

THE GUN

The magazine of the Royal Enfield Owners Club



ISSUE
No. 276



Apr/May
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:- An early advertisement for Royal Enfield extolling the "Romance of the Road"



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Editorial

Hello again from a new issue of the Gun magazine. I would like to wish a warm welcome to all our new members as we move into another riding and rally season. (If the rain ever stops). To all our new members I would like to emphasise that if you do not receive any communication from your local branch, it is not that they are ignoring you. The Data Protection Act does not allow the branches to be given your details. It is up to the new members to contact their local branch, either from the details in the branch reports, or by attending their local branch meeting. You will be assured of a warm welcome, good conversation, and a wealth of knowledge and experience.

Once again, thank you to all those who have contributed to this issue of the magazine. I am in the enviable position of struggling to fit it all in.

Keep it up, and safe riding. Regards, Alan.

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

Write Away

I've just been going through the minutes of the Motorcycle Development Meetings for October '62 – February '63 (in the archives posted on the REOC website), when I noticed that the topic of over-oiling on 250 Crusader engines came up.

Reading that the Royal Enfield factory had tried a geared pump as an alternative to the 'standard' disc pump caught my attention – because I think it's just possible that I might have that very pump. Nearly 15 years ago, I bought the remains of a Continental GT, and in my subsequent efforts to complete it, managed to somehow accumulate enough parts to build another two-and-a-half Crusaders (it's easily done....).

Among the parts I acquired in September 2006 were the bones of another Crusader (frame no. 22139), which included a full crankcase set (no. SRF 13672). These latter items wore a very odd-looking addition on the primary side, namely a geared oil pump and associated oil lines. At the time, I thought that it might have been some attempt to prepare a special engine for racing, which had evidently come to nought. According to the Factory Records, the frame and engine started life together, so the crankcases were refurbished (being otherwise unmodified) and built up into a complete engine to become part of a machine that I later sold on as a project. And the odd oil pump? I simply took it off and chucked it into the 'oddments' bin.

I've since delved back into the depths of the shed, fought off the mice and spiders who've tried to claim it for themselves in the intervening years, and taken a few photos. The following shots show the pump itself as a complete unit;



The next shot shows the pump attached to a GT primary case plus the internal pipe-works that were inside the original crankcase;

Continued over

Write Away

The pump thus takes its drive from the special cam-gear retaining nut that would otherwise drive the rev-counter gearbox (45757). Exactly how the oil pipe feeds were arranged I cannot now remember (if indeed they were still connected).

The photo below shows the pump in its component sections; As you can see, it's not a hastily knocked-up device and is very well finished. It doesn't actually



fit too well on an unmodified primary case, and I seem to remember that the casing to which it was originally attached had been 'chopped'; this latter item I seem to have disposed of as there's no trace of it now (pretty unusual for me as I hate chucking anything out!). That the Factory's experiments were unfruitful



almost goes without saying, as in later years the Continental GT managed very successfully with its standard oil pump and a monster crankcase breather! Of course I cannot and do not claim that this is *the actual* experimental Factory oil pump, but it would seem a distinct possibility; quite why anyone else would have gone to such pains is difficult to understand. It's probably unlikely at this distance in time that anyone would remember it – the experiment was after all carried out over a relatively short period of time – and it's also unlikely that any photo's were ever taken of it. But even so, do any of our members who may have worked at the Factory have any recollection of it I wonder?

Kind Regards, Julian Green (4196)

Write Away

The First Royal Enfield Owners Club – From the Archives

It was nice to hear from Peter Barber in The Gun 275, a founding member of the first Royal Enfield Owners Club back in the 1950s. He would have had a surprise when he recognised the picture of his old club mate Chas Nash on the cover of our current magazine. Chas is sat pillion on his own 1140cc KX sidecar combination behind



journalist Vic Willoughby for a magazine article, but I'm not sure what lives in the enormous trailer – a mobile home?



The lower picture on the cover captures the new Constellation 700 and Meteor Minor Airflow disembarking from a Bristol Freighter in Belgium where they were put through their paces on unrestricted roads as a publicity stunt. The factory support of the club magazine is evident in both its print quality and subject matter.

We have a photograph of Chas Nash and his majestic Model KX taken at a club gathering in October 1956, and another one taken 32 years later of him and Dennis Polden now in colour, cutting the cake at an REOC reunion. I wonder if this was hosted by our club?

Coming back to Peter Barber's letter about the original club, I found a copy of the very last issue dated December 1965, whose editorial read: This newsletter will be the farewell issue. Sad as it may seem, the lack of support just had to be faced. Further on a strange tingle went through me when I read; .. there is always a chance of the club being resurrected in the future by a new generation of Enfield riders.... which is exactly what happened in 1977 when our present REOC was formed. Finally, in the small ads of this final magazine issue was another model KX. Apparently outdated side valve motorcycles had no value in 1965. That £10 would have grown to a five figure number today!

1937 1140c.c. R.E. Mains going. Owner no cover under which to work... £10. Good tyres and etc's (whatever they are!) Willing to strip for spares. Brand new 400 x 19 tyre 70/- - D.W. Briar, 11 Towcester Road, Old Stratford, Wolverton, Bucks.

Write Away

Hello fellow new model Enfielders, and welcome to the fourth instalment of the view from the Tango Tart as my 650 Interceptor has now become christened by the world of Face-thing and the Interweb. Since we last spoke, the Interceptor has been in for its 3000 service with the very fine guys at Cooper B motorcycles near Wellingborough, Northants. Out of pure curiosity, and of course purely for research, I have persuaded the rear gunner to invest in a few different sets of cans so I can, uhmm, evaluate them for the purposes of research, and of course to bring the results to you good folk!

What I've found is basically that most of the exhaust cans cause little measurable difference to the mixture, so long as the learning procedure is adhered to when changing them, cold start no throttle leave the bike idling for more than 12 minutes, shut down then all seems well, what I have spotted it if, like me the first time, you don't do the 12 minute thing the idle can be a bit rough when it all warms up, so it definitely makes a difference. Taking the bike out for a few days on each different set of cans and re-checking then cleaning up the plugs after each change, shows the plug colours to be consistent, light biscuit brown insulator tip with a slightly darker body to the plug. Idle is steady at around 1200rpm when warm. From the depths of my foggy old mind, that's about right. So if you change your cans, my advice would be to check the plugs and running after doing the 're-learn' thing, and see if you feel you would really benefit from one of the several different so called 'booster' plugs I see appearing on the market proclaiming to enrichen the mixture if you have made any changes, if my experience is anything to go by, the bike can adapt itself, and doesn't need anything changing. I guess each case is individual, and you should check your own bike yourself, but it is at least reassuring to know the ECU itself seems quite capable of adapting to change, the next version of the Euro standard will be even better at adapting, keeping a constant running eye on things and making the necessary changes on the fly. For the record, the bike is currently running a pair of Norton Pea-Shooter reverse cones from The Classic Bike Shop, and very nice they sound too, probably not the best cans if you go to work at 4am in a built up area if you get my drift, but I love them dearly, the bark from them and the crackle on the over run is glorious. Very period, very fitting.

The DNA filter I fitted seems to be working well, although on the standard cans the induction roar is increased a fair bit, but the bike still revs freely on the filter & standard cans, it just revs quicker on the Lextek or the 'Norton Peashooters' (which sound utterly gorgeous I might add). So looking about on the good old Internet and I see a number of design bikes RE are mootting about, no doubt to see the reaction, as I guess that can sway their choices when it comes to making production decisions. I hear RE have copyrighted the names "Sherpa" and

Write Away

“Hunter” as well, so wonder if we can see a big Adventure style bike, something like the Interceptor 650 engine mated to a Harris designed adventure frame, longer suspension travel, now that would be interesting !! My Himalayan friends are all doing their Himmy things still with no so many issues, have spotted on bike that when the owner was cleaning it spotted the rear wheel bearing had some play in, but as someone suggested normally bearing specs are printed on the bearing itself, so sourcing a replacement from a British firm locally shouldn't be an issue, and might prove better in the long run.

