

THE GUN

The magazine of the Royal Enfield Owners Club



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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 6 horsepower sidecar combination at Brock Hill near Redditch, winter 1914



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Editorial

Firstly, may I wish all our members a Happy New Year, and may we have the opportunity to do more riding and rallies than in 2020.

Many thanks to all who have continued to contribute to the magazine through these difficult times. I do though need to add a caveat to that. I have been receiving articles/reports of 1500-2000 words. A full page of text is about 480 words without any photos. This means that these reports would be 4-5 pages without any pictures, and I cannot fit them in the available space. I do not wish to discourage anybody from contributing, but please try to keep below 1000 words so that the magazine can be as diverse as possible. For those of you typing in Word, there is a word counter in the bottom left corner.

Coincidence is a strange thing. Having just bought a 150cc Prince to renovate and get back on the road, I then received for the first time ever an article from another member about his Prince project. I wonder how many are still out there as only about 600 were made. One of the rarer Royal Enfields.

Regards, Alan

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

Obituary

Bonn, 31/12/2020

I am ever so sorry to have to pass on the sad news that the first chairman (Membership No. 1001) of the Royal Enfield Owner Club - David "Dave" Davies - died of cancer on 6th December 2020. Dave was a dear friend of mine. Our friendship was of course closely linked to motorbikes from Redditch.

I met Dave first at an AGM in Alcester, Warwickshire. I believe it was in 1978 and as a new club member I had arrived on a 350cc MV Agusta, a little red bike that some of the female club members in those days (sorry) thought was a special edition of the 248 cc Continental. I had ordered and paid for a Bullet 350 cc from a German importer in 1976. (I am still waiting for this bike today...). In parallel, I had acquired a 1957 500 cc Bullet without paperwork here. The aim was to give the Indian Enfield with the British engine a run for its money! With this in mind, I became a member of the REOC at that time.

Arriving in Alcester after a long travel from Germany, it was a dark and rainy day. On the evening of the AGM I stood almost alone in the car park in the pouring rain – typical English weather - until a red-haired RE rider offered me shelter.

From this event, a for decades long-standing friendship developed between Dave and myself. Initially, everything revolved around "Enfield" and other (British) motorbikes. German shopping sprees at L&D in Bristol and later at Gander & Gray in London. Petrol talks in the pub (Old Fox Inn / Fox Rd., Bristol) and nice rides. Dave visited me several times in Germany, brought his brother Gwyn, friends or his girlfriend. Some bikes (RE Super Meteor and Triton T 140) moved from the island to the continent. My friends Michael and Axel came to also appreciate Dave.

In the early 80s (maybe around 1982) Dave had a terrible motorbike accident where he was run over by a drunken lorry driver on his Bullet. His knee and hip were broken and totally crushed. The compensation negotiations with the insurance company dragged on for years. Dave, a mountain climbing enthusiast, never really got back on his feet and he was limping for the rest of his life. His home in Bebington / Merseyside was always a popular stopover for tours to Ireland for me and my friend Axel: Dave was a very good cook and a wonderful host and entertainer – and an even better guide through the local pubs.

(continued)

A few times we had to manage the onward journey to the ferry the next morning with very little sleep, but all the more alcohol in our blood.

My friend Dave played Irish folk music in various bands on the mandolin and cittern. His gigs in the pubs were legendary. Dave also crafted these instruments himself. Dave even composed Irish traditionals for my children.

In recent years, Dave has concentrated entirely on caring for his mother at home. I fondly remember the old lady in the armchair who could suddenly fire off razor-sharp comments about British politicians, commenting on BBC news programs. Two years ago, when his mother passed away aged 100, Dave moved to



Birkenhead. But he never really made himself at home there.

For me, memories remain of many happy hours together, motorbikes “built like guns” and drafted branches in Germany near the river Rhine deriving from apple trees on Higher Bebington Road. And last but not least the understanding that Continental Europeans and the residents of Britain belong together.

Dear members of the REOC, please toast at the next club meeting to your club founder David “Dave” Davies, Membership No. 1001 – and raise your glasses to a wonderful warm hearted motor bike enthusiast.

Please find enclosed a photo from the late seventies. Those were the days my friend: working on bikes in the living-room...

Dr. Stefan THOMAS, REOC Membership No. 1057

Branching Out

Well, there goes 2020 and not many people will be unhappy to see the back of that.

It certainly slowed things down somewhat but hopefully helped us to appreciate the finer things in life.

Despite current restrictions and a harsh nip in the air, some of us have been riding about and organising things for better days

So, at the time of writing this, there are hopes of setting up future branches in North Wales, The New Forest, and possibly South Wales. Please get in contact if you're interested in any of these future ventures. They will all require people and support.

If you don't have a local branch, don't be shy. Give me a call

New Branch

Despite the increased restrictions at the worst possible timing, we have managed to set up a new branch. The **South Wiltshire Branch** will be based at the excellent location of **White Horse Country Park, Westbury**. Apart from filling a void south of the ranges, this should provide some great opportunities for other groups in the surrounding areas to have multi-branch meetings and so much more.

I'll leave further details for the branch to include in their own report.

If you're interested in any of the plans mentioned above, just send an email or give me a call.

Royal Enfield Community

Remember that when you filled in that form to join The Royal Enfield Owners Club there was no mention of any particular branch. When we can all move about freely again, perhaps we should all pledge to visit neighbouring branches anyway. Either as individuals or in a group

I'm pleased to say that whilst doing the groundwork for new branches I have also been given great support from the nearest Royal Enfield dealers. Bike Treads in Swindon and Hayball Motocycles in Salisbury have been very happy to support the club.

I've tried to stay in contact with all branch contacts during the restrictions and it helps to remember that we are one big club nationwide and beyond (International Rally in Greece 2021) so although there may not be many tales of ride-outs to report in the following pages, perhaps we can substitute those with plans for the future?

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Many Happy Returns

I'm a lucky lad. My lovely lady wife Janet offered to buy me a bike for my 70th birthday present!

A Biker Returns

I rode a 1960's Matchless in my youth but hadn't driven a bike for nearly 50 years so was keen to get back onto a suitably docile machine, but which make?

Touring India on holiday with Janet I was impressed to see how popular Royal Enfields were, still based on British designs. They were described to me by one Indian rider as the 'bike of aspiration for millions of us'. I was similarly impressed that RE are the longest running continuous manufacturer of bikes in the world.

Having spent my life in engineering conservation myself, this appealed, so I joined the club. Through the REOC I was delighted to find just 5 minutes walk away from my house a well-cared for Crusader 1961, much loved by its careful owner David Tutton who, like me, had once worked for Rolls-Royce in Bristol.

