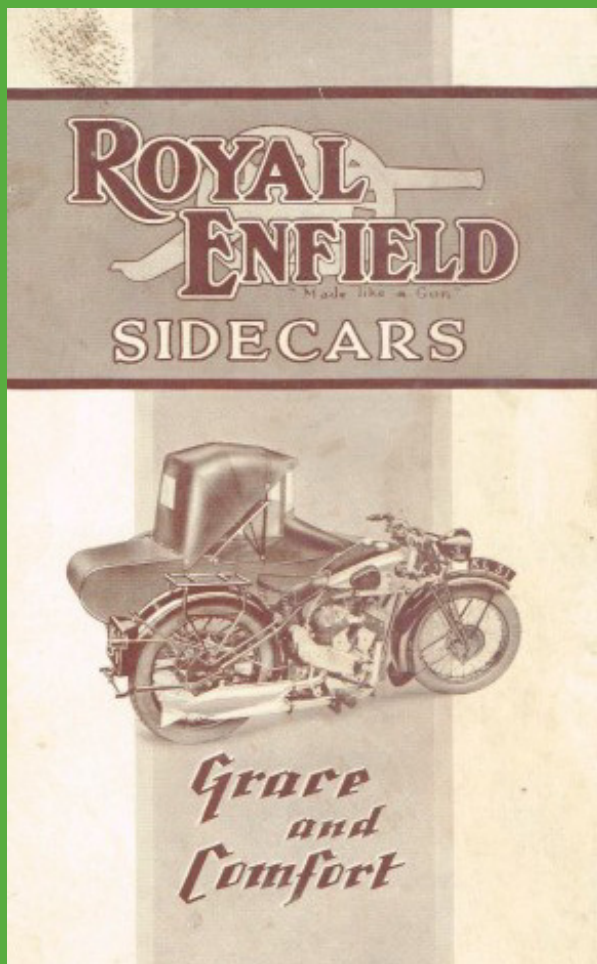


THE GUN

The magazine of the Royal Enfield Owners Club



ISSUE
No. 279



Oct/Nov
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 period advert for Royal Enfield sidecar combinations.
(Must have made a good airbrake with that frontage.)



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Editorial

Welcome to the Oct/Nov issue of the Gun. It seems incredible that the next edition will be a Christmas one. Does anyone else feel that time is rocketing past? From the submissions that I have had for the magazine it seems that most branches are managing to organize ride outs despite the current restrictions. Well done all.

Once again I have been receiving quite a few submissions after the cut off date, (printed at the bottom of this page). This very often means completely rejigging the mag or leaving out those articles/ads. Please try to send items for publication in plenty of time so that I only have to edit once. That's my whinge over. On a better note, the weather here in the south at least has been good for riding, which means that I have been able to do plenty of running in on my new Himalayan which has joined my Super Meteor in the garage. My only complaint with it is the slightly too long side stand. Otherwise it is quite a novelty to have electric start and indicators. Hopefully we will manage to keep the last few rallies on the calendar. Hope to see you there if we do.

Ride Safe Regards, Alan

•••••
• **The current website password is Night-Hawk** •
•••••

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

Next issue published December 2020

OBITUARIES

Dougie Dale, North Berwick

I'm sorry to announce that my good friend Dougie Dale passed away on the 9th August at the age of 65.

Those of you who attended the National Rally at Edinburgh or the North East Rallies will remember him.

He was a larger than life character who rode a totally unrestored Model G with a fish box on the carrier in place of a top box, he also rode a Panther outfit with a Ford exhaust box welded onto the side. One of my abiding memories was at the North East Rally in 1999 Bonchester Bridge I was recovering from a hernia operation and Dougie took me around the run in the sidecar it was a real fun day, culminating with Dougie allowing me to ride the combo the last few miles from Hawick to Bonchester.

Dougie was a good friend and a real gentleman who will be sorely missed by all who knew him.

Our thoughts go out to his wife Nici and their Children.

John Stephenson (2597)

Letters

In Reply to John Budgen REOC MAG REP

The MAG Report from John Budgen in the Gun Issue No.277 June/July I read with interest of the new V.E.D. system.

Whenever I read of all these meetings and reports it is always how to cut emissions from road vehicles, cars or motorcycles. Yet the main culprits are the Aircraft and Sea Vessels

It is these that Government world wide should be targeting. They should cut down on the amount of daily flights and sea cruises, not try to increase them and having to build bigger and more runways. The Tour companies encourage more and more flights with the cheap tickets to the local hot spots instead of making the long haul journeys cheaper if you have families to visit.

The Government are not interested in the Climate change, only making money, but by hitting the motorist / m/cycles it is leading the general public to think that they are doing something and leading them away from the main polluters, aircraft and land destruction.

I ask John, is the subject of air / cruise ships ever brought up in these emission topics?

Colin House (03115) confield@ntlworld.com 01642 896743

Write Away

Factory Visits

As I have mentioned in past articles, am I one of perhaps a very few who joined the original club in the early part of 1954.

We first met at a public house in Ludgate hill near St. Pauls Cathedral. For several years we would meet at Cripps corner in north London on a Good Friday and ride to Stratford upon Avon, meeting up with other members, then proceed to the Royal Enfield factory, where we parked our bikes at the factory adjacent to a field. The factory provided a light lunch, after which we were split into groups to then be given a tour of the factory production lines. A bonus that was available, provided that members gave a couple of days notice, if anyone had any problems with their bikes, the factory would rectify that problem whilst we were touring the production lines.

Following the conclusion of the tour, we had the opportunity to choose any model of the Enfield range, and then take that bike round the test track. At the time I was riding a 1955 700 Meteor, and the bike I chose to ride was a Super Meteor. "a fantastic experience."

I am very nearly 87 years of age, my health is a bit "iffy", so my joy is reading The Gun. O Happy Days. Long may the club continue.

Peter Barber (02639)

Power's the Pot 2020

This year was a success as all who managed to attend in the present situation enjoyed it. Unfortunately, people travelling from mainland UK were required by law to quarantine for two weeks when arriving in Ireland. We hope it is a different situation next year.

Friday the 7th saw two beautiful Enfield's leaving Tralee and many more from many counties of Ireland heading for our beautiful place of pilgrimage Power's the Pot. A few had gathered tents' up and more arriving as the afternoon embraced the evening. Distancing, sanitising, contact tracing and responsibility were always observed but did not take from the enjoyment of seeing old pals and making new ones.

We had a good selection of bikes from Jason's 1945 Royal Enfield side valve 350 to Declan's new 650 Interceptor, also we had a camper belonging to Charlie Coughlan (Charlie's Chipper) he would usually be on the Himalayan but wanted to provide hospitality to the



Write Away

group in the way of tea, coffee and breakfasts. Hen may be an incorrigible scoundrel but is a true gentleman and good friend. Silver Dee was as always, an inspiration with her two friend's Don Diageo and Dr Whatson, the two beautiful dogs. Saturday is always the big day with a few more arrivals and the rid-out. This year due to covert 19 and respect we split the group into three ride-outs one by Ger one by Johnny Dee and the other by myself with Steve as my tail end Charlie, this worked well and was a relaxed spin with friends.

After the rider's returned a thank you speech was delivered, a few prizes and birthday wishes to Bill and Pete. long distances joint to Sharon and Rob, best classic to Jason with the 1945 Enfield, best modern to Declan for the interceptor. The meal followed and music for some when other's cooked up some luxury camp food with distancing observed. Sunday morning arrived with the sweet kiss of sunshine to add to the feel-good factor of beautiful motorcycles and good friends.



I would like to thank Nial and family at Powers the Pot for making us welcome and keeping us safe a big thankyou to Mick for the sticker's all who helped with the ride-outs but mainly all who attended for treating the event and each other with respect and safety in these unprecedented times.

Hope all is well, life is hard on a Enfielder so must take any opportunity to relax. Picture was taken at Milltown, Co Kerry

John B Nicholls (10710)

thatboyinkerry@hotmail.com

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1953 Royal Enfield Meteor Restoration

I acquired my 1953 Meteor Frame No T7 – 1103 Engine Number T7 – 1103 on 15th March 2015. (Beware the ides of March) I'd previously owned a fair number of British bikes including a 59 Connie and a few Bullets over the years but quite fancied an earlier RE twin.

I went for the Meteor as I knew there was excellent spares availability and that they were straight forward to work on plus they have a large frame which suits me, being 6'2".

Anyway, to cut a long story short I found a fairly good-looking bike that had recently been imported from South Africa and was unregistered. So, and after parting with the necessary wonga, I had the machine delivered to me.

The dealer had pointed out that there was an oil leak from the rear of the engine between the engine and gearbox and that there was a loud noise emanating from the top end. Once I'd fired up the bike there was what can only be described as a massive bleed of oil pouring out.

I immediately shut the high revving motor down and proceeded to investigate the clean looking oil lake. I stuck in a finger and took a sniff, eww cats pee! Yep it was gearbox oil!

Gearbox drained, oil leak fixed, (Correct grease installed).

The top end noise was attributed to an extremely loose exhaust tappet that and the fact that the engine wouldn't drop below a fast revving level indicated that the carb was also knackered. It was a Monobloc so this would be up for a swap for the correct instrument regardless of condition.

Once I'd made a few adjustments and got the engine ticking over nicely I was quite pleased with the sound of the engine mechanically (As long as I didn't rev it, it ticked over), The carb body was warped so the slide would stick open wherever you left it!

The bike was then put away in a friends shed for over a year and in the meantime I got the machine dated by the REOC and it was registered on 1st May 2016 when it received the number 258 UYR.

The bike was built on 1st October 1953 and was immediately exported to South Africa in the latest 1954 colours Black Frame with Maroon tin-ware. (So quite a rare livery for a 1953 Meteor)

The bike languished in the dusty shed for a couple of years and didn't receive any further attention from me other than the occasional visit.

It received its new correct Pre-Monobloc carb in October 2017 along with a few other bits and pieces (Battery & Reg Nos etc) and was fired up a couple of times.

Write Away

Fast forward to September 2018.

We'd moved home a new shed / workshop was purchased and the bike was moved to its current address.

A few wee Sunday morning rides up to the Holywell Café at West Kingsdown were undertaken, to further assess its condition.

More in-depth investigations and checks showed that the distributor wasn't advancing so this was removed and sent of to the Distributor Doctor for fettling in August 2019 and the decision was made to strip the bike for rebuilding.

