

THE GUN

The magazine of the Royal Enfield Owners Club



Christmas Greetings

ISSUE
No. 280



Dec/Jan
2020/2021

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Contents



Page		
2		Adverts
4		Editorial
5/6		Letters
7/8		From the Archives
9/12		Post War 250's pre unit
13		Covid Guidelines
14/15		More Post War 250's + VE Day
16		Club Sales
17		Adverts
18/22		Bullet to Gannet
22/23		Branching Out
24		Club Calendar
25/26		Ireland Report
26/27		Tayside Branch
27/29		Market Place
30		New Members
31		Smart Himalayan
32/46		Branch Reports
47		Crossword

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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Editorial

Firstly, may I wish all members a very Happy Christmas and a prosperous New Year.

Thank you to all those who have contributed to this issue of the “Gun”, and my apologies to all those whose articles have not been included. It seems that in these restrictive times club members have left their bikes in the shed and have turned to the typewriter. (mine is more of a typewronger). I was inundated with a veritable tsunami of articles for this issue and sadly could not find the space to include them all. However, they have not been discarded and will have priority to be included in the next edition. Please do continue to submit your thoughts for publication. Far better to have too much than too little. If it is date specific I will get it in, and keep others which can be published later.

Finally, do read the riding rules on page 13 but bear in mind that they may have changed by the time you receive this issue.

Regards, Alan

All contributions for the next issue to reach the Editor
by the **1st January 2021**
Next issue published February 2021

Letters

Better Braking

Hopefully this letter may prove useful to anyone who is worried about the performance of their drum brakes.

The 6", single leading shoe rear brake on my 9 year old Classic B5 was not exactly "efficient".

Talking to a fellow club member, he advised me to contact a company called Friction Services, who had cured his front end braking problems.

The company asked me to let them have the whole wheel assembly, including axle and back plate.

The drum was inspected and oversized linings fitted to the shoes, which were then turned down on a lathe to give maximum shoe contact with the drum.

The transformation of the brake was unbelievable. From a brake that felt "iffy", I now have a rear brake capable of locking up the wheel (not that I want to).

Friction Services are located at Keynsham, near Bristol, so this information may only be useful to members in the south west.

Their contact number is 01179866453, and of course, they have a website.

Mike Pickering is the man to talk to. He's a really helpful chap, who also happens to be keen on classic bikes.

This all may sound very expensive, but believe me, it isn't. The major cost to me was in fuel. (2 return journeys, totalling 100 miles!)

Finally, I must add, I'm not connected in any way to Friction Services - just a very satisfied and well impressed customer.

Mike Davis (16823) 07783836687

Letters

Electric Triumph

Years ago, watching Fred Dibnah on TV with one of his projects (Betsy?) the inspiration came over me to DO something more than just sit in front of the box.

Unusual then, but no longer, I was perhaps one of the first to convert my Triumph pushbike to electric. Down came the brass curtain rails to form brackets, which held the car battery behind the saddle and a spare starter motor to rub on, and drive the front wheel. The switch was a jump lead either on the handlebar chrome for Go, or the rubber grip for Switch Off.

There and then I took it out for a test ride, gliding up the incline of my street. People ignored me or looked twice... no pedalling required. My brother-in-law tried it the next day and was stopped by the police. Asked what it was, he clipped the jump lead on the chrome and off he went in a small shower of sparks. That was the end of that. I don't think they could be bothered with the form filling.



It still sits in my shed with most of the bits removed, waiting for me to resurrect it. In the meantime I have a solo Bullet 500 and another Bullet 500 with a Watsonian-sidecar. Tempting fate, but they have both been running without problems and have a range far exceeding the poor old battery on the Electrabike.

Chris (8113)

From the Archives

The 1932 Cycar Model Z

In a 1958 technical paper Tony Wilson Jones, the company Technical Director described the fully enclosed Cycar Model Z with 26 years of hind-sight;

1932 brought a perhaps premature essay at a utility machine designed to keep the rider clean, and as least as dry as he would be if walking. This had a pressed steel frame enclosing the 148cc two stroke engine. It had only a limited success due, in my opinion, to the over insistence on low cost (one version sold at one time for only £20) which led to unattractive styling, a three-speed hand change gearbox without a positive stop in second gear position, and a very low powered direct lighting set, the performance which

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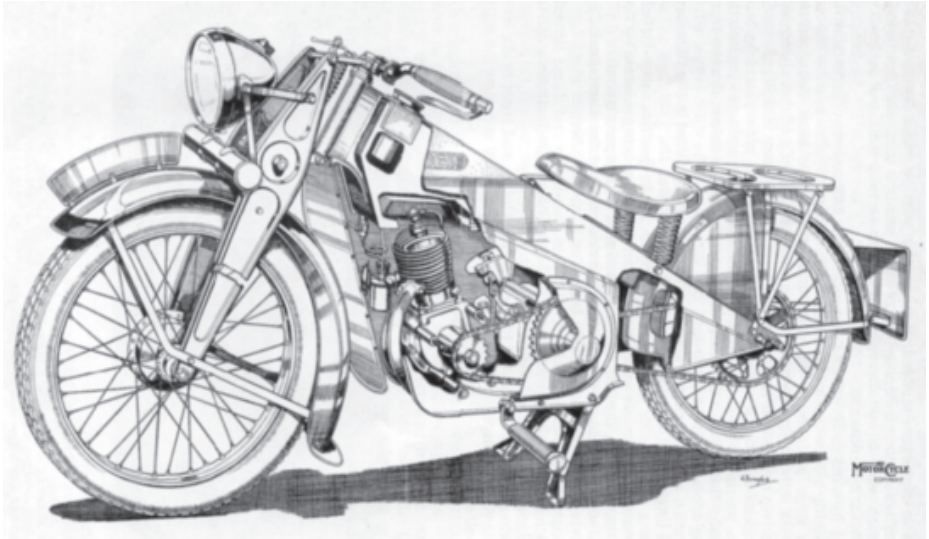
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was made even worse by leakage of magnetic lines of force through the frame. The 16 Gauge sheet steel frame also magnified transmission noise which was perhaps the reason why much too noisy

From the Archives



Cutaway drawing of the cycar

an exhaust was tolerated. The engine appeared inaccessible but was not really so.



Very easy to clean

I wonder if the unusual cycar styling influenced the design of the Velocette model L.E of 1948?

Archivist

Post War 250's pre unit

Post-war Royal Enfield 250cc pre-unit machines

Civilian machine production of new 350cc Model G began in late 1945, a small handful of bikes leaving Redditch in December. The 500cc Model J followed in mid-1946.

A 250cc machine was introduced for 1951 by fitting the smaller engine into the Model G rolling chassis (same bolt-up frame - part # 31976).

Model S

(Circa 2600 produced - Jan. 1951 to Jul. 1954)



Unlike the larger machines, the 250cc Model S had coil ignition as standard, being fitted with a Miller DH1 dynamo that had the contact breaker on the end of the shaft.

The "piggyback" Lucas Mo1/6 magdyno was available as an option, but the crankcases for this are a different part number.

Normal production ceased in July 1954 but a further 25 were made in

Post War 250's pre unit

January 1955, 24 of them going to Madras Motors in India. The odd one went to Wilf Green's.

The photo on P91 of Roy Bacons' book The Post war Models is incorrectly captioned as 1950 and states "seldom mentioned".

Model SF

(Less than 400 produced - Mar. 1953 to Jul. 1954)



This model isn't mentioned at all in Roy Bacons' book, but the photo on P92 shows one incorrectly captioned as the "better known 250 Clipper".

The Model SF was very short lived and, being for export only, does not appear in any UK catalogues. Most people would assume it to be a 250 Clipper even though it does not have the casquette, which is the most obvious difference between them at a glance.

It has the Model S engine in a spring-frame (part # 32833) which has the cast lugs at the rear suspension pivot point, as per the Meteor twin in '54.

Post War 250's pre unit

250cc Clipper

(circa 5000 produced - Mar. 1954 to Jan. 1958)



I'll start by mentioning the Roy Bacon book again as the photo on P93 shows a Clipper that has an SF frame (see later comment).

Note that the production total includes Indian Fire Arrow / Hounds Arrow variants.

The definitive Clipper frame (part # 39850) is very similar to that of the SF but has a different front engine mounting lug.

This requires separate front engine plates which I assume makes it easier to assemble the engine into the frame.