We had much in common and it was a delight to give his 'pride and joy' a new lease of life. I had no motorcycling gear so started investigating the shops. I was immediately impressed how much abrasion protection modern clothing looks as if it will provide, although I prefer not to test it out at my age. Clearly the days of a popped up leatherette jacket and PVC over-trousers had gone, but avoiding a wrong turning whilst putting on trousers with a separate lining inevitably resulted in a one-legged, pirouetting, embarrassing dance.

You don't forget how to ride a bike, but I still had some surprises. Initially I felt unstable and wobbled without damped steering, and had forgotten that stopping a ponderous bike with drum brakes requires forethought, planning, and occasional prayer, as does trying to find neutral.

Top end rattles and hunting on tick-over were slight worries, but I learned to control the latter by leaning the bike to the left when stationary. Does anyone know why this happens or how to adjust it out?

I got a scare having forgotten that U-turning in the road requires acceleration, and hand-signalling whilst turning left is an acquired skill. Also that one of the pleasures of 'old-biking' is the smell of burning boot touching the hot exhaust. At my forgetful age I had to force myself to remember to turn off the petrol tap, and ignition key to avoid running the battery flat.

Also, of course, being careful not to park on our newly laid brick paving. As a helpful REOC friend quipped, 'The engine drips so that you know there's oil in it'.

Riding out with the Bristol Group was great fun but not without mishap. On my second excursion I was enjoying uneventful cruising when the engine occasionally

Write Away

missed a beat. I am a forgiving chap, but soon it missed a few more times, and I started considering the cause. It seemed a random problem, so I suspected an electrical fault but became more concerned when momentary losses of power developed. This was getting worse, so I stopped the convoy, made my excuses and turned for home.

The power losses got worse. Perhaps these were partial seizures, in which case my lovely re-bored engine could already be ruined. I checked everything, including seized brakes, and then noticed that the choke lever had rattled shut! My relief, and that of the engine, were instant when we could both breathe again, and I enjoyed an embarrassed journey home.

On relating this to my new REOC friends one kindly observed 'We've all done it'. Refreshing honesty and comforting too!

My worst experience was developing a wobble five minutes into another Sunday ride out. Fortunately I quickly recognized a soft front tyre and braked, which made the instability worse, and I was lucky to retain control whilst coming to a stop. I had forgotten that inner tubes are supposed to be renewed every five years, that I didn't actually know how old mine was, and I had ignored a very slow leak.

At my age it is a pleasure to rattle along at 40 mph, but noticing that the Instruction Book gives a top speed of 70-75 mph I thought I should see what my Crusader was made of, hopefully not literally. At 45 the ride was exhilarating, but at 55 my teeth started to rattle and I feared the engine might distribute itself along the road, so I concluded the book-prediction was optimistic at best, and foolhardy at worse.

Yes, I had enjoyed being back on a bike again, but an even greater thrill was to come. My 87 year old sister, who used to ride a scooter, was determined to ride out again. Loading her onto the pillion seat was a pantomime involving a mounting-block like those used for horses, and Janet's help heaving over a creaking leg, but soon we were off, err I mean safely away. Just like the old days, but now there were two very 'happy returners' on my Crusader!

Geoff Wallis (17694)



Write Away

Here is a photo of my latest project a 1961 Royal Enfield Prince 150cc two stroke. Purchased as a semi complete non runner at a modest price with no documents it proved to be a matching numbers bike with lots of NOS parts so someone gave up and did not finish.

The whole front end is Honda CB125, I am still working on the original parts.



The dual seat and luggage rack are Yamaha YBR 125, all bits that were lying around the back of the workshop. My friendly local MOT man had a good laugh at my expense and passed it on the frame number (he is used to me doing 500cc singles). DVLA came up with an age related registration number and my insurance charged me a nominal admin fee so I am now road testing it.

So far I have not got over 40 mph but each adjustment makes progress. Lots of engineering challenges solved and another "classic" put back on the road.

I won't make a profit on it but it has been lots of fun to do, so a morale boost in these troubled times.

Chris Brady (07170)

Hi, I have a 65 Continental and always wanted the original shape long silencer with the cast alloy end cone. Unable to find a complete silencer I found that Hitchcock's had a new end cone, so I bought it and then talked to Armours exhausts and after exchanging a series of photos and a detailed pencil sketch from me of the dimensions they agreed to make me a silencer, I sent the end cone to them and after approx 5 weeks the completed silencer was returned to me, minus chrome plate to trial install, it fitted perfectly so after Christmas it will be returned to Armours for plating and then returned to me complete.

The cost was very reasonable and the quality superb. I attach a photo of the silencer. I have no connection with Armours.

Regards, Colin Ogden (16912)



Write Away

Clutch Hub

Hi the existing clutch hub assembly in my 250 Continental was badly worn and the plain plate was distorted from I assume someone trying to lever off the hub assembly from the main shaft taper rather than using an extractor, not being able to find a good usable hub and not being able to afford a new unit, I decided to try and make one, I had a suitable piece of mild steel bar for the hub and a friendly local engineering company donated a piece of m/s plate, I have an old Myford lathe and an Asian origin milling machine, and after approx 5 hours I have a finished hub/clutch assembly, running it between centres on the lathe, the plate is within .005 inch and all the rest of the assembly goes together, so the intention is now to fit it.



I attach photos of the old worn hub ,and the new hub/ plate assembly.

Regards. Colin Ogden (16912)

Tel: 07792 981 799





The New Breed



Hello fellow new model Enfielders, and welcome to instalment eight (wow is it really that many !) of the view from the Tango Tart as my 650 Interceptor has been christened by the world of Facething and the Interweb. Despite trying to run about covertly with a change of tank and effectively a new party dress, the name has stuck, and the Tart she will remain.

Since we last spoke, the Interceptor has now been in for its 6000 service and brake check recall with the very fine guys at Cooper B motorcycles near Wellingborough, Northants 01933-665403. A fine job was done, and Tarty has found her wings again after feeling a bit breathless, Pete tells me they did the Valve things and generally tickled her nether regions, I'm not sure about that, what I do know is the engine is quieter, smoother and seems to pull a whole lot better. Out of pure curiosity, and of course purely for research, I persuaded the very nice humans there, namely Ian and Peter, to loan me their extremely nice Himalayan, the fools, the damn fools ha ha.