The frame had, had its saddle brackets cut off for some reason so my mate Mark Hayward, an engineer, made a new bracket based on an original factory drawing and welded it on as I wanted to fit a solo saddle.

Once this was done the frame swinging arm and associated fittings were dropped off at Medway Powder Coaters who turned the lot around inside 24 hours.

The back wheel was found to be a BSA item so this was discarded and the correct hub sourced, the front rim was well past its sell by date so both wheels were rebuilt with stainless spokes by PW Wheels of Herne Bay and shod with new Dunlop K70 tyres.

Meanwhile the engine was completely stripped and given a Jizer bath, checked and measured and the oilways blown through.

Luckily the big ends, mains and little ends were all found to be in good serviceable condition.

The bores were measured and found to be barely worn so they were honed and a new set of rings fitted, however the heads required a bit of TLC so received new valves and guides and the seats reground.

A few thread repairs were needed but nothing too onerous.

Thanks again to Mark for his engineering skills re the above.

The Inner primary case needed an aluminium welding repair along with one of the lugs on the left fork slider.

The forks were a bodge up of later Bullet stanchions along with some other non-descript parts so again these were disposed of and the correct parts acquired from Mssrs Hitchcock. Most of the tin-ware was in fairly good nick apart from the BSA rear mudguard extension and numerous holes which had been drilled in the tool boxes so Indian replacements were sourced as a temporary fitment. Everything was then dropped off at Medway Scooters paint shop for repainting in its original maroon livery (BL Embassy Maroon is a very close match so I'm told) and I will be having the original toolboxes repaired and painted for fitting later.

Once the frame and forks were built up it was all lifted down to the floor the wheels fitted and the assembled crank cases dropped in.

Write Away

The Engine was then built up with all new gaskets and seals and a new wiring loom fitted, replacing the household twin and earth cabling along with a new clutch. cables, handlebars and rubber footrests etc.

The C35S Lucas Generator was a bit tired looking so this was dispatched to Classic Dynamo & Regulator Conversions for full rebuild and ended up having the armature rewired it was returned fully re-plated and looking like new.

A few small mods were made such as modern electrical connector blocks in place of bullet connectors and a solid-state voltage rectifier along with an LED rear light cluster.

Needless to say as many nuts and bolts that could be were replaced with new stainless items.

Generally there were numerous bodes and repairs carried out in the bikes 67 years prior to the rebuild so these were reversed and hopefully the bike is now in almost original condition.

I wasn't looking for a concourse finish for the bike but rather a good on the road example.

Every part was photographed as it was fitted so there is a great record of the lockdown rebuild.

REgards, Tom Hayes (15546) Gillingham, Kent.



Modifying a Himalayan

I have a 2018 Himalayan and have spent a lot of time and money trying to improve the performance. Most of my mods have been aimed at weight saving in the belief that less weight equals an increase in speed and acceleration.

The mods include fitting a lighter performance exhaust, removing the front and rear carriers and side stand, and cutting off the pillion footrest brackets. I have also fitted alloy rims with lighter road tyres and replaced the seat with a lower lighter home made one. The final mod was to fit a Powertronic kit as it claimed to increase engine revs and improve acceleration and top end speed. All this effort resulted in a slight increase in acceleration and no increase in top end speed.

The reason is because the engine management system limits the revs to 6700 rpm and no amount of weight loss will alter this. Ah but, you say, the Powertronic will increase rpm! After a few cross words, emails and a phone call I was told that the Powertronic for the Himalayan does not override the Rev limiter in order to protect the gearbox. Not as stated in their claims and info.

My understanding now is that the Powertronic will give smoother throttle control and better mid range acceleration. Something I already had due to my weigh loss mods. I would have been better off going on a diet! What is interesting is after my inquires as to what Powertronic actual does for a Himalayan the claims and info no longer detail a increase in revs.(I wish I had known this before I forked out!)

I may sound a little dishearten with my Himalayan but I had lots of fun sawing bits off it and altering it to suit me. The front wheel is now 19 inch and I have lowered the fork yoke 1 inch to greatly improve the handling. Ace bars and a handle bar fairing have also helped to convert it to a cafe racer. May be I should have gone for the 500 Bullet in the first place. Well there is always next time!

Dan House

Membership no 17425

Write Away

A Tale of Batteries and Fuses

One fine day in late January I set off for Buckie (6 miles away) on the A98, on my Bullet Electra EFI, and as I approached the right hand turn off the main road into town I noticed the indicators were not blinking, so I stuck my hand out! On the half-mile stretch down into the centre the engine began stuttering and eventually died on me. Did the usual checks, but nothing! Phone for help – yes, but no mobile! Went into the Seafeld Veterinary Practice where they kindly patched me through to Tom Adamson Motor Cycles in Elgin. It would be four hours before he could come and rescue me, but a lady having seen my plight offered to help and took me home in her car.

Returned to Buckie in my car to meet up with Tom who diagnosed a fuse fault. He took the bike away and returned with it the next day to my home. He'd recharged the battery and fixed the fuses.

Two days later I got kitted up, switched on and kicked her over. Not a sausage! Tried again then tried the electric start. No way José! 'Phoned Tom. Battery has obviously had it – and it's only a year old. He would replace it FOC, but needed the battery number which I gave him. I drove through to Elgin (23 miles away). Picked up the new battery and came home. *Feels a bit big*, I thought and it was – about half an inch too big. 'Phoned him again saying he'd given me the wrong item. Turns out it was **my** fault for missing AA on the number!

"Come to my house this evening," he said, "and I'll swop it for the right one."

All was now in order. The new battery worked perfectly. And so the next day I set off for Buckie – did my shopping, got back on the bike and switched on. Bike she no start! Got mobile with me this time! 'Phoned Tom who took the bike to the workshop. I waited an hour for a bus to take me home.

Phone call later from Tom. Corrosion in the feed from the rectifier to the battery. Sorted by his mechanic, Max!

Battery now charging at 14.6 volts! Wow! Tom delivers bike that evening.

Next day I set off for Elgin. Shopped around for a bit, got back on the bike. Bike no start Grrrr! This is getting embarrassing. 'Phoned Tom yet again. Had a two-hour wait to be picked up. Simple fault. A fuse had slipped out of its pathetic holder. Max fixed it and crossed fingers, since the first of February the darned thing has run perfectly ever since!

Munro Newton Grant (16648)

FROM THE ARCHIVES

POLICE MOTORCYCLES

Despite their relatively low production figures, Royal Enfield were successful in their sales of motorcycles for police duties around the world.

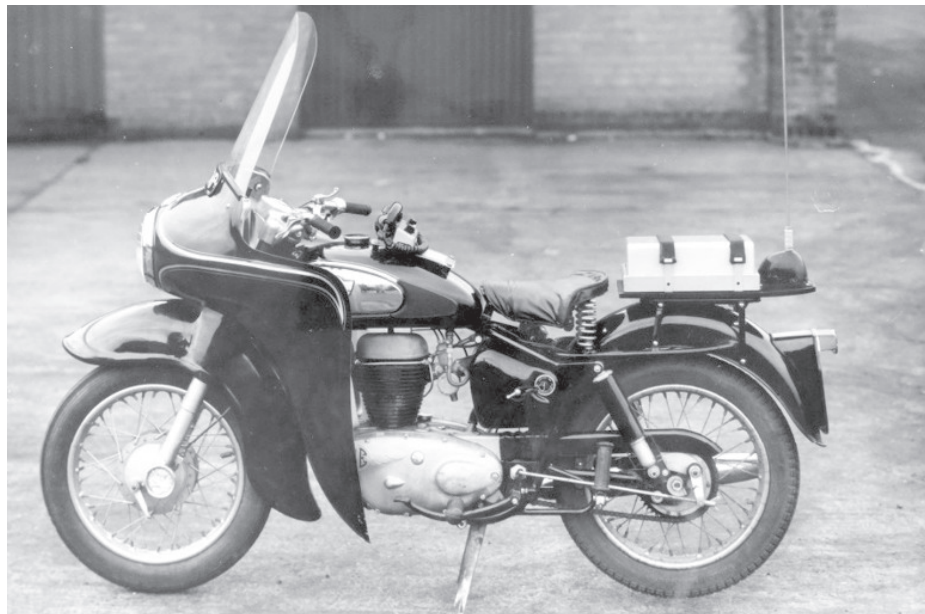


1. Bob Sergeant Ltd supplied eight 1140cc Model KX sidecar combinations to the Liverpool police in 1936, followed by this repeat order in December 1938, so they must have been impressed. Interchangeable front and rear wheels and a chrome plated tank raised the spec of the KX above the standard Model K. Royal Enfield's own No.2 sidecars are not very visible in the photo.



2. The Imperial Ethiopian Police Force proudly stand to attention in front of more than twenty 500 Bullets in Addis Ababa, March 1959.

3. The weather protection of the Airflow fairing made it a popular choice for the mounted constabularies in the UK. Note the radio handset on the tank of the 250 Clipper, requiring the huge battery behind the saddle. The tax disc on the fork leg reads Nov 61, revealed by enlarging this high quality photo of a bike which may have been supplied to the local Worcestershire force.



No photograph exists, but we have a letter from Ken George of Fremantle, Western Australia, who supplied three Airflow constellations to the mounted police of Bunbury. He wrote to the Redditch management in 1961 with some strong advice to improve the design. *In hot weather I have had several riders enquire how to remove the fairing. If the fairings were made in two pieces, joined below the steel support from the frame, bolted together through rubber grommets or seals, it would be possible to remove the lower half without interference of the wiring, headlight etc.*

He went on to complain that the fibreglass fairing took the load when overbalancing, and could be protected by extending the lower mounting bolts further outwards than the fairing. Apparently several falls had occurred when the heavy 700 twins were lifted on/off the centre stand. As a seasoned Airflow



rider, I think his advice makes perfect sense, but we have no accompanying response from the Redditch management.

4. The Libyan police of Benghazi, also operating Constellation 700s, chose a naked version without a fairing, which appears to be standard. I can't help wondering, for how long would their gleaming uniforms remain white? Bob M.

As a district nurse I can rely on my R.E. in any emergency 24 hours a day.

My R.E. carries me round on my job all the year through.

I'm visiting the places I've always wanted to now I have retired.