It has its' own unique version of the casquette fork crown with a smaller headlight, no sidelights and a D-shaped speedo.

The engine is almost identical to the S / SF but has an alternator and coil ignition. Gearbox is the type with coaxial kickstart and gear lever.

The bike in the photo was sent to India and therefore has a tank badge with rosette above the words instead of the crown. Dual seat and grab rail are not standard issue and most likely retro-fitted from a later Enfield India Bullet.

Post War 250's pre unit

Exceptions / oddballs

In the SF frame number range are three 250 Clippers with consecutive frame numbers, which probably means all three were produced at the same time. Two of them went to Belgium (1 Show bike) in January 1954, but the third one would appear to have been retained by the factory. It was sent to a UK dealer circa four months after SF production finished. Could this be the Clipper used for catalogue photos (and Roy Bacon's book)?

The Model G Deluxe / 350 Clipper was introduced in 1955 using the 250 Clipper frame. Prior to this, there are 56 Model G's in the records recorded as having a spring frame in the specification column.

I have a photo of an early one sent to India and it has the SF frame.

The dispatch dates for these "oddballs" suggest that the frame type used may well be split circa 50/50, with the later ones having a Clipper frame.

There are also 29 spring-frame 500cc Model J2's, again all exported, but in this case no 500 Clipper to predate. Possibly a 30/70 split on frame types as above.

More photos needed to confirm (or otherwise) my suspicions re frame type, but unlikely to get any due to rarity of these bikes in first place and likely survival rate.

The photo used to illustrate the Clipper front mount came from India, but this frame has been re-stamped with a Bullet number. As India got 15 of the spring framed G's and only one 350 Clipper, the odds are in favour of one of these oddballs no longer being in existence! Graham

I've been given this email by Don Raybould of the owners club branch in Chesterfield (where I'm originally from). I asked Don for some help in locating my late uncle Ivan Greaves' RE Meteor as seen attached. I've drawn a blank with the DVLA online as the VRN '9324 WB' isn't recognised, and a post on the Royal Enfield Facebook group hasn't brought back any replies like I was hoping for of "That's mine!!!! It's in the garage!". The only info given was that the registration is a Sheffield one, which makes sense as the family is from North East Derbyshire (Bolsover to be exact). Don suggested you may be able to put a call out in 'The Gun' seeing if any of your members/readers could help. If you could, I'd be very grateful.

Regards, Andy Slater



Covid Guidelines

England's national lockdown sees further revision to the COVID-19 Riding Guidelines.

The Coalition of Motorcycling Organisations (COMO) has reacted once more to changes to the Covid-19 restrictions. The national lockdown for England commencing from 5th November rules out group and recreational riding.

The core detail of the guidelines remains unchanged, but the group riding guidelines are suspended in England until the new restrictions relating to Covid-19 are lifted. Welsh restrictions are set to ease next week, but Northern Ireland and much of Scotland have travel restrictions affecting motorcyclists as well as drivers.

The Guidelines joint authors, Richard Gladman of IAM RoadSmart and Roger Bibbings of the Vintage Motorcycle Club, have chosen to leave the majority of the guidelines unchanged whilst emphasising that motorcycling is only permitted for essential travel purposes in England and therefore all group riding in England is prohibited. As the other administrations alter their restrictions it is important that recreational or group rides are conducted in accordance with local restrictions.

Richard Gladman, Head of Driving & Riding Standards & Product Development for IAM RoadSmart, said "The spirit of the restrictions is clear. The members of the Coalition are all agreed that now is not the time to be seeking loopholes or ways to bend the rules. We are all passionate about riding, but we all have a responsibility to help reduce the spread of this virus."

The revised guidelines are available at <http://bit.ly/covidridesafe>
Issued on behalf of the Coalition of Motorcycling Organisations
by the Motorcycle Action Group Press and other enquiries c/o
MAG at 01926 844 064 or central-office@mag-uk.org

ENDS

Correct at time of going to press

Post War 250's pre unit

Post-war Royal Enfield 250cc pre-unit machines - 2

Follow-up

I wrote the article regarding the above machines some time ago and recently submitted it to our editor. This seems to have prodded something "out there in the ether" as before you got to read it, further info has come to light.



At left is a picture of a 250 Clipper sent to Australia in April 1954. It differs from the UK catalogue pictures in having the front fork assembly from the earlier Model S /SF and not the casquette with D shaped speedo.

Perhaps other export markets got the same, or were RE just using up old stock parts?

This photo shows just enough of the rear frame section of one of the 29 spring frame J2 machines.

It retains the same 3-piece bolted up frame construction of the rigid



bike, but with the cast lug rear suspension pivot (just visible) inserted into the two rear sections.

So much for my saying "unlikely to get any photos of this."

Post War 250's pre unit

Identification needed

In issue 279, Ian Travis asked for help in identifying his machine as he now doubted it was a 250 Clipper first registered in Nov '53, Hitchcocks having told him this was too early.

The bike is indeed a Clipper as I am sure some of you know, but unfortunately it has suffered at the hands of a former owner (or number plate dealer?). The frame and engine numbers of 2064 now on it were NOT stamped at the factory and are too low for a Clipper.

The real # 2064 was a Model S sent to Wilf Green of Sheffield in Nov '53, so Ian's bike has had an identity change, no doubt to match an old registration document.

In case you think Ian is going to get a surprise, I did phone him to explain.

VE Day

The attached picture is of my brother Major (Retired) Wally (Wallace) Vincent stood by a stunning Pegasus Bullet commemorating the 75th Anniversary of VE Day on the 8th May this year. Sporting a "lockdown" beard and pictured on his driveway and standing alone in lieu of attending a formal parade, hence still being "suited and booted" due of course to the lockdown we were in back then - and may be again by the time you read this!

Although Wallace does in fact own a very pretty 2011 maroon Bullet Classic which he bought a couple of years ago with only 89 miles on the clock, ((yes really!) the Pegasus actually belongs to his neighbour, another former military man. They both are members of a forces based motorcycle club where several members have Bullets and Pegasus models are very popular as you might imagine. The Royal Enfield riding contingent often go out on club runs together and create an impressive sight with so many Pegasus Bullets in formation!

The picture is the front cover of *The Flaming Cauldron*, a magazine edited by my brother for the Army Catering Corp in which he served for 23 years.

Kind regards, Barry Vincent (08544) 01832 730672 or 07758 258740



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S2e	Cannon pin badge - chrome	£2.50	
S2f	60th year of 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 - royal blue or maroon - (printed - reduced to clear)	£2.00	
S16	40th Anniversary of REOC, enamel lapel badge	£2.50	
S20	Sweatshirts - Small to Large	£14.20	
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Do you want to share information, seek technical advice or make contact with other club members? **Royal Enfield Owners Club Est. 1977** Is our own growing and successful 'closed' Facebook group for club members only, policed by club committee members. We look forward to hearing from you!

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Bullet to Gannet — Life with Royal Enfields

Like many a teenager in the 60's I worked my way through a number of what would now be classic British bikes, most unreliable and oily. The side-valve BSA C10L would only manage 58mph however steep the hill, the 600cc side valve single Norton Big 4 wasn't much better but in comparison the Ariel 500 really flew. That is, until thrashing it on the A23 heading back home to South London, the engine seized. It was a trifle embarrassing as I had skipped off school to have an afternoon in Brighton with some mates, even more so as I had borrowed the bike from another friend. It was a bit difficult explaining to him that the con-rod was sticking through the crankcase and then having to telephone my father for a rescue tow home. The Matchless was mechanically better but the electrics were so bad I had to duck-tape a bicycle front lamp to the handlebars so I could go out at night.

Then I suppose I grew up a bit. My father was getting a bit fed up with rescuing me from all over the Home Counties. Mind you, I was becoming very expert at being towed behind the family car, rope wrapped around the handlebars, even along the M1. Most probably wouldn't get away with it nowadays. So when a school friend announced that he was moving up to car ownership and wanted to sell his 350cc Royal Enfield Bullet, I jumped at it. With a bit of help from my father, we forked out the £75 required and the love affair with Royal Enfield's started.