So first impressions with the Himalayan are that it feels quite a bit taller than the Interceptor, and if you are not used to it, requires a different technique to mount it. I've had friends suggesting the get it on the main stand and climb up on the pegs technique, others saying that putting it on the side stand and then climbing up on the pegs work, while I personally found side stand, and just fling the leg over the saddle, as I do with the Interceptor worked for me, albeit with the caveat that this bike did not have the alloy luggage system fitted, and I know from trying a mates bike that when these are fitted techniques have to change, as the boxes can obstruct mounting the bike the way I did. Dismounting without boxes was pretty straightforward for my 5ft 11 (178cm) 30" inside leg frame.

The bike feels quite different in its steering angle to the Interceptor or the 500 single, less tendency to turn in, and initially that headlamp firmly fixed in the straight ahead position can throw you off a bit ha ha. After a mile or so I found myself settling in, and the fact that within an hour or two I felt quite confident enough to tackle some green lanes and field roads around where I live stands testament to the bike and its tractability and handling. I used, many many moons ago, in a previous life to ride a Yamaha XT500 enduro as my daily rider, and it all came flooding back pretty quick, up on

the pegs, shift your weight (I have plenty lots of that !) to balance everything and keep it in a low gear at the lower 1/3rd of the rev range watching for loose rocks and rubble. All very odd and seemed a bit of overkill in the outside lane of the A14.....

Seriously though, speaking of the A14, it was absolutely pouring down on my run home from Wellingborough to castle New Breed, and the Himmy handled 70mph in the outside lane passing trucks and other car things very nicely thank you very much. The rear brake, for me, felt better than the Interceptors, plenty of power, very controllable and lots of feedback. I find the Interceptors to be very on or off, with little feedback. The tyres too seemed much more planted than the Inty's with lots of grip in the very wet and rain soaked bends, no slippage at all. Even on the poor surface of the lanes around Dingly and Blaston with their animal produced surface (!) And muddy ruts the bike was sure footed, didn't wriggle or squirm around and was very confidence inspiring.

Ian Cooper tells me this was in fact his own personal bike to start with, and is fitted with near enough a standard set up, the rear end's pre-load was wound up a little (probably a good move with my ample rear on it) and other than that was standard, servicing costs are proportionately lower than the Interceptor and the one massive bonus I saw, quite literally, was the ease in which the bike could be cleaned from what looked like something that fell from a cows rear to a nice clean Himalayan in literally 15 minutes ! Shock Horror, my god the Interceptor takes literally days off your life to get it sparkling ! The Himmy seemed very good on fuel for the day I had it, not drinking much at all. I will say, personally, I thought the instruments on the Himmy were (for me) better, more info in a not huge space and easily understandable and readable.

The gear position indicator I found especially useful and something as simple as having a clock fitted in the main instruments, I'm not sure I'd need the compass zooming up the A14, but if you were 'Adventure Riding' and exploring locations unknown it could be a useful tool.....If its accurate.

Trotting back onto the Interceptor after the service I was immediately struck by the power delivery over the Himmy, that smooth linear surge of power all the way from 1500rpm to the limiter is so addictive, a whole different ball game.

I have started to spot some aftermarket service items appearing here and there too, I've got a MAHLE Oil filter on order for around £10 and will have a good look at how that compares to the stock one, prices are around one half the cost of the standard one, and manufacturing seems to be very comparable, reviews from other makes seems to be favourable and I am

told they are OEM makers for the likes of BMW etc. Watch out for some strip down reviews of the filters vs the stock ones in a future piece, I'm thinking pull them apart and let's literally see what they are made of.

As far as setup goes at the moment, the Interceptor is wearing her stealth PJ's, so Stock cans, a DNA air filter breathing through the (wait for it, shock horror) stock snorkel and performing very nicely, plenty fast enough for my old bones, and as I always say, more than fast enough to mash yourself if you get it wrong. Seems the DNA works quite well with the stock air filter cover, maybe save yourself £25 over the cost of the DNA cover, try the stock first before binning it, Caffeine Racer do a 3D printed cover for considerably less than the DNA offering and they can be found in and around the groups on Facebook, as can we of course, 6 groups running now, just leap onto FB and search for over 60 and back on a bike and you'll find us hiding there ready to answer any questions you may have.

Peter at CooperB pronounced the Interceptor to be in fine health, as I suspected, with no undue wear issues and after inspecting the (Iridium) plugs said the bike seems to be running well with no signs of its 6000 miles of me throwing it at the landscape to speak of. So again I am left wondering Enfieldites do we really need all these bolt on goodies that the very clever marketing men try to convince us we cannot live without, Booster Plugs and the such, Tarty has run the majority of her miles on 'Norton' style Pea Shooter cans, DNA Filter and cover, Iridiums and Super Duper Unleaded and does she go any faster in day-to-day use ?

I dunno, maybe a mph here or there, a second on the 0-60 who knows, in real use, I don't think IMHO the average guy is going to notice a world of difference. I come from racing stock, my pop was a biker and track raced all manner of bikes in the 50s and 60s from AJS and Velo's, to Nortons and even a Beezer, he always said to me of all the adjustments and twiddling you can do to your bike son, the best thing you'll ever do is to get the nut holding the 'bars right, get that right, and you've cracked it.....

And now a lifetime down the roads and tracks, after racing Suzy's and Kwackers round the various British tracks and, it has to be said, bouncing down a couple of them too on my leathers I find myself at £\$%mph climbing the A6003 from Corby to Uppingham setting the bike up for the bend ahead, shifting my botty across, watch the cracks and joins that this bit of road has, speed check, gear check, laying Tarty over, catch the line right looking through the bend ahead, (Damn left boots scraping the road again, that's 2 sets wrecked lol) feed the power in up through the box and off to Stoke Dry and Eyebrow Reservoir, join the B664 and its long bends on the climb up towards Medbourne I think to myself, 'You know, he was right, he really



was' you can bolt on all the bits you want, but does it really make 'this' any better, 'this' is what its about, if you enjoy it, and it does "It" for you then as they say "If it aint broke, don't fix it !" I think the marketing men are very good at selling us stuff we don't actually 'Need', this is one damn good bike to start with, the Himmy is a good bike to start off with, the 350's and 500 retro bikes with their army, navy and air force livery are good bikes to start off with.