My first bike and I couldn't have made a better choice both for work and pleasure.

So easy for a girl to ride. I've saved its value in bus fares already.

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MADE LIKE A GUN

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On the shore of Loch Long, near Arrochar



Two cheerful girls on a wet day in Skye

With Two-strokes to Skye

A Holiday Tour from the Midlands to the Western Highlands and Back by Two Girls on Royal Enfield Lightweights—By RUTH E. GOSLING

A FORTNIGHT'S wandering through Scotland. . . . We had planned it all nine months before, when each of us bought, and learnt to ride, a 125 c.c. Royal Enfield. Then, with driving-tests behind us, with our bikes glittering from recently applied elbow-grease, and carrying respectively A.A. and R.A.C. badges, our panniers packed to bursting point, everything was ready. Our proposed route lay through the English Lakes, up the west coast of Scotland to Skye, across Scotland from west to east, then back home via Edinburgh.

Apart from a recalcitrant plug, our first few hours' riding was uneventful. We passed through the Potteries to Preston, then via Kendal and Windermere along the lovely moorland road to Keswick. We stayed here for a while to revisit some favourite haunts of previous rambling holidays, then rode on to Lancaster, turned towards the coast, and ended our first day awheel at Morecambe. Beds for us, and a garage for *Effie* and *Nippy*, were easily found each night with the aid of our A.A. and R.A.C. books.

Next day, with Morecambe behind us, we turned towards Carlisle and the Border. As the weather got warmer, and the scenery more lovely with every mile, we settled into a "jog-trot" of about 25 m.p.h. which, indeed, we rarely exceeded during the whole holiday until the long ride home on the last day. Dumfries was our next stop; we parked the machines, fed, and explored the lovely old Border town. This indeed was Scotland! The very air seemed different, and tartan was in abundance, catching the eye as surely as the broader voices caught our English ears.

Being so close, we went to see Sweetheart Abbey, thus realizing an ambition of years. It was lovely—the tiny village and the peaceful abbey ruins tucked in the valley, facing the blue of the Border hills. Standing there in the soft sunshine, the old Abbey walls seemed to be enfolded in an air of quiet sanctity, and our machines seemed suddenly over-noisy as we returned through the village towards Dumfries and rode on towards Moffat, where we intended to spend the night.

The hills were getting steeper now. Suddenly the road dipped into the valleys then rose again to give superb views of the Lowlands. Enjoying our ride neither Marjory nor I had noticed the sky darkening. Without warning, a thunderstorm broke above us.

There was little we could do but ride through it, and we arrived in Moffat looking very bedraggled. As if to greet our arrival, the sun shone and the sky cleared. We found rooms for the night in Moffat House, a lovely place of grey-brown stone, and after garaging our models and rubbing them dry, settled ourselves to a hot bath and an excellent dinner.

The storm had turned to a steady drizzle during the night, and this pursued us over the moors from Moffat until we reached Glasgow. We were not at all impressed by this city; the rough, cobbled streets shook us and our machines to such an extent that, unnoticed, the licence-holder became dislodged from *Nippy*. We stopped by the station to get our bearings and take off waterproofs. Here we found an unexpected kindness. A small Francis-Barnett chugged to a stop beside us, and its owner, with true motor cyclist's enthusiasm, had a look over our machines, then guided us through back streets which avoided the traffic and put us on the road to Helensburgh. We were grateful.

Before setting out each morning, we had settled into a routine of checking petrol and tyre pressures, testing for loose nuts and so on; thus at Helensburgh we discovered *Nippy's* loss of licence. Jail loomed in the back of both our minds, but a kindly policeman took our report of the loss and, free citizens still, we collected our mail and thoroughly enjoyed our run along the shores of Loch Lomond.

Our journey that day took us through the Trossachs—surely the loveliest spot in the Lowlands. We climbed steadily for miles. The scenery was indescribably beautiful, with the hills rising closely all round us and, far below in the valleys, tiny lakes glittering in the sunlight. Our Royal Enfields stood up to the hills



"... the old Abbey walls seemed to be enfolded in an air of quiet sanctity"



Another picture from the girls' Highland album

nobly, both as regards climbing and long descents undertaken in second gear on some of the steeper down-grades. At the end of the Trossachs road, on more level ground, we halted for tea by the side of a tarn. After using all our available film, we kicked our models over (willing souls, they started straight away) and headed for Callendar, where we spent the night and explored the surrounding country as far as we could on foot.

We decided next day to take the road through the Vale of Glencoe to Fort William, and to cross the Ballachulish Ferry. The scenery grew more wild and desolate mile by mile. Both of us, it seemed, had one thought—what a place to develop trouble. However, all went well, and the grandeur of Glencoe left a deep impression on both of us.

Ballachulish Ferry was reached, and we gaily promised our mounts a ride for being good. This was the first ferry we had encountered, and we found it rather nerve-racking. On reaching the farther shore, *Nippy* perversely developed plug trouble and refused to start. The incline from the ferry to the road was steep, *Nippy* was heavily laden with panniers, and my friend is small.

Heart of the Mountains

Slowly, on the loose stones, the machine started to slide backward, carrying Marjory with her. For one paralysing moment I thought they were both going to end up in the water, but disaster was averted in the nick of time when a large and friendly hand collared them both and hauled them to safety. Once there, and with her plug cleaned, *Nippy* started up without more ado. I swear I heard that machine chuckle as we started off. . . . We reached Fort William without further mishap, and for the first time on our journey saw snow—on the top of Ben Nevis and the neighbouring mountains.

Next morning we left Fort William in brilliant sunshine to travel the 89 miles to the Kyle of Lochalsh for the ferry to Skye. Almost imperceptibly at first, then noticeably as the snowfields got more frequent and closer to the valleys, we climbed higher into the heart of the mountains. The air was like wine, and the machines responded to its coolness, their engines fairly singing the miles away.

Up to now, the road through the hills had been superb—long, smooth stretches with scarcely a dent. But now the surface degenerated into a track of loose shale and potholes, clinging precariously to the sides of the hills, dipping and turning in hairpin bends, with peat bog on one side and dizzy drops on the other. Watching the scenery was out of the question, and preserving our lives and our machines became the order of the day.

We bumped and jolted for what seemed miles; then, as suddenly as it had worsened, the road was smooth again, and we emerged from the hills on to a glorious stretch of the west coast. We followed its wild beauty for several miles, each lovelier than the last, but even this did not prepare us for the gem that is Skye.

Eventually we reached the Kyle jetty, and, accompanied by a crate of dead rabbits, some indignantly clucking hens, another motor cycle and a cooking stove, we crossed on the ferry to the island.

The evening was clear. Skye rose before us out of the gently lapping water, fringed by the eternal tangle of seaweed, and with the ragged peaks of the Coolins black against a sunset-tinted sky. It was a sight of almost unearthly beauty. I felt as though we were stepping into fairyland.

A weird, translucent light followed the sunset. We strolled along a sheep-track across the moors, watching some peat cutters



A £2,000,000 masterpiece: evening by the Forth Bridge

at work, and discovered a tiny tarn covered with yellow water-lilies. We returned to the cottage where we stayed for the weekend—back to an enormous supper, with its inevitable bannocks and buttered scones. And so to bed.

No rain had fallen on the island for two months, and the clear evening sky had promised us a weekend of exploration. Alas for our hopes! Next morning we woke to find the clouds so low that the nearby hills were invisible; a soft, driving cloud-mist drenched the landscape.

However, undaunted we emptied one of the panniers and, armed with biscuits, cheese, dates and a loaf of gingerbread, we set off along the road to Portree to explore. For a few miles all went well, then the road, winding across the cliffs, developed into an absolute nightmare of potholes and jutting rocks. To make it worse, a high wind sprang up, blowing from the sea in terrific gusts which threatened to lift our lightweights over the unprotected cliff edge.

We carried on as far as Sligachan, then stopped for lunch. On opening the pannier, we found the queerest mix-up I've ever seen. The biscuits were in minute crumbs, the dates and cheese out of their packets and unrecognizable in a coating of biscuit, and the gingerbread was a pitiful sight, split into lumps and smothered in crumbs; apparently the road had shaken more than us and our machines! However, we were so hungry that we consumed gingerbread, cheese and dates, and thoroughly enjoyed them; the biscuits were beyond redemption. After a doleful report from a passing traveller that the road was even worse farther on, fearing for our machines, we decided to turn back. We spent the rest of the day by a cosy peat fire looking at a book of "Pictures of Skye."

Island-dotted Lakes

On the Sunday evening the clouds lifted as suddenly as they had dropped, and in clear sunlight we had two hours for exploring and taking photographs. We said goodbye to Skye on the Monday morning, crossed to the mainland by the Mallaig Ferry, and travelled back along the famous "Road to the Isles" to Fort William. This is a forty-mile stretch of exquisite loveliness, with its hills, island-dotted lakes and winding valleys constantly changing colour in the faint, ever-present mountain haze. It almost seemed that, if one looked away, the view might vanish in a moment.

We spent the night at Appin, with its remote and lonely island castle, then on again, turning east at Oban to head for Edinburgh. After gradually dropping into the Lowlands, we spent a night at Stirling, then pressed on to Edinburgh itself for two days of exploring, shopping and checking our machines for the long trip home.

Our holiday was nearly over. On the Friday we took leave of the gracious capital, and ran through lovely Melrose, Jedburgh, the Eildon hills, and south along the high, lonely road across the Cheviots.

After a brief night's rest at Doncaster, we continued our journey—to meet a setback while still 140 miles from home. *Effe's* front mudguard suddenly swung round across the front of the wheel, and I had to seek a garage. The roads of Skye had taken their toll; the two mudguard stays had snapped, and on examination we found that those on *Nippy* were also badly cracked. This was disconcerting, but a friendly mechanic worked wonders, and within an hour we were on the road again.

Four hours later still we pulled up beside our own gates, with 1,500 miles behind our gallant little steeds.