One of the local Himmy's had had a Lextek can fitted to it, and sounds quite decent after the swap, I'll keep you posted as to how this pans out in the longer term. So that the Continental riders don't feel that all I go on about is twins, well, here's some thoughts passed to me by 'Chris' who picked up on my requests in the FB groups for feedback, most of the words are his own, with a bit of 'journalistic licence' thrown in by me for good measure, tell me what you thinks we can include your thoughts as well: Chris' bike is a Continental 535cc Euro 3 model. The efi system, although the system is quite basic I guess it is this very lack of complexity that leads to why carb conversions are easily done. Having said that, although Euro IV is more comprehensive and a more complex system I would still think modifying the Euro IV is a straightforward process, and ultimately more fruitful if you have access to the right kit and a dyne to keep checking results. As with a lot of the new bikes supplied stock they are tuned on the lean side, all part of the Bharat emissions in India, and our own standards, Chris fitted a better flowing filter as we tend to do with the twins, and also switched the bike to the factory fit sports exhaust, it pays to remember that Euro III does not adjust to these changes in the way Euro IV can, which leads to idle and low rpm operation being particularly lean. As a stop gap measure Chris tried popping off the o2 sensor on the pipe. This then trips the system to run a stock map preventing the sensor leaning it further. The only proper solution though, says Chris, is a power commander and dyno time. Perhaps it would be a wise move for people running pod filters and fully open exhausts on stock mapping to check the mixture, and make sure the motor isn't running lean as Chris' one did.

Moving on to the other parts of this properly nice bike the gearbox, whilst far better than the older Bullet models, still does have a tendency to find an extra neutral on occasion if you are a bit too gentle shifting, however again comparing to older bullets I've tried this is a Swiss watch ! It's not Japanese in precision but its not far short. Chassis appears to be basically a featherbed and for handling that level of power it's more than adequate. Rear shocks despite being given some negative press by journalists when the bike launched I think are actually more than enough for the chassis and motor when setup correctly. Front end

Write Away

though, as is the case these days it seems where comfort takes precedence over practicality is a tad too soft can get unsettled on the twists and turns, and where a rapidly undulating surface can catch it out. Handling is quite neutral and well balanced to say the least, Chris managed to test the durability of the footpads mid corner and got to ride home with just one peg left, so yes it can be thrown about !! Discs all round and the bike has more braking ability than it needs. Quality of paint and finish is very high. Electrics as with other in the range, straight out of the box, can let the bike down though with some poor wiring decisions, connectors that are not sealed or secured properly, and on the subject of wiring, whoever placed the crank sensor wire across the oil filler cap wants to be sent to a very very far of place with a nice book. The optional dual seat though is perfect, so if he/she had anything to do with that, all is forgiven !

Another of the guys I chatter to that had an Interceptor had gone the whole hog, the list of mods reads like the full accessory list from a bike shop ! He had fitted 'Tech Bike Parts Stainless slip on pipes, Motone Union Jack Tank Pads, DNA air filter, Oil sump cover, the Gel seat and seat bag, handlebar mounted clock, detailed the engine casing wording on both sides, popped off the rubber front and rear mudguard extensions, fitted the rather good Philips MOTO H4 headlamp bulb (an excellent choice by the way) and as if that little lot wasn't enough, well he even had a 60s style tax disc and holder on their too. Now that's a commitment!

So in summary I think the 535 EFI along with the current 'New Breed' are all good solid platforms, perfectly designed for the home fettler to get the best this bike has to offer, and thereby individualise the bike, make it your bike, as was once said in a great film, "There are many like it, but this one is mine". The ACF50 and Scott oiler corrosion protection competition seems to be going well, both seem to be fairing well and no signs of rust are appearing, save for a few little areas I have noticed; At the very top of the rear shocks on their inside edges, they seem a bit prone to this in that area, so rush out and check yours now !! Interesting that up until now, the extra cost of the ACF50 seems to give little or no advantage over the Scott oiler.

Couple of other places I am noticing are (and I guess this isn't just the REs), is behind the little trim piece that covers the join between the exhaust main pipe and the cans, behind there is a haven for mud and stuff, and rust was a plenty when I pulled them off. They're just secured by a 10mm bolt (if you can find a 10mm socket) under the trim piece. In fairness they clean up well with a little time and effort. I've noticed some on the stand pivots (main & side stand) and on the exhaust down pipes, I polished them up and noticed if I ran my hand down the pipes you could feel little speckles on there like sand particles, a concerted effort with the Autosol and they were gone, then I dosed them with

Write Away

the Scott oiler and took a seat in my old wicker chair while the lovely aroma of the oil burning off accompanied the 1812 overture of the Norton style cans growling to themselves, one of those “Ahhhh this isn’t a bad old life after all” moments, do you get them, hmm do you ?? The free play on the clutch which to start with was needing almost daily adjustment has settled and not moved now for a while, so I put that down to the rather excellent slipper clutch and cable bedding in, which I guess they have now done. The standard cans which my bike was wearing, have a nice deep tone to them now as well, increasing mileage seems to improve the sound, as I’ve heard from quite a few other owners, the saddle too softens with age and mileage and becomes quite comfy. Every few weeks I pull the standards off for a thorough clean, as the bike gets ridden in a rural environment year round so gathers a fair degree of muck on it. Sometimes its just easier to pull a part off to clean it properly before refitting going out, and getting it instantly covered in crud again ! Us bikers eh ? If our wives or partners did that to some item they had we say they were daft, Whats the point of cleaning it, just to get it dirty again” I can hear me saying it now, but we do it all the time, All in the name of motorcycling.

Dave Blakeney, Mid-Shires (16956)
dave.blakeney@yahoo.co.uk

Rob Thornton

Sadly I must inform you of the passing of long time Royal Enfield trials enthusiast and South Coast Branch-Contact Rob Thornton. Rob was also a senior and much respected figure in the Greeves Owners Club.

In recent years the South Coast Branch has struggled to support a centralised monthly Branch meeting largely due to its considerable catchment area. During that time I have received numerous requests for meeting venues so the momentum for a Branch or more than one Branch is self evident. Perhaps this would be a good time to rethink the location of the South Coast Branch and to possibly split the catchment and/or to move a little further inland?

Would any Members interested in supporting the formation of a revitalised South Coast Branch please email me via the web site.

John Dove
Branch Coordinator.

Write Away

Can anyone in the club ID an alloy Barrel for me .Bore 82.5.

Cheers Bob (16738)
bobwoof41@gmail.com



Royal Enfield Crusader fork refurbishment is possible

I was putting together a Crusader rolling chassis for an idea I had and there was a lot of bits missing. Nothing unusual so far. I had a casquette, bottom yoke and a 7"hub but no forks so I asked about. A mate came up with a pair of legs (sliders) and stanchions (main tubes), the stanchions were painted black at the top and a deep brown lumpy rust covered the bottom two thirds. As with many projects, life got in the way for a few years and over that time my mind became convinced that I had a pair of usable forks! When the time finally came to look at the forks I was disavowed of any illusion about the state of the bits. When dismantling them using brute force I had to admit that the stanchions were only fit to use as ballast. Still nothing unusual so far.

Thankfully our usual supplier was happy to sell me a pair so once again I was convinced I had a pair of usable forks right up to the moment I put the bits together and found that the stanchions and the legs were a "rattling good fit". Time to think.

Design engineers would want to make bits last forever but a mixture of production engineers and accountants think differently. In fairness fifty years and many, many miles is not a bad piece of engineering but they were still worn out.

Once again I contacted our usual supplier who could sell me equally worn parts but not new ones or resolve the problem. Meanwhile I was still thinking. I know a bloke who put Honda forks on his Crusader frame but such heresy is beyond me.

Write Away

Think, think, think.



My Father, (a mechanical engineer) always purported that engineers lack imagination so it came to me that the dear old designers at Royal Enfield must also have lacked imagination, so off I go into the garage armed with my trusty vernier callipers.

I have an odd Crusader based trail bike, made from whatever was lying about at the time on which is what I believe

to be either model J or G forks (BMW R100 springs, shortened and slugged to give compliancy and length with a 21" wheel), I measured the



diameter of the stanchion and found that engineers do indeed lack imagination or Royal Enfield had a standing order for a particular size of tubing.