Now I know a fair few bikers, my groups have over 3000 members, and amongst them are all ages, all bikes and all styles and abilities. One or two stick in my

head, they have multiple bikes to choose from, they have a good spread of new, old big and small, and what do they keep gravitating to, The Enfields, they come to the group meets on their Interceptors, Continentals and Himalayans, and these meets are not brand specific, seems that Royal Enfield have captured the market, and the hearts of us older guys and a whole new generation of riders, and just the other day I saw on YouTube a Video of the Royal Enfield Continental Track bike being put through its pace with Mssrs Harris and Co there to oversee tweaks to the handling and suspension, and this pretty stock bike was literally flying round the track, it had high lift cams, a slightly wider rear boot some competition pads on it, other than that it was pretty much stock, now come on RE, single make/ class racing if you please, show them what this bike can do, and while you're at it, where can I get a loan of that bike As if!



Till next time, stay safe, ride safe and enjoy those bikes Guys & Girls

See you next time; Dave Blakeney Mid-Shires, (16956)

thenewbreed@bikerider.com, 07565696560

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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	
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S20	Sweatshirts - XL to XXL	£15.00	
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Adverts

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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Redditch 350 Bullet engine numbering

Redditch crankcases have identical numbers stamped on both halves at the front of to keep them together after machining. These are the **matching half numbers** and are of interest to an owner that the cases are a pair, but do not help in identifying a motor.

Engines were built up in the motor shop at Redditch where a **“true” engine number** was stamped at the top rear of the right-hand crankcase close to the oil filler. The earliest engines have a G² prefix to this true number, but the ² is soon dropped leaving just the G as per photo below (which also shows the gearbox number).



When the engine was fitted into the cycle parts on the assembly line, the frame number was copy stamped to the left side of the crankcase to pair them off. The earliest machines have 5-digit frame and engine numbers with no prefix, but it is not long before these “paired” stampings gain the (expected) G2 model code prefix.

Any engine supplied as a spare unit would have the “true number” at the top rear but no number on the left. Crankcases supplied as spare parts would have the matching half numbers only.

There is no direct correlation between the “true” number at rear and the one copied from frame on left side, so it is not possible to calculate one from the other if either have been removed.

The pairing of engines to frames in the UK ceased in late 1956 / early 1957 and, from then on, the motor shop stamped their number on the left side, normally without the G2 prefix.

When this change to non-matching occurs, there may be some engines fitted to frames that have no number on the left, as this certainly applies to the twins.

Note that 500 Bullet engines are similarly stamped, but the true number digits are on left half and JS on the right.

Graham Scarth

250's in Holland

Back in 1987 my father gave me my first Royal Enfield to restore. According a 1953 advertisement from the Dutch Royal Enfield importer R.S. Stokvis en Zn in Rotterdam (enclosed) it seems to be a 250 cc OHV model SF (Spring Frame). A year later in 1988, when I became 18, I joined the Royal Enfield Club Nederland. It was a small ownersclub with less than 100 members. 2 years later I also became a member of the much bigger Royal Enfield Owners Club. It was the beginning of searching for documentation and collecting parts. In 1991 I met Allan Hitchcock for the first time at his home in Solihull and bought some parts from him. The same day I also went to "Rubberman" Jim Hunters house buying knee grips and John Bull no. 1 footrestrubbers. Luckily for me Allan visited the first years of the Vehicle Autojumbles at Utrecht and brought my ordered parts to Holland. All pre Internet era!

During collecting parts I have met other Dutch model SF owners. In 2006 I bought a 250 cc rigid frame model S from a fellow Dutch clubmember. This one was dated January 1953 (see picture 1). Now I got really interested in these rare models. Thanks to the Internet it is much easier to search for information and parts. Sitting in my comfortable chair I have found parts from Europe till Australia and North America.



Some main features of the S and SF models are: Frame: No front engine plates
Wheels: Dunlop WM1 rims with Dunlop Universal 3.00 x 19 inch tyres and 6 inch half width hubs Amal carburettor: pre monobloc 274 BS/3A, BH/3A or BX/

3A (depending on cylinderhead) Ignition: Miller type DH1 coil ignition 6 volt 36 Watt Lighting: Miller headlamp type 73 CV 6 ½ inch and Miller rearlight type 36E no brakelight Gearbox: Albion 4 speed type R (old and new type inner cover) without neutral lever When I found an old Royal Enfield advertisement with Pat Brittain's 250 Clipper Scottish Six Day Trial success published in "The Motor Cycle" in May 1954 (enclosed) , I decided to built a replica from scratch. Unfortunately I did not find any photographs or documentation of this particular model yet. Does anyone have more information or even a picture?

In 2018 I discovered a rolling chasis with matching engine and gearbox and Lucas type 5 ¾ inch casquette (no pilotlights and D shape Smiths speedo) and Lucas 15D1 electrics of a late 1955 250 Clipper sold by London dealer Hales Bros (see picture 2). Now I had my collection, S, SF and 250 Clipper, complete!

According to the website of the RDW (Dutch DVLA) this year there are 3 models S, 10 models SF and 5 models 250 Clipper licensed/registered. To my knowledge there are something between 25 and 30 complete bikes that survived since the mid fifties. Looking at the survived frame- and enginenumbers it seemed that the Dutch importer R.S. Stokvis imported small batches (half a dozen) SF models from the Redditch factory in 1953 and 1954.

As described in Grahams article there is another oddball, the 250 cc Indian Fire Arrow (touring version) and the Hounds Arrow (Scrambler version) based on the 250 Clipper for the American market. As far as I know there are only 2 examples in Holland. One is on display at the Tony Leenes Indian Motorcycle Museum in Lemmer. I do have a spare frame and engine in my garage.....

I enjoy going to autojumbles and shows and not forgetting Royal Enfield club events.

Hopefully in 2021 it will be possible again.

Frank Zijp (5143) fzijp@hotmail.com

27 May 1954 THE MOTOR CYCLE

SCOTTISH SIX DAYS' TRIAL

3RD-8TH May 1954

Royal Enfield

WIN

250 CUP – Pat Brittain

(250 Clipper)

JIMMY BECK CUP – Johnny Brittain

(350 Bullet)

AND

FIVE SPECIAL 1ST CLASS AWARDS

Advertisement in "The Motor Cycle" magazine

THE ENFIELD CYCLE CO. LTD., REDDITCH, WORCS.



From the Archive

The Club Member's Motorcycle Register

From 1979 the club collected details of the motorcycles owned by members in two books - one for single cylinder machines, the other for twins, recording engine and frame numbers, registration numbers and specific notes about the machine from the owner. The upkeep of these registers ended in 1982, probably due to the increase in membership and machines which became too time-consuming for Ivor Mutton to manage.