Compared to all my previous machines, it was sophisticated. Easy to start, comfortable with a foot operated neutral gear selector, generally more reliable with less oil leaks. It went quite well and most importantly, it sounded good. But it was crying out to be personalised. So it was. The equivalent of clip-on handlebars were fitted and courtesy of a two-man company in Clapham Common, a racing style fibre glass tank was fitted, racing seat and to cap it all, a full dustbin fairing. To make it go faster a Wal Phillips fuel injector was fitted. This deserves an article in itself, remember this was the 60's! Then a Goldie style straight-through silencer was fitted to set it all off. Adventures in those years included frequent visits to The Ace cafe on the North Circular Road, thrashes over Chelsea Bridge down to the roundabout and back for a cup of tea from what could only be called a shed and weekend trips to various race circuits to see how a bike should be ridden properly. Playing in a group, now called a band I suppose, I would ride around south London and Surrey with my guitar flung over my back, not dreaming about what might happen if I fell off and then of course in late December 1965, the night before the 'temporary' 70mph top speed limit was imposed, there was the flat out thrash along the A40. In all the time I had the bike, admittedly flashy and noisy, I only had one run in with the boys in blue. One Saturday morning I was riding along Stockwell High Street, revving the motor with the exhaust reverberating between the shops, had to slow down and suddenly one of the dual front brake cables came loose The nipple on the

handlebar end had parted and thus rendering the other cable useless. So no front brakes. As I pulled into the kerb, a Police car drew alongside. The resulting inquisition resulted in three charges. Riding with dangerous brakes, dangerous steering as on full lock the front wheel just scraped the dustbin fairing and excessive noise. The officers had managed to poke their tape measure from the end of the exhaust right up to the barrel. At court we called in *The Royal Automobile Club* engineering and technical department. The magistrates accepted that the brake cable had parted and that was why I had stopped, the steering was not dangerous as anyone who rode a bike knew that the faster you went, the less you moved the handlebars to steer it. The Police had alleged it was very dangerous at speed but guilty to the offensive of excessive noise, no real defence for that. Fined £2.

Memories such as those could never be erased. There always seems to be a bike in the garage and in 2016 I was down to just two when my nephew, I have to blame someone, told me that there was a very pretty Royal Enfield called a Gannet Special up for auction just up the road from him at Mathewsons in Thornton-le-Dale. After a quick look at it on the Internet I called Mathewsons who told me that it turned over but that they hadn't tried to start it. Then my nephew had a look and said it looked a neat bike. That was enough. Living in France meant a telephone bid was required and having taken the plunge, put in a bid and immediately forgot about it. A few weeks later we were travelling back to the UK for a visit when I received an email to say that I had 'won' the auction. That was good news and bad news, how to get it home. A few phone calls and I arranged a buy a bike trailer en-route. In the meantime I arranged for my nephew to pick the bike up from Mathewsons, take it to my sister's who lived near York and who we just happened to be visiting during our trip. Then there was the 1500km return trip home to the south of France.

Then hand in hand the work started to get the bike running again and at the same time trace its history. My friend Ron, used to racing and maintaining Velocette's, helped me with both. All I knew when I bought the bike was that it was being sold by the wife of the recently deceased Dale Winfield. Dale was a very much-self-made man and founded a chain of supermarkets predominantly in the north. With his new found wealth and a love of bikes, he built up a collection of over two hundred famous or unusual bikes including those belonging to Steve McQueen and Carl Fogerty. He became great friends with Carl and sponsored him on his way to becoming World Superbike Champion. So the odds were that this Royal Enfield would have some history. Examining it, it reeked of production racing bike and of Gander & Gray, the East London Enfield dealers. There were just too many modifications for the average rider to have carried out just for the road and looking at some of the Gander & Gray publicity from that era, there was certainly a connection. It still has a G&G sticker on the rear of the seat. With the bike came a very poor photocopy of an old DVLA V5 and that gave me one previous owner. Unfortunately inquiries to the Winfield family didn't bring

further information, and although I had a genealogy friend's help, we couldn't find any information or trace of the previous owner. Numerous internet searches and telephone calls brought little success. Hitchcocks had heard of the Gannet but couldn't provide any additional information, my request for information from the DVLA was refused, so all options were seemingly coming to a dead end. The only positive information that came out at this stage was from REOC Graham Scarth who confirmed that the bike had in fact started life as a proper 250cc Continental GT. With his help I was also able to get through the bureaucratic job of registering the bike in France.

At the same time I decided on going down the route of doing the minimal amount of work to get the bike back on the road. I wanted some fun. In fact this was easier than I anticipated. Oil and filter change, new points, condenser and plug, a bit of petrol and it fired up. It sounded wonderful.

Six months after the auction, and nearly thirty years since it was on the road, the bike had a test run through the French lanes. What a delight. A few months later we were at Kop Hill Climb in Buckinghamshire but all was not well. After running perfectly on all the test rides, problems developed with the clutch and although one ride up the hill was achieved, the weekend was not an overriding success. Later it transpired that the problem was the gearbox main shaft and woodruff key. That was sorted, albeit temporary, and the following year after a few rides out, the head gasket started to blow. I decided that needed replacing before any more serious riding took place.

But we had discovered quite a lot about the bike by then. First of all, modern fuel and fibre glass tanks do not mix. Fortunately I managed to rectify the situation before it became a disaster. It seemed that the solution was to use Bill Hirsch Gas Tank Sealer but nobody in the UK could send it to me in France. It is a 'prohibited' substance. I telephoned Bill Hirsch in the States and asked if he had a supplier in France. No such luck but he said, "don't worry, I'll send you a tin." Soon enough it arrived. The Customs declaration said it was car polish! Taking the head off revealed the biggest valves that were possible to fit, ports opened up which clearly allowed the 1 3/16 inch Amal Concentric and the Gander & Gray 10-to-1 piston to work wonders. It had a funny looking non-standard rev counter which I thought I must replace with the 'proper' item.

It already had the six-spring clutch conversation. Security wired nuts and bolts plus the remains of what looked liked scrutineer's stickers all pointed towards a racing pedigree.

Then life, running our gîtes, family, dog agility competitions together with my other passion of historic car rallying the bike slipped down the agenda. That is, until a short time ago and between 'lockdowns' a friend asked what was happening with the bike. That was enough to fire me up and I was all ready to go.

Two pronged attack. I needed to know more about the engine as with the head off I had discovered a lot of non-standard machining. Ron and I assumed that it must have had the lead-bronze big end shells that Gander & Gray offered all those years ago. I needed to find out more. Research became an obsession. The estate of Dale Winfield had not resulted in any additional information, but I had the name and address of the guy he bought it from. We had tried tracking down his name without success and a search for the address brought a blank from Google. More local knowledge was required. Many hours later I discovered a forum from the village in question. Right, I thought, join the Forum and get a post asking some questions. Somebody would surely remember the guys name or remember seeing the bike being ridden around. After all it is very noticeable. And only thirty years ago. Not so easy. I had a reply from the forum administrator inquiring why someone from France wanted to join. It transpires that not so long ago they were inundated by Eastern-European rubbish and spam. A long detailed reply went off. To cut a long story short, Alan not only knew the address but was able to track down the previous owners. Within a couple of days I was in touch with the previous owner with a wealth of information flooding out. And the bike had been raced. Chas Mortimer and John Blanchard had ridden it to fifth place in the 1967 Brands Hatch 500 mile Grand Prix d'Endurance.



That gave me more leads and through the sterling efforts of the REOC archivist I was able to piece together more of its history. I am so grateful for the efforts of Doug, Bob Murdoch, Graham Scarth and Teresa for putting up with my endless requests for information and James Holland, past owner, who has opened so many avenues. All of this was achieved within three weeks.

Continued over

So a couple of questions. Does anyone remember Tony Rolph from Lewes in Sussex who owned the bike around 1981? Is he still around somewhere? Someone (anonymous post on Red Devil Motors website) out there has a dad who worked for Gander & Gray and reckoned that his father could have helped build the bike. Is that you? A couple of points to finish with. The 9,000 rpm rev counter has to stay. The standard Continental GT peaked at 7,500rpm and the factory fitted rev counter just didn't go high enough for this bike. Chas Mortimer tells me that when he and John tested the bike for the Brands Hatch race there was a lot of vibration through the handlebars. They reckoned that it wouldn't last the course but in the event, it ran perfectly. And it was definitely owned by Gander & Gray. If life ever returns to a degree of normality Chas has agreed to be reunited with the bike next September and ride it up the Kop Hill Climb course. Put the date in your diary.

Peter Collier

Branching Out

Season's greetings. I hope everyone is well and enjoyed some good weather before winter snook up on us.

