in the Lake District with my girlfriend.

Once sorted out, I actually developed a grudging admiration for my Bullet, but eventually with demob looming, she was sold, to be replaced by a shiny new Norton Dominator 600 twin, to celebrate my return to civvy street.

All that was a long time ago, so now at the age of 82, looking back on a lifetime of motorcycling, having owned many bigger modern bikes, I have decided to downsize. I now live on the West coast of Wales, close to the beautiful Snowdonia Park, and having decided I needed a smaller bike for those relaxing summertime rides on sunny days. After considering a few Japanese lightweights I had a brilliant idea. I bought another 350 Bullet. I think LEL 821 would approve.

Peter O'Brien (17045)



R.E. BULLET IN LANGDALE
1958

Pendine Land Speed Record

Not wishing to steal any ones thunder here but seeing the article in the December/January edition I feel the need to clear up a misapprehension re Pendine speed trials supposedly taken by a 535cc Continental GT at 92.8mph.

The Performance Classics 1960 350cc Royal Enfield Clipper racing machine prepared by Paul Henshaw and ridden by Ian 'Henchy' posted 95.76mph in 2013 struggling with a misfire at the time this machine was dynoed at 34bhp at the back wheel the same as a 535cc Continental.

Our 500cc Fury did 110.51mph which at the time was giving 44.5 BHP at the back wheel now up to 47bhp. Interestingly enough contrary to popular belief we recently switched from methanol to Shell V Power on a dyno test and gained 1.5bhp this was with a view to racing in the Belgian TT at Gedine, I would respectfully say that the New Continental GT has a long way to go.

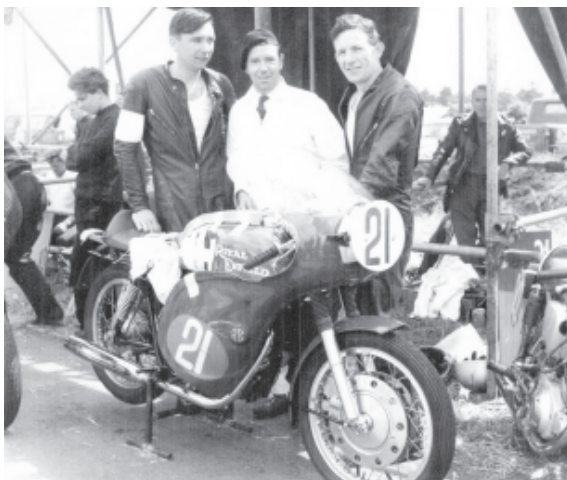
The 350cc Machine is the one that won the British Historic Racing Championship in 2018 and broke the Anglesey Circuit Lap record that had stood since 2009 three times in the one race.



David Henshaw (09450)

1960's 250cc Racers

Thanks to muddy boots Bob Murdoch (not oily boots riding a Royal Enfield) for the interesting pieces from the archive. On page 18 of the previous issue of the Gun relating to The 1960's 250cc Racers, the main picture shows a Continental GT receiving attention in the race shop (competitions department) from Harry Watton. It bears the registration DUY 734B but it is not the actual 1964 launch



machine which had that number - Brian Crow once told me that after the launch he only saw the bike once more, then it disappeared along with its titanium con-rod. It is my understanding that it was not uncommon for manufacturers to keep the same registration number and put it on different bikes undergoing development or road testing and such like.

The GP5 race bike tested by John Hartle was a costly effort - one which Enfield could have done without as it did not set the 250 class alight, trying to promote the breed and image against the likes of Norton, Triumph and BSA was foolish with their huge resources. (I will not mention the Japanese racing machines which showed the way) I attach two pictures, one of a faired 250 at Castle

Coombe with rider Brian Crow, mechanics Charlie Rogers and Roger Boss, and a promotional picture of a GT (DUY 734B again) with its rider and lady admirer.



Kind regards.

James French
(10011)



Do you want to share information, seek technical advice or make contact with other club members?

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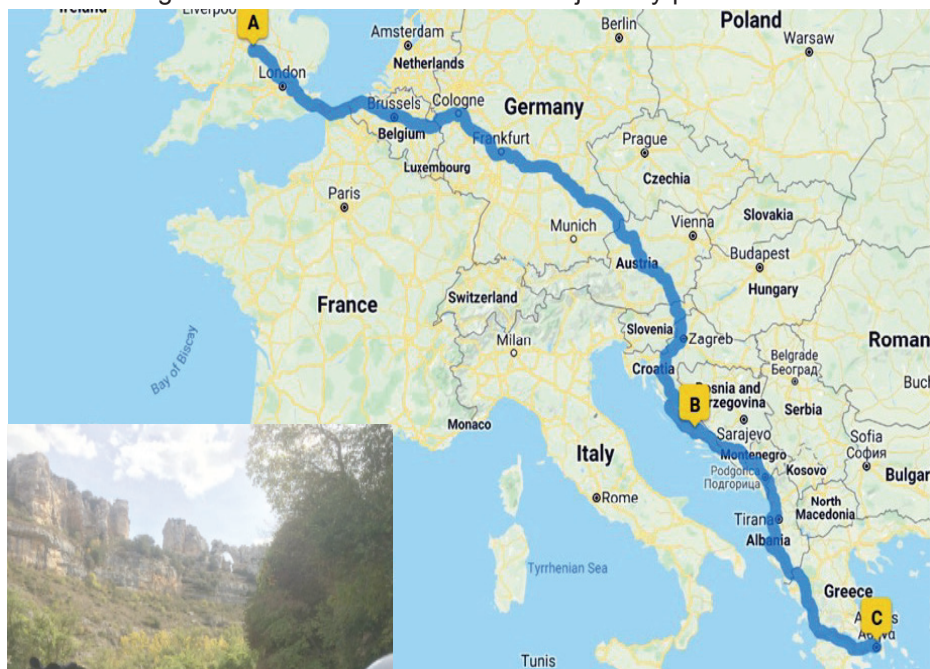
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A Greek Crusade

As I missed out on the recent REOC International Rally because of a prior commitment, I'm determined to make it to the next one. Unlike the last one which was only 15 miles from my home then next one is a fair-ol'd trek for a 250-single. I've owned a '61 Crusader Sports since I was at school, it's currently residing in my study but there is no reason it couldn't be pressed into service.

It's about 1200 miles each way if a boat is taken from Italy across the Adriatic Ocean, this seems viable, but the route through Slovenia – Croatia – Bosnia – Montenegro – Albania holds far more appeal. The long route is about 2100 miles each way, I wouldn't be able to take enough time away from work and family to complete the 4200+ mile round trip but doing it in one direction should be viable. If anyone is planning to take a van and just so happens to have space for a 250-single on either the outward or return journey please contact me on



07909 914345, I would be happy to contribute towards travel costs. Is anybody else planning to take the long route? The photo shows my Crusader Sports in the Picos Mountains last year.

Best regards, Matt Little (16561)

matt_little1978@yahoo.co.uk

The New Breed

Hello fellow new model Enfielders, and welcome to the second instalment of the view from the Orange Peril as my 650 Interceptor has become known. Since we spoke last time, I have delved into the depths of the inner workings and replaced the stock air filter with the offering from DNA which (quite literally) has opened up the breathing of the engine and allowed a much less restrictive flow of air into the engine. The end result of this, apart from a slight increase in induction roar, is that the bike seems to pull much better, a whole lot better in fact. It is noticeable that the revs climb appreciably faster and the rush towards the red line is now both rapid and smooth. Tip colours on the stock Indian made BOSCH plugs indicate that the mixture is still well within tolerance and the engine both feels, and sounds happier. Fuel consumption hasn't increased noticeably, and considering that I have a much livelier power delivery from the motor that probably means fuel consumption has probably, if anything, decreased slightly.