The remarks column records how times and motorcycle use has changed in the last forty years. Also, with the help of the Internet I could check on the DVLA website (<https://www.gov.uk/check-vehicle-tax>) if vehicles are still registered for road use in the UK. By entering a vehicle registration number, it will provide the make, colour and year of initial registration of the vehicle, as well as S.O.R.N or taxed status.

Approximately 10% of the 289 machines were being used as daily transport by members, who owned just the one motorcycle and were half the age of today's membership. This period was the dawn of the classic motorcycle scene which took off after the neglect of the 1970s. Old motorcycles were gaining interest once more and have done ever since, which is why 90% of these Royal Enfields remain on the UK vehicle database.

J. Orchard of Painswick tells us in 1979 that his maroon Super Meteor - reg 613ALB - *is my daily transport, but I'm having trouble with the oil pump.*

The owner of 689 VPH, a 1961 black Constellation in York was in '*original condition, only 21,000 miles from new*' but the DVLA record it as garaged on SORN since 2012. This is typical of today's aging and shrinking rider population.

It would be too much to expect a 1960 500 Bullet called BOM (registration 50 BOM) to survive intact, and as is often the case with interesting registration plates, it now belongs to a blue Ford performance car. The Bullet will no doubt have an age-related registration.

The Club Motorcycle Survey 1989

In the Autumn of 1989 Dougie Young launched a second survey of members' machines, prompted by questions from the DVLA about the numbers of motorcycles belonging to the club, at a time when we had to justify the privilege of being experts in Royal Enfield machine identification for vehicle registration purposes. After a disappointing start, a reminder in The Gun eventually produced 530 completed forms by June 1991 – possibly from

From the Archives

one third of the membership and enough to provide a good representation of surviving Royal Enfield motorcycles right across the UK. The tally was as follows: -

Crusader Sports – 52

Crusader – 23

Continental GT-50

Clipper 250 – 14 (*Model S or Crusader type?*)

Turbo Twin – 10

Meteor Minor – 16

Super Meteor – 23

Constellation – 35

Prince – 10

R.E. 125 – 10

Model G – 27

Big Head Bullet – 10

Bullet 350 – 66

Indian Bullet – 11
(350 and 500?)

Clipper 350 – 25

Below. Returned questionnaire forms



***Enfield
brochure
from
1991***

From the Archives

All other models tallied less than ten examples each. I can provide a complete copy if anyone is interested.



The rise in the popularity of the Indian Bullets is reflected in the 1991 results, the first year when the new 500cc version as well as the 350s were arriving in the UK in numbers. There are none recorded in the original register, yet it is estimated that more than 60% of today's membership own Chennai-made models. I guess there are twice as many EFI variants in our club today than the Crusader models which numbered more than 125 back in 1991, with 650 Interceptors catching up fast. It would be nice to think that with the new R-E models, we are experiencing an injection of younger enthusiasts who can ensure a promising future for the club.

Archivist

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



Covid 19

Please note that owing to current Circumstances, and beyond the Club's Control, all planned Rallies and Events may be subject to Changes or Cancellation. Contact the Organiser prior to the date for latest Information.

Official Club Rallies

Wobbly's Red Rose Rally

September 9th - 13th 2021

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

Club Calendar 2021

None Official Rallies and Events

Midshires Off Road Trail ***

Midshires Off Road trail event

8th - 9th May 2021

The Quarry at Chedworth Farm

Details of address etc later

more of an excuse to get together

and camp overnight and offer

a Himalayan friendly trials area.

*** Invitation events only not official REOC events therefore no trophy status.

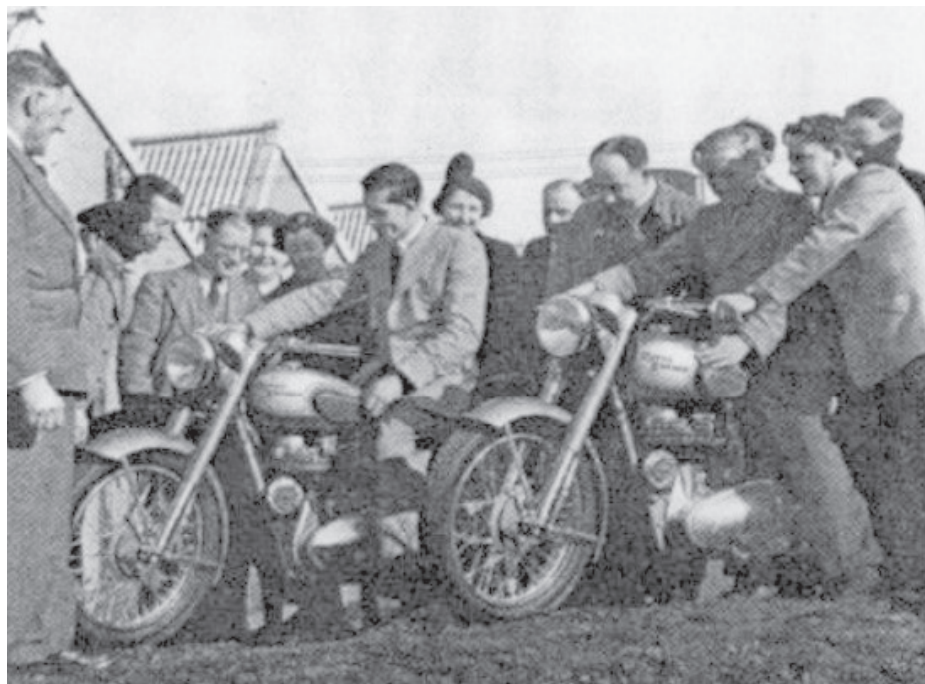
Members wishing to hold events for next year's club calendar please contact the Social Secretary P John Hamer through

hamer89@btinternet.com

Visit of Cirencester M.C.C.

Midshires Off-road Weekend May 8/9th 2021.

Chedworth is a small Cotswolds village in Gloucestershire situated just off the Fosse Way (A429) north of Cirencester. Many readers will know of, or may have visited, the Chedworth Farm Café. Not all will know that Chedworth has played host to motorcycle events for many years as this excerpt from the inside cover of 'Revs' magazine issue no.14 will testify.



Club Calendar 2021

On good Friday thirty-two members of the Cirencester Motor Cycle Club visited the Enfield Works. In thanking the management, guides and canteen staff during tea, the Club Secretary remarked that the party had particularly noted the care and attention given to the assembly of Royal Enfield motorcycles, bicycles and industrial engines. The weather was glorious and a number of our visitors, including the ladies, took the opportunity to ride round the test track on machines which had newly come off the production line.