At the time of writing this, we were about to hear of stricter covid-19 regulations which may scupper many good plans but, we can all still communicate via emails and social media. So, if your group has nothing to report due to being unable to meet or have ride-outs, how about discussing some memories your branch has enjoyed during better times. Give us something to look forward to

Also, what does your group do when the days get chillier?

Maybe you could let us know in your next branch report? Do most of you put your bikes (and yourselves) into hibernation, invest in arctic gear, or do you have other ingenious ways to keep yourselves entertained? Please keep it clean. There is no age restriction on The Gun readership.

New Branch In the latter half of September, several of us met up on a very well-chosen day to witness the launching of a new branch. **The South Oxfordshire Branch** will be meeting every 1st Thursday 7:30 at The Plum Pudding, Milton (near Didcot) OX14 4EJ.

So, if you are in the area, pop in and say hello to them. We wish them well and look forward to hearing of their exploits in the future.

Contact: keithholloway256@gmail.com

New contact for the North Yorkshire Branch daviddreher1884@icloud.com

New contact for South Lancashire Branch chris.robinson1956@gmail.com

Branching Out

In other good news, There are prospectively two new branches in the pipeline (delayed by Covid restrictions) and Bike Treads in Swindon have now opened their flashy new showroom on Kennedy Drive. So, my interceptor can now get some new footwear and an overdue service whilst I look around for my next garage adornment

Calling All Branch Contacts, I hope all Branch Contacts have received my email recently. If you have not, then the chances are that your contact details have not been updated correctly. Please email me if this is the case.

Having already mentioned this exceptionally fine magazine, do you have a designated scribe to represent your branch in The Gun?

Every member gets a copy of this. So, If there is a relatively new member in your area, who is unaware of your group, what better way for them to discover you than seeing your smiling faces and hearing of your exploits in the following pages?

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, we 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. A little effort in will broaden your social circles and put you in touch with some genuinely nice like-minded people.

Jason Reeves Branch Coordinator

jason.av8.reeves@gmail.com 07773 353522

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;

REOC INTERNATIONAL RALLY 2021

Epidavros-Greece

Friday 3rd September -
Sunday 5th September

At Bekas Camping,
Epidavros Municipality
210 52

<https://bekas.gr/en/>

Telephone:
0030 2753099930

Please book directly
(booking no earlier than
1st January 2021)

170km from Patras Port

Nice B&B also at the area

Branch contact: Andreas Papadakis 0030 6974805700

email: reocgreece@gmail.com



Currently there are no Rallies to advertise.
Hopefully this will change in the new year, and
branches will once again organise our get
togethers that we all love attending.

*** 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

Ireland Report

Last of the Summer Wine Camp

Setting off from Tralee for the camp on my trusty Bullet was such a pleasure and along the coast road that follows the banks of

the Shannon river from Tarbert to Kildimo. I caught sight of another Enfield in the village of Glin it belonged to my friend and avid Enfielder Diarmuid. After a stop cake and a chat, we accompanied each other for the rest of the ride to Adare with a stop at Dave's Outpost for ice cream and coffee before provisions from the shop.

A quick call to Sprocket and Hub's and Retroventures the Royal Enfield main dealer on the way to the Adare camp site, with a warm welcome from Hugh the owner of the site, also another Royal Enfield owner.

After setting up camp others started to gather from all over Ireland, Ger from MZ Eire, our dear Northern Monkees with a good few Enfield's and Italian classics along with a good few of the R.E.I folks on a mixture of old and new Enfield's.

All but I went into Adare to bring back fish and chips when I entertained our four-legged friend Mr Fox, a campfire was enjoyed by the camper's and visitors, Chris and Elain Davidson also Hugh.

After a chilly night with visits from foxy for milk and cutlery Saturday dawned bright with the promise of a nice day for our afternoon ride out.

We started our day out with a visit to Sprocket and Hub's in Adare our Royal Enfield main dealer for tea, biscuits and look around, Rob even knocked out a tune on the guitar before heading to Sean Collins pub for lunch, they always look after us Enfield folks so well.

The ride out after lunch was headed by Chris Davidson along the banks of the Shannon river via Foynes and onto Tarbert ferry port. The ride back took us into Curaghchase country park and after on to Dave's Outpost in Adare for more



delicious ice cream and coffee. Stocked up on supplies for the night also something nice for fox. We headed back to the camp and four more had arrived. Silver Dee showed off her new bike to the group, it may be a BMW but is nice however can't move with the grace and elegance of a swan, like her Enfield.

Continued over

Ireland Report

Another night by the fire was enjoyed by all, just to catch up with our group have a laugh a good old chat and have some normality with respecting covid 19 rules and each other was a treasure to behold. The campsite had an eleven pm quiet policy that we were all happy about (possibly showing our age) and need for sleep.

Sunday welcomed us with a chilly kiss and a hug of sunshine. Breakfasts were cooked and



shared, plenty of tea drank before breaking camp, saying chow and heading home.

We had over the weekend thirteen camping also two visitors, Jason and Alison, great support from Adare campsite, Sprocket and Hub's,

Retroventures, Dave's Outpost, The Northern Monkees and Sean Collins. Most of all those who attended for respecting the safety and welfare of each other. Thank you all for your support.

John B Nicholls (10710) thatboyinkerry@hotmail.com

Tayside REOC 2020

It's been a difficult year for all. Tayside branch had meetings in January, February and March but it all went pear shaped after that. In April we were under national lockdown and since then we have only managed one branch meeting in September and that wasn't even in our regular venue. We did however, manage two runs this year in between the various degrees of lockdown, both of which were well attended. The photo shows some of those in attendance at our July run, socially distancing, with a new Interceptor and Continental GT 535.



Tayside Branch

Most members have been using the time to get on with various projects that have stood still over the years. Even I have actually managed to get that box of bits I bought 23 years ago working and registered and on the road, with invaluable help from the REOC dating service (There may be a picture, can you guess what it is?) So all is not lost. It is difficult to predict how 2021 is going to be and for the first few months it looks like more of the same. However, hopefully by the spring, we can get back to normal and have regular meets again. Keep an eye on the branch facebook page for any updates and for those of you not 21st century savvy (like me) we shall send out smoke signals. Probably by starting up my bike.



Alan Thirsk

Market Place

For Sale

For Sale. Brand new touring comfort seat to fit 650 Interceptor, genuine R.E. upgrade, still boxed, £80 o.n.o. Rear shocks to fit same £30.

Phil Allen (17654) Tel: 07804 142240

For Sale. Continental GT535 parts (Hitchcocks numbers) New clutch cable 571156 £10 ; New throttle cable set 585620 £10; used 'Goldstar' Silencer and baffle 91151 £30; used pair adjustable levers 92574A £10 All plus p+p.

Ron Cutbill (16488) Tel: 07557 008614

ronnie.cutbill@btinternet.com (East Sussex)

For Sale. Constellation tank, 2 complete interceptor heads, interceptor clutch complete, Amal 930 carb R32 L33, Interceptor fibreglass tank, complete clutch, Spike stand, Stator plate with lighting coils code3740, generator coils code37408, points and cover, for flying flea, Left hand cylinder head for 500 twin.

Ieuan Davies (3370) Tel: 01239 682205

euananddoreen@btinternet.com

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.

Market Place

For Sale

For Sale. Bullet Classic EF1 2017. Combination. 862 miles. Garaged, never been in rain. Bought from Watsonian, who supplied the box. No alterations to bike. £3500. Health forces sale.

Mike Slater (16256) Tel: 01825 761009

For Sale. 2008 Electra rebuilt as special 2 yrs ago high bars single seat rebuilt engine high comp piston new mains cams amal carb goldie silencer ,goes v well £2500.

Roger Dillon (15701) 07860 531300 rogerd@euromechstorage.co.uk (Sussex)

For Sale. 1950 RE Flying Flea. Recent restoration. Has new parts including exhaust (I have the original RE pipes but they need work). V5 with age related number. Ready to go £2000. Photos available.

Phone Ray 01206 525262 seager.rj@icloud.com (Colchester)

For Sale. 1969 Ducati 450 Desmo £6000 ono.