I also decided to treat the bike to a nice coating of ACF50 anti corrosion treatment, in preparation for the ravages of the winter season, and the inevitable dosing of grit that this season will bring. I have heard good things about ACF50 from various sources and did a little experiment at home, coating half of my metal garden table with, and half without just to see what happened, well predictably the untreated half is already a lighter shade of brown...This prompts me to say, take care out there, in the rural environment where I live I have noticed the inevitable increase in mud across the roads, and of course the sheer fun of finding this half way around a bend is a delight to behold, they say do one thing a day that makes you jump, this will certainly fit the bill ! I have noticed that the treated areas on the bike, the alloy covers and paintwork seem to not take on that dull appearance you get in the mornings when the condensation starts to build as you pull the bike out of the man-cave. After the customary dosing in mud from the local roads, I took the pressure washer to the bike (after covering all the delicate bits) and was pleased to see the dirt fall away leaving the same clean, unmarked alloy and paintwork below the ACF50 that was there when I applied it. I have also pressed my faithful leaf blower into service, with a slight mod and that works very well at clearing water from the bike, either from rain or washing. A worthwhile addition to the toolkit, either purpose made, or an adapted version like mine, as there are always nook and crannies that despite the best will in the world you cannot get dry without a good blast of air. I've also invested in an outdoor ride in bike cover similar to this as I intend to get a second bike for winter, and I can't fit two in the mancave. For just short of one hundred pounds, it seems a sensible investment, time will tell how durable it is with our winter winds and weather, I'll keep you up to speed. Tyre life seems to be something I am going to have to address soon, I'm hearing that average life for the rear tyre seems to be about 3500 miles (or 5600km), as standard this is a Pirelli Phantom 130/70-18 tyre, fitted with an inner tube as the anodised stainless spoked rims are not tubeless.

Some users have reported that they find the tyres tend to be prone to 'white lining' and become a little unsettled on road irregularities. I have found this a little, although personally I have found that just pressing on, and allowing the bike to flow naturally without tensing your arms and panicking and it all settles back down, after all, there are two pretty big gyroscopes holding it all upright in the first place ! Hope to cover some more stuff on the Himalayan this month as well as I'm hearing that fashioning a heel guard to protect the rear brake master cylinder is a good idea, apparently the BMW GS ones fit, so there's an idea ! Another good move is running round the plugs and relays and cleaning them up and putting some fresh Vaseline in there to keep the ravages of winter and the odd dunking at bay, as a few riders of the Interceptors and Continentals have experienced some cutting out which has been traced to the multi-pin plugs. A good few owners that have the 'Himmy' as well as an Interceptor or Continental are saying how much more stable the Himmy is feeling on the wet Autumnal roads we're having now (at the time I'm penning this (October), must say I am surprised when comparing to the older tyres how much more stable the Interceptors Pirelli Phantoms are than some older bikes I can remember. Tyre technology has advanced a long way, although I note the Phantoms do still tramline a touch. We're starting to see an increasing range of accessories appearing now for the 650 twins and the Himalayan as their market presence increases, the very reliable Hitchcocks Motorcycles in Solihull have an extensive range of add ons for the three models, although at the time of writing their range of Himalayan parts and accessories is greater than the 650s, no surprise as they have been about for longer. You wonder if a 650cc Himalayan style bike will be an inevitable addition to the range, given the apparent success of the twins. TEC Bike Parts in Newcastle are starting to produce their own parts, some of which are both improvements and direct replacements for the standard items. They currently supply replacement exhaust cans, racks, footrests, chain guards (Alloy replacement for the standard plastic item). They have a YouTube presence and can be found on there quite easily.



A major accessory, if we can call it that, is Watsonians sidecar for the new 650 twins. It's a stylish looking piece of kit and seems to complement the bike very well. Time will tell if it turns out to be affordable and durable, but there is every prospect that it will enhance the bikes and increase their appeal nicely.



I am grateful to Mark & Courtney Hankins who sent me some photo's, taken by Sean Elliot Photography of their wedding in May of 2019 when "Luna", their 2011 Bullet 500 EFI was used as the wedding 'car', Luna, being Marks 1st 'big bike' decided she wasn't going to play ball and poor Mark found himself, despite checking before the big event, having to clean a fouled plug in full wedding regalia just in the nick of time to save the day. Mark even managed to keep it all a secret that darling 'Luna' even existed from Courtneys Texan family right up until the last moment. Marks love of the breed was kindled in India and he thought "If I can ride here, then I can ride anywhere", how right you were Mark, she carried you all the way to the altar. Being an EFI I think

makes the bike a worthy contributor to this little section, I'm sure I am not alone when I wish the happy couple many happy years to come, as well as the trusty 'Luna'. Until next issue friends, this is The New Breed signing off.

Dave Blakeney (16596) MidShires.

07565696560 henewbreed@bikerider.com

I wonder if you might recall my 'rather sorry looking pile of pieces' from earlier this year.. here's the latest on the 1961 Crusader Sports restoration. I'm delighted to say the bike has now been rebuilt, restored to it's former glory and is fully up and running. With just the DVLA registration process to go and having started 2nd kick after 30 years forgotten in the garage roof in pieces, the bike is ready for action and potentially the weapon of choice for the 'North Coast 500' - 500 miles around the coast of northern Scotland in a few months from now. It really is amazing how modern technology has made the restoration of classic bikes so much easier. Having the Hitchcocks Motorcycles online parts list on a large screen in the garage was great for easy part identification and reassembly; it really was just like a big Lego set.. and even better was that any missing or unusable pieces could simply be clicked on – with the postman dropping them off the next morning. And having Dad around was pretty handy to! I would encourage anyone contemplating such a restoration to 'crack on' and not be disheartened. Gone are the days of getting up early every Saturday morning and rummaging through a load of old rust pieces to find that all-important elusive part. If only the DVLA registration process could be just as easy! This really is a pretty little bike. Hopefully with resources like this, more classics will be spared the skip and be preserved for future generations to come. I'm sounding old now so I'll stop; these computers eh..

John Dixon

STEVE COTRELL REMEMBERED

Steve Cotrell, the 250cc Crusader Guru, sadly passed away suddenly at the beginning of December. Steve (65) was just starting to enjoy his retirement working on his beloved 'Cotrell Crusader' carrying out all sorts of improvements with the hope that in the hands of Ian Henshaw 'Henchy', his rider since 2006 and three times champion, the machine would lift the trophy once more as it did in 2017. Sadly it is not to be, our thoughts are with him, and he is remembered by all who knew him around the racing paddock as a real character and really nice guy. He will be missed by all who knew him.

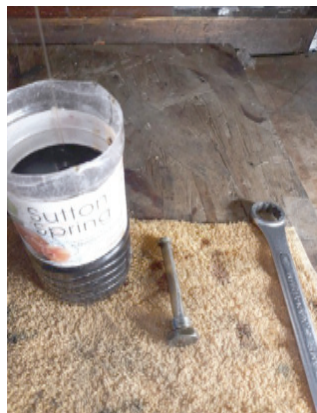
Pictures from happy times. Steve working on the 'Love of his life, 2007 with the team and Championship winner, 'Henchy' on his way to another win at Lydden and the 2017 championship, with Ian 'Henchy' and Paul Henshaw with the trophies for 2017 and runner-up trophy on the Performance Classics 350cc Clipper.