The Cirencester Club was formed in 1948 and has a membership of more than 100, all of them enthusiastic motorcyclists. It organises two Open-to-Centre Trials a year, being on the edge of the Cotswold trials territory. In addition, a quarter-mile sprint is held at Chedworth. This is one of the few sprint races now held in England

In more recent years the farm café has seen a number of enjoyable REOC multi-Branch breakfast gatherings. Unfortunately the farm business is changing hands in 2021 and its future is uncertain. It would seem a shame not to celebrate the past connection that Royal Enfield has with this excellent venue before the sword of Damocles finally falls.

To that end the Midshires Branch has booked the quarry area of the farm in order to set up a few suitable 'trials sections' for Members with Royal Enfield trials machines to enjoy a leisurely non-competitive session or two in celebration of this historic venue.

The booking is for **Saturday 8th and Sunday 9th of May 2021.**

Some Members may have entered trials events hosted by other long standing clubs at the location before.

Overnight camping is available on the farm as is on site catering during the weekend in question. The price for use of the quarry area for trials is a mere £10 per day and your camping can be booked online at:

<https://chedworthfarmshop.co.uk/>

Please book direct stating "REOC Trials event". Additionally we plan a green-lane ride-out on the Saturday afternoon for any riders who do not feel that trials riding for them.

By way of an example; the lead for that ride out will be on a Himalayan (to be confirmed).

Our intention is not to create a formal event. It is not a rally, just a good opportunity for Members to indulge and share their interest in off-road Royal Enfield motorcycles. We look forward to welcoming you.

The members' mag

We called our members' magazine The ROAD as the word evokes images of freedom and adventure that lie at the heart of MAG's ideology.

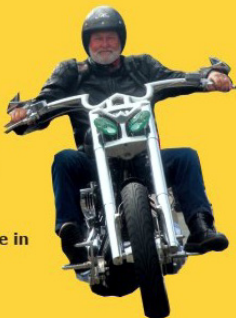
Among the many benefits members receive is this bi-monthly full colour 84 page A4 magazine.

- The ROAD seeks to entertain and inform

- The ROAD seeks to embrace a broad spectrum of riders

- The ROAD reflects MAG's inclusive policy of tolerating no prejudice. If you ride a bike, you're a biker

- There is nothing remotely like it available in the news trade



Future challenges

In a rapidly changing world coming to grips with environmental realities the need for an articulate and imaginative lobby to represent motorcycling has never been greater.

MAG aims to convince others that motorcycles, far from being a problem, offer part of a solution to 21st century transport needs.

MAG promotes the advantages motorcycles have, particularly in providing distance commuting options where bicycles may be impractical.

The Department of Transport informs MAG that at present there are no plans

to extend the ban on petrol engines to motorcycles and assured us that there will be no change to that without consulting us. There is as much opportunity as threat from the eco challenge but without a well informed and well connected lobby motorcycling could be marginalised. MAG will ensure that it is not.

- Theft
MAG is engaged in long-standing efforts to resolve the scourge of motorcycle theft; working with police and other parties to address this.



- Road space
With road space increasingly being cordoned off for the exclusive use of bicycles, the ability to filter through traffic is being inhibited.

MAG is involved in the negotiation of compromises that enable motorcycles to continue to be able to filter and save road space for everyone.

MAG has 47 years of campaigning experience, the determination and the connections. We just need your support.

Market Place

For Sale

For Sale: Dellorto carburettor, removed from an Enfield Electra X. Includes modified airbox, K and N air filter, bellmouth and conical air filter. £60 o.n.o. + £10 p &p.

Martin Illsley (16712) Tel: 01761 416781 or 07733 063554

For Sale: Crusader Sport 1964. 20 miles since re build with Stainless Rims and Spokes, Boyer Bransdon ignition and 12 volt electrics. £3000. Consider any bike requiring re build in part exchange.

John Benson (11976) Tel: 01789 266671 (Warwickshire)

For Sale: Carb kit, concentric 32mm diameter (Hitchcocks No. 90005) as new. Manifold not suitable if used on pre Electra X. £70, Silencer, trials and universal + adapters (Hitchcocks No's 200087 and 91048) very good condition, £40.

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

For Sale: R.E Mk1 Interceptor barrel. Std bore. F.O.C but collect or pay freight. Pictures available.

Tim Shakesby (6386) Tel: 07825 264607 shakesbytim@gmail.com

For Sale: 1957 Super Meteor, electronic ignition, 12v electrics, LED lights, 5 plate clutch, s/s wheels, panniers and Avon fairing, original registration. Masses of docs including 23 engineering drawings. £4850.

Alan Barringer (12923) Tel: 01304 615061 or 07804 442966 (Kent)

alan.barringer@btinternet.com

For Sale: Model G deluxe crankcase, 1939/40 std cylinder/head, Mitchell Avon fairing with fittings, 2 front and 2 rear crusader/clipper/bullet wheels, pair crusader/clipper/bullet forks and casquette. Indian apache crankcases, Pair Desabell silencers.

Ian Johnson (4385) Tel: 07811 906146

For Sale: Himalayan Adventure Including Aluminium Panniers, only 45 dry miles from new !! £4200 saving £600. (Exeter, Devon).

John Griffiths (10021A) 07787 573 221 or john.griffiths234@gmail.com

For Sale: 2005 Electra X One owner from new in excellent condition, Includes workshop manual, some spares, Hitchcocks stage 1 performance modification etc., £1950.

David (10724) 07867 127956 for details

For Sale: Enfield Clipper 1957. Fitted 60s totally rebuilt 500cc bullet engine, Monoblock Boyer, single seat, carrier rebuilt clutch. Goes very well, extremely reliable, 4 trips to Europe no bother. £2150.00 Located Sussex.

Roger D 07860 531300 or rogerd@euromechstorage.co.uk

Market Place

Wanted

Wanted: Centre stand for my 1930 model BL 225cc. In any condition. Even pictures and measures enough.

Pasi Mäkiranta (11084) royal.enfield@pp.inet.fi

Market Place

Wanted

Wanted: Rear chrome mudguard for 1965 interceptor. Part no 48084 , Also Royal Enfield interceptor mk1 engine, 1965 preferably. Can swap with cash for 1960 constellation engine thats running.

Liam Sweetman (17957) Liampsweetman@gmail.com
00353879507222 (Co. Wexford, Ireland)

Wanted: Dual seat, black with white piping for early 60's Redditch Bullet, any condition considered. Can supply photos of required item.