Contact Bob (17786) Tel: 01524 735039 or 07919064123
bobwoof41@gmail.com (Lancashire)

For Sale. 500 Big head Bullet exhaust pipe (new), Crusader rear mudguard, petrol tank, folding kickstart, front and rear hubs. Bullet trials silencer. 700 twin single carb manifold, Amal 626 concentric carb. Altette horn bracket. 19" chrome front mudguard, suit Constellation.

Eddie Berry (4015) Tel: 01695 732675 or 07387 658377

For Sale. 4 x 700 heads, 1 timing cover, gear lever, 2 pistons (std) gaskets, part No's book and manuals £150.

Leighton Thomas (7073) Tel: 01656 721401 or 07770 833571

For Sale. 250 Clipper pre unit rear wheel, half width hub, 2 pack painted, WM2 new alloy rim and spokes, alloy brake plate, detachable sprocket £165. Clipper frame and swinging arm, no V5 £90. Alloy trials yoke, new, £100. 250 engine complete, £200.

Andrew Denman (16406) Tel: 07786 651903

For Sale. 2012 500 Bullet B5, 7400 miles fitted with new Avon SM tyres, new rear shocks, rear mudguard, English silencer (Hitchcocks) and modified dual seat. Beautiful condition and runs perfectly. Screen and single seat included but not fitted, £2400.

Robin Smith (17361) Tel: 01400 262133 (Lincs)

For Sale. Bolt on towbar for Enfield Bullet, £30. Free wheel shuttle trailer with wide wheels, very good condition, £200.

Wally Walster (11070) Tel: 07855 043034

For Sale. Pilot lens, 4 for £4 inc p&p, Pilot rims, 4 for £7 inc p&p, Stadium goggles £5 plus p&p (item good elastic poor). Fur lined long gauntlet mitts, £10 plus p&p, Good crush bag £2 inc p&p, Waterproof over mitts £5 plus p&p.

Les Carter (1332) Tel: 01935 429814

For Sale. Pair of cylinder heads for 700 / 750 Enfield twins one with complete valve gear £200.

Ian Bolton (16071) Tel: 01482 634567 or 07388773612
ian-58@live.co.uk (East Yorkshire)

Market Place

Wanted

Wanted. Royal Enfield Prince parts. I need a lights switch ,speedo, kickstart, but any other parts would be useful. I have got some engine/gearbox parts available to swop.
Chris Brady (07170) 01280 848491 evenings. (North Bucks)

Wanted. Late 1930's large side valve motorcycle or similar. Any condition but prefer complete. 570cc Enfield or possibly VA/VB Ariel would be ideal. Plus a cheap 350 plus Enfield of any description please.

Alex Taylor (16292) Tel: 07818 668165 till 8pm
alexrtaylor574@gmail.com (Abingdon)

Wanted. Near side (ignition switch) side panel for Crusader 250cc.
Ian Marchant (17643) 07901 553339 marcho@ntlworld.com (Weybridge, Surrey)

Wanted. Large late 1930's side valve motorcycle, prefer foot change, complete and oily rag. Work not objected to but what have you? Almost anything considered please.
Alex Taylor (16291) Tel: 07818 668165 till 8pm
alexrtaylor574@gmail.com (Abingdon)

Wanted. 5 speed gearbox for 1995, 500 Bullet.
Richard Thompson (16944) Tel: 07746 992795

Wanted. Waxed cotton jacket or two piece with trousers, either Barbour International or Belstaff Trialmaster, the older the better. Also D Lewis/ Aviakit, Lewis Leathers Jacket. Vintage bike related pin badges or patches wanted, Rocker era items. Good price paid.

David Stanley (16923) Tel: 01223 350289 eves or stanley.stan@btinternet.com

Wanted. Crankshaft for 1945 RE 125 ("flying flea") or the flywheel side of it.
Hitchcocks code 30552 not available. Just completed restoration so I am desperate, can anyone help?

Philip John Whitney (6751) Tel: 01483 422289
pwhitney@bss2pw.mail1.co.uk (Farncombe, Godalming, Surrey)

Wanted. Any model "A" two stroke engine or gearbox spares.
Mike Macleod (17682) Tel: 01307 830318

Wanted. Crusader seat, 80mph speedo, 120mph speedo.
Andy Haig (016922) Tel: 07702 091228 (Morecambe, Lancashire)
– **note:** not Lanarkshire!

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

September/October 2020

Garry Howard, Ware
Michael Shortman, Frome
Russ Williams, Gloucester
Stuart Calkin, Andover
Peter Russ, Chesterfield
Darren Williams, Lincoln
Colin Thompson, Brentwood
Jason Cairns, IRELAND
Robert Wynne, Wells-Next-The-Sea
Stanley Kettle, Kidderminster
Krzysztof Nowobilski, Ashford
Anthony Rigelsford, Lancing
John Butler, Loughborough
David Brand, Swansea
Andrew Norton GM, Seaham
Tony Davison, Mansfield
Keith Hinton, Burnham-On-Sea
John Warren, Halifax
Gavin Walker, Bangor
Martyn Ripley, Stoke-On-Trent
Nicholas Biggs, Newton Abbot
Mike Dewey, Shaftesbury
Bruce Archer, IRELAND
Lee Bowles, Peacehaven
Mick Sweeney, Blackburn
Leonard Phillips, Colwyn Bay
Simon Ashworth, Malton
David Day, Chelmsford
George Vale, Sleaford
Dave Bowen, Swindon
Dhinesh Kumar Jeyakumar, UAE
Shane Jones, Darlington

Nigel Harris, Birkenhead
Terence Rigg, Middlesbrough
Martin Townsend, Peterborough
Thomas Greader, Beckenham
Kevin Wilson, Havant
David Parkinson, Nottingham
John Wicks, Braintree
Charles Bowers, Scunthorpe
Gary Nixon, Guildford
Eric Watters, Wareham
Gerald McGowan, Chesterfield
Martin Stott, Bideford
Paul McGarry, Trowbridge
Mark Hobern, New Romney
Roger Green, Southampton
Christopher Gillingham, Wincanton
Grace Wallis, Coventry
Thomas Lloyd, Cambridge
John Murfitt, King's Lynn
Lindsay Sampford, Cambridge
Dave Cromwell, Shaftesbury
James Corre, Nottingham
Don Bleyswyck, London
Geoff Morley, York
Derek Pearsall, Godalming
Antonis Terzis, GREECE
Mark Chapman, Weymouth
Simon Buglass, Crewe
Brian Smith, Northwich
Kevin Boukhari, Gillingham
Phil Parker-Summers, Coventry

Membership Secretary

Teresa Langley, Strathaan, Ardgay IV24 3BG

tel: 01863 766431

email: membershipsecretary@royalcnfield.org.uk

Smart Himalayan

Hi,

I thought you would be interested in my Himalayan. This is one of the special editions from Watsonian Squire. All red paintwork with hand guards and headlamp guard. I have had the seats re-covered by SAS Autotrim, much more comfortable than the standard covers.



Also installed a Booster plug which eliminates the stalling and gives a smoother throttle response. Waiting for a rear hugger.

Only had it since July, have been using it nearly every day, they're great bikes. They are perfect on green lanes and A roads. Some say they are under powered and have poor brakes.

Well all I can say is the brakes are fine and there is certainly enough power to keep up with normal traffic. In fact from 50-70mph it will leave the average car behind. What else do you want!

Kind Regards, John Walton (17870)

Branch Reports

Wessex Branch

The branch had an enjoyable ride out to the Sammy Miller museum Enfield day where John received a bag of museum goodies for arriving on the oldest bike, his 55 twin.

We had obviously missed having ride outs as we got there early and without losing anyone. Afterwards we rode on down to Mudeford quay and Lepe, making the most of riding through the New Forest at a leisurely pace as Rod is still running in his Johnny Brittain replica.

Throughout the year we managed to have many local evening ride outs when restrictions allowed.



Doug Hopkins (12683) 07857 692445

Cambridgeshire Branch

Saturday morning meetings normally at 11am on the third Saturday of the month at Haywards, Girton Garage, Huntingdon Road, Cambs, CB3 0LQ. These meetings are currently suspended until further notice.

I have made a note of all new members for this area and can only hope that they ring or text me in the New Year. Happy Christmas and safe riding .

Ted Dore (8926) Mobile: 07500 148900 Landline: 01366 383941

“THE GUN” is the official magazine of The Royal Enfield Owners Club. published bi-monthly and distributed to paid up members. It must not to be reproduced in any way without the consent of the Editor. Views herein are not necessarily those of the Editor or of the Committee. The Club makes no representation as to the content, the accuracy or viability of advertisements nor the commercial articles, nor for the offerings of third parties.