The New Breed (1)



Hello fellow new model Enfielders, and welcome to the seventh instalment of the view from well, what WAS, the Tango Tart, she has a new party dress guys and girls, suggestions for a new nickname have been flooding in, some are even printable !! The 'Brazen Hussy' seems to be a popular choice, why do we name them some of us huh ?, I don't know but we do. There's a step-by-step photo guide on the tank swap on my Facebook group, and you can find the address for that at the foot of this article. So without further ado lets get into this issues offerings; I thought for this month it might be an idea to move from the twins to the single cylinder bikes and take a look at how they are fairing in day-to-day use in the hands of us very careful users ! I'm reading from the groups that the Himalayan is having some issues with cutting out randomly and some awkward times such as approaching junctions corners and the suchlike which can put the rider in a bit of a compromising position if you're not expecting it. This seems not to be related to mileage service or how the bikes being used but it is completely random some owners are saying they think they have a "Friday afternoon" bike and there is to blame whilst others saying they've done very little mileage and on the rare occasions I do go out the bike can be a little unpredictable, best advice to offer problems is of course to get the bike back to the dealer and keep on them to get the problem resolved so that you can be confident in the bike in its abilities at all times as we said before the dealer network can be a little unreliable and notwithstanding that fact I would still push the case that this is a new product it's under warranty and it is the dealers responsibility and obligation to fix it correctly. Don't be afraid to approach a different dealer if your normal one is unable to resolve the problem. Another issue with the model is, I'm hearing, paint failing on the pannier rails, some head gasket issues and it's not unheard of for the catalytic converter to fail and start rattling around inside the exhaust system. Have heard of a couple of camshaft failures affecting some bikes, and a complete engine failure on one, although all corrected under warranty by the dealers. Pays to keep the warranty active I guess and get the service book stamped up by the dealer ! With all these tales you'd think the bike isn't a barrel of laughs, but nothing could be further from the truth, a regular buddy I ride with bought a used bike, at a properly good price, and he loves it, its easily capable of launching him and his average 85-90kg frame down the road at a plenty fast enough rate of knots. As with the 650 twins though the problems are, in the big scheme of things, quite minor and not difficult to fix it's just an attention to detail and quality control issue which seems to blight the brand slightly however they are built to price, and that has to be accepted because the package you get for the price paid is a good one, and the warranty does take care of failures, so long as the dealer is helpful. Most owners seem quite happy with the bike albeit they do mention the lack of top end can be a little frustrating on main roads leaving little in reserve for overtaking, and that other adventure style bikes can sometimes have much better throttle response and be more suitable especially if you are touring or riding with a pillion passenger.

Personally I would think it's something that you've got used to make allowances for if you're riding the Himalayan especially two up. A couple of owners have come to the point where they've changed tyres now and a popular choice seems to be the Mitas E09 Dakar style tire which seems to be a good all-rounder. g with a pillion passenger. Your dealer will be a good source of advice on booties for your beauty. On the subject of the dealers I'm hearing different stories about the brake recall that affects the Continental, the Interceptor, and the Himalayan, some dealers seeming more positive and more willing to accept the bikes in for the recall check and repair if needed. I am particularly hearing about some dealerships in and around the Cornwall area who are being less than helpful when it comes to servicing and re-calls. Having said that I must say that one particular dealership that I hear about in that area Damerells in Mid Cornwall has received several positive comments from riders saying that they have been very helpful carrying out service and repair work. Moving on to the other single cylinder bikes have a few readers who fed back to me that they have Bullets with the Euro IV systems and have had issues with misfires and the engine management light coming on down to it seems that a loose throttle position sensor, some readers saying that they change the gearbox sprocket to an 18 tooth one and this has given them some improvement on throttle response and also on the same subject they have found using a booster plug has reduced popping back through the exhaust on the over run. One point to note with the gearbox sprocket is that the oil seal behind it has a habit of going hard and brittle and so it may will be a good idea to have a new one to hand ready for when you do the job. Where out of point with some of the single cylinders where they are now having their batteries changed and people asking if there are any good suppliers of batteries who give a good choice and a reasonable price, the only one that I've used that I found to be very good is a company called Tanya batteries they can be found online with a simple Google search and are a reliable company that have keen prices and a no quibble replacement scheme. If you have your bike serviced by one of the Midland dealers, no names mentioned, I would make a point of checking the oil filler cap has been replaced afterwards as I now know of two bikes that had an oil change service only to be handed back with the oil filler cap missing, one was noticed, one wasn't until a few miles down the road ! I am also being asked about insurance and the best deals, without naming names and seeming to endorse one or the other company, one that has a seaside name from down South with a nice statue & seagull on their advert seems to be a good choice, but always hmm, 'go and compare' as often the best deals are to be found by looking around, especially if you have more than one bike to insure. Here's an obscure piece of info, from one of my followers ! The Swiss Army knife was inspired by Enfield. In the early 1850's the Swiss Army bought the muzzle loading Enfield rifle, with the rifle came a tool to service it. The tool was known as the sergeants tool. It was roughly T shaped and contained the following : Oil reservoir with oil dropper, Worm, that screwed onto the end of the ram rod for extracting unfired rounds, Spanner for unscrewing the percussion nipple, Pricker for clearing the percussion nipple, Screwdriver for the various screws that held the gun together. Now that's a lot of tools, combined into one tool that would easily fit into a pocket. The Swiss were very impressed, and when deciding on a general purpose knife to issue to the army, this no doubt was the inspiration. See you next time, keep the feedback coming, I'll keep sorting and filtering snippets to include.

Find me at: <https://www.facebook.com/groups/over60andbackonabike>

Dave Blakeney (16956) Mid-Shires over60backonabike@icloud.com



The New Breed (2)



Hello fellow new model Enfielders, Something a little different from one of the many contributors to my groups, Andy Welburn, he had some excellent words to share, hope it strikes a cord, and passes ten minutes. The Story of the Silver Bullet, by Andy Welburn. It all started back in 2015, June 22nd to be exact, when I bought an “Enfield motorcycle engine, dismantled”. The engine, so the story went, was from a new 2009 Electra EFI which had been removed for tuning prior to fitment to a Rickman frame. Unfortunately, the company planning the build went bust leaving the seller with a part tuned engine in pieces but no money. He then sold the engine to me, in order to recoup some of his outlay. So, why had I bought it? I'd recently traded in my BMW R1100GS for a rather stunning Royal Enfield Continental GT 535. It was possibly the first black one in the country having been custom painted and was rumoured to have been the inspiration for RE to start painting them black. I loved the Conti GT but, after the BMW it wasn't exactly quick. I'd already gone down the Power Commander/ Sports Exhaust route and this engine seemed like a logical next step as it had been fitted with an oversize cylinder liner and bored out to take a Harley piston giving 558cc. Having parted with the GS in order to embark on Enfield ownership I also had a hankering for a Watsonian Woodsman. They're not exactly easy to find so I contacted a chap who had posted many videos of his Woodsman on YouTube and enquired if he would like to sell his beloved bike. Surprisingly he said yes as he was just buying a Meteor Minor. The only problem was that the Meteor was in Somerset and the Woodsman was in France, so far in France that it was almost in Switzerland! So, a cunning plan was made. I was to pick up the Meteor in Somerset, drive to Kent, pick up the owner, drive nearly to Switzerland, drop off owner and Meteor, collect Woodsman and drive home. It was when picking up the Meteor that I was talking to a chap who, on hearing the story of the engine that I'd bought, said “I've got the bike that engine came out of”. Unfortunately (remember I was buying the Woodsman) I couldn't afford to buy it on the spot and, by the time I'd got the money together, I was too late; it'd been sold. Fortunately, it'd been sold to Hitchcocks so I simply bought it from them instead. By now (October 2015) I'd had the engine assembled by a local Enfield specialist, so I had an engineless Silver Bullet, a tuned 558cc engine, a Conti GT and a Watsonian Woodsman.

My long-term plan was to put the 558 motor into the Conti and the 535 motor

from the Conti into the Silver Bullet. In the meantime I stripped the top end and timing side of the 558 in order to install High Performance Cams and the Competition Valve Kit from Hitchcocks. Once that was done, I installed it in the Silver Bullet which resulted in my having, in effect, a brand new (15 miles showing on the clock) bike, tuned and ready to go for about £2.5K outlay.



Fast forward a year. I was using the bikes for regular work journeys of about a hundred miles and finding that they were not quite quick enough. So, rather foolishly I now think, I traded in the Conti and the Woodsman for a Triumph Street Twin. Don't misunderstand me when I say foolishly. The Triumph is a superb bike, comfy, economical and reliable, but a little dull. It got used whenever there were motorways to be endured or a quick journey was required but the Silver Bullet was more fun to ride getting regular thrashings up and down the Wye valley and around the Cotswolds. It was a delight to ride, not exactly fast but loads of low-down grunt and it sounded great! The only niggles were a terrible gearchange and a tendency to jump out of gear along with the lack of a kick starter. I'd had to replace the sprag clutch for the starter once and the replacement was already starting to sound unhappy. So, being reluctant to delve into the gearbox I put the bike in to a RE specialist (different one) and had the gearbox fixed. It seemed that the first engine builder had made a small error which was easily fixed (no names, no pack drill, we're all human) but there was a question raised over the condition of the Big End.

Searching and checking of my bank balance I decided "if there's a doubt, then there is no doubt" and decided to get it replaced. Well, due to a string of circumstances that are not for this story, I ended up with a longer stroke (96mm) crankshaft, shorter (150mm) con rod, gas flowed head and a Kickstart conversion

along with another re-bore which has taken the capacity out to about 612cc and the throttle body, injector etc. from a 535 Conti GT.

Now it was a pleasure to ride! Still wouldn't quite touch the ton (on a private road obviously!) but would cruise quite happily at the legal limit. The only problem remaining was the impending demise of the sprag clutch. The next bout of modifications saw another new sprag clutch fitted (number 2 had failed) a Mikuni carburettor and a manual decompressor in order to spare the sprag clutch. It's since had a Tachometer which incorporates a digital speedo fitted in place of the standard speedo. Since my retirement it's been my favourite bike to ride but it recently let me down. Whilst accelerating up a slip road to join the motorway (5000 rpm about to change up) the engine simply cut out. I suspected an ignition or some other electrical fault. Unfortunately, it turned out to be that the inlet valve had dropped, caused by the valve collar failing (Not the Hitchcocks component I hasten to add, the springs and collars were changed for alternative items during head tuning). The top end rebuild is nearly complete and it'll be back on the road soon. See you next time.

Dave Blakeney (16956) Mid-Shires

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1965 RE Continental joins in with Steam Rallies

For many years I have attended local Steam Rallies with a classic vehicle, usually a Motorcycle and exhibited such - why?