Mick Abraham (17760) 07823 332 815 mick5162@yahoo.co.uk

Wanted: For 1959 350cc Clipper, parts to fit a single saddle, mudguard carrier part No. 42168, front clip part No. 42755.

Martin Frame (17985) framemartin@hotmail.com or Tel/text 07742417234 (Bucks)

Wanted: For 1961 Prince, lower half of chainguard, any condition.

Alan Barringer (12923) Tel: 01304 615061 or 07804442966
alan.barringer@btinternet.com

Wanted: Late 1930's large SV motorcycle, any condition but complete, also an early 175 Bantam please.

Alex Taylor (16292) 01235 550951 or 0781 8668165
alexrtaylor574@gmail.com (Abingdon)

Wanted: tyre inflater, basically a bike pump for a 250 turbo twin, it clips under the petrol tank, if anybody has one? they can ring me.

John Tyson (15506) Tel: 07814061975

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

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

Non-members £5.

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

WELCOME TO OUR NEW MEMBERS

November/December 2020

Rupert Pratt, Bewdley
Malcolm Grout, Cockermouth
Gerald Seddon, Caldicot
Claude Leterrier, FRANCE
Tony Watson, Ely
Arthur Chilvers, Abingdon
Dimitris Toumanis, GREECE

Alan Mole, Pershore
David Batten, Llangefni
Ian Jewry, Ipswich
Derek Brock, Bakewell
Colin Tew, Alcester
Thierry Vandenkerckhove, FRANCE
Richard Potter, Ballymena

Welcome to our New Members

Iain Skinner, SOUTH AFRICA
Andrew MacDougall, Newcastle Emlyn
Mike Perkins, Swindon
Charles McLaughlin, Larne
Marie-Gaelle Lebeuvre, London
Roger Allen, Colchester
John Riley, Cottingham
John Lyne, Swindon
Didier Thalinger, FRANCE
Paul Meek, Walsall
Michael Brazier, Peterborough
John Moane, JAPAN
Andre Ravary, Littlehampton
Steve Nairn, Brechin
John Mills, Dumfries
John Elliott, Lutterworth
Jason Potts, Llandudno
Steven Waight, Bury St.Edmunds
Gary Thomas, Nuneaton
Adam Pratt, Marlborough
Glen Postle, Leicester
Kenneth McIntyre, Sandy
Laim Sweetman, IRELAND
Richard Whittingham, Sheringham
Brian Shallis, Port Talbot
David Hines, Dunstable
Tony Sawyer, Broadstone
Stuart Spencer, Wakefield
Roger Jones, Hengoed
James Ogston, Kettering
Mike Hatchard, Caldicot
Gordon Matta, St.Austell
Richard Pearce, Dunmow

Anthony Hill, Stoke-On-Trent
Anthony McCafferty, IRELAND
Hans-Peter Grub, GERMANY
Pete Webster, Nottingham
Stuart Cantellow, Boston
Matt Millar, Ballyclare
Glen Lockett, Stockport
Peter Robinson, Loughton
Roger Suddaby, Bedale
David Hayward, Derby
James Dolan, IRELAND
Peter Adamson, Sunderland
Ian Norton, Exeter
Martin Weetch, Ystrad Meurig
Philip Naylor, Bakewell
Terence Caddell, Sittingbourne
Martin Frame, Aylesbury
Alasdair Rutherford, Penrith
Nick Beard, York
Emma Bicknell, Ashford
Douglas Gilson, Liverpool
Philip Edwards, Perth
Roger Lomas, Seascale
Peter Bye, Ilkley
David Roberts, Crewe
Andy Rimmer, Sudbury
Andrew Greenway, Stamford
Steven Wheatcroft, Belper
Paul James, Thetford
Stanley Gill, West Bromwich
Graham Bridge, Tenterden
John Castle, Rochester

Membership Secretary

Teresa Langley, Strathaun, Ardgay IV24 3BG

tel: 01863 766431

email: membershipsecretary@royalcnfield.org.uk

REOC Machine Dating Service

When applying for an REOC 'Machine Dating Certificate' please follow the process below in full;

Please email clear, colour, side-on digital photos of the completed, MOT ready, motorcycle.

Please email digital photos of the relevant engine and frame numbers along with photos of where the numbers sit on the engine and frame. Please email digital photos of 'brass rubbings' of the engine and frame numbers, preferably with paint removed. Please supply your current REOC membership number, name, as you require it on your certificate, and full postal address in all communications. Please ensure that you provide all of this in a single email to; jd.service.repair@gmail.com If email is not possible for you please follow the above process in full by post to: REOC Machine Dating Service C/O Ainsdale, Sawbridge Rd, Grandborough, Warwickshire. CV23 8DN.

As a Member who has benefitted from the REOC Machine Dating Service. I would like to thank former Machine Dating Officer Tom Bray for all of his hard work. Thanks, Tom. Since Tom stepped down three Committee Members have begun to share machine dating duties. Those duties split into these categories; 1. Enfield Indian manufactured motorcycles. 2. Redditch manufactured motorcycles 1939 onwards. 3. Pre 1939 Redditch manufactured motorcycles. For that reason your application may be passed between these Club Officers to ensure that it is dealt with by the right person. If you are interested in applying for an REOC Machine Dating Service please read the following paragraph. It is offered in order to support and speed up your application; In explanation of the application process listed above:; Please email clear colour side-on digital photos of the completed, MOT ready motorcycle. We cannot offer certification for incomplete machines although we can confirm dispatch details for frames and engines, such as they are. That does not mean that we can supply identification numbers for missing frames or engines. We can only ID what you have. Please be aware that when we can certify machines the certificates are valid for one year only and can only be used by the person named therein. Please email clear digital photos of the relevant engine and frame numbers along with photos of where the numbers sit on the engine and frame. Please be aware that not all models have identification numbers in the same location. Modern digital photos can be expanded with a high degree of clarity and are preferable to mailed-in photographs for that reason. Additionally, we have a duty to store details of the machines that we certify. Digital storage is preferable to hard copy storage. Please email digital photos of 'brass rubbings' of the engine and frame numbers, preferably with paint removed thoroughly. Frame and engine numbers are stamped in and not embossed. For motorcycles that are undergoing thorough rebuilds it may be better for you to obtain brass rubbings of the frame prior to

Machine Dating Service

painting and assembly. We hate to have to ask you to strip an area of frame on a rebuilt vehicle but we have to have identifiable frame numbers. Many Royal Enfield motorcycle engines carry more than one set of engine numbers. They carry the factory's own 'manufacturer's number' plus an engine number for registration purposes. If you are in any doubt about which number to supply please supply them all. Please supply your current REOC membership number, name as you require it on your certificate and full postal address in all communications. If you are applying for a Machine Dating Certificate in support of the acquisition of a dormant registration or a new age related registration the name that you supply, and therefore as it will appear on your certificate, will need to be the same the name that you use on your registration application. For example; please don't write in as Tom if your name is Thomas or by using your preferred middle name. Please ensure that you provide all of this in a single email. In order to expediate matters it would be beneficial for the Machine Dating Officers not to have to cross reference emails and or letters. We are all busy volunteers who aim to be helpful. Please help us to help you by sending a well prepared single application. Please be aware that we offer machine dating services and not registration applications.