Things are starting to get unusual.

Continued over

Write Away

If my thinking was correct then I had a plan, I ordered four model J fork bushes (part no 31320). Where I was living at the time I was on good terms with a engineering firm who produced the most stunning work I have come across so I fronted up with some worn out bits of Royal Enfield had asked for their help. To my absolute delight I was allowed to deal directly with their turner who listened carefully to the method I was proposing and then told me I was wrong.

Back to “nothing unusual so far”. The turner then took the bits from me (one new stanchion, two legs and two bushes) and asked what my timescale was, quick as a flash I said two days.

Two days later he contacted me to say the work was done, he had mounted the leg on a milling machine using the new stanchion to line it up then milled the inside of the top of the leg to the size of the bush plus one thou’ to make it rattle (he also milled a second diameter to drop the lip of the bush into the leg).

Using a liquid retainer he inserted the bush and once again used the new stanchion for alignment until the retainer cured. Two refurbished Crusader fork legs that are good for many more years, well they will out last every thing I want to do.

How unusual is that?

P.S.

Next time I removed the front wheel from my other Crusader I checked the wear in the stanchions, they were completely worn out but the wear was not appreciable with the wheel in place, I used the refurbished pair in their place they give much better feel to the front end with improved handling and stability.

P.P.S.

I made a mistake when I took the next pair of forks to the turner, when asked “what was my timescale” I said “no rush”, he had them for a year, luckily I wasn’t ready for them and with that standard of work I was not prepared to get upset with him.

Nick (7691)

Write Away

Reference issue 275, Page 5.

Wow the story continues. At the top of the insert of The Newsletter of the time, April 1959, the President was Peter Stapleton, who was I think, either the Director or on the Board of Directors of Royal Enfield dealer E. S. Motors, Chiswick, North London.

I knew him well and would frequently meet on club events. His bike was a 700 Constellation. The chairman Jim Emens rode a 1955 700 Meteor with Swallow sports sidecar.

As I said in my article on page 9, all these persons were very much involved in running the club. The picture on the front cover is, I am almost certain of Chas Nash riding pillion on his V twin Royal Enfield with the gentleman in control Vic Willoughby, a correspondent for the magazine Motor Cycle or Motor Cycle News.

Chas Nash worked for the Shell company, and would often demonstrate how to repair punctures. Happy Days.

Peter Barber (902639)

The Fossil Gathering 2020

September 24 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.

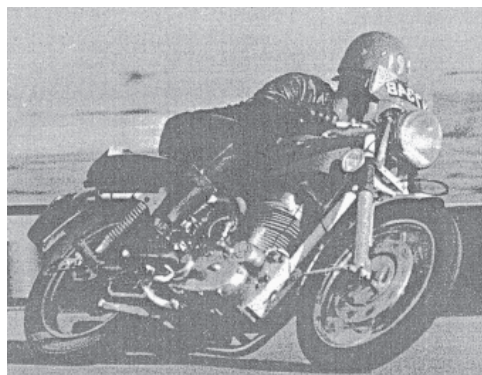
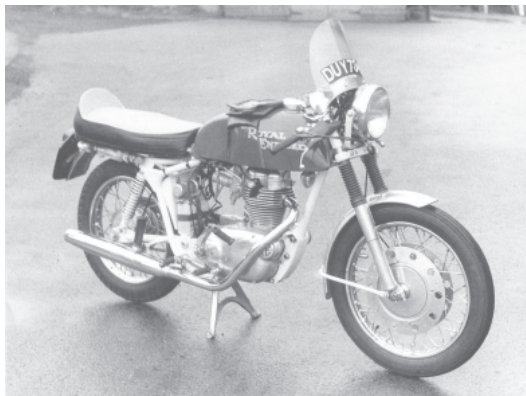
More details to follow in the new year.

Rally Contact Robin Tel: 01963 251406

Write Away

250cc Continental GT

The Continental GT was launched in a spectacular way on 23rd/24th October 1964. Roger Boss who organised the launch had planned some high speed laps at two circuits. These pictures show the activities at Silverstone in Northamptonshire where 'Moon eyes' John Cooper was the circuit jockey. Bruce Main-



Smith rode the GT to Silverstone from Penkridge in Staffordshire as part of his stint. John Cooper did 8 laps (3 more than planned due to the missing ones at Oulton Park) at an average of about 71mph. The Titanium con rod was

to ensure the little GT did not throw a rod as it would be subject to 8,000+ revs in the hands of Cooper man. There was a time keeper present to record the laps, the GT was refuelled and BM-S set off for Taunton. There are some pictures which I hope will be of interest to readers - next time Oulton Park with Geoff Duke and the third road jockey - Pat Braithwaite.

Kind regards.

James French (10011)



The Bristol Classic Bike Show 1st - 2nd February 2020

The Owners and their bikes (Pictures over page)

J. Clothier 1921 2stroke Flat Tank

N. Foster 1947 Model G

S. Grieves 1959 GT Continental

R. Gillingham 1959 Meteor Minor

R. Graham 1960 Constellation

B. Laitt 1961 Bullet

D. Carter Hammond 1965 Turbo Twin

R. Gillingham 1969 Series 2 Interceptor

K. Paefit 1993 Bullet

M. Coles 2003 Bullet 65

S. Graham 2004 Bullet Bobber

A. Parfit 2006 Bullet

W. Jewitt 2007 Robbin Diesel

R. Cook Bullet Diesel, D. Reed 2009 Bullet G5DI

M. Rose 2013 Fury Flat Tracker

R. Mitchell 2016 C5 Classic Chrome

B. Hamblin 2017 Himalayan

The Somerset and Dorset Branch put on a superb display. As always an attractive site to see, our new organiser 'Andy Sharp' proved he is the man for the Job. Thank you from us all.

I am getting used to the seemingly long time the set up always takes, then the take down and exodus is less than an hour?

Our Branch meetings continue to be the second Monday of every Month. This last winter season has seen us blest with some very exceptional talks, the speakers have been very diligent in their choice of subject. For instance I would not of expected to hear of a Somerset Coal Miners introduction to his craft at a Bike club night, but I would not have missed it.

The Bristol Classic Bike Show



ow 1st - 2nd February 2020



Royal Enfielders Ireland Weekend

I have decided to run a gathering for Royal Enfielders at Parsons Green camping and caravan park, Clogheen, Co Tipperary.

This was previously a Jawa/CZ rally but they pulled back, so I have pictures from previous years.



Parsons Green, Clogheen, Co Tipperary.
Royal Enfielders Ireland Weekend. 8th-10th of May.



This is a very popular event that for years was hosted by the Jawa/CZ club of Ireland, they have passed it on to us as we have always supported and enjoyed this fabulous relaxed rally for years. Naturally

the Jawa/CZ and MZ folks are invited, they are dear friends.

Details of the site are in the link.