As an exhibitor with your entry pass it is free to get in and with good weather it is a nice day out or you can make a weekend/Bank Holiday of it with camping. There is a steam preservation/rallies website so search for this to find out about these events in your area or further afield if you like to travel. Mostly entries can be done on-line and once you are on the books you will receive an invitation for the following year. Remember no exhibitors there is no rally! So what is a typical day.....

With a well polished motorcycle or not, if your entry is an interesting one, leave it as it is, and how you use it, turn up before the appointed time (usually 10am) before the General Paying Public are admitted.

You are likely to be marshaled to the "Motorcycle section" as these rally fields can be quite large and when you are there park up in line as directed and prepare to exhibit. No vehicle movements are allowed until it is your time to enter the roped off arena and ride around without an helmet, usually 4 or 5 times before all are called to line up in the centre. I have done this with 5 others or 20 others depending upon who wants to do the arena thing. You can play it either way, leave your exhibit where it is or go around the arena. I like to do the latter as you get the chance to speak about your machine to the commentator who are usually

quite knowledgeable. They like British bikes as many people remember them and enjoy the sounds they make. You ride around the arena again a couple of times before going back to your exhibiting spot. The programme(you get a free copy) will state the time you go in the arena and it is also given out on the Tannoy. Typically the bikes get half an hour to do their bit, so what else happens?

Bikers are a friendly lot and there will always be someone to talk to often about bikes and don't forget the paying public who will see your entry number on the headlight, check their programme and approach you. Questions may be asked and the inevitable "I had one of these once" Its nice to chat with the general public as we are always proud of our exhibit. Don't forget there are lots of other exhibits to look at. Peruse your programme and check arena times if you want to see exhibits working and enjoy the sounds. There will always be plenty of food stalls and cups of tea/coffee and the ubiquitous beer tent! There is often entertainment at lunch time, a decent band typically. Remember the beer tent is a good place to head for should there be a short shower!

These rallies will have other exhibits like falcons/owls, re-enactment people, model boats (great if there is a pond on site), archery, blacksmiths forge, period caravans, lots of classic cars, classic lorries, Military vehicles and not forgetting the Steam Engines.



All in all a good day out with decent people, great if you go with a mate who also exhibits his or her bike.

The rally season like all events this year have been cancelled as you know. I usually go to Woodford, Lamport, Rushden, Hollowell, Kettering and Earls Barton. All in Northamptonshire. The furthest I have travelled is 55 miles to Bloxham near Banbury on the Honda. If you have not tried these rallies then give it a go, its an enjoyable day out.

Regards

James French (10011)

James.french17@zoho.com

Towards the Bullet-Proof Head Gasket!

I came across an article today in an old copy of 'Real Classic' magazine (April, 2018) which gave me considerable food for thought - and it might well be of interest to those running Redditch twins.

The article starts with this intro from the writer, Robert Murdoch:-

"I was once told at a continental bike rally that I was brave to travel such a distance on an Enfield twin without spare cylinder head gaskets, particularly as I was carrying a passenger, camping equipment and tools."

In view of the reputation RE twins had at the time for blowing them, such a comment was, perhaps, understandable. It was only a short while later, when Robert was preparing the engine for a rebore, that he discovered an intriguing mod made by the previous owner. He had used varnish to mask a thin strip of the copper head gasket surrounding the cylinder bore and pushrod tunnels, and then acid-etched the remaining area of the gasket to reduce it's thickness by about 10 thou (0.25mm). So how did it work, long term? Robert re-used the original gasket (presumably after annealing it first), and it stayed leak tight until the bike had 60,000 miles on the clock!

When I thought it through, the idea is a simple one, and replicates an idea I was shown by a steam loco fitter. The steam pressure on the joint in question was up to 165 lbs / sq inch, and it's temperature was way above normal 100 degrees C - but all he used was a ring of copper wire. This was bent into a circle just big enough to surround the bore through the union, with the ends twisted together, and a couple of loops to the outside to locate on two of the fixing studs, like this:-



After making the loop, he annealed it, assembled the union, tightened the fixing nuts - job done. And it withstood both the heat and the pressure perfectly, and gave no trouble in long-term use.

This sketch shows the idea described by Robert Murdoch, as applied to the head gasket of a typical pushrod single:-

On the left is the gasket as bought; on the right is the gasket as modified. The areas in black are those masked before etching, which remain full thickness, and the grey areas are thinned down. The result is that the critical areas of the gasket for preventing leaks - that is, surrounding the cylinder bore and the pushrod tunnels - have a high percentage of the pressure applied to them, whilst the rest of the gasket, which contributes very little to sealing, has much less.

An example will make this clear. Ask anyone who has been stepped on by a woman wearing stilleto heel shoes. She may be five foot nothing, and as slender as a deer, but the pressure she can exert through that tiny heel area is astonishing, and - the voice of experience - astonishingly **painful!**

In the case of a head gasket, the *load* exerted by tightening down the fasteners is exactly the same whether you use the full thickness gasket or the area relieved one - but the *pressure* on the vital areas is greatly increased with the latter. Suppose the full area of the original gasket is 12 square inches, the reduced one is 2 sq ins., and tightening the head fixings exerts a total load of 120 lbs force.

Full size gasket Pressure is 120 lbs force over 12 sq ins = 10lbs / sq in.



Thinned gasket Pressure is 120 lbs force over 2 sq ins = **60 lbs / sq in.**

You might think that a 10 thou reduction wouldn't make any odds, as once you torque the head down, the copper would just squash to the same thickness all over (like pastry under a rolling pin), and it would, but for the fact that copper work hardens. If, before use, you anneal it by heating to a bright red, and immediately dunking it in water, the copper ends up dead soft (handle with care!). As you start torquing down the head and copper starts to squash, it goes from dead soft to dead hard very quickly. So little compression is needed to do this that, before the head starts to bear on the thinned area, the thicker portions will go hard, and still take the lion's share of the applied force.

So, the theory sounds promising, but the proof of the pudding is in the eating - and you really can't argue with that *'60,000 miles on the clock with no head leaks'*, can you?

Re. annealing; if you heat copper to bright red, and leave it to cool slowly, it will still be fully annealed, but quenching in water knocks off any scale formed during the heating process.

Copper etching can be done with the ferric chloride crystals used to make printed circuit boards, and available from radio and electronics supply houses, and the masking can be done with nail polish, and later removed with (what else?) nail polish remover. The acid produced is a mild one, but it is *very* good at staining clothes and kitchen utensils a deep reddish brown - *you have been warned* . . .

Jack Enright (17671)

Club Sales - **NEW PRICES**

Code	Item description (see website for photos)	U.K.	Overseas
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S2e	Cannon pin badge - chrome	£2.50	
S2f	60th year Bullet badge - green / white / orange (India)	£2.60	
S3a	Sticker - silver with 'Cannon' + 'Made like a Gun'	£1.50	
S3b	Screen sticker (inside screen)	£1.80	
S4	Sew-on patch	£3.10	
S5	Key fob - with red / yellow / green / blue badge	£3.20	
S11	Gun magazine binder - red or blue	£7.00	
S15	Tie (printed) - royal blue or maroon - reduced to clear	£2.00	
S16	40th REOC Anniversary badge	£2.50	
S20	Sweatshirts - S - L	£14.20	
S20	Sweatshirts - XL - XXL	£15.00	
S21	T-shirts - S - XXL	£7.30	
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Market Place

For Sale

For Sale: 350cc Bullet trials motorcycle 1992 (1958 bike with 1992 Indian engine, gearbox, primary drive.) Road legal, MOT, Lovely condition. £3500.

Andrew Denman (16406) Tel: 07786651903

For Sale: 250 Clipper engine 1954 £100, Alloy trials yoke (Hitchcocks) new £130, 250 GT front wheel 7" full width hub, new alloy rim and spokes (no brake plate) £125.

Andrew Denman (16406) Bucks. Tel: 07786651903

For Sale: Bullet parts (all Hitchcocks numbers) Custom seat 91403 £30, High rise bars 93050 £15, Gold star silencer 91031 £15, Trials silencer 200087 £40, Swept back pipe 91028 £20, Carb kit 90005 £75.

Phil Mellor (17297) Tel: 01270 662186 email: phil.mellor2@outlook.com

For Sale: 1961 350cc Clipper, REOC dating certificate, correct numbers, shows little use over it's almost 60 years. Excellent condition, original transferable registration.

Malcolm Hobdell (17595) Tel: 01903 746955.

For Sale: Indian Bullet Seat. Good condition £30, Super Meteor & Constellation. Workshop Manual and handbook. £12 the pair, 350 and 500 handbooks.£4 each. Crusader Rear Brake Drum, non QD type wheel. £20.

Andy Haig (016922) Lanarkshire Tel: 07702091228

For Sale: 1961 Constellation Airflow. Owned since 1974 reliable original just a few sensible mods. £4000.

Colin House (03115) 01642 896743 Mob: 07926564221

email: confield@ntlworld.com

For Sale: 1957 Royal Enfield Super Meteor, matching no's & REOC dating cert, ex Andy Tiernan. Too much to list, bike is in France, ill health, £5000 o.n.o. Photos & details: weedsy@free.fr

David Weeds (17295) Chatillon-sur-Cher, Loire et Cher, France

Tel: 00 33 2 54 71 46 86

For Sale: 2011 Clubman EFI, 12500 miles, good condition, free flow downpipe, genuine goldie silencer, K&N filter, Power Commander, stainless fixings. Some spares and workshop manual included. Can e-mail photos.

Maurice Ascough (14841) Surrey Tel: 10483 481342 mascough@tiscali.co.uk

For Sale: 1958, Very early Royal Enfield Constellation 700 twin. Original frame and engine pairing. Not modified, retains 6v electrics and K2F magneto. Single carb (not TT) Starts & runs well. Preparing to move overseas, and unable to take the old girl with me. £5995 ono.) Also Pair of cylinder heads for 700 / 750 Enfield twins, one with complete valve gear £200.