Branch Reports

South Midlands Branch

In the colder times of the year the RE stuff tails off, but of course in 2020 it never really got going, on a branch level, for obvious reasons. Hopefully there's more than light at the end of the tunnel, fingers and everything else crossed!

Only the other day I came off the blower with our Chairman, John Budgen, and to add to the already cancelled December 2020 branch meeting the January 2021 meeting and AGM had also been cancelled. It was not all doom and gloom though. There's a possibility of having a stand again at Motorcycle Live at the NEC again. It's very early days, but again, fingers crossed. Whilst club activities have been just a memory, a few individuals have been getting out and about again, although the second lockdown and the usual damp and dirty weather at this time of year means that outings have been very thin thin on the ground.

Personally I've been having "fun" with my Himalayan, with a couple of oil leaks, although "leaks" is perhaps a little on the exaggerated side. One has been fixed and I'm waiting on a couple of new gaskets, all under warranty.

I've also added my first British classic bike to my stable, in the form of, yes, you've guessed it, a Royal Enfield. She goes by the name of Jungle and is a 1950 Model RE. Of course technically she's not a "Flea", but we all call them that. Talking of outings, in early 2020 I put together a little fun thing called, wait

Branch Reports



for the catchy title..."The Royal Enfield Owners Club South Midlands Branch Get Out There Challenge". I told you it was a catchy! For short it's the REOCSMB GOTC. What is it? In short it's an excuse, should you ever need one, to get out on your

Royal Enfields. There are a selection of clues and Google Map links to various locations within, at most, around 50 miles of Redditch, and all you have to do is

work out the clue, or just click on the link, plan a route and ride to that location. When you get there all you have to do is take a photo' of your Royal Enfield by whatever that location / landmark is. On your return, post



your photo's on the branch Facebook page, titled and labelled in the post text, and they will be entered for you into the competition photo' album. The winner will be the REOC member who completes the most locations. You may find entries open and close at times, which just reflects what the virus situation is at that time, but to compensate the 2020 competition has been extended until the end of 2021. Full details are available in the announcements section of the branch Facebook page at <https://www.facebook.com/groups/2368867613212479> Looking at the latest list of new members I see there's another local one to the branch, so welcome aboard to Stanley Kettle from Kidderminster. That's all for this one, but remember folks, use the branch Facebook page. I'm fed up of reading about myself (wink).

Cheers, Chris Instone (16553) 07800 907 055.

Branch Reports

South Lancashire Branch

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

Jack suggested that the Christmas meal, cancelled due to the Covies, should now be an Easter meal. This was well received by all concerned. We'll see what the Virus and the Government think about it nearer the time...

The Birch is still closed at the time of writing, but hopefully we will be able to legally and safely meet up again soon. It might need a bit of extra energy after all these months off, and new members will be very welcome when it happens. Come by car, Enfield or any other means. There's a large car park and secure

parking for bikes. Approximate distances, courtesy of Google Maps give an idea. Contact us (above) to see what the current situation is.

We can start looking forward to The "Christmas" Quiz, meeting in the Birch conservatory, wandering round the bikes outside the conservatory - Fine weather is guaranteed. Discussions about technical matters and riding, etc. And potentially some good rides in the balmy Lancashire climate.

Let's see how much of this we're able to do...



Chris (8113)

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

Somerset & Dorset Branch

March 2017;

'Less than Brilliant' Rear Brakes?

In a recent conversation with one of my 'fellow' Branch Members, I happened to mention that, despite having owned my 2003 Indian 'Home Market' 500 Bullet, (see Page 153 in Gordon May's excellent book, "Made in India",) since 2010, and made many 'upgrades' to my own spec' since, I had never had the 'expected' performance from the rear brake that I knew it should be capable of. However, as I explained to my friend, I had now 'got to the bottom of the problem' and it now worked as it should do. I should perhaps explain that, in my youth, (pre National Service,) I had worked as an apprentice Motor Cycle Mechanic, learning much about the 'machinery of the time', - now largely forgotten, but the 'principles' are still there fortunately - and it was with these in mind that I resolved to 'do something' to improve my back brake. What I am about to relate will be known and understood by many of the 'old hands' but clearly, there are still a few who may find this interesting - and hopefully, helpful. Back when R.E's were produced in U.K. one little item of 'simple but effective' design was incorporated into the rear brake 'actuation' mechanism, and this was a 'Semi Floating Brake spindle Bush', - easily 'missed' if you aren't looking for it. If you look closely at the Back Plate, you may notice that the bush through which the actuating spindle passes, appears to be held by two small bolts coming through from 'Inside' the drum, and then secured by nuts on the 'Outside'. (One of the bolts has a short 'plain' extension, which forms a locating point for the Brake Operating Arm Return Spring).

The actual 'bush' (or bearing) which the actuating spindle passes through, is in fact 'mounted' in such a way as to be able to 'float', - the 'major' hole in the brake backplate being 'oversize', whilst the two small 'fixing bolts' pass through elongated holes, made specifically to allow some sideways movement. The idea is to allow the actuating spindle, (with its two cam 'faces') to automatically 'centralise' under pressure from the Brake Pedal, giving equal pressure to the end of each Brake Shoe. Happy Days! - BOTH 'shoes' applied 'equally'! (which certainly made a considerable improvement to MY machine.). This is fine of course, as long as the 'bush' can 'float'. In my own case, - not only were the two bolts too tight, (They pass straight through the 'inner' part, (clearance holes,) but the 'outer part' has threaded holes, which once assembled should NOT be overtightened; - (the outer 'lock nuts' provide the security.) but the real 'killer' was the beautifully finished 'Paint Job', effectively ensuring that the 'floating bush' never moved. A careful 'cleaning off' of the area around the hole in the backplate and the back of the bush, with a 'sparing' application of a little 'copperslip', ensured this simple bit of clever design was then able to function

Branch Reports

as