<https://www.camping-ireland.ie/parks/tipperary/parsons-green-caravan-camping-park>

John B Nicholls (10710)
thatboyinkerry@hotmail.com



WELCOME TO OUR NEW MEMBERS

January, February 2020

| | |
|---|-----------------------------------|
| Nick Maguire, Lyndhurst | Robert Seabridge, Wednesbury |
| Michael Jones, Scunthorpe | Mike Pringle, Swindon |
| Benjamin Freeman, Oxford | Andrew Shuter, Leicester |
| Peter Wood, Chester Le Street | John Huntley, Haslemere |
| Robert Dandy, Tavistock | Stephen Grantham, Chippenham |
| Kenneth Morgan, Peterborough | Peter Giles, Oswestry |
| Tim Nash, Swindon | Michael Thwaites, Oakham |
| Steve Slee, Leicester | James Behrens, Andover |
| Paul Roberts, Melton Mowbray | Christopher Wright, Tidworth |
| Dr Alistair Sutcliffe, Whitby | Adrian Paul, Ascot |
| Stuart Veitch-Edwards, Bradford-On-Avon | John O'Brien, Cratfield |
| David Howe, Loughborough | John Webb, Bridgnorth |
| John Cawt, Uckfield | Gari Walton, Kingston Upon Thames |
| Steve Reader, Burntwood | Damien Payne, Sittingbourne |
| Peter Cousins, Watford | Dale Baston, CANADA |
| Stephen Palethorpe, Belper | Peter Boatwright, Ely |
| Steve Rogers, Huddersfield | Johann Karner, AUSTRIA |
| Donald Macdonell, Alness | William Broderick, Stroud |
| Mark Challis, Stowmarket | Mickey Flynn, Castlewellan |
| Gerard Macluskey, Castle Douglas | Peter Hope, Ulverston |
| Philip Willis, Eastleigh | Thomas Miller, Warminster |
| Dennis Priestley, Pickering | Dave Harries, Woodstock |
| Marcus Morgan, Bristol | Bradley Cook, Boston |
| Dimitris Paputsas, GREECE | Brad Moralee, USA |
| Nikolaos Kranidiotis, GREECE | Geoff Knight, Middlesbrough |
| Vincent Hall, I.O.W | Sean Magee, Beverley |
| Ray Cheeseman, I.O.W | Derek Jackson, Southwell |
| Richard Carter, Witney | Malcolm Hobdell, Pulborough |
| George Kitson, Huddersfield | Robert Gillam, Wareham |
| Alan Firminger, Colchester | |

Membership Secretary

Teresa Langley, Strathaan, Ardgay IV24 3BG

tel: 01863 766431

email: membershipsecretary@royalcnfield.org.uk

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

Cycling to Lapland on a bicycle

Many years ago when I came across the Factory produced magazines called "REVS", I found so many heart-warming stories about the factory workers. One in particular was the 4,000 miles run to Lapland and back, not on a Royal Enfield Motorcycle, but a Royal Enfield Bicycle. So here it is from REVS Vol. 5/6 No13 Winter 1951/52 retyped to suit our modern day desk top publishing.

4,000 MILES RUN TO LAPLAND AND BACK Last July, three cyclists mounted on Royal Enfield "Bullet-3" bicycles with Unitized frames and forks, set off on a most unusual tour. They returned to England eight weeks later, having successfully proved the reliability of their machines and tyres over some of the worst roads and tracks in Northern Europe. They crossed the North Sea to



*The riders about to make their departure from our Works,
with some of the men concerned in building the bicycles*

Esbjerg in Denmark, cycling via Copenhagen to Stockholm, capital of Sweden, travelling steadily north through Lapland and beyond the Arctic Circle to the port of Narvik, in Northern Norway.

The roads gradually deteriorated, until in the far north surfaces consisted of loose dirt with awkward ruts which were a source of annoyance, 'like tramlines,' as Wally Summers, the Captain, commented. The party found themselves cycling frequently for many hours without seeing a fellow traveller. From Narvik they had hoped to reach the North Cape. However, some 300 kilometres from their destination they encountered gales of up to 60 miles an hour, with heavy and continuous frozen rain. These conditions upset their schedule. During a week of such weather they ate raw frozen fish, salt pork and a poor quality bread, provided by nomadic Lapps.

Cycling to Lapland on a bicycle

The journey to Lapland and back last Summer on Royal Enfield "Bullet-3" bicycles with our patented "unitised" frame and fork was described briefly in the last issue of this magazine. Since then we have received the photographs reproduced on these two pages from Wally Summers, leader of the 4,000 miles run. They offer an insight into conditions of travel and the mode of living in Northern Europe.

In the upper picture Steve Smith has "snapped" Wally, who is examining a typical mailbag delivery stand, with Rick Cockburn in the background.



A second photograph from Northern Sweden shows Steve Smith chatting to the rider of a bicycle which is apparently transporting his home!

Their chief drink was goats' milk. In these parts, too, the trio met the midnight sun, for daylight lasted 23 hours out of the 24. Riding south through Finland to Helsinki, they found cycling easier after 1,000 miles of atrocious conditions.

They crossed the Baltic Sea to Stockholm and returned to England via Denmark, Germany and Belgium. At Brussels they took a plane to Northolt. The last leg of the journey was from London to Leicester where the Lord Mayor welcomed the weather-beaten cyclists.



Cycling to Lapland on a bicycle

Steve and Rick say goodbye to a family of peasants with whom the party stayed overnight in Lapland In the Arctic Ocean zone after a three-days' blizzard the tracks were almost impassable, consisting of acres of liquid mud.

GUILDFORD *This attractive window display by Messrs. F. Pascal Ltd., Guildford, featured one of the "Bullet-3" bicycles which made the long*



and arduous journey to Lapland. It also utilised (see right hand side) one of the special display units we had prepared for Dealer publicity.



I had read (somewhere) that the team carried St. Christopher tokens specially made by the factory. Over the years I have managed to track them down and have the three. Hats off to Wally Summers, Rick Coburn and Stevie Smith the travellers.

Doug Young (1062)



Club Calendar 2020

Cornish Rally

May 8th, 9th & 10th
Trethiggey Touring Park,
Quintrell Downs, Newquay
TR8 4QR
Contact Bob Reed
Tel: 01326 572032

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
Tel: 01775 769890

Otty Bottom Rally

June 12th - 14th 2020
Kingsdown International Camping
Centre, The Avenue, Kingsdown, Kent
CT14 8DU
Contact Mick Connolly
Tel: 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
Tel: 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: Robin
Tel: 01963 251406

October Fest

October 9th - 11th 2020
Island Meadow Caravan & Camping
Park, Aston Cantlow, Henly in Arden,
Warwickshire
B95 6JP
www.islandmeadowcaravanpark.co.uk

Club Calendar 2020

holiday@islandmeadowcaravanpark.co.uk

Phone Katherine 01789 488273

Agreed Rally fees, Tents £6.50 pp p night, Campervans/Motorhomes etc £20 inc 2 people per night

Rates still applicable for long stays.

Marshal- Michael Sliowski

Phone 0773 0110 158

poloenfield700@googlemail.co.uk

Eire

Contact: John B Nicholls

00353860879855

www.powersthepot.com

Limerick Summer Camp ***

July 10th - 12th 2020

Adare Camp Site Adare, Co Limerick

00353872791525

Club Events

Sammy Miller REOC Ride in Day

Sunday 26th April 2020

Contact: Robin Gillingham

Tel: 01963 251406

Gillingham in Gear

Saturday June 6th 2020

Town Meadows behind Red Lion Pub.

SP8 4AA

Contact: Robin Gillingham

Tel: 01963 251406

Powers the Pot ***

August 7th - 9th

Camping & Caravan Park,

Harneys Cross, Clonmel,

Co Tipperary, Eire

Contact: John B Nicholls

00353860879855

www.powersthepot.com

West Cork ***

September 25th - 27th

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

Market Place

For Sale

For Sale: Pre unit 250 Clipper frame and swinging arm, with V5, 1955, £250, rear chainguard £10. Amal monoblock £20. Pre monoblock £20
Andrew Denman (16406) Tel: 077866 51903 (Bucks)

For Sale: Royal Enfield Bullet EFI 500cc 2009, only 1600 miles on the clock. Nice bike, good condition reluctant sale due to poor health, £2,200 ono.
Keith Hermite (13216) Ipswich Tel: 01473 829373

For Sale: Two Royal Enfield bikes. Constellation 700 with original log book, first registered 1960. Meteor 500 twin. Thought to be 1958. These bikes are in pieces and are interesting projects. There are also boxes of spare parts, which may or may not belong to the above. Offers invited.
Phil Robinson Tel: 01477 571406 or 07585027588 (Cheshire)

Market Place

For Sale

For Sale: 1. 1960 "Big Head" 500cc Bullet. Original, complete, unrestored. In need of a complete overhaul. The fuel tank needs repainting. I have ridden it before storing. Matching engine and frame numbers; originally shipped as an Airflow model but has been converted to a standard model.

2. 1960 250cc Crusader Sports. Original, complete, unrestored. In need of a complete overhaul. The seat needs replacing. I have ridden it before storing.