Ian Bolton (16071) East Yorkshire

Tel 01482 34567 Mob: 388773612 e-mail: ian-58@live.co.uk

For Sale: Redditch Enfield items for sale which may be useful to a member; K/start, G/ change rubbers – don't know model, photo/dims available £6.50 w/ postage . 250cc F/ brake drum cable lever. Re-chromed (better than new) £15.00 w/postage Speedometer 'O' ring 85x79x3mm £2.00 w/postage

Ian Marchant (17643) Weybridge, Surrey. 07901-553339 marcho@ntlworld.com

Magazines: "The Gun" issues 82 to 250 in Binders VGC Free to collector Tim (16236) Wiltshire tim.can15@gmail.com

Market Place

For Sale

For Sale: Royal Enfield 350 Bullet trials, 1992. 1958 bike with 1992 engine. Very good condition, road legal, £3100. Also 250 Clipper engine 1954 £100, alloy trials yoke hitchcocks, new £130, 250 GT front wheel 7" full width hub new alloy rim and spokes (no brake plate) £125. Andrew Denman (16406) Bucks Tel: 07786651903

For Sale: Airflow fairing with fittings, no screen (collect). Meteor heads x 2 bare with pushrods. Crusader 7" front hub bare. Meteor timing cover. Chopped nacelle suitable for trials. Len Pinkard (1615) Tel: 0292 0565568

For Sale: W.D. C.O. crankcase, cylinder, head, new piston. G delux engine, head, cylinder, bottom end. Mitchell avon fairing with fittings. G gearbox, W.D. C.O. gearbox. New old stock 1951/52 350/500 Bullet upswept silencer. 1939/1940 350 +40 hepolite piston. Ian Johnson (4385) Tel: 07811906146

For Sale: Bullet parts (Hitchcocks numbers) Custom seat 91403 £30, high rise bars 93050 £15, Gold star silencer 91031 £15, Trials silencer 200087 £40, swept back pipe 91028 £20, carb kit 90005 £75.

Phil Mellor (17297) Tel: 01270 662186 e-mail phil.mellor2@outlook.com

For Sale: Yamaha Virago 535, 1990, 21000 miles, recent tyres, exhaust, battery, MOT and service, screen, passenger backrest and luggage rack, £1200.

James Johnston (15879) Tel 07565921932 (Lancs)

For Sale: Hitchcock scrambler seat, good condition part number 91432 £100 plus postage. FREE Dellorto carb from Electra X, originally part of the Watsonian highway kit. Free but you pay postage.

John Hulme 15778 Andover 01264 729405 jfrancishulme@gmail.com

Market Place

Wanted

Wanted: Petrol tank for 1958 Meteor Minor. Colin House (03115) 01642 896743 Mob.07926564221 email confield@ntlworld.com

Wanted: 500 gearbox 1937—1946. Will buy or swap for 1960 500 box overhauled, or will sell my box £200. Mike Macleod (17682) Tel: 01307 830318

Wanted: Royal Enfield Constellation fuel tank any condition considered 01905 840288 or 07889 070767 or email antonere1@hotmail.co.uk

Wanted: 1949 Royal Enfield J2 Clean petrol tank. And to get in touch with any J2 owners out there who I can exchange info with.

David Crompton (17755) Anglesey 07765 852377 david.crompton@hotmail.co.uk

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

July, August 2020

Sharron Thorn, Sutton
Frederick Ballinger, Nottingham
Vince Sutherland, Lymington
Paul Ingham, Andover
Edgar Baines, Lincoln
Graham Draper, Liskeard
John Robb, Reading
Brian Culley, St. Austell
Martin De Roche, SWITZERLAND
David Pearson, Dunstable
Andy Hitchens, Bristol
Rory Wilson, Borth
Geoffrey Smith, North Walsham
Martin Trafford, Buxton
Alex Pettinger, Richmond
Ian Whish, Mablethorpe
Paul Baskerville, Swindon
Benjamin Coulthard, Halifax
David Crompton, Menai Bridge
Guy Pompa, Bodmin
David Blenkinship, Leyland
Jose Goncalves, Grantham
Arman Daniel, GREECE
Mick Abraham, Northampton
Don Rountree, SPAIN
Alexander Jack, Swindon
Rob Coussens, Trowbridge
Manny Sharma, Leicester
Richard Thorne, Penzance
Joe Alderson, Leyburn
Neil Hayward, Newport Pagnell
Michael Bowers, Oldham

Phil Wood, Alton
Gary Oates, Fareham
Robert Demaine, Pudsey
Chris Billingham, Wolverhampton
Stergios Schismenos, GREECE
Nicholas Kearney, Westgate-On-Sea
Tony Simmons, Glastonbury
Chris Long, Amersham
Colin Lewis, Lymington
Maureen Hewitt, Dumfries
Khalid Syed, Blackburn
Neil Harris, Sleaford
Brett Findlay, London
Robert Metters, Camelford
Robert Harrison, Studley
Malcolm Rodgers, Maybole
Ken Vernon, Sheffield
Bob Woof, Carnforth
David Evans, Evesham
Tom Atkinson, Cockermouth
David Evans, Bournemouth
Dave Doughty, Bedworth
Andrew Harris, Teddington
David Garside, Andover
Howard Hill, Colchester
Barbara Harrison, Swindon
Tristan Hall, Haverhill
Ian Hill, Cheltenham
Dave Coley, Leicester
James Boaden, Ross-On-Wye
Christopher Paisey, Badminton

Membership Secretary

Teresa Langley, Strathaan, Ardgay IV24 3BG

tel: 01863 766431

email: membershipsecretary@royalcnfield.org.uk

Identification needed

I thought that this might be of interest to the members.

This motorcycle has been in my possession for about four years and during that time I have refurbished the engine with a new piston, new fork springs and various electrical items. The points and charging system is Miller rather than Lucas.

The number plate has been allocated by DVLA the previous one being lost. The bike may have been registered in the Sheffield area but I cannot prove this. It would be nice to get the original plate back. It was re-registered again in April 2006.

The V5c shows the first registration as November 1953 and I assumed that it was a 250cc Clipper although Hitchcocks think that it is too early for that model. The nearest looking bike that I have seen is the Indian Firearrow which looks identical.

The engine and frame numbers are both 2064. The parts for the chassis from Hitchcocks are the same as the 350 cc Bullet.



It would be nice if you or the members could give me some ideas on what the bike model could be.

Kind regards, Ian Travis (15462)

Club Calendar

Corona Virus

While the current restrictions exist, all the Rallies during the foreseeable future are cancelled.

If however during the Summer months and the restrictions are lifted, the rally organisers may wish to resurrect their rallies.

To find out and enquire whether that is the case by members wishing to attend, they should telephone or email the

Contact to check.

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 electricity

Rally Contact: Rob Graham

01258 817074

**Annual General Meeting
3rd October 2020
Woodland Waters,
Willoughby Road,
Ancaster NG32 3RT**

October Fest

October 9th - 11th 2020

Island Meadow Caravan & Camping
Park, Aston Cantlow, Henly in Arden,
Warwickshire B95 6JP

www.islandmeadowcaravanpark.co.uk

holiday@islandmeadowcaravanpark.co.uk

Phone Katherine

01789 488273 with your ETA.

Agreed Rally fees, Tents £6.50 pp per

night, Campervans/Motorhomes etc

£20 inc power and 2 people per night.

Rates still applicable for long stays.

Marshal: Michael Sliwowski

0773 0110 158

poloenfield700@googlemail.co.uk

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

Branching Out

It's been over 12 years since I bought a Royal Enfield Bullet. It was a combination of getting back to motorcycling and pandering to my love of fifties music, rock 'n' roll dancing, and fifties vehicles. In those years of signing up to the owners club I have played a key role in three international rallies, I've been MC at numerous events, and secured a better pitch for REOC at Calne Bike Day (which has been billed as the biggest free motorcycling event in Britain.) This involved



attending a marshalling course and patrolling a car park. Never a dull moment. Having mixed with different branches in that time, I have now accepted the role of Branch Coordinator. So if you're looking to set up a new branch, or you've found things a little quiet lately, give me a call or email.

Are you on the radar?

I recently spoke to someone who was unaware of a branch in his area. Please check the website at royalenfield.org.uk and make sure your local branch is on there with up to date information of the branch contact person.

Are you an enthusiastic Royal Enfield owner / rider who does not have a local branch to attend?

If so, why not let your National Committee help you to form one? If you are willing to use your name and number as a local point of contact, I will count the membership numbers within a thirty mile radius of your post code. Assuming there are enough members available to support an initial meeting of half a dozen or so, I will write to them and invite them to a location of your choice preferably on a weekend at a quiet pub or café. It really is that simple, put a little in and get a lot more out!

Jason Reeves Branch Coordinator

jason.av8.reeves@gmail.com 07773 353522

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)

Things are starting to get back to normal for the Mid-Shires. The monthly meeting is nearly back to full swing. We've certainly made use of the good weather and had a good attendance in the car park. Where better to check out each others rides and latest acquisitions.

The breakfast meets are also proving ever popular again, especially now we're able to 'eat in' again. Just as well for the last one, as we'd have been all scrambling for shelter from the impromptu showers.

Plans are afoot for some long distance rides to prepare for those of us that are planning to ride out to Greece for next years REOC International Rally, with less than 12 months to go, by the time you're reading this. It will certainly be interesting to see which members and what bikes are planning to make the ride. Time constraints will certainly play the part for most members I'm sure. So no doubt there will also be a variation in the many routes yet to be planned. And not forgetting the different methods of planning, be it the good old mapped routes or the techies with the pre planned sat nav options. As long as we get there, I'm sure either will suffice!

By the time this is read, another club meeting will have come and gone, as well as many planned day trips and breakfast runs. Long may it continue!

Simon Edler (16783) Branch Scribe

Practicing our Greek

On September 5th 2020, one year before the 2021 REOC International Rally in Greece, four Members of the Midshires Branch set out on a viability test ride to St Ives in Cornwall. The idea was to find out how we would fare in a long group ride. With over 300 miles covered each day it was an appraisal that equated to half of the shortest road miles route to Greece. We had a blast! The motorway work was easy to cope with, even with me slowing the pace down to 55 mph (sorry chaps) and time on the A roads was the same but more enjoyable. With so many Members wanting to make the journey to Greece and over so many different routes, packs of four seems realistic.