Branch Reports

Greece Branch

Here is Greece the summer is still here!

With an ideal weather and many new members (now our branch counts 32 members!!!) we enjoy our favorite motorcycles and start to organize the next REOC International rally in Greece!

Many rides close to Athens! The last one was in Evoia with many participations and very tasty local food!

The scenes from the Greek mountains were amazing!



Vasilis Kassetas was one of our last members with his second hand Himalayan with only 4000 miles on the clock!

Adamantia Aleksaki was participate at a very special event against breast cancer! We so proud of her!

I just received an email from Creta island! Peter Ashdown from UK lives there in a small village and looking forward to meet us!

Regards

Andreas Papadakis

General secretary -
REOC Greek branch



Branch Reports

Kent Branch

The Nightmare Before Christmas. As I scribble this report on All Hallows Night it seems so strange that these difficult times have pretty much robbed us of all our normal activities. We did have a successful September ride-out on a glorious sunny day to 'The Pilot Inn' at Dungeness, where we enjoyed a lovely meal & a beer whilst seated just a few yards from the passing of steam trains on The Romney, Hythe & Dymchurch Railway but any planned subsequent group events have had to be cancelled. A few members however chose to take the long (for some) ride down to a somewhat reduced classic motorcycle event at the South of England Showground at Ardingly in Sussex, praise indeed to the organisers (Elk Promotions) for managing to stage at least this event.

With the clubhouse now out of bounds for the foreseeable future our monthly get togethers including our normally very special Christmas party cannot take place. On a more positive note our branch membership continues to grow and its encouraging to see younger riders joining up, largely through sales of the new Himalayan & Interceptor models, which bodes well for next years events (fingers crossed). Indeed several of us, including them, have weather permitting, been getting about in ones & twos on our many lovely roads & lanes. Right now spring seems a long way off but I'm sure we will be joining up for rides & natters again before too long. We don't need any more 'bad tricks' for this Halloween - we need a few good 'treats' instead, before Christmas. With very best wishes for a very Happy & Healthy Christmas to you all, till we meet again.

REgards

Mick Connolly

email: reoc.kent@talktalk.net

Tel: 01304 205233

facebook: Royal Enfield Owners Club - Kent

Are you an enthusiastic and active Royal Enfield owner/rider Who does not have a local Branch to attend ?

If so your National Committee is here to help you to form one. It only takes one person to say "yes you can use my name and number as a local point of contact" to open a Branch. Let me take care of the rest for you.

Once I have your name, number and email address I will count the Membership numbers within a thirty mile radius of your post code and, assuming there is sufficient to support an initial meeting of half a dozen or so, I will write inviting them to a location of your choice.

Preferably a quiet pub or cafe at a weekend lunchtime.

It really is that simple, put a little in and get a lot more out !

John Dove Branch Coordinator. (jd.btsdf@gmail.com or tel:- 07766947932)

Branch Reports

Wiltshire Branch

Hi Guys, its time for another the newsletter, I have been draining my knowledge bank, its been an interesting and challenging time for everyone, but we as the REOC Wiltshire Branch have pushed through as a group of friends, communicating with each other and keeping going in a reduced way, that has turned out to be more active than previously. Obviously, we can't meet at our normal venue of the White Heart due to C19 regulations and the venue uses the are we used to mee to give greater are for customers to eat

However we have managed a fortnightly meet up and ride out, in the open, at various location in the open that serve refreshments, to keep safe and lastly in very small groups that don't mix, to comply with the Corvid19 guidance, but can shout to each other and text, message and email. But that is very positive, and meetups are very well supported with 15 to 30+ members.

That said there has been a great growth in WhatsApp usage, and we have gathered quite a



few new members and potential members to our group. This is satisfying in these difficult times but shows there is a good interest in the club and what it stands for.

Its also great to see a good few bikes coming out of the shed in this time of isolation.

Branch Reports

Meet ups

We have had some fantastic meet ups with people riding off on tours afterwards so giving great opportunity for ride outs, Mike initiated the idea and persuaded a local café to support us outside on a few occasions. The others have followed with other helping as needed. These have all been very well attended with 15 to 30 members as typical numbers, so really good and showing we are still an active club

Wilts air Ambulance

fund raising at Barbury Castle, Sunday 13 Sept 2020. £182 raised.

This was a special cause to raise funds for the Wiltshire Air Ambulance, very well supported as you would expect for such a worthy cause. Wiltshire Ambulance crew were there for a while chatting to us and handing out literature until they had a call and had to go. But we had the luxury of being fed bacon buttes and tea and coffer by a very dedicated team from REOC Wilts Branch.

The monies raised were passed to the organizers in their charity boxes but was a delay in counting as they have to isolate the boxes for several days. But they gave us a great letter of thanks as we raised £182. A fantastic job from everyone, special thanks to dedicated team of refreshment suppliers, Thank You

The Three Trees Cafe and Farm Shop

at Chiseldon - 27 September

This was another very close venue for the people in Swindon with very easy access for people and an excellent spot for outside food also giving access to some really nice routes around the Wiltshire countryside.

Waterside Café, Wickwater Lane

Cotswold Water Park. Sunday 11 October

This was quite a magic venue in the beautiful Cotswold Water Park. Placed in a perfect location next to one of the huge lakes, well frequented by fishermen, walkers, cyclists and motorcycles. They had done a fantastic job with the C19 regulation, as you could add the venue with the NHS app, order and pay for your food on line from your outside table. Or they would come out and collect your order and card payment at the table. The food was extremely good also.

Branch Reports

The location gave the ability to get there via many routes, as we gathered in small groups. Our group came through nearly all back lanes, thanks to the new satnav ability to choose routes. Very clever.

The ride back was one I have used many times, as a trip out in the country, we also picked up a few extra and one new member. West though the Cotswold lakes to Tetbury on all back roads, then to Malmesbury, through the longest village in the UK, Brinkworth to Royal Wootton Bassett, via Callows Hill, to give great views over the downs. Then stopped in Salley Pusey Inn for waffles with ice cream and a coffee.

End thoughts

So that has been an exciting and busy summer, I know many of us have been out in small groups enjoying the weather, with lots of trips during the week and at weekends.

Myself, Sandy and Colin had a trip on Friday to the SU carb supplier in Salisbury to get some parts for a triumph tiger and a Daimler car. Very interesting as they have a carb museum in the shop, covering units from small motorbike to Merlin aeroplanes. They are items of supreme engineering, in so many sizes and guises I was amazed. Aluminium, brass and now special plastics. It was especially good to see a before and after unit, from the factory refurbishments. Before the shutdown they would do factory tours.

May be a good run in the future, if they can offer small, guided trips

On the way back we went off road over Salisbury plain at Upavon, no red flags on a Friday afternoon it seems, a fantastic trip, scenery was superb, but the roads were defiantly ideal for the Himalayan. That said Colin let the way on his 500 bullet, with no issues. We came out just below Imber, but it was closed to the public. Nice ride back via Devizes

A great simple off-road trip if others want to try it as small groups, for safety reasons

I know we have quite a few more trips planned but expect attendance to drop off with the weather

But is great to get out there

Stay safe in these difficult times, see you all soon

Best Regards

Branch Reports

South Midlands

My name is Chris Instone (16553) and since January 2019 I've been the branch "webmaster", so to speak. In the main this means looking after the South Midlands Branch Facebook page which can be found at <https://www.facebook.com/groups/2368867613212479/>

Over several phone calls in early September with our Chairman, John Budgen, largely appertaining to the virus situation and the extra restrictions put in place at that time, it turned out that there's another side to my role, and that is to put these branch reports together for the club magazine, so here's my first one.

Firstly, can I welcome the new local members listed in the last issue, namely Chris Billingham from Wolverhampton, Robert Harrison from Studley, and David Evans from Evesham. Hopefully, in the near future, we'll see you at the branch in Studley, or at any one of a fair few of the branch and other events that we get involved with, when things get back to something like normal.

No doubt like all other REOC branches, we are a friendly bunch, and I found this very much a surprise when I joined about three years ago. It was something I was not expecting at a bike club as the last one I was in was not very friendly, at least some of the members were not, so I was sort of on the defensive when I turned up in 2017. Needless to say I needn't have worried and I was welcomed wholeheartedly by our Secretary, Brian Tomlinson. We yakked all evening and I bet now that he's got to know me a little better he's wishing he'd locked the door before I arrived! Still, he got his own back by volunteering me for this job. I still have the shotgun barrel marks in my back! Only kidding folks!