3. A collection of parts to build a 1963 250cc Super 5 (see Bacon page 110); about 95% complete. I have never seen an example of this model and thought it would be fun to recreate one! A project for the expert. The Bullet and Crusader Sports have their V5 documents. Photographs available on request. Open to sensible offers. But they are dry stored in the South of France.

Nigel Seymour-Dale (4432) Grasse 0033493402625 seymourdale@yahoo.co.uk

For Sale: Handlebar mounted windshield, to fit Bullet, Classic 500 etc. Hardly used, good condition, cost £60 will sell for £20. C. Grimm (15703) Tel: 01425 837296

For Sale: Autokicker mini tail pack. Flat bag with useful storage for disc lock etc. Hardly used as I have changed my bike with different pillion seat profile. Was £26.99, sell for £10 + postage. C. Grimm (15703) Tel: 01425 837296

For Sale: 2008 Bullet 500 Electra X, Black 15000 miles, MOT April 2020, panniers and top box plus many spares. £2200 o.n.o. Also single bike trailer, offers Martin Hyde (15568) Tel:- 07854707668 mhyde100@btinternet.com

For Sale: Meteor Minor good unrestored condition.

Nigel Sillence (15834) Tel: 01308423665 Somerset & Dorset.

For Sale: Stainless steel Lucas N1/ magdyno type points covers. Accurately metal spun. Mirror polished or bead blasted (WD). £10 sent UK.

Derek Thom (17494) Tel: 01928 791464 or 0752 1406841 (Cheshire)

For Sale: Redditch built 350 Bullet. Left factory 21/7/60, first registered 4/9/64. Good original condition except from 1953 tank which requires respray. Black with chrome mudguards, 52000 miles, original reg number. £2500.

Andy Brown (14413) Tel: 01545 560418 andycmaww@btinternet.com Newquay.

For Sale: Complete set of toolboxes, Interceptor/Constellation with fittings.

Ian Johnson (4385) Tel: 07811 906146 (Lancs)

For Sale: Givi windshield (Hitchcocks) on a bike for only 140 miles. £50 with all fittings. Collect or P & P. Les Carter (1332) Tel: 01935 429814

For Sale: 1959 series 2 Interceptor returned from US 1998 so on age related plate.

Contact Robin Tel: 01963 251406 or robin.gillingham@btinternet.com

For Sale: Reluctant Sale my lovely 2002 Kawasaki W650, Battery and tyres as new only 20,000 K (12,000 miles). Rear carrier and top box, windscreen, high bars (option low bars available). £3,250 ono.

Robin Notton (07173A) Tel: 01672 513747

Market Place

For Sale

For Sale: Sidecar, Watsonian Squire Adult plus child, soft top, all complete with various fittings. £460.

Peter Fallows (17160) Tel: 01269 595237 peterfal1950@aol.com (S. Wales)

For Sale: 1960 Triumph Tiger Cub. Matching numbers. Professionally rebuilt. Power box 12 volt ignition. New rims, spokes and paintwork £2.600. Also Petrol Tank Black/chrome, good condition and from a 1999 500cc Bullet £25.00

Teresa Langley Tel: 01863766431 Email membership secretary@royalenfield.org.uk

For Sale: Superstar Bullet 350. This is my 1991 Superstar Model. A very unusual, if not rare model. In very good running condition Re-built engine (by our local Bullet Guru), new gearbox. All original "patina". Good tyres. Used regularly. Photos on request. £1900.

Alistair Matheson (15976) 00353 (Southern Ireland) 87 2240590

alistairmath@yahoo.ie

Raheen, Castlehaven, Skibbereen, Co Cork, Ireland P81 DN70

For Sale: 350 Bullet (1984), runs well needs t.l.c. many new parts included, mudguards, dual seat, clutch, gasket sets, cables, too many to list. £1100.00 (Shropshire) Contact for details.

Ron (10758) call 07855786166.

For Sale: 1959 Constellation, very good condition. Runs, needs new valve guides. Engine rebuild 1500/2000 miles ago (wish I had changed them now). Stainless mudguards, + exhaust, new chrome + painted tank, disc brake. Loads and loads of 2nd hand spares. (Shropshire). Contact for details. £5500.00

Ron (10758) call 07855786166.

Market Place

Wanted

Wanted: Information on Continental GT250 Reg JYB 960 D. This was my first bike at 16, and any history appreciated.

Nigel Sillence (15834) Somerset & Dorset. Tel: 01308423665.

Wanted: Rear mudguard for a 1952 500 Twin part no: 34129 This mudguard was also fitted to the 1951-54 500 Royal Enfield Twins. The 350 1949-53 Bullet G2 and the 500 Bullet 1953-55. I don't think there is a Clipper one with the same part number although I have been told on a couple of occasion that a Clipper is the same?? Any reasonable condition even if it is only for a pattern and your price paid.

Colin House (3115) Tel: 01642 896743 or confield@ntlworld.com

Market Place

Wanted

Wanted: Amal carburettor 223/3 was fitted to RE2 125cc 1951 to 1953, also fitted to Ensign 1953 to 1954. Kim Anglish (16211) Tel: 01702 354450 or 07940099212 Email kimkonga@hotmail.co.uk

Wanted: RE 1962 Constellation 20 tooth gearbox drive sprocket, exhaust system, 2 single down pipes, original type 3 piece silencer (any side). If possible fair to good condition. Brian Mutton (15160) Tel: 0161 7038805 or 07930849024 Email elainewheeldon@googlemail.com

Wanted: Crusader Swing Arm. Rear Mudguard Stays. Rear Brake drum / Sprocket. 17 inch WM2 rim. Telephone: Andy Haigh (16922) 07702091228 Postal area: Lancaster LA3 1JB

FREE for COLLECTION: Classic Motorcycle magazines. Approx 200 issues. Telephone: Andy 07702091228 Postal area: Lancaster LA3 1JB

Wanted: Late 1963 Crusader Super 5, with chrome front mudguard and chrome rear bathtub. Please call with details. Ian Johnson (4385) Tel: 07811 906146 (Lancs).

Wanted: Bullet Electra X, must be in excellent condition with low mileage, full history and electric start. Peter O'Brien (17045) Tel: 01758 613401

Wanted: Rear Valance Mudguard for a 1952 Royal Enfield 500 Twin ,Part No 34129 Also was fitted to the 1949-53 350 G2 swinging arm model and the 1953-55 500 Bullet Also Rear Chain guard Part No 35789 for the same models .Good or repairable condition Please email confield@ntlworld.com or phone 01642 896743 with your price. Colin House (3115)

Wanted: Royal Enfield Bullet Electra must be an EFI and black. (A stablemate for my Bullet B5) I would prefer one with a single seat but not essential. I am looking for a low mileage well looked after bike with a full-service history, past Mot's, etc. I will travel up to 200 miles from Liverpool to view. I am ready to buy but will wait until later in the year for the right bike. Please contact me if you know about one that may be coming up for sale. Good home offered!

Many thanks, David Herbert, (16201) davidherbert44@hotmail.co.uk mob. number, please text in the first instance 07307637619, landline 0151 653 3309

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

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

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

The REOC Wiltshire Branch
Moonrakers Rally 2020

12.00 midday Friday 26th June –

11.00 Sunday 28th June

**Blackland Lakes Campsite,
Calne, Wiltshire. SN11 0NQ**

£15.00 per pitch per night

£5.50 electrics per night (limited number)

£4.00 day visitor, £1 if less than 2 hours

For reservations contact Tel. 01249 810943

enquiries@blacklandlakes.co.uk

**All attendees must pay at the campsite
reception on arrival**

**For further information contact
enfieldwils@gmail.com**



Otty Bottom Kent Rally

12th - 14th June 2020



Tel: 01304 205233

Mob: 07769 032463

email: reoc.kent@talktalk.net

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)

The Saturday morning breakfast runs are still proving popular despite some varied weather conditions, with a good selection of Enfields old and new in attendance. Some of the venues seem hard to beat, though we are always interested to try others that grab our attention.

The monthly meets are also well attended, with a quiz to be included in the March meeting. Non competitive of course, but a test of all things Enfield will prove hard to resist for some I'm sure!