Himalayan rider Graeme covered the most miles notching up 672. Graeme was the only 'camper' amongst us and consequently the only one who bothered to make it to Lands End (pic). The lure of a full English hotel breakfast was just too strong for the rest of us. Being something of an economist Graeme tried to sell us on the merits of a £3 campsite but the luxury of a hot bath won the day. Neil D's very well travelled Interceptor performed flawlessly although he did say that the pace was a shade low for the bike's sweet spot. Noteworthy if you have a group trip planned for Greece containing fast and slow machines. When we pushed up to 60mph for 100 miles my 03 Bullet started to perspire. It has done that before, only traces of oil and perhaps linked to the natural 'sweet spots' associated with older singles. But you know how it is; you spill a thimble full of oil on a hot motor and it looks like a half pint. Our fourth and most senior rider Ray had not completed a long ride for a good while. 'Scotland 20 years ago' I think he said. Interestingly he found the Himalayan endearingly comfortable throughout the weekend and coped with the eight hour days without a moan. No comments about the south west and rain beyond this one; our waterproofs were well and truly tested but as Midshires man Neil G says "if you don't ride in the rain, you don't ride".

Branch Reports



If you haven't undertaken a long ride in a while it may be worth considering a practice run. Not to prove your bike's reliability or to prove that you can do it, more to find out how much fun it can be. John Dove.

Bristol Branch

Meetings 1st Mondays at The Fox Easter Compton BS35 5RA

Contact Andy Wars 07980 333383 andy.ward2@btinternet.com

BRISTOL AT FULL STEAM



The ride out for August was brought forward a week in order to avoid crowds over the August bank holiday. Destination venues tend to be offering outside / takeaway facilities with limited attendance numbers We met at Keynsham railway station car park so that we could all meet up and still exercise social distancing. 15 people attended on 11 bikes, all Royal Enfields

except for one very very nicely restored Moto Guzzi.

The weather forecast told us that Sunday would be the driest day of the week and it seemed to be pretty accurate for the whole week.

Needless to say, Sunday was the day that the forecast had a blip and we all pulled into the nearest safe stop (a petrol garage) to unpack our waterproofs.

We took the quiet back lanes to East Somerset Railway which has an active steam locomotive and a friendly restoration crew who had a good chat with us and the sun decided to return.

Some returned to Bristol whilst the rest of us continued our journey to Stowford Manor Farm for cream teas and a game of bat the wasp.



Jason Reeves (12417)

Branch Reports

Suffolk Branch

After a long period of not meeting to comply with government social distancing advice we had our first monthly club meeting at our regular watering hole The Anchor on Saturday 1st August. A nice turnout of 15 members who all enjoyed a socially distanced meeting and drink outside on a gloriously sunny day. Suggestions for ride outs were suggested but unfortunately after investigation all but one of the proposed places of interest were remaining closed.

Not to be defeated arrangements for a visit to our of our favourite rides to The Cross Keys pub at Redgrave for its monthly biker's meet was made and actioned in spite of the constantly changing and non to optimistic weather predicted.

Maybe it was the uncertainty over the weather maybe it was covid19 fears but last time we made this ride it attracted huge numbers of visitors the number of which I hadn't seen at any meeting anywhere before. This

year there was the grand total of THREE! That was us three. The Suffolk branch of The Royal Enfield Owners Club saved the day. Two more R.Es were spotted



going in the opposite direction en route to The Cross Keys so had we all arrived at the same time we would have had the grand total of five. The days weather which had caused us so much concern turned out one lovely sunny and perfectly dry day. We shall meet next at our usual monthly meeting place on the first Saturday of the month.

The Anchor, Upper Street, Stratford St Mary, Suffolk. On Saturday 5th September.
Visitor's warmly welcomed

Branch Contact Stephen Backhouse (16476) Mobile 07939351740

Branch Reports

West Riding Branch

Club Contact Kevin Moore 07736775211 sidecarkevin@ntlworld.com

We intend to resume meeting monthly at the Reindeer Inn, Old Road, Overton, Wakefield WF4 4RL at 8.00pm 1st Thursday of the month as soon as we are able. 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 again, needing to put something together for the magazine but having precious little to write about not least due to the enforced inactivity consequential to them Covid-19 restrictions. Don't the powers that be know this is God's own county? No, I hear you shout! Large swathes of the West Riding are further hampered by tighter restrictions due to being near top of the league of new infections. Hmmph! (Well, at least we're top at something!) So, no official WR Club meetings at present. That said, I did happen to ride past our normal meeting venue on the first Thursday evening this month and noticed there seemed to be a random group of 5 other bikers standing about the front of the premises (observing appropriate social distancing, obviously). So, I stops for a chat, just to be neighbourly like! And, you'll never guess, I looked up the top o' the car park and there I saw another group of 5 or 6 bikers just happened across one another. Strange that, eh? So, wi' nowt better to write about, please enjoy the next member profile series, that of our dear friend John Moulton: (see right)



Brief Riding History and Bikes Owned: I've enjoyed fifty years riding experience involving commuting, touring, Round Britain Rally (10th time this year), several National Rallies and the Welsh Rally. I was involved in supporting a road racing team for forty of those years and loved being in the heart of the action at several Isle of Man T.T's, the Manx, Southern 100 and Ulster G.P's. I managed a motorcycle dealership for about five years and have enjoyed a bit of freelance motorcycle writing for Motorcycle Sport, Real Classic, Used Bike Guide and Motorcycle Monthly. I've owned more than fifty bikes including three Royal Enfields. Until very recently I had a Himalayan and currently ride 1975 Moto Morini 3 1/2 Strada.

Bike I should never have sold: That's easy, my 1951 Velocette MAC. I also loved my RE Woodsman Efi. I am certainly tempted to buy another Efi Bullet, the Trials replica perhaps? **Riding Highlight:** Riding through the Clee Hills in Herefordshire on the National Rally a few years ago as the sun rose and of course my time acting as pit crew at the Manx for my friend Rob Knight particularly the year he rode to 5th place. **Riding Nightmare:** After picking up a brand new BMW R90/6 test bike from the importers in London and riding it home to the West Riding in blizzard conditions taking 7 hours! Here's 'til next time, ride safe! Dudley Martin.

Branch Reports

NE SCOTLAND

Contact Bob (REtrialer), email- bob.nes@btinternet.com (preferred)
or tel 01651 851569

PROVISIONAL, if still permitted there will be a run out towards the end of the coming months. May not be on the last Saturday to avoid too many crowds! I will circulate e-mails nearer the time, also need to see what is open and if it needs booking. Please give some thought to what or where we may meet up through the winter.

Had a few little runs out mainly with club members. There is a reasonably local roadside trailer take away 'Throttle n Choke' which through the week has a steady location and moves to different sites for the weekend. If you are on a motorcycle, you get a free cup of tea/coffee with your order. Lovely day when we

went for a burger via the Slug Road to just South of Stonehaven. So nice we returned via Cairn o'Mount. Six of us on the run (if you include the plastic pig) plus a mate of mine joined us on his HD (working from home, extended lunch break).



Visited again the following Saturday much nearer home. Just 3 of us, Kevin gaining confidence in his Bantam.

Last Wednesday of August I led (astray) a small group to visit the unusual Craigin Bridge. (About a mile walk through enchanted wood from Drybridge where we parked) Unfortunately missed a member who had gone direct, we were about an hour late getting there, saw him later though. Took a picnic lunch for this one, sat on the parapets to eat (keeping distance), explored the local area (on foot) afterwards. Stopped in Portsoy for a delicious local ice-cream before dispersing.

Stay Safe everyone.

REtrialer (07404)

Branch Reports

Kent Branch

When you read this, after six months, we hope to have our first proper meeting again at the clubhouse on October 13th. Distancing rules may well reduce the numbers able to attend but I will update members nearer the time.

Meanwhile 'Club Days' continue to be successful. July saw us at the Headcorn aerodrome where a good ride across the county for most of us led to the first real chance to meet up again. Whilst there I finally succumbed to Micks offers of a ride on his very rapid Bullet which at last now has brakes to support its performance. Worth waiting for & it didn't even break down once - I think you have finally got it sorted Mick! Was a good selection of members machines there including Chris's very smart Crusader Conti. (see pics.)

Reculver near Herne Bay was the venue for August & again we were fortunate to have great weather & food, eating outside at the pub. Nice surprise to see Christian of London branch making the trip down to join us.



Septembers venue has just been chosen so we're hoping for the sunshine to continue.

Great issue of 'The Gun' last month & I personally enjoyed the articles on the RE125s (Flying Fleas). Wasn't sure how credible the claim of over 200 m.p.g. was but mine is certainly very economical with no fuel consumption whatsoever as I push it up & down the lane in a vain attempt to start it! Joking aside its now running sweetly though the lights are a bit unpredictable.

Thought the MAG report 'E-10: the end of reason?' made important reading, seriously challenging our seemingly & controversially obsession with the introduction of bio-ethanol

fuels, which of course also impacts on the use of the older machines which many of us use.

Enjoy the autumn rides & keep safe.

REgards, Mick e-mail reoc.kent@talktalk.net 01304 205233

Branch Reports

Airedale & Wharfedale Branch

The Airedale and Wharfedale branch has lately found itself under local lockdown and this has affected the chances of arranging rides.

However 4 of us did meet at Cafe 59, a popular biker spot on the A59, an East West trunk road across Yorkshire and Lancashire. It's a great place for a bacon sandwich and a chat with like minded people. Also 2 of us rode to Hebden Bridge, a grey damp journey there and a soaking wet windy ride over the moors back home. And one intrepid enthusiast took off on his own one afternoon to explore Nidderdale.

As the situation eases, all being well we are planning a longer ride in a few weeks when hopefully we might be a bigger group.

We need to find a location where we can resume monthly meetings. Meanwhile, best wishes to all branches and ride safe.. When you can.

Peter Jackson (17222)

South Lancashire Branch

Contact John Hamer Tel: 01706 360828 Mob: 07933 321 135 Meets at Birch Hotel, Manchester Rd, Birch, Heywood OL10 2QD 1st Tuesday of the month 7.30pm

Still no Club meetings due to the Virus; disappointing as several new people have shown interest in attending. However, we had a pleasant opportunity to meet up in a socially-distant garden, thanks to an invitation by Mel and Denise. Look out for information on opening up again, in the Gun or on the Hitchcocks website.

What could be more appropriate than Mel's enormous garage? Two metres distancing is recommended, but you could almost stand 2 miles apart in there. Well, not quite, but it felt pretty safe. He's got a couple of Triumph Stags, one on the ramp and another on its side... not an accident; the underneath is being welded up. Back outside in the sun and lots to eat and drink. A grand day out.