Since the lockdown was lifted to some extent last summer we've had just one branch meeting back in August, which, with nothing going on since March, was purely a social affair. We have tried to be a little optimistic in regards events and activities in that we haven't blanket cancelled everything from the get go, but preferring to look at each event nearer the time. O.K, in the end we might as well have just cancelled everything, but you never know.

Once the restrictions had been eased our Tuesday ride outs were on the cards again, but I think any such outings have been few and far between. Certainly there's been no mention of the outings on the Facebook page, but all things being equal, as I type they are feasible and legal. Yes folks, some restrictions are law, not just guidelines. Then we get to early September and more restrictions back in place and yet more difficulties for some activities, and branch meetings were one of them. Now you can read the official information on the web and no doubt half a dozen people will read it in half a dozen different ways, but I think the Chairman and myself came to the same conclusion, in that we could have had a meeting, but to do it legally it would have been pointless. Here's two possible ways of having such a meeting . No doubt there's others too. Example 1: A meeting involving just six individuals. Example 2: A meeting with several separate groups

Branch Reports

of six individuals, up to the maximum number allowed at the venue, but no groups could mingle or socialise. I think you'd agree that it would be pointless, but if you add, shall I say, potential issues at the venue, it was deemed best to cancel the September meeting, and, as I type, the only changes to the restrictions are likely to be more of them in some areas, so I dare say there will not be an October meeting either.

All the above said, some members have been getting out and about on their Royal Enfields doing their own thing, either on their own or with one or two others. Fellow member Marc Heighton and myself have been out a couple of times, one trip covering Worcestershire, Shropshire and Herefordshire, and another trip over to The Ponderosa at the top of the Horse Shoe Pass, albeit via the Old Horse Shoe Pass. Yes folks, there's two of them! The "big one" for me every year is the National Road Rally, usually held in July. It's a navigational scatter rally and thankfully, although with several changes, for obvious reasons, it went ahead in September, with me entering on my Himalayan, Webley MK II. I recommend it to you all!

It goes without saying that things have been a little more than quiet on the Facebook page, and although I've been riding a lot, it's not all about me, so drop on by the Facebook page and let us know what you've been getting up to with your Royal Enfields, and if you post any photo's on there they may be chosen as the group header photo'.

Your posts and photo's don't have to be masterpieces, or massive adventures. They can be of course, but simple posts, questions and queries are most welcomed. A simple series of photo's and a bit of a description, such as what Paul Myers did, showing his time out on the VMCC Compass Challenge on his 1952 Bullet.

Hopefully we'll be able to meet again at the branch in the near future, but in the meantime use the Facebook page. If ever there was a time to make use of such a thing it's now! Cheers all, Chris.



Branch Reports

Bristol Branch

The Bristol branch has been keeping as active as we can as our regular meetings are on hold until further notice, Jason Reeves our activities organiser has come up with many very interesting destinations and routes on quiet roads that suit the varied bikes we have in our group, we attended an open air classic car and bike show at Chew Valley early September where we were rewarded with perfect weather.

On the last Saturday in September we went to Kemble Airdrome in the Cotswolds where a massive fleet of Jumbo Jets are being disassembled, where it was easy to keep to the recommended precautionary distancing rules and groups of no more



than 6. This proved a very popular venue and the weather once again was dry and sunny the temperature served as a reminder that we are now later in the year, we hope to do a few more runs before the weather turns.

If any member in the Bristol area would like to join us at any time please contact me by email.

Andy Ward
(02950)
Bristol branch
secretary



Branch Reports

Suffolk Branch

We continue to meet at The Anchor Upper Street, Stratford St Mary. But like many other groups have had an inactive summer forced upon us although our few rides have proven enjoyable and well supported.

Sadly, by Christmas we will see the loss of one of our members Alan Dixon and his wife Jean with his relocation to their new home in the town of Riogordo Spain, thirty minutes north of Malaga. Alan joined us at the Suffolk branch early on in its formation, has owned several bikes of different manufacture but like



so many of us has rightly settled on a pristine Royal Enfield. So, anyone holidaying near Malaga please keep a look out for Alan riding his Black Bullet.

Best Wishes to you Alan and Jean, maybe an opportunity for a future trip to Spain for the Suffolk branch? (Well, I only said maybe)

Finally. I enjoyed another of my favourite rides to The Red Lion at Thetford again a nice ride with lunch.

Well that's it from us. Let's see what the coming months bring for us hopefully



the good days will return soon.

We shall meet as usual the first Saturday of every month, visitors warmly welcomed, no pressure, no hassles, just drop by and say hello.

Stephen Backhouse
(16476)

Mobile: 07939 351740

Branch Reports

Airdale and Wharfedale

Sunday 18th October, 1pm. a grey but dry day saw six ! (Yes six riders with two apologies, so it could have been eight) gather in the Noble Comb Shipley carpark. As bikers we were all well masked up and ready for some social distanced riding.

This trip saw 3 Bullet EFI's 2 Himalayan, and 1 Constellation, so we had a group of classic through modern variants. We had a new member - Dave on one of the Himalayans, so that was good, the word about our branch is slowly spreading, even in these strange times.



Anyway, the plan:- we didn't have one, so what could go wrong? after some mutual admiration of each others machines we agreed to head to Hebden Bridge in the upper Calder valley. there is a great road across the moor top from Haworth that provides some amazing views of the surrounding Pennines. Hebden Bridge is a magnet for arty / crafty people (And bikers) and this day was no exception and we enjoyed some friendly banter and some excellent busking during our brief stop.

Well? where now? - Ah said David, I know a really good narrow road that will take us over to Colne, its a long time since I rode it but it is good. So off we went with David and his Constellation in the lead. ...Now I'm sure that as we took a left fork there was a "dead end" sign but it looked ok on the map, so, on we went for about 2 miles and sure enough the road ended at a car park. Heyho, back we came and we did find the right road and it was as good as we expected. So, back over the moors into Yorkshire and home. We all agreed that it was a good trip of about 60 miles and because we had no plan nothing went wrong!

The photo - 4 in the shot, 1 taking the shot, 1 had shot over a wall ! ... enough said.

Best wishes to all for Christmas, lets make the best of it and look forward to a safe and peaceful new year!

Peter Jackson (17222)

Branch Reports

South Lancashire

Contact Chris Robinson Tel: 0161 4421906 Mob: 07951 983158 Meets at Birch Hotel, Manchester Rd, Birch, Heywood OL10 2QD 1st Tuesday of the month 7.30pm

Way back in September... The Red Rose Rally went ahead (fortunately!) in the wonderful Trough of Bowland. The roads, as anticipated, are superb narrow country lanes, with stunning views as we rode along them. Our campsite was incredibly clean and with spotless toilets/showers... also as anticipated. No witches were spotted, though the picture shows Pendle Hill covered in mist.

It was extremely well attended and with a large cross section of bikes. A Model G, a couple of orange Interceptors, two Watsonian outfits, a Thunderbird, a Himalayan, and to continue would fill the page. The weather was far better than last year, too! All a credit to John (except the weather). He has now stepped down from the South Lancashire branch having founded it eight years ago; we wish him well for the future.



The branch Christmas dinner was due to take place on the first of December. The next edition of the Gun will show that the Covies allowed, or didn't allow, this to go ahead. And it would be nice to publish the fact that branch meetings are back on again. We'll see.

In the meantime, we hope everyone will have a peaceful Christmas and New Year. Chris (8113)

Cornwall Branch

Not much to report this time. Several of our members braved a social distancing camping trip to Porlock for the usual Three Moors Run. Meeting up at Cornwall Services near Roche, and crossing Bodmin Moor they headed to Exmoor, where they camped at Porlock.

They only stayed the one night, then rode down to Princetown, and across Dartmoor before heading home. Unfortunately no Enfields were involved. But it was an enjoyable trip by all accounts.

On August 8th was our golden wedding anniversary. I asked the Boss what she wanted to do, and guess what she said "Go for a ride on 'Yorick'." Our 1959 Super Meteor. Amazing!! after all these years. So we rode off for a ride around the lanes and the coast in glorious sunshine, ideal riding conditions, with site seeing on the way. We both enjoyed it. And the family called in for champagne and cake in the garden in the afternoon. A brilliant day.