The events list for the coming year is also taking shape and promises to be quite a busy and varied one, with local and national runs included.

The rather wet Telford Off Road show was attended by the Mid-Shires off road team on the 15th of February, all keen to find those elusive parts for ongoing projects and restorations, hopefully for some the search is over, for others it continues.

Simon Edler (16783) Branch scribe.



Lincolnshire Branch

I joined the REOC in March last year. Working on a late shift I knew that attending the monthly meetings was never likely to happen. However that March I had the



last week off to use up my annual leave. A friendly welcome, relaxed atmosphere and good conversation left me disappointed that this was a one off. June saw the Branch rally, and very heavy morning rain on the Saturday. I had arranged for my brother to meet me there and after a weather check we decided to aim for three pm. Luckily for us the Saturday ride out had been moved to the Sunday due to the rain.

Branch Reports

Again good company and a relaxed atmosphere led to a very enjoyable week-end. Receiving an email from John Stones in November led to my wife and I attending the Christmas meal at the Packet Inn Dogdyke. Despite the almost non existent previous encounters we were made to feel most welcome and had a great time.

Carl Lemon (17144)



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

Meetings in January and February were in the Hotel bar. We were there for pleasure, of course, so a temperature above 32F seemed attractive. But back in the Conservatory soon, so we can wander in and out looking at the bikes.

Pete brought one of his banjos to show (and play). It's a beautifully made work of art, with inlays including a seahorse on what I wrongly called the handle.

There was also its original documentation. Fascinating, though a pity the price was post £.s.d. A photo can't possibly do it justice.



Dave's 2014 efi Electra in the photo had the original silencer removed to save weight. The current silencer has no catalytic converter; more power, at least 4bhp! "The extra power with the increased exhaust flow is phenomenal," says Dave. Not a word we often associate with these bikes...



The first Himalayan at the club showed up recently. Now, to add to the variety, has anybody out there got a new Interceptor or Continental GT to bring along?

You'll be made very welcome, as are all types of bike. We want to see them! Do remember we've got secure parking. (Turn right immediately after entering off the road.) And tea and coffee etc. at the bar.

Chris (8113)

Branch Reports

Greek Branch

I send you a very interesting photo I just received from an old issue of Motor Cycling. "Working Against Time: Quick but purposeful and unflurried, the mechanics' hands are getting on with the job; faces intent, the riders watch. In the track, the roar of rivals' exhausts reminds them that every passing second is a second lost...All the drama of the pit stop is captured in the picture of Bob McIntyre (leaning over the machine) and co-pilot Derek Powell standing by while the tank is changed on the Royal Enfield "Super Meteor" while they took into place in the Thruxton 500 Miles Race last Saturday." Motor Cycling, June 26, 1958.



Regards

Andreas Papadakis

General secretary-REOC Greek Branch

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

Suffolk Branch

At our February meeting we agreed to venture to a motorcycle auto jumble at Great Blakenham near Ipswich. This took place in spite of what storm Dennis threw at us. My thanks to the hardy group of members who turned out. An interesting day and some interesting purchases.

Another point of interest was the strong rumour that an established motorcycle dealer in Ipswich is to become a R.E. dealer. We all think it's going to happen, and we watch with interest. I remember looking through their showroom windows as a young man at rows of shiny Hondas. Any suggestion that one day rows of shiny Royal Enfields would replace them would have been laughed at. But here we are!



With spring almost upon us we are looking forward to commencing our summer programme. Which as usual includes visiting The Cross Keys Community Pub in Redgrave Suffolk on Saturday 16th May and weather behaving we expect a good turn out for what has become a club favourite.

On Saturday 14th of March we shall enjoy a club ride to Wetherspoons of Thetford

for some refreshment and a look around the town. A really nice ride skirting Thetford Forest with roads made for motorcycles. We meet as usual on the first Saturday of the month. Our next meeting being Saturday 7th of March at The Anchor Upper Street. Stratford St Mary. 12:00-15:00 hours. Visitors always welcomed. Our main topic of conversation naturally will be



arranging the calendar for this summer's club outings.

Attached are two pictures of The Suffolk Club at one of our Saturday meetups.

Best Wishes from The Suffolk Branch.

Stephen Backhouse (16476) Tel: 07939351740

Branch Reports

Airdale and Wharfedale Branch

Our February meeting attendance was a bit low, perhaps we are in a close season as our 2020 activities don't start until March. but we had a natter and shared where we are with winter work and preparation for the salt free roads and better weather. typical comments were "Guided tour of Nepal - can't wait" "all serviced and wrapped up ready to go" Batteries off and on trickle charge" "all bikes in bits - better get a move on!" this included Enfields, New Hudsons, and Levis's - someones got some work to do!

The group were reminded that we now have a Facebook page and asked to share photos and stuff. Finally, hoping for some early better weather, a Saturday or Sunday ride out to the Route 59 café would be good! as well as contacting the other Yorkshire based groups for a meet somewhere.

Peter Jackson (17222) Tel: 0798906916

London Branch

Last Saturday we had our Christmas reunion, a bit late but we were busy in December. We met in the Westow pub in Crystal Palace, there used to be three pubs in that area but now only this one remains.

After some refreshments we went for a meal in the Palace Spice Indian restaurant.

Dave Benson came with four badges denoting 40 membership and various paraphernalia object decorated our table, a big and a small cannon, a belt buckle and a rather nice place name made by Dave Pavely.

Remembering that it was Burns night Dave



Benson and I had a last drink in the Westow and I just made the last train at 00:24 back to Honor Oak.

Christian Denereaz (15742)

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



Branch Reports

Somerset & Dorset Branch

contact Brian Laitt Tel:- 01749 674488

Meets at Lydford Parish hall, West Lydford TA11 7DH. 2nd Monday of the month.

The months have roared by this year and it's time to get our information out to the members nationwide. Les and Robin have been out looking and searching for a campsite for The Fossil Gathering relocation, anyway, Les found the site!, as normal it was just down the road from our meeting hall. But the date has changed to the last weekend of September.

We have been fortunate in having had two good speakers at our Autumn meetings. The last man served his apprenticeship in The Somerset Coal Mines, these skills have given him good living ever since the Mine closures.

Robin organised a ride out on Sunday the 20th October from the Library Car Park, Stalbridge, Dorset. 9.30 start at which time it was found out that one member had gone to the extreme trouble of arranging a trip to South Africa, this to avoid the Dorset roads in Autumn, or was it Robin?

We left Stalbridge down through the trading Estate, crossing the Stour, touching Marnhull at Walton Elm and dropping onto the flats at Moorside and crossing the Stour again at Hammoon Bridge and on crossing the A357 and up over Bulbarrow hill arriving at Moreton. We assembled at Laurence's grave, a few words were said and then through the gardens to that wonder of modern catering "The Café". We journeyed on turning left at Corfe Castle, stopping at the viewing point for Poole Harbour and the marshes, God was kind, the sun shone and people could be seen walking on the Quay. The lunch stop was at The Square And Compass, Worth Maltravers, all enjoyed their pasties, then it was time to go.

We traversed the back of the Purbeck, Robin saw that Tynham Village was open and in we went for a quick visit and suntan top up. It was a leisurely return trip travelling through the exciting Wool level crossing, the hairpins at Alpuddle, the sister in-law at Hazelbury Bryan, then a romp to the filling station, this to enable all a fill up for the homeward journey. It was noted one rider did not avail himself of this delight and later suffered from a petrol shortage. My best wishes for this New Year.

The deputy scribe.

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

Cornwall Branch

Several of our members went to the Fossil Rally. Always a very good, and well attended rally. We all had an enjoyable time despite the very hot weather, which is something were not used to in this country.

We followed this with a visit to the Telford Rally, which had a terrific ride out on the Saturday, courtesy of Rob, the Devil's Staircase was a good test of brakes. It was good to have this rally back on the events calendar.