The Red Rose Rally was scheduled for the 10th to 14th of last month. Located near Pendle Hill, with superb country lanes to ride on and a campsite with modern facilities, what could possibly go wrong? Flooding? Flat batteries? Tents blown away by the witches flying past at speed? It'll all be in the next edition of The Gun.

Our annual Christmas dinner at the Birch Hotel is planned to be on Tuesday, 1st December. Be sure to make contact with us to check...

Chris (8113)

Branch Reports

A very nice trials bike seen at the **Bristol Branch**



Branch Reports

REOC Greece Branch

The Greek summer is here! Last month our branch made one more daily ride to Evia!

More than 20 members joint and had great time by the sea!

Nice seafood, new members like our good friend Arman Daniel and many Royal discussions about the International rally next year!

The sea was marvelous and the weather was mild! We enjoyed so much! Kimon Delios has just tested his bike after an engine rebuilt and was so happy!

Arman Daniel described us his adventures in North America with an Lml vespa in a 4 months trip!

We try to organise a big trip around Greece next month to connect all REOC members and Enfield owners also! Hope things with Corona virus would be better...



Stay healthy and safe!

Regards

Andreas Papadakis

Secretary Reoc

Greek branch

REOC INTERNATIONAL RALLY 2021

Epidavros -
Greece

Friday 3rd
September -
Sunday 5th
September

At Bekas
Camping,
Epidavros
Municipality
210 52

[https://
bekas.gr/en/](https://bekas.gr/en/)

Tel: 0030
2753099930



Please book directly

(booking no earlier than 1st January 2021)

170km from Patras port - Nice B&B also at the area

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;

MAG Report

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MAG Report

News from the Motorcycle Action Group (MAG)

MAG outraged by latest Highway Code consultation announcement

The Motorcycle Action Group has expressed outrage at the lack of consideration for motorcyclists in the latest review of the Highway Code announced today. The consultation - entitled “Review of The Highway Code to improve road safety for cyclists, pedestrians and horse riders” - makes no reference to the statistically most at-risk vulnerable road user group. The consultation on proposed alterations to the Highway Code was published on the 28th July and is open for responses until 27th October 2020. The consultation website page states that the consultation is “seeking views on proposed changes to The Highway Code to improve safety for vulnerable road users, particularly the groups of: cyclists, pedestrians, horse riders”

MAG’s Director of Campaigns & Political Engagement, Colin Brown, said:

“This is a shocking demonstration of the lack of care for the welfare of the most vulnerable road user group on the roads. As motorcyclists, we have to face the accusations and vilification of our legitimate choice of transport mode, whilst simultaneously suffering a near complete lack of interest in making the roads safer for us. We take no issue with moves to improve safety for other road users, but this systemic and sustained process of turning a blind eye to the needs of motorcyclists is unforgivable.

It is little wonder that motorcyclists get angry about this kind of thing, and we fully share their outrage. We consistently campaign for improved motorcycle safety and bend over backwards to support the limited number of initiatives designed to reduce motorcycle casualties, but the mere title of this con-sultation reveals the depth of the problem we face. How can it be that the most vulnerable road user group is the one road user group that is ignored?

MAG Report

We are calling on the department to immediately revise the wording of the announcement to include motorcyclists, and then to develop meaningful discourse on what amendments can be made to the Highway Code to help improve the safety of riders. We will be writing yet again to the Secretary of State for Transport and urging our members to write in the strongest terms to their MPs.

We are aware that our latest letter writing campaign calling on MPs to support our three reasonable demands for post-COVID transport restart upset the Department, but the Department should prepare for more upset in the coming weeks. We will not be silent until our rights for a safe road environment is recognised.”

Colin Brown asks when is a motorcycle not a motorcycle? E-scooters and micromobility are new transport modes for which new regulation is required – or is it?

At time of writing the news that e-scooters have suddenly become legal on the roads in the UK is doing circuits in the media. Not that I am one to criticise the diligence of mainstream media, but this is actually a flat out fake news. Unless something dramatic has happened between me sitting down to write this and the printed copy hitting your doormat, e-scooters are still illegal for use on the roads. Admittedly there is a small but important caveat. Trials of e-scooters that strictly limit use to hire scooters in sanctioned trial locations are now legal. So a few guinea pigs can test the impact on their life expectancy in a handful of yet to be named cities, but other than that e-scooters are not legal on the roads There was a consultation about the e-scooter trials and yes we here at MAG did respond to it saying that we were opposed to the trial taking place before the completion of the wider Transport Regulatory Review which promises to consider how these things should be regulated here in the UK. Let's face it though, the Right Honourable chap sitting in the driving seat of the nation's transport policy has a predilection for anything prefixed with an “e”, so why wouldn't he put an “e” horse before that particular cart? Let mayhem commence.

So on to the Transport Regulatory Review. This was announced a long time ago in a galaxy far away in which Covid-19 did not exist. To be fair the lofty goals are quite admirable, and for someone like me signal a rather large opportunity ... if we can overcome one small hurdle. That hurdle, for me, is a fixation in the modern world to try to invent a new name for something and then pretend it's a great new idea.

Many of you may remember my article on the concept of micromobility back in issue 82 entitled “Re-Inventing The Wheel”. Yes, from the first moment I came across this concept, I felt it was baseless, and my view has not changed. So I have explained in MAG's response to the first call for evidence on the Transport

MAG Report

Regulatory Review, the words motorcycle and motorbike are both contractions of the word motor-bicycle. In a Ronseal inspired universe this is a definition that does exactly what is said on the tin. A motor-bicycle is a vehicle with a motor (“motor”) and two (“bi”) wheels (“cycle”). Just as a bicycle is a vehicle with two wheels but no motor. Clever isn’t it? Significantly smarter than the trendy new term “micromobility vehicle” in my opinion. “Micro” – small; “mobility” – movement.

Who wants a vehicle that only allows small amounts of movement? And where’s the motor? So we then ask what is an “e-scooter”? Well in my world view it is a vehicle with a motor and two wheels. No need to get clever about it – it’s a motor-bicycle. Of course being the combative type that I am I would point out that it is a rather sorry attempt at a motor-bicycle, but in our politically correct environment I will refrain from shouting about that.

Now I have heard a lot of valid concerns raised by people saying, are the casualty statistics for e-scooters going to get added to those of motorcycles? This would of course make our job harder as the safety record is probably the most quoted reason for policy makers avoiding our favoured transport mode. Certainly we here at MAG are not the only ones predicting carnage on the roads if these things are allowed to proliferate.

If that happens and a lazy statistician fails to separate those morbid data pieces from ours, the perception of motorcycling will be in for a rougher ride than it already is. Why would we want those things to be classified as motorcycles?

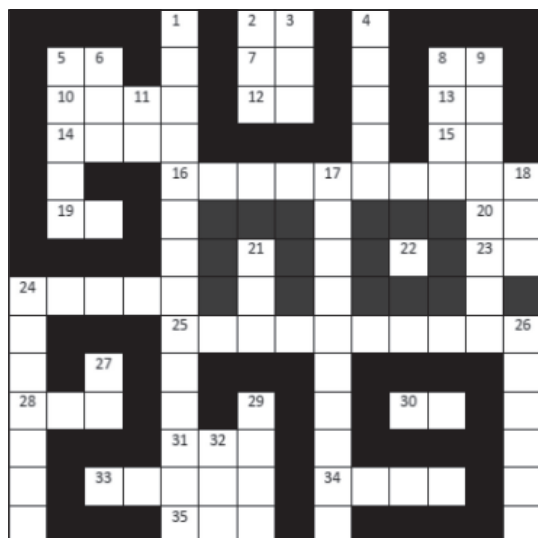
The way I look at it, though, if they are classified as motorcycles they will be regulated as motorcycles. That means that all the issues that lead them to be more dangerous than motorcycles will need to be sorted out. Are the government going to relax regulations on motorcycles in order to accommodate e-scooters? Well, maybe in a few minor ways, but isn’t that then a chance for us to say the same relaxations can apply to all motorcycles?

For example if an e-scooter is allowed in a cycle lane, why shouldn’t a 50cc moped be allowed in a cycle lane? If you don’t need a licence, insurance or crash helmet on an e-scooter, why do you need them on a 50cc moped? If the basic concept that anything with two wheels and a motor is a single vehicle class, then all regulation must be consistent, and we can adjust the regulation to ensure maximum safety for all. This can be the start of a revolution in terms of thinking about motorcycles. We have a subset of motorcycles that start from a point of Government support, rather than resistance. It is a foot in the door.

That is an opportunity that needs to be exploited. Is it an e-scooter? Is it a micromobility vehicle? No ... it’s a motorcycle.

But no, we don’t want to wear our underwear on the outside.

The Gun Crossword Issue 279



ACROSS

- 2 Initials: TV car programme
- 5 Grand Touring
- 7 Egyptian town on the Nile
- 8 25.4 in an inch
- 10 Native to Burundi, Rwanda
- 12 ½ a printer's em
- 13 A very nice man worked for:
- 14 6 cricket deliveries finished
- 15 Horse
- 16 Producing drink with grapes
- 19 Business: Trading As
- 20 UK's not in it after Brexit
- 22 Sounds like "Oh"
- 23 Rapper; died 7th May 2020
- 24 Spookily weird, scary
- 25 A woodcutter... and he's ok
- 28 Roman: II French: deux
- 30 Short form: Okay
- 31 Derived from Esperanto
- 33 JB, Double "O" what?
- 34 3+4+2=
- 35 Den (Anagram)

DOWN

- 1 4WD Eg LR [4,5,5]
- 2 The definite article
- 3 Firearm
- 4 Italian, wasp, scooter
- 5 Phantom, spirit
- 6 German MOT
- 8 3 Wise Men
- 9 Eg North, Personality
- 11 Music, variant of Ti
- 17 TV quiz, started, so finish
- 18 Mr Fawkes' first name
- 21 Resistance is futile Ω
- 22 Looks like zero
- 24 Issue of a magazine
- 26 Home of hikers' mintcake
- 27 Opposite of Stop
- 29 The name's B. Basildon B.
- 32 Daniel in the lions' what?

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 278 is
Ian Hampson
(16368)

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deadline
shown
in the
Gun



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

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