Bob Reed (6167A)

Branch Reports

West Riding Branch

Contact Kevin Moore 07736775211 sidecarkevin@ntlworld.com [linq](http://www.motocycling.com/linq)

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).

When will this ever end! Here in the West Riding we are about to be dumped in Tier Three of the Covid restriction farce (no, don't get me started), the only good thing is that motorcycling can be a fairly solitary experience, generally carried out in the open air and carrying minimal risk of exposure to the virus or spreading it (so I am given to understand). Speculation would have it, that the nation may well be about to endure another full lockdown! A down side here is that the Branch report is supposed to reflect the somewhat social nature of owning and riding our wonderful marque! We in the West Riding, have had opportunity to enjoy a couple of socially distanced get togethers congregating in groups of up to six. One thing has been apparent, there seems to have been plenty of swapping and changing our steeds. I for one, have sold the '59 350 Bullet and am about to trade my much loved Himmy for a shiny new 500 Tribute! Having recently parted with his Big Head Bullet in favour of a modern Continental GT, Chris T. has just acquired a '43 WDCO. So, the member profile (I hope you are enjoying them) this month is yours truly, Dudley Martin:

Brief Riding History and Bikes Owned: I started riding in 1976 and have never been without a bike to this day. I started with a pair of Lambrettas bought for the princely sum of £25 the both. I immediately sold the 200 for £25 which covered the cost of getting the 125 on the road. Unfortunately, my dealing prowess was rarely repeated after that. There followed a plethora of Eastern European and Japanese hacks before my first new bike, a Yamaha XS250, I never liked it much and it was a shock to find how much you lose on a new machine when selling it on. My dad started 'Speedscene', a motorcycle business that went on to become the sole importer for Benelli bikes. This led to a preference for Italian ride and I went on to own a number of them including 250/2c (brilliant!), 500/4, a 654 and the wonderful 750//6. Having inherited the 'Yorkshire Frugal' gene, I tend to keep bikes longer term, usually three or four at any one time. My champion was the BMW K75, which I kept and rode for 26 years over 84k miles. I consider myself very fortunate to have enjoyed 8 years as a motorcycle cop in West Yorks which led to my involvement with advanced riding organisations as an examiner. My love for Enfields was kindled when my local dealer loaned me a 500 Classic whilst my Kawasaki ER6n was in for service. My dear friend, Ian T (the younger) introduced me to REOC a few years ago and I've grown to love 'em!

Branch Reports

Bike I should never have sold: I loved my K75 and the 2014 Kawasaki 650 Versys which I bought new and have ridden 6 winters and 34k miles and still consider a good all round working bike, I miss my 2012 RE 500 efi Woodsman, hence my intention to buy the 500 Tribute. I suspect I will miss the Himmy but I can buy another when I no longer need the power of the Versys to carry out advanced tests.

Riding Highlight: Shortly after retiring from the police, I was offered the opportunity of joining a group of 10 riders on a 16 day sponsored trip to Moscow and St. Petersburg in Russia to raise money for orphanages out there. I bought a new ER6n for the 4000 mile ride, although I would probably have been better keeping the KLE500 as some of the roads gave the new bike a real hammering. An abiding memory will be the delighted squeals of children enjoying a ride on the back of these strange western visitors with little regard to H&S.

Riding Nightmares: By the grace of God, I have endured few mishaps in all my riding days, other low speed minor spills, usually attributable to road surface contaminants (ice or oil) and have not sustained injuries other than negligible knocks. I have, however, experienced a number of monumental near misses. The two most memorable being on trips to Scotland. The first many years ago on a single carriageway road when a boat and trailer, the size of a caravan became unhitched from an oncoming vehicle, careered onto my side of the carriageway, overtaking the former tow vehicle leaving me nowhere to go but riding between the two. The second incident occurred only a couple of years ago when riding at 60 mph round a sweeping left hander on a single carriageway road in Glencoe. I was suddenly confronted by a saloon car mid-overtake of a coach and car, it was on my side of the carriageway with nowhere to go. If you have never got round to advanced rider training, let me tell you, that the principals of travelling at the correct speed, in the correct gear, in the correct position on the road and expecting the unexpected, have never been more appropriately employed!

Kevin



Branch Reports

Mid-Shires Branch

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

The breakfast runs are still going ahead and are still being well attended, though I suspect the numbers may reduce slightly as winter beckons. Those lucky enough to have winter hacks ,or indeed like myself that only have the one bike that is used all year round, will no doubt still enjoy winter riding. Though for many it is time to winterise their machines, enabling those all important service and maintenance jobs to be completed in good time before the long awaited spring of 2021.

The thought of 2021 will hopefully be one of uninterrupted riding, unlike the uncertainty of this current year. It will also herald the start of the planning of the REOC International Rally in Greece and for those members that are planning to attend it from their own countries. Hopefully such planning will become a part of the monthly meetings agenda, and should also become of interest to those not able to make the event. Like many, I've ridden abroad in the past, but not for many years. It will be interesting to hear of peoples travels and how things will compare in the planning of a trip in 2021 to previous years. I'm sure many things have changed since I last took on such a trip!

And finally the thoughts of this years end, of Christmas and a New Year. All in all, it's been a good year socially for the Mid-Shires, with new members added to the fold, plenty of social events undertook, varying from the ever popular breakfast runs to Green Lane days and some members entering trials events on their cherished Enfield's, not forgetting the day trips to many far flung



places within this beautiful country of ours. Pictures are of the site of the Battle of Naseby, which we stopped off at on the way back from a run to Rutland Water.

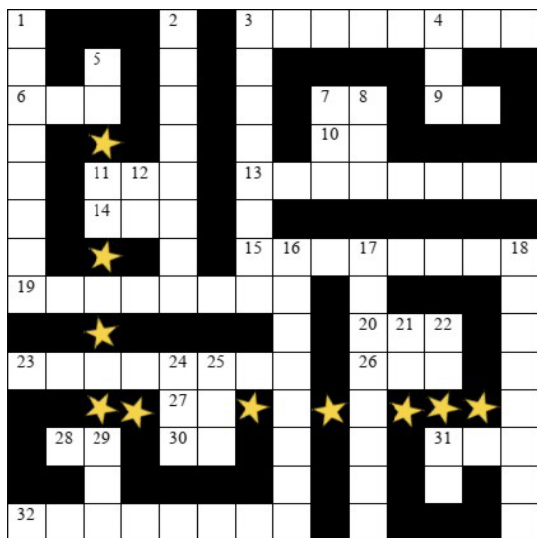
As we left about 20 mounted Cavaliers and Roundheads rode past us! Unfortunately we didn't manage to get a picture of this surreal moment!

So from us all at The Mid-Shires, may we wish you a Merry Christmas and a Happy New Year.

Simon Edler (16783) Branch Scribe



The Gun Crossword Issue 280



ACROSS

- 3 Light, waterproof jackets
- 6 Covered in ice
- 7 To .. or not to .. a wasp
- 9 Family doctor, Big prize
- 10 Mr Capone's first name
- 11 Opposite of daughter
- 13 New Year's Eve (Scots)
- 14 Same pronunciation: 2, to
- 15 Rudolf: a re-nosed one
- 19 Baby wrapped tightly in cloth
- 20 Instead of buttons, YKK?
- 23 Not terrifying, but wonderful
- 26 Insect of *formicidae* family
- 27 Saint, abbreviation
- 28 Goddess, Citreon
- 30 Code for Air India
- 31 Burning: result. Before *tray*
- 32 Christened, synonym

DOWN

- 1 Santa climbs down them
- 2 Electromagnetic switch
- 3 County of grinning cat
- 4 Swiss roll, Yule ...
- 5 Sounds the same as *buy*
- 7 Put shopping in it
- 8 Tree: *Ulmus procera*
- 11 Shorter than *street*
- 12 Hornby *Dublo*. Before 7
- 16 With a good education
- 17 Mary & Joseph's village
- 18 Taxi? Pulled by a person
- 21 Not out, Inch
- 22 Similar to PE
- 24 Individual Savings Account
- 25 French Pipe Industry
- 29 Fluid in a tree
- 31 Axe: Spelling in USA

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



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

The winner of crossword puzzle in Issue 279 is
Shashank R. Pinnapireddy
(17898)

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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