The Henshaw Team



Bullet wet sumping problem fixed

After 16 years my trusty 2003 500 Bullet Clubman started to burn blue smoke when I had left it for a couple of weeks, and after starting it to take it out a wee run it was like a two stroke. Not happy with this, I decided to look into the blue smoke problem and found Alan Hitchcock's excellent article on his website that



even gives you the part number for the Neoprene sealed worm (you can download it as a PDF).

The first thing I did was to find out how much oil was in the crankcase by draining it. I was shocked that nearly 500ml drained out. The photo on the left shows the drain bolt with



strainer and the photo on the right shows where it is on the bottom of the engine near the front. I then drained the main oil tank of the oil that was left. As I have the swept back exhaust fitted, this was the next thing to come off.

This allowed me to get to the screws holding on the timing case cover. As they are different lengths, I started at the top one and went clockwise laying them out in that order.

A rubber mallet was used gently on the top lug and bottom right corner at the oil pump housing. I was lucky as the gasket did not tear and came off in one piece. The offending Neoprene sealed worm is the one at the bottom of the timing case and be warned, it is **LEFT HAND THREAD**. Having purchased the new worm drive from Alan Hitchcock before I started, all I had to do was take the old one off and replace it with the new one. Again I remind you that the Neoprene sealed worm is **LEFT HAND THREAD**.



I then dried off the timing case cover edge with the gasket on and used Hylomar Blue and gently wiggled the case back into place. I replaced the cover screws tightening them in opposites number 3 and number 9 o'clock sequence, so the cover goes on square. The exhaust pipe was fitted and the silencer with it. The oil tank was filled with fresh oil to the top mark to make sure that there was plenty of oil to get round the engine. The timing case cover has to be filled. It is usually three quarters full so remember not to rev the engine too much at the first start up. (Just until the oil is spurting out of the return pipe in the oil tank).

Once you are happy that the oil has been circulated, switch off and go in and put the kettle on to



have a cuppa tea and pat yourself on the back. But you are not finished yet! Back out to the shed and check the oil tank oil level and top it up as necessary.

The proof of the pudding will be when you go into your shed to start the bike after a couple of weeks, and when it bursts into life, there is no blue smoke!

Doug Young (1062)

The Future Of The Interceptor

INTERCEPTOR - THE NEW BIKE

“Royal Enfield will never make another Interceptor.” My friend Chris, who knows a *lot* about motorbikes, told me that about five years ago. I’d revealed to him my little fantasy that the Indian manufacturers would revive that glorious twin, last made in 1970. He trod firmly on my dreams and explained in detail why it could never happen.

Well, Chris, you know that bike you said would never happen? I’ve been riding one for several months. And it’s really rather good!

Previously, I’d been riding an Indian-made 500cc Bullet and clocked up 20,000 miles, mostly in France. It was an amazingly comfortable bike with its upright riding position and big, comfy saddle with old-fashioned springs. But its lack of power, especially on motorways, made me long for an upgrade - something like the Interceptor.

So when these much-trumpeted bikes finally became available in the UK, I took the old Bullet for one last glorious ride from my home village in Devon to North Cornwall Motorcycles in Bude. Decluttered and polished for part-exchange, the Bullet looked jolly smart as it rumbled through the morning mist between Bodmin and Dartmoor. It was sad to be saying goodbye to an old friend but I knew the Interceptor was the bike for me.

It’s a really well-sorted bike, as others in this magazine have noted. Light and manoeuvrable on the winding back roads of Devon, a real pleasure to ride through the hills and forests of Brittany and ... (and this is the game-changer) ... it’s happy to cruise at motorway speeds.

So, is this bike *really* an Interceptor?

YES IT IS:

It’s a parallel twin. And with its 270-degree timing angle, it sounds quite burbly and ‘British’. Like the original, it’s an elegant machine - naked but svelte. The rider feels elegant too, sitting easy and upright with a good view of the world. Rolling up at the Jennycliff café near Plymouth on the Interceptor, I drew attention from all manner of bikers. On the Bullet, I would be indulged. I’d receive kind words such as “Quite good, considering” and “I hear they’re very reliable.” But with the Interceptor, there was actual respect and serious questions about how much they cost. There was even (and this was a new experience for me) the occasional note of envy!

Next came the pillion test. My wife, Charlotte, liked the old Bullet but found it uncomfortable on long journeys. But after a Sunday morning outing on the Interceptor, she declared it to be “very smooth”. It was quieter than the Bullet and a lot more comfortable. So far, so good.

OH NO, IT ISN'T:

Although the bike is very easy to ride, with no silly quirks, the riding position, from the waist down, feels wrong. The footpegs are too high and too far back - more like a café racer. And the seat, although well upholstered at the back, is nowhere near as comfy for the rider as the old sprung-saddle Bullet. It's a slim, low-profile thing like on ... yes, a café racer. I can't help thinking that Royal Enfield R&D in Leicester came up with the Continental GT first. With its whizzy 650cc engine, its slim profile, up-swept exhausts and clip-on bars, it's absolutely bang on - a perfect café racer. Although the Interceptor is expected to sell in larger numbers, it does feel as though the Continental GT's requirements came first.

So what is to be done? Well, Hitchcocks who make parts and upgrades for Enfields of all ages, are already working on accessories and replacement parts for the new 650cc twins. Somehow or other, the Interceptor needs to be shifted away from the Continental GT and towards what we know an Interceptor should be. So here's my short list of developments which Hitchcocks and/or Royal Enfield should bring about.

A 'solo saddle' with one nice, comfy seat for the rider and a smart-looking box with a lockable lid behind. (There is nowhere to put bits and pieces on the Interceptor.) Removing and replacing the seat is a one-minute job so we could have different seats for different occasions, much as we do with helmets.

Something to move the footpegs down and/or forwards to make it more comfortable and less like a café racer. (Hitchcock's are already on to this but Royal Enfield should make a proper job of it.)

Something to raise the handlebars to make it more like the much-loved, American-spec Interceptor of old. Again, Hitchcocks have stepped in with 1" risers but, to go further than that, you'd need longer cables at the front.

Horizontal exhaust pipes. These would make it easier to fit panniers as well as distinguishing the bike from the Continental GT.

A 750cc engine.

OK, that last one is a big ask. But then, the whole project was a big ask. The 650cc engine is perfect for the Continental GT - it's nippy, whizzy and eager. But the Interceptor is supposed to be a different bike. This is the bike that's more likely to carry a pillion or at least a couple of panniers. This bike should be good for the long slog as well



as nipping off for a bacon sandwich with your mates on a Sunday morning. And apart from anything else, the Interceptor *is* a 750cc motorbike. I'm sure the boffins in Leicester can get another 50cc out of each cylinder and I hope they do it by lengthening the stroke rather than widening the bore. The sensible reason is that longer stroke would be good for torque which you need for carrying pillions or panniers. The real reason is that the lovely exhaust note would be enhanced - more of a thrum, less of a whirr.

So back to the original question. Have they finally made another Interceptor? Well, no. Not quite. But very, very nearly. And I trust Royal Enfield R&D have been working on improvements which can be brought in for the new season. In 2019, they evidently got the Continental GT right first time. So here's to 2020 and the return of a great motorcycle - the Royal Enfield Interceptor.

N.Whitehead

20 Barton Brake, Wembury, Plymouth PL9 0BJ

01752 862900

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: 2014 red 535 GT, 5500 miles, VGC Mikuni carb, Hitchcocks dual seat, Goldie silencer and raisers. LH or RH gear change. Reducing collection, £3200. Paul Boober (16799). Please ring 07961 948279 evenings. Somerset

For Sale: 2006 Bullet Electra X. Superb condition, very little use, only 2000 miles. M.O.T. Comes with screen, carrier, topbox. Hitchcocks performance kit (pipe, carb and sprocket) and all original bits. Regretfully too heavy for owner. £1800 or swap for smaller lighter Enfield. Rob (06321) Tel:- 01344 303298

For Sale: J/J2 crankcases, cranks, barrels, heads, hubs, gearbox, engines, sprockets etc. I am selling my 1938 J2 bullet and all the spares pre war and post war. Ring me, I might have what you need.