On 15th September eight of us met at Quintrell Downs for a ride out. We rode down through Pentewan, Mevagissey and Portmellon to Gorran Haven, where we stopped for coffee alfresco at the Mermaid Cafe, on the edge of the beach. Suitably refreshed, we took the back lane to the top of the hill, and along a narrow track across a field above the cliffs before heading down through the ford at Hemmick Beach. On reaching the road at the top of the hill, we realised Greg and Vini were missing. Greg's clutch had given up, there was no drive at all. So Vini volunteered to wait with Greg for recovery, which allowed the rest of us to continue our journey. We carried on to St Mawes, where we stopped for lunch. After lunch we rode up past St Mawes Castle, and down to the river Fal, which we crossed on the King Harry ferry, up past Trelissick Gardens to the A39 Truro/Falmouth road, where we headed our different ways home after a good ride in good company, and in good weather.

On Thursday 24th October, six motorcycles and seven hardy souls met at the Cornish Services near Victoria, and set off for the Royal Enfield dealership at Bude. But as Fran was leading we knew it was to be no easy route. Of course, why would we entertain almost perfect roads when winding lanes and hairpin bends beckon!

We hugged the river Camel from Nanstallon (just outside of Bodmin) along narrow debris laden single track roads through Grogley, and down over the steep Cotton Hill towards the Camel, crossing over the Polbrock Bridge and up a never ending hill eventually emerging at Sladesbridge before entering civilisation as we know it at Wadebridge. Never be fooled in the comfort of known roads as we took another turning past little Dinham, and hugged the Camel again! This time the tidal part of the river the estuary and mud flats, for those that dared to look was stunning, especially as we descended into the lower side of Rock, and caught brief glimpses of Padstow, the azure looking bays and bluffs that came and went with each corner. Rock soon became a distant memory as we headed towards and through Port Gavern, and down to the narrow streets of ITV's fabled Port Wenn, otherwise known as Port Issac. Did we stop? No. Onward to Port Somewhere, sorry I made that up as I was lost! Toilet break! Typical Fran was a lay-by and hedge. It's just outside of Delabole, but we did not go to Delabole, as we turned left down lanes so wet and mossy that scenery was taken over by the will to survive. Just North of Trebarwith we headed up another single track lane and into Tintagel, across the top of the road bypassing civilisation and down to Boscastle where we did stop for a comfort break. Cheered by the fact we had got this far with no mishap we started our steeds, three Enfields and three other oriental mounts, we continued to Crackington

Branch Reports

Haven through ancient woodlands older than time itself, ever aware that Fran mentioned it gets narrower from here on in! And it did! Narrow, mossy single track roads with wonderful seascape panoramic views slipping in and out of view with each and every corner, and then a left hand hairpin bend that you would tell your grandchildren about. First gear, go as far to the right as you can and pray you meet no oncoming traffic, and get around it. Then jubilation as you realise you'd made it, and just as that thought settles in, the breathtaking site of the cliffs



and rolling seas. Widemouth Bay comes into view, sheer elation of this beautiful county that we live in. The bay gave hope of life and inhabitants, surfer vans,



cafes, pay and display car parks, bungalows nobody can afford, and still the road rolled on. Bude appears like magic, hiding in the terrain and the low hills shrouded in cotton wool clouds and blue skies as we descend towards the canal, which floods almost every year, and mad people surf the surge, ducking under the low bridge until they fall off.

Fortunately we take the road over the low bridge and head to the Enfield dealership for a well earned breakfast bap and coffee.

Nothing much happened on the way home, as it was back to normal, proper roads, traffic lights in Camelford was about as exciting as it got.

A great day out. Thanks to all who came.

Fran.

Branch Reports

Wessex Branch

For the January club night John hosted a surprise quiz with a wide variety of questions over the early part of the 20th century. This showed up huge gaps in our general knowledge with Paul's team eventually victorious over Tony's, but it must be said that it didn't take long to add the scores.

A few members had an enjoyable visit to the Bristol classic bike show. At the February club night Doug gave an illustrated talk of his enjoyable trip, last year, over to the Cazorla National Park with Enfield Classic Moto Tours.

Our meetings are held at the ADMES Clubhouse, Wherwell, Andover SP17HT, on the first Tuesday of the month at 7pm. Further details contact Doug 07857 692445 or doughopkins@hotmail.com

Doug Hopkins (12683)

West Riding Branch

Club Contact Kevin Moore 07736775211 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).

Well, here we are in the depths of the West Riding winter up to our waists in the remnants of Storms Ciara and Dennis which have left devastating consequences, particularly in that now famous 'Happy Valley'. In all sincerity, our sympathies are very much with the folk of those communities! Suffice to say that the weather has not encouraged many of us to venture out on our motorised steeds, (although, I did venture out on the 'Himmy' a couple of days ago) and so that leaves the scribe of the branch with little of interest to pen (nowt new there then)! However, I have had a little brainwave (I think that's what it was, not sure because I don't experience them often). I thought read-ers might be mildly interested in knowing a little more about the good folk who make up our branch and so, with a little encouragement (arm twisting, threats etc.) I am asking those willing, to answer a few simple (well they have to be) questions so that, over the next few editions, I can include a short 'Member Profile'. So, we begin with our illustrious leader, Kevin M:

Your brief riding history and bikes you've owned? I have ridden motorcycles (mopeds first!) for 34 years, just missed the 250-learner law, so my first 125 (which I did my test on) was a Yamaha DT125. First post-test bike was tuned Yamaha RD250LC, which went like stink, but did not last too long. I went through a few Japanese bikes before a long flirtation with MZ's and BMW's (old 2 valve Twins). The first Royal Enfield I bought in 2008 (see pic) as a 1992 Bullet 350, it soon got changed to diesel power (hence the nick-name 'Dirty Boy') and is still going strong, although the chassis and much of running gear is now a Redditch 1950 Bullet (rescued as parts from a shed where it had been since at least 1978). I guess I have owned around 25 bikes in my riding "career" and I still own 5 of these.

Branch Reports

Which would I buy back in a heartbeat? Of those I have sold for the right money a 1941 BSA M20 Army bike I had in full army trim which I sold for a paltry sum before WW2 re-enacting took off along with bike values!

Riding Highlight? There are many but sliding outfits round snow and ice covered alpine hairpins in Austria and Norway in very cold but sunny conditions on some of the many Winter trips I have taken to those countries.

Riding Nightmare? Sitting still in traffic jams on a combination in the pouring rain - I would still be getting wet on a solo but at least I could be moving!

Dudley Martin

Kent Branch

Olympics 2020 - G.B. got to be going for gold in 'Pothole Dodging' as we must have more experience than any other nation. Bad enough in a car (as 2 damaged wheels,



broken spring & ripped tyre testify to - see pic) but on a cycle or motorcycle, especially when the holes are filled with water & thus invisible, they are just B. dangerous! Too wet, too frosty, there's an 'R' in the month & another 100 reasons for a claim to be rejected by the council in its 'Big Book of Excuses'. I can almost see France from my house, so I'm sure the climate is not so different, yet when I cross over that bit of water into Europe the roads are transformed & a pleasure to ride on. Why can't WE construct roads that last anymore? Joe was brought along to our last club night & though encased in 'scaffolding' it was good to hear & see that he is well on the way to recovery. Well attended meeting with another new Kent member present.' The updating venues list that John has produced indicates several up-coming events for April/May of particular local note,

including 'Ashford Classic Bike-show & Jumble' on 13th April, 'Romney Marsh Classic' on 25th April, then the 'Dover Transport Museum Bike Event' 10th May plus 'Margate Meltdown' (Ace Café event) on the 25th., all leading up to our own 'Otty Bottom' event 12th-14th June. (please see our ad) If the storms ever end (as at 29th Feb.) we may get a chance to get our bikes out for proper rides? I, for one, am very much looking forward, in the company of other Kent members, to our trip far south to ride Enfields in the Sierra Nevada mountains around Granada in Spain in May, with thanks to Roger for organising. Fingers crossed for travelling, lets just hope that by then the memory of Corona will be just of a fizzy drink! (younger members please google).