Chris Brady (07170) Tel:- 01280 848491 evenings. North Bucks.

For Sale: Royal Enfield Continental GT 250cc. The bike has not been used in many years and needs a full overhaul. Offers please via email or mobile to peter.moody@hotmail.com or mob 07713 347861. Thanks.

Peter Moody (15099) 66 Manor Road, Blackpool FY1 4EB

For Sale: 2019 Royal Enfield Interceptor 650cc 700 miles with lots of extras. Would consider 1960's meteor, bullet, or crusader 500cc in px.

Ieuan Davies (3370) Tel:- 01239 682205

For Sale: 1966, 250 continental GT. 5 speed, original reg, club date certificate. Fully restored, not show condition, all receipts. £2900.

Len Robinson (16064) Cheshire Tel:- 0151 420 7269

For Sale: Pair pillion footrests (not folding) and spike side stand for 1955 700 Meteor £50 inc p&p. Canvas pannier bag and matching tool bag for EFI desert storm (sand colour) £30. Alloy pannier boxes and frames to fit EFI, battle green, locks with keys, £50. Les Carter (1332) Tel:- 01935 429814.

For Sale: For Continental GT535 (Red) - RE Dual Seat Assembly / pillion foot pegs £80. New clutch and brake cable £5 each. Hitchcocks part no. 91151 'Goldstar' Silencer/baffle £80. Ron Cutbill (16488) 07557 008614. (East Sussex / West Kent)

For Sale: Avon fairing black. All fittings. (From Hitchcocks) Used on 500 classic. 1 yr old. £50. Mike Crossfield (16772) Tel:- 07718 229524. Stourbridge

For Sale: 250 Clipper frame with swinging arm £80. All steel forks £45. Amal 30mm concentric £30. JAP 1100 Mk 1 rocker cover, new, £125.

Andrew Denman (16406) Tel:- 07786 651903. Bucks.

For Sale: All for 2007 350 Bullet classic. Dual seat, good condition £20, 19" rear wheel, standard sprocket SM2 with ample tread £20, Front mudguard black £15, Cylinder head fully dressed £15, Cylinder barrel £10, High level exhaust £20, Silencer for above £20, Standard silencer £10.

Ian Mitchell Tel:- 01772 421981 or 01772 859185. (Lancs)

For Sale: Suzuki GSX650F, MOT to 8/6/2020, Black and Silver, 11800 miles. Ill health forces sale. £1800 for quick sale.

John Amies (17400) Tel:- 01743 358209 or 07770 301091

e-mail: wjamies@gmail.com (Shrewsbury)

Market Place

Wanted

Wanted: Royal Enfield 1937/38 250cc Bullet cylinder barrel, any other engine parts considered. Andy Berry (1262) Tel:- 01772 788077 or 07715 917361

Wanted: 1950's 500 Twin Engine. Complete with Gear Box, if possible. Running or not. Please call with details. 07796 343864 / 01604 880450
Chris Innes (16807) Northampton

Wanted: Amal 276 long neck 1 inch carburettor for a model K 1938.
John Mountford (6455) Tel:- 0771 275 1992

Wanted: 1952 RE125 centre stand and footpegs + fixings if possible. Also speedo and headlamp.
Anthony Opie (17192) Tel:- 01326 314184 or 07811 135261

Wanted: Nearside toolbox lid with ear for Constellation, Part No. 45684
Ian Johnson (4385) Tel:- 07811 906146 (Lancs)

Wanted: Royal Enfield 350cc Bullet, runner or non runner, even basket case. Must have V5C and can be delivered to Southend Essex, Cash waiting.
John Palmer (6304) Tel:- 01702 295745

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

These adverts should be limited to 30 words or less. Send adverts directly to the Editor, quoting your full name, membership number, county or town, telephone number, email address. **Adverts in upper and lower case only.**
Non-members £5.

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

WELCOME TO OUR NEW MEMBERS

November, December 2019

Jeffrey Ford, York
Michael Reed, Keighley
Andy Boss, Redditch
William Bushell, Evesham
Ken Phillips, Bridgwater
Sam Young, Manchester
Geoff Kimber, Aylesbury
Desmond Stout, Reigate
Phillip Finch, Chorley
Eric Christoffersen, Northallerton
James Douglas, Ringwood
Peirs Kurrein, Harrogate

Adrian Iles, Bristol
Andrew Rayfield, London
Matthew Dutton, Colchester
Kostas Kontogiorgos, GREECE
Richard Butler, Ipswich
Karl Hiroz, Berwick-upon-Tweed
Steven Barton, Belper
Andreas Nikolakopoulos, GREECE
Cesare Sasso, ITALY
Ray Carr, Sheffield
Jeff Newsome, Prudoe
Peter Allen, Dover

Martin Proud, Rochdale
 Varol Orman, Epping
 Dave Bickley, Gainsborough
 Samantha Hamer, Canterbury
 Matthew Anthony, Exeter
 Charles Farrington, Shrewsbury
 James Thornton, Blackpool
 Andrew Hinton, Peterborough
 Barry Love, Redditch
 Mark Cappaert, Stanford-Le-Hope
 Paul Cotton, St.Austell
 Alan Ward, Stourport-On-Severn
 Gary Edwards, Newport
 Anthony Gabis, Leighton Buzzard
 Desmond Bishop, Haywards Heath
 Ranjit De Souza, Swindon
 Rune Hoel, NORWAY
 Ian Carruthers, Nottingham
 Allan McVeigh, Northallerton
 Malcolm Hart, Redruth
 Derek Thom, Runcorn
 Clive Fisher, Norwich
 Peter Wilson, Rugby
 James Cooke, Barnsley
 Graham Ring, Fareham
 Richard Fogg, Prestatyn
 John Dunn, Preston
 Bob George, Swindon
 Rune Rokseth, NORWAY
 Paul Meadham, London
 Terry McIntosh, Sheerness
 Jimmy Webb, Tunbridge Wells
 John Wedgbury, Congleton

Ian Milford, Blairgowrie
 William Crowson, Peterborough
 David Beacham, Swadlincote
 Peter Bagnall, Newcastle
 David Gillespie, Strathaven
 Peter Jackson, Newport
 Stephen Thompson, Wetherby
 Shaun Kenny, Cramlington
 Ole Thoft Jensen, DENMARK
 Bryan Reed, Taunton
 Adrian Caraccio, Margate
 Brian Brown, Musselburgh
 Alastair Reid, Malmesbury
 Patrick White, Maidenhead
 Peter Bowen, Rugby
 Mark Cadreman, Pontyclun
 David Dale, Horsham
 Ross Hall, Swindon
 Chris Saunders, Huntingdon
 Anthony Reynolds, Stoke-On-Trent
 Jonathan Gilbert, Arundel
 Robert Dean, Ipswich
 Andrew Radcliffe, Langport
 Malcolm Scudder, New Romney
 Paul Clay, Sandhurst
 Les Campion, Leicester
 Mark Hankins, North Shields
 Steve Champion, Colchester
 Paul Parolin, Woodbridge
 Phil Lowe, Fareham
 Peter College, Bromsgrove
 Pierre-Francois Raymond, FRANCE

Membership Secretary

Teresa Langley, Strathaan, Ardgay IV24 3BG

tel: 01863 766431

email: membershipsecretary@royalcnfield.org.uk

The India Connection - Madras Motors

In July 1950 Mr S Sankaran, the Managing Director of Madras Motors in southern India sent a fifty-page photograph album to Major F W Smith, the MD of the Enfield Cycle company Ltd, promoting his company, its activities and the splendour of Madras city and its surroundings in professional black and white photographs. Madras Motors was a large distributor and retailer for Royal Enfield, Ariel and Norman motorcycles. The album, bound in crocodile skin, starts with a hand-written introduction from Mr Sankaran -

"To Major Smith with kindest regards for more production, more sales and more prosperity" and concludes -

"These photographs represent views of south India and some of our activities of our organisation, from S Sankaran".

We might guess that Mr Sankaran was preparing the ground for a closer relationship with Royal Enfield, concluding with the forming of Enfield India Ltd a few years later.

Photo 1: A party held by some sub-dealers of Madras Motors in one of the villages. A mix of Ariel and RE models, Mr Sankaran is seventh from the left.

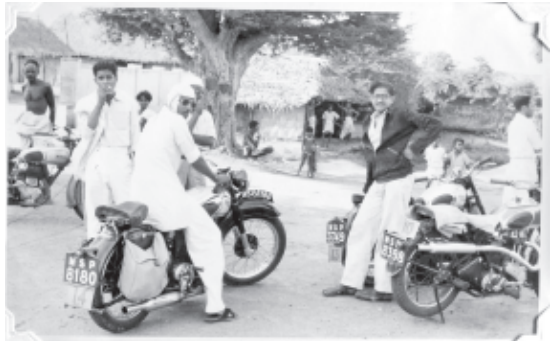


Photo 2: A South India Motorcycle Association picnic arranged by Madras Motors.

Photo 3: The Sales Manager.

Club Calendar 2020

Devon Rally

May 15th - 17th 2020

Details on page 42 advert

Yellow Belly

June 4th - 7th 2020

Station Farm Camping Site,
Station Road, Moortown, Lincs LN7 6HZ
Contact Robert Hall 01775 769890

Otty Bottom Rally

June 12th - 14th 2020

Kingsdown International Camping
Centre, The Avenue, Kingsdown Kent
CT14 8DU

Contact Mick Connolly 01304 205233
email:- reoc.kent@talktalk.net

Moonraker Rally

June 26th - 28th 2020

Blacklands Lakes, Calne SN11 0NQ
Contact admin@reocwiltshire.co.uk

Scottish Rally

July 2nd - 5th 2020

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

Interceptor Rally

July 17th - 19th 2020

The Golden Swan, Wilcot, Nr. Pewsey,
SN9 5NN. Tel. 01672562289 or
askthegoldenswan@aol.com

Tents and up to 10 vans, 8 hook-ups.
Rooms also, Booking on pub website
advisable.

Contact Richard Smith 01225 863236
or richard.gillian@hotmail.co.uk

There will be a run on Saturday, food
available, quiz in the evening. All
Interceptors old and new, as well as
other Royal Enfield bikes welcome.

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

Fossil Gathering

September 24th - 27th 2020

The Cross Keys, Lydford-on-Fosse,
Somerset TA11 7HA

Tel. 01963 240473

£10 /tent/night £12 /caravan or
camper van/night £15 with elect

Rally Contact Rob Graham

Tel: 01258 817074

Eire, Limerick Summer Camp

July 10th - 12th 2020 ***

Power's the Pot ***

August 7th - 9th 2020

Camping & Caravan Park, Harneys
Cross, Clonmel, Co Tipperary, Eire
Contact John B Nicholls
00353860879855

www.powersthepot.com

West Cork ***

September 25th - 27th 2020

Hungry Hill Hostel and Campsite
Adrigole West Cork

*** 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

Suffolk Branch

A quiet period for us since one last ride but thirteen of us did meet up and enjoyed a very nice social evening with Christmas dinner at our host meeting place. The Anchor at Stratford St Mary.

Ideas for rides were discussed and we look forward to springtime and fairer weather giving us the opportunity to ride them.

Arthur told us about the interesting modifications he is carrying out on his bike which includes machining the cylinder head for conversion to a twin spark plug ignition

system which he assures us will be completed in time for our springtime program.

Our next meeting is as usual on the first Saturday of the month the 4th of January 2020 12:00-15:00 new members and visitors of course are assured of a friendly welcome. To all other club branches, our best wishes for this new year.

Regards, Stephen Backhouse (16476) Mob 07939351740



Wessex Branch

A few members attended the motorcycle live show at the NEC. Very busy Enfield stand, superb custom Interceptors and Himalayans. The importers reckon they cannot get enough twins, as soon as they arrive in the country they are going straight out to the dealers. The Himalayans were getting a lot of interest from many people who are currently following Itchy boots on you tube, this shows a Dutch woman, Noraly, on her adventures riding from Patagonia to Alaska on a Himalayan.

At the December club night it was planned for Roger to show a variety of archive motorcycle industry films, but alas the bulb blew in the projector, Joe Lucas?

Branch Christmas dinner, organised by Tony, had a great turnout at the Chestnut tree pub. Awards were given out to Tony and John for entertaining the others on the Jersey trip. Paul won first prize in the raffle, a large hamper full of bottles of wine and £240 was raised for the air ambulance.

Doug Hopkins

Branch Reports

NE SCOTLAND

Contact Bob (REtrialer), email- bob.nes@btinternet.com (preferred) or tel 01651 851569 Branch meetings for the winter are at 'Celebrations' in Turriff, **25th January, 23rd February and 30th March**, 11 o'clock on for lunch and blether! The first 'summer' meeting, **25th April**, will be a run to the Grampian Transport Museum at Alford, meet in the lay-by in front of Morgan McVeighs (not their car park) on the A96 by Culsalmond, for an 11 o'clock departure, or outside the GTM at 12 o'clock. A few other dates for your diary, the Haggis Gathering (Lanark) is on the **2nd February**, Forfar (VMCC) motorcycle auto jumble is on **29th March** and Drive It Day is on **26th April**.

The return to 'Celebrations' has seen a good turn out for both the meetings so far. No announcement of any new RE's for Christmas though. No suggestions for a move, and the latest meeting has produced a few ideas for next summer. We will need to firm up a programme for the next 'The Gun'! The SVVF yearbook should be published by the time you see this.

The Drive It Day, as above, I can confirm will be to Haddo House, presently the cars will be leaving from Aberdeen beach and following a shortish route to Haddo, don't have times or route yet, but it is not anticipated there will be an on route 'coffee' stop. I hope to have more details soon, possibly a separate motorcycle start or route?

REtrialer (07404)

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

Wiltshire Branch

A warm friendly club for Royal Enfield Owners and owners of other bikes too, we have members with many different motorcycles as well, but all interested in Royal Enfield's and bike riding. Why not come and join us and see what goes on. We meet on the second Thursday of the month at 19:30 at The White Hart In Wroughton SN4 9JX. We are a group of 30 plus members of all ages riding a variety of motorcycles. We can be contacted in various ways, via web page for information or email as below www.reocwiltshire.co.uk, or via email endfieldwilts@gmail.com

Its been a busy few months, but with quite a few ride-out's and meetings that have been very well supported by members throughout. Also impromptu meets and rides when people are thinking of being out and about so makes a nice difference. Lots of planning for future rides and events planned out, so gives an exciting 2020 for everyone. Martin from Bike Treads our local Royal Enfield dealership has been to India to see the Royal Enfield factory, he is doing a write up for me about the trip, sounds very interesting place and culture. More to come on that soon. We are also planning a couple of local events with them, more to come on that soon, but its good to discuss plans with your local supplier and helps us all.

Hi everyone. These are the Ride-out's proposed for the near future, subject to take up, we can amend.

Future Ride-out Ideas

1. Bourton on the Water Motor Museum - Ian & Barbra Crompton
2. Didcot Railway Heritage Centre - Charles Notton
3. Brookland's Race Track Museum - Robin Notton
4. Bletchley Park (09:30-16:00 £19) - Colin & Julia Myler
5. Bibury Motor Hub (classic vehicles event days) - Colin & Julia Myler
6. Presentation by Personnel from RAF Benson (Nepal Trip) - Gail Baker
7. Presentation by Richard Stevens of Devizes Motorcycles - Rob Coussins
8. Middle Wallop Army Museum - Malk

Kim Gibbons (17322)

REOC Wiltshire Branch Mob 07765 241 230

Branch Reports

Announcing the opening of the new REOC Airedale and Wharfedale Branch.

Saturday the 16th may have been another in the long line of rainy November days but that didn't dampen enthusiasm for the inaugural meeting of the new REOC Airedale and Wharfedale Branch. Thanks to instigator Peter Jackson, the new Branch Scribe, invitations had gone out to all current REOC Members in the Leeds and Bradford area. With late arrivals being counted in, the initial get-together amassed fifteen Members, and closed with agreements to meet at The Noble Comb Salts Mill Road, Shipley at 7.30pm on the third Thursday of the month. During introductions Members told us about their choice of Royal Enfield motorcycles which ranged from Watsonian Clubmen through EFI Bullets to an extensive collection of Crusaders. Brilliant. Thank you to Member Richard Shepherd (07938 830895 / richard.ratman@live.co.uk) who stood up to the plate as Branch contact. With well established RE Dealer Eddy's literally up the road in Shipley the Branch looks well set to attract new RE riders. Thank you also to Chairman Graham and Treasurer Shaun who took time out to travel to the meeting.



John Dove Branch Co-ordinator

Following our very supportive meeting with John Dove, Graham Scarth, and Shaun (hope the spelling is OK!) the Treasurer, 9 members (with 2 apologies) met on November 19th at the Noble Comb pub in Shipley West Yorkshire to talk Royal Enfields, oh yes, and to plan how we want to work as an owners club centre. This happened quite quickly as it was assumed that as I started all this I would chair the meeting and write stuff for the magazine with Richard Shepherd 16067 offering to be centre communications person. As we are all happy with the pub, we agreed that this would become our home and we will meet on the third Thursday of the month at 7.30pm. Suggestions for ride-outs were made and we look forward to these in the spring of next year, perhaps meeting up with the West Yorkshire centre occasionally. Meanwhile we will get to know each other over the winter as we share the inevitable stories.

A quick "What do you run?" showed that we have bikes from 1912 to recent EFI's, some having a garage full to others who just have the one machine. Some have been bikers since birth and some (like me have been reborn!)

So we are an eclectic mix of men and women all with a common enthusiasm as bikers and a keen anticipation to share some adventures in the future!

Many thanks to John Dove for his guidance and Graham and Shaun for their support As Christmas is just round the corner as I write, our next meeting is on the 16th on January 2020 – best wishes to all.

Peter Jackson (17222) Tel:- 07989069167

Branch Reports

Kent Branch

My Christmas read was Anne Bradfords 'Royal Enfield - the story of the company & the people who made it great'.

Most of us know much of the company's history, and many the range of machines which streamed out of the factories which most of us are fortunate to own examples of, whether U.K. made or spawned from India. But a bike will last as long as it is cared for whilst we are merely our generations custodians of it, which is why Anne's book of real interviews with the people employed making & marketing them from the 1920s to 1969 (book was published in 1996) gives something extra, a lovely insight into those that made the company their lives & so preserves something personal of a time that cannot be re-created. (No connection with me - just thought it a good read)

Our seasonal party was as popular as ever with the usual mix of booze & banter, with Keith's challenging 'identify the bike with only a snippet of it revealed' quiz producing the usual head scratching & subsequent chants of "I thought it was" followed by a chorus of "so why didn't you write it down"! Many thanks to those who helped organise, decorate the clubhouse and arrange provision of so much lovely food. Thanks due to our hosts too at 'The Cock' for the abundant supply of mulled wine. Santa's Sack raffle also raised £45. for branch funds.

February is upon us with the first few events now taking place & John is kindly producing an updating log of all those known in the coming year which I will pass on to members. (Remember if you are a member of the owners club & living in the Kent(ish) area & I don't have your details, let me know so I can put you on my regular mailing list).

As we dust the cobwebs off our bikes for the new season ahead (well - fair weather woosies like me), please spare a thought for a couple of our members, Dave S. who almost a year on from a crash close to his home in Cranbrook is still not back in the saddle & also for Joe S. involved in a horrific motorway accident in early November which, at time of writing, still sees him in a London hospital. Both are determined to be riding again this Spring & I'm sure they will be, as we all love our bikes and enjoy riding them even more.

Keep safe.

REgards Mick. Connolly

Royal Enfield Owners Club Kent

e:- reoc.kent@talktalk.net

tel:- 01304 205233

facebook:- Royal Enfield Owners Club - Kent

Branch Reports

Munster Branch

November the 23rd saw fifteen royal Enfielders descend upon Cork city and the Lining Weaver on Paul Street for our annual gathering before the Christmas gets busy with family and work party session. The idea of meeting in the city is so folks can make their way by bus or train and have a few pints, some travel by bike or car and car pool. A real good atmosphere and good food reasonable priced decent ale and porter was enjoyed. Memories of this years events and other ones for next year mentioned along with gifts exchanged and the best of humour. I take this opportunity to wish all our folks on the in Ireland, the UK, Europe and wider a very happy new year with long sunny days to ride our beautiful Royal Enfield's.

John B Nicholls (10710)



South Dorset Branch

Hi all, well it's been a while since you've heard from us down here in delightful Dorset. Though I am glad to say that we are very much a thriving well attended group of lovely people, who all meet up on the first Tuesday of each month, at The Victoria Hotel. Maud Road. Dorchester. DT1 2.LW.

We recently had some great news, in that our town now has a new official Royal Enfield dealer, who are very excited about there new venture. They are C.W. Motorcycles, and are located opposite the Market, in Maumbury Road. Dorchester.

It's hard to believe that our branch and members will be celebrating our 15th anniversary as a branch in July this year, and we still have six original members from our first meeting, way back in July 2005. Happy days.

We would love to see new members at our monthly meetings, where you can be sure of a warm welcome. We are also on Facebook.

Kindest regards, Richard Lucas (10773)

Branch Reports

Devon Branch Report (last quarter of 2019)

Over the past four months, of very mixed riding weather, branch members have enjoyed a range of runs and events. In July, Andy L attended the Taunton Classic Bike club Exmoor Annual Run, which, despite appalling weather, attracted 120 - 140 bikes, with RE well-represented (he particularly enjoyed the sausage / bacon rolls laid on by Sheppy's Cider). Andy also went to the VMCC Founders day - driving up in abysmal weather on Friday, but enjoying fine weather on the Saturday, for a trip to the National Motorcycle Museum. In August, Jon twisted his knee playing badminton and bought a James 250 (Villiers 2T) to make it better. September brought some fine riding weather and Jon organised a branch run, attended by Jez on his 65 Classic Bullet 500, Andy on his 1960s Bullet 350, John on his very shiny trials Bullet, New Steve on his Army Bullet 500, Roy on his Interceptor 650, Chris on his 650 GT Continental and two of Chris's friends on a 650 Interceptor and a 400 Himalayan (Andy L came to see them off, on his BMW). Setting off from Exeter to Cullompton, Jon then chose an imaginative route through a housing estate to get to Tiverton, thence Black Cat, for breakfast at The Bark House tea-room (a former storage facility for tree bark for the nearby tannery). On to Shillingford and Bampton and into West Somerset, skirting the Brendon Hills, to Watchet, which afforded great views across the English Channel to Barry Island and also of Steep Holm and Flat Holm islands. Following a refreshment stop, the riders proceeded to Dunster and its magnificent castle and impressive yarn market (with civil war cannonball hole). The route then took them to Wheddon Cross on Exmoor, via the beautiful River Avill valley and up and over the top and down the other side, into the River Quarme valley to rejoin the Exe and on to another refreshment stop, via Dulverton, in Exebridge. Down to Tiverton and back to Exeter. As one rider put it: "a great day's ride, expertly led, with fantastic scenery and some spirited cornering". Graham put a significant number of miles on his new interceptor (and lots of smiles on his face) in October. Taking advantage of a spell of nice weather on one particular weekend, he went off on the Portland Bill road visiting Melplash and other diverse places, ending up on the high point above Abbotsbury to admire the view, slurp an ice cream and mingle and chat with the 20 - 30 other bikers doing the same thing. A cheeky little 130 miles on the clock that day. He enjoyed the ride from his home in east Devon, up to Bude in Cornwall, taking the bike for its 1,000 mile service. Whilst the bike was taken care of, Graham enjoyed the delights of a Full English in the café (at a very reasonable price he assured me). He loves his Interceptor! At the branch meeting in October, we welcomed new member David from nearby Dawlish. After a lifetime of riding a number of different motorcycles (from a Bantam, to a Greeves to a Fanny Barnet to a BMW and many more) he now has a brand new Interceptor and is enjoying it - noting that "the gearbox/engine is smooth and straight forward". Most of the discussion this evening was about the break down cover that comes as standard with a new bike. A member recently broke down and had trouble getting help, so has now arranged breakdown cover with 'Start Rescue'. Another member mentioned that the 'money guru' Martin Lewis recommends 'Auto Aid'. Chris of CMS Exeter said that he contacted every company that provides recovery and decided in the end to sign up with the 'AA'.

The conclusion to the debate was: CHECK YOUR BREAKDOWN COVER DETAILS.

Branch Reports

Andrew, Michael, John G and Andy attended Octoberfest: Andy rode his bike up, didn't camp and got soaked - his waterproof boots weren't (the merits of Derry boots and wellies were discussed). All who went agreed was that it was an enjoyable weekend of socialising and a chance to meet up with old friends. It was noted that Totnes Tony's hair is growing again.

November was a quiet meeting - most of the chat was rally planning and the Christmas dinner, which leads me to... The branch Christmas dinner was well-attended by 23 people and Mr Arthur Walker who chomped on a Christmas Bonio. Brandy and Chrissie won first prize in the quiz - two free nights camping at the rally - which they swapped with the runners-up (Caroline and Andy) for their prize of a bottle of wine. It was nice to see Robin who made the effort to join us, despite Jenny's being unable to come and Pat and David, who both looked very well. The table buzzed with conversation and laughter and it was good to see members old and new mingling and chatting. Derek's stylish 'scandi-style' sweater wowed the crowds and Jon's stylish and soigné suit had its annual outing.

Happy New Year to you all - here's hoping 2020 brings plenty of good riding weather and flies in your teeth 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!

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

Our Christmas meal was a quiet, miserable affair if you look at the picture. In fact, there had been a lot of cheerful conversation until the Fun Crossword Quiz was given out. The concentration was then amazing. Communication between the pairs in each team was almost the only sound at times.

Sheila was the *Presenter of the Cup*; John more than deserved this, having organised the superb "Red Rose Rally", which took place last July. It was a great event, happily to be repeated in September at a new site, also near Clitheroe

The Birch Hotel has a new chef, there was a good amount of excellent food; in fact some members said it was the best Christmas meal to date.



Branch Reports

West Riding Branch

Club Contact Kevin Moore 07736 775211 sidecarkevin@ntlworld.com

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).

Firstly, I have to apologise for the fact I was unable to prepare and submit an article in time for the last GUN magazine. Other priorities, you know what it's like and arguing with 'her indoors' is a bit like reading a software agreement, in the end I just ignore the content and click 'I agree' (that's a joke by the way (just in case she reads this)).



I assure you the West Riding Chapter continues to thrive; our monthly Thursday evening meetings continue to be well attended in good numbers with a fine variety of machinery, new and not so new, encouraging much interest and pontification. We've just enjoyed our annual New Year's Day ride on 1st January 2020, Happy new year (although somewhat belated by the time you read this). 16 bikes (10 of which were Enfields) and riders enjoying a great ride from the West riding into Derbyshire via Penistone and the Strines ending up at the Hassop Café near Bakewell. Once again, the weather was unseasonably out of kilter, in that we set off enjoying mild temperatures, dry roads (well mostly) and sunshine. Well, that was the case until we ascended the hills and crossed the border where we ran into mist and low cloud (isn't that the same thing?) masking the sun and blue sky. Although the temperature dropped, the comradery and countryside remained 90 miles of excellent riding although there was at least one breakdown due to a failed clutch cable.

I do hope 2020 is another great year for riding.

Dudley Martin

DEVON RALLY 2020

Friday 15th, Saturday 16th and Sunday 17th May

At Webbers Park, Castle Lane, WOODBURY,
Nr Exeter, Devon, EX5 1EA

Telephone: 01395 232276

email: reception@webberspark.co.uk

Join us at this smart, well-kept, site, situated in beautiful countryside

Refreshments and chat available at our 'Welcome' gazebo

Chip shop run on Friday evening

Longer, scenic runs on Saturday and Sunday

Electric hook-up available

Rates: £14.00 per night, per pitch.

Two pup tents sharing a pitch, £7.00 each

Please book directly with the campsite
(bookings no later than 1st May)

Branch contact: Jon Wrightson 07909 746 115

WOBBLY'S RED ROSE RALLY 2020

**Calder Farm, Settle Rd, Bolton-by-Bowland
Clitheroe, Lancashire, BB7 4NT**

From the A59, take the Sawley road towards Bolton-by-Bowland.

After the Copy Nook pub, take the 2nd left, towards Settle.

The Campsite is 1st on the left.

Modern site facilities. Small tents: £10 per day

Campervans: £18 per day (including electricity)

Arrivals: Thursday 10th September, after 2pm

Coach & Horses pub/food, approx ½ mile

Ride outs on beautiful country lanes, with
wonderful views of the surrounding areas.

Contact: John Hamer 07933 321135

hamer89@btinternet.com



REOC National Facebook Page

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

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

www.facebook.com/royalenfieldownersclubUK/Policing;

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The Fossil Gathering 2020

September 24th through to Sunday 27th

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.

These prices Apply for your stay should you wish to stay longer than the rally dates.

We are told the pub opens for breakfast at 8.30am

and also serves food all day through to the evenings, the menu is not unusual.

Local branch contact: Robin Gillingham

01963 251406 or robin.gillingham@btinternet.com



Otty Bottom Kent Rally

12th - 14th June 2020



Kingsdown International Camping Centre
Kingsdown, Kent. CT14 8DU

Tel: 01304 205233 Mob: 07769 032463
email: reoc.kent@talktalk.net

ROYAL ENFIELD OWNERS CLUB AUTOJUMBLE 2020

Yardley Gobion Village Hall April 18th 2020

For those who don't know, an Autojumble is a Bring and Buy sale for motorcycle parts, tools and clothing!

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

The 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. The hall has the usual facilities!

Entry £3 on the door, proceeds to Royal Enfield Club funds and the Home Counties Branch's chosen charity, Mind (for mental health). Stallholders £5 per table inside, outside pitches are also available if offering complete bikes, 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 or 01908 542990

(There is limited parking at the Hall itself but plenty of space nearby including the adjacent pub carpark, please look out for signs when entering the village and park with consideration for residents!)

Mark Mumford (4102)



Smoke and Mirrors

Director of Campaigns and Political Engagement, Colin Brown takes a close look at the realities behind the headlines on motorcycle theft.

On the 4th September I found myself at New Scotland Yard in London. I can confirm that I went of my own free will, and there was no attempt to prevent my leaving. I was there for an Operation Venice stakeholder meeting. Operation Venice is the Metropolitan Police Force's name for the work to reduce motorcycle theft and the poorly named phenomenon of "moped enabled crime". We all know the perpetrators are not using mopeds, but the use of the term is universal. Interestingly one senior MET officer claimed that the term 'moped' was adopted as there are less letters in it than the term 'scooter' and thus fit in the field space on some digital form used by the MET. The fact that a mere 2 character spaces on an electronic form can lead to such misrepresentation is a sad indictment on our bureaucratic world in my view. I went into the meeting fully expecting the positive 'mood music' that has been consistently reported by the MET, Home Office and the majority of media reports I have seen over the last 12 months. What I have seen suggests that the trend of motorcycle thefts in the capital is heading in the right direction and whilst "there is more that needs to be done" we can rest assured that the staggering heights of 2017 will never be seen again. Indeed MAG's own research showed that motorcycle theft in the capital dropped significantly in 2018 compared to 2017. Imagine then my disappointment when the first note I made in my notebook at this meeting was that motorcycle theft in London is back on an upward trend. The levels so far in 2019 are equivalent to those of 2016. Unless there is a serious impact in the remaining months of the year, the MET's position as most improved in 2018 in our rankings report will not be repeated for 2019.

We must not get too despondent in terms of the MET's response to the disappointing statistics. For one thing the fact that the stakeholder meeting took place is encouraging. It is clear that the MET have robust tactics, including 'tactical contact', but it is equally clear that police tactics are only



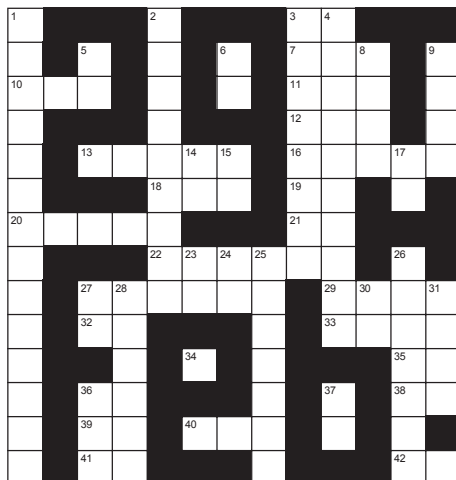
one element of a response to bike theft. Interestingly the role of tactical contact in achieving the 2017-18 reductions was down-played. It is true that this is only one tactic, but the comment was made that listening to the press, you would think this was the silver bullet. In reality it is a tactic that plays a role but probably not the pivotal one.

The MET were keen to point out the connections with violent crime and the fact that offenders recognise the benefits of scooters for enabling many forms of criminality due to the ability to move quickly through the congested streets of London. This does beg the question whether these individuals could be diverted from a life of crime by offers of employment as transport planners in London. It is clear that they fully grasp the benefits of motorcycling in a way that Sadiq Khan, TfL and the London boroughs don't.

My disappointment with the outcomes from the Home Office Roundtable meetings does lead me to be concerned about how well the Operation Venice meeting will address issues that were left as mere tick box items by the Home Office initiative. The roundtable touched on activity that could and should be taken by the justice system, youth offender programs, borough councils and others. The reality however was that I saw little if anything beyond warm words from those quarters. The Venice meeting included representatives from the worst affected boroughs and some youth charities, but there was no sign of the CPS for example. We need buy in from all quarters to deal with the issue, but only time and further meetings will tell.

Beyond the capital we are getting engagement from West Yorkshire Police and most recently Nottinghamshire and Merseyside Police as a result of our approaches to Police and Crime Commissioners, but there are many more that have not responded. As I have pointed out before the Police and Crime Commissioner posts are all due for election in May next year, so now is the time to ramp up the pressure on all incumbents and new candidates. We need dialogue opened and scrutiny on this subject raised on the agenda. It is easy to hide behind smoke and mirrors for a time, but with concerted effort the veil will be lifted in a way that makes inaction more uncomfortable than action. Keep contacting your PCC's and don't hesitate to ask for backup from the campaigns team.

The Gun Crossword Issue 275



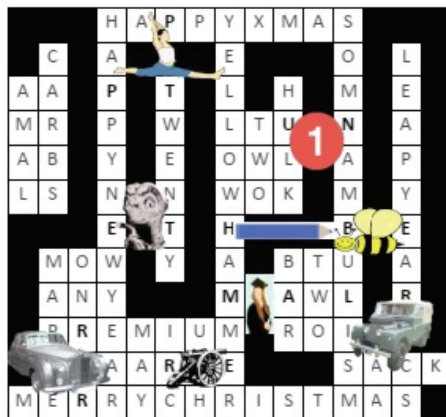
ACROSS

- 3 Pound, not £
- 7 Balance and hearing organ
- 10 RE 650 twin, short name
- 11 I am, you..., he is, she is, it is a RE
- 12 Association for basketball in Philippines
- 13 WW I Sopwith biplane; after the Pup
- 16 1,760 of them in a mile behind houses
- 18 Poem to a nightingale
- 19 Queen Elizabeth on a pillar box
- 20 It's fired by Cupid, Indian Motorcycles
- 21 Australian Award: distinguished service
- 22 Apples good to eat, rather than cookers
- 27 Pilots or members of aircraft crew
- 29 Not different
- 32 Opposite of out
- 33 A seaman's cry
- 34 Morse: One dot
- 35 Initials on some Royal Enfield badges
- 36 22 over seven
- 38 UK maker of maps or a bone in French
- 39 Breakdown organisation in yellow vans
- 40 Lubricant for the engine
- 41 UK Navy, initials
- 42 Producers of ESSO

DOWN

- 1 14th February... It's his day! [5,9]
- 2 RE made bikes, also this product
- 3 366 days [4,4]
- 4 Red Beard, Frederick I
- 5 RE Continental what?
- 6 Between VIII and X
- 8 The back of a vehicle, building etc.
- 9 Units of electric current
- 14 Short form of Editor
- 15 French, masculine The Velocette
- 17 Dad's haircut? Behind a duck?
- 23 Denoting morning. Not FM
- 24 7th note of a major music scale
- 25 Lettering on some RE petrol tanks
- 26 Showing strong feelings of desire
- 27 Artificial intelligence
- 28 From India, or USA bike marque
- 30 Ampere hour
- 31 Cats have them on the road
- 34 Before 'eck ?
- 36 Above or below this golfing word
- 37 To .. or not to .. ? Shakespeare

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 274 is
Stephen Brocklehurst
(17426)

The committee have agreed to a prize of one years' free membership to the winner of the crossword competition. All correct entries will be "placed in the hat" and a winner drawn out. The membership secretary will be notified and will inform the winner, whose name will be published in the next copy of The Gun. If you do not wish to cut your copy of The Gun, photocopies are acceptable. The competition is restricted to Club members only and one win per member. Send your completed crossword, name and membership number (or UK postcode/country.)

to: **Puzzle Master, 63 Shaw Road, STOCKPORT. SK4 4AL**



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