Keep safe. REgards, Mick Connolly

Branch Reports

Our first club rally/show is Prickwillow Engine museum classic motorbike and cycle event on Sunday 10th of May. On site at 10.30am. I hope to see you there. Application forms from Elizabeth Cooper, Windy Ridge Farm, The Hythe, Little Downham, Cambs CB6 2DT Tel: 0756813344 or 07766080450.

Is there any interest in the Royal Enfield owners club autojumble at Yardley Gobion village hall on Saturday 18th April, 10am to 4pm. (page 44 Gun magazine 275). Hopefully good weather, possible ride out or club meeting.

May club meeting Saturday 16th, 11am at Haywards Girton Garage, Huntingdon road, Cambridge, CB3 0LQ

Ted Dore (8926) Tel: 01366 383941 or 07500148900.

NE SCOTLAND

Contact Bob (REtrialer), email- bob.nes@btinternet.com (preferred) or tel 01651 851569 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. Next day is Drive It Day, **Sunday 26th April**, meeting place as Saturday 11 o'clock, or see you at Haddo House and Country Park about 12 o'clock. **30th May**, Alan will lead a hopefully dry run from the car park of the Garioch Heritage Centre in Inverurie (details will be circulated later). Mark will lead his first run on **27th June**, meeting outside the GTM (Alford), departing 11 o'clock.

'Celebrations' has seen a good turn out for both the recent meetings. Not such a lot to report but plenty of chat about the coming summer programme. I will have circulated a few ideas for others events we might like to attend by the time this makes 'The Gun'. I have a volunteer for the July run and expect to lead one myself later. That leaves a couple of opportunities for shorter runs later in the summer and autumn, maybe somewhere different please.

REtrialer (07404)

Devon Branch

Hello and Happy New Year! Like everyone else, the Devon branch has been suffering at the 'hands' of Storms Ciara and Dennis and plenty of bad weather in between. Our thoughts are with those of you who have been badly affected. Despite this, there has been plenty of riding - Jon led a very enjoyable ride via Dunkeswell and Chard, to Crewkerne and Bridport. On another occasion, a damp, but happy band of riders made it up to Blue Anchor and Watchet.

At our branch meeting in January, the main topic of discussion was air filters. One member, who has a new Bullet, described how his air filter has become very dirty and soaking wet in less than 2,000 miles (the owner's manual suggests changing the filter at 7,750 miles - so a bit early to be causing concern).

Branch Reports

Following a conversation with the RE dealer, 'MotoGP' was contacted and they have taken up the issue with the factory. Another branch member has splashed out on a washable 'DNA filter. Andy L has joined one of the many RE facebook pages and created an event for the branch rally and plans to get in touch with the REOC webmaster to update our branch information.

In February, some of the chaps went to the Classic MotorCycle Show at Shepton Mallet and enjoyed the REOC stand.

The Marldon Home Guard have been out and about - riding in storms to Wrangaton, Powderham Castle, Castle Drogo, Frogmore Farm and various cafés - most notably (and regular-ly!) the Grill on the Hill on 'Telegraph Hill' in the Haldons.

Much of the February meeting was concerned with rally planning and issues regarding insuring and reinsuring motorcycles. Some branch members have found that it is much cheaper to buy insurance on-line, compared with over the telephone - even with the same company!

Following a good moan about the weather, it was concluded that New Steve had the best idea and has gone to Goa. TTFN, Rose

Branch contact person: Tony Curnow 01803 867950 tony@hishobby.plus.com 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

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Contact: John Hamer
Mobile: 07933 321 135
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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Two pup tents sharing a pitch, £7.00 each

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

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Rally Adverts

Llandudno Transport Festival, Friday 8th, Saturday 9th & Sunday 10th May 2020, May Day Bank Holiday Weekend, Bodafon Fields, Llandudno, Conwy County, North Wales, LL30 1BW.

Great Orme & Conwy Road Runs Large Sea Front Showground, Held in conjunction with the Llandudno Victorian Extravaganza www.llantransfest.co.uk Exhibit Entry, Trade stand & Autojumble details Send SAE & Writing under the sealing flap your enquiry, to: Llandudno Transport Festival Office, 4 Ffordd Celyn, Colwyn Bay, Conwy County, LL29 8RN, 01492 517004 calls before 9pm.

Kind Regards Jim Ricketts

Festival Organiser/Advertising Llandudno Transport Festival

www.llantransfest.co.uk

(Office/Admin) vicci.rickettsltd@gmail.com

(Publicity) j.rickettsltd@gmail.com

(Trade & Catering) stu.ricketts@hotmail.co.uk Office: 01492 517004

Mobile: Vicci 07766 494230

Mobile: Jim 07867 524737

Mobile: Stuart 07967 5521654 Ffordd Celyn | Colwyn Bay | Conwy | LL29 8RN



7th Back to Basics

Historic Bike Summer Camp

5th to 7th June 2020

To be held at the Helwith Bridge Inn on the B6479 about 7.5 miles north of Settle in the Yorkshire Dales.

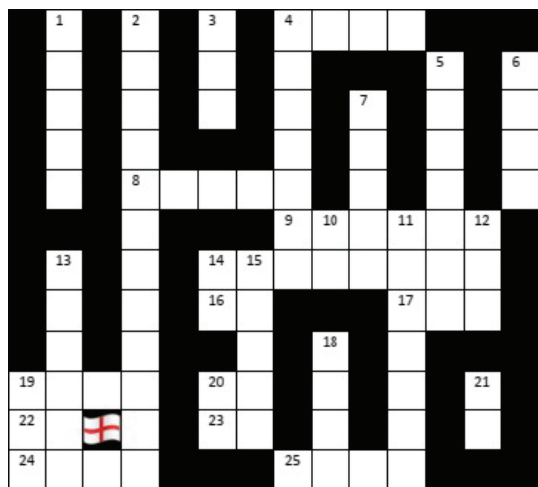
The idea is to simulate a motorcycle rally as of the 1960's and 70's when all makes and models of motorcycles congregated with their owners for a weekend of 2 and 3 wheeled enjoyment.

The venue for the 2020 camp is in a quiet area and ideally situated with fantastic roads and gorgeous scenic views for our motorcycling pleasure. The camping area is adjacent to the pub with an outside toilet (no shower) but all the pub amenities will be available during opening times.

This Summer Camp is open to all pre 1980 motorcycles, classed as "Historic Vehicle" which must be ridden to the event. Trailers and vans will not be permitted and as it is a "Tent Only" event caravans, campervans and motor homes will not be allowed on the campsite.

The pub itself will be serving meals all weekend and as we will be supplying free tea and coffee, you can travel light if you wish and leave the cooking equipment at home....but make sure you have your own cup handy on arrival. Previous camps have been resounding successes so there is no reason why this one should be different.

The Gun Crossword Issue 276



ACROSS

- 4 G. Clooney's wife, or carburettor (*sic*)
- 8 George Foreman's cooking device
- 9 Bike and Sidecar. Or Clothes
- 14 Surname: George from Hunt End, pre RE
- 16 Golden Auto Union
- 17 Rygbi Gogledd Cymru (Welsh Rugby)
- 19 Horse-drawn or electric transport on rails
- 20 Highest military decoration
- 22 Short Example
- 23 You and me. Sounds like French Yes
- 24 Refuse to admit something
- 25 Where dragons live in TV programme (pl)

DOWN

- 1 Simon Templar's The ----
- 2 Oh my! No Limit to this Ukulele player (6,6)
- 3 The U in a text: CUL8R (...alligator) Not me
- 4 We breathe it, and moving water; fairings
- 5 Water at 212°F
- 6 Kids' card game, or bike: Shuttleworth ----
- 7 Granny, Clove hitch, Sheet bend, Reef etc.
- 10 United Nations, before deux
- 11 Go to the TT on them, or cross the Mersey
- 12 Opposite of Bottom Dead Centre
- 13 23rd April is this saint's day
- 14 Quick thanks to the Army Reserves!
- 15 1/16 of a LB
- 18 Breathed out by dragons
- 19 Shorter than Teddy Boy
- 20 Beetle maker
- 21 Manx bike race in George Formby film

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with the
Puzzle
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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 275 is
Robert Stanley
(15607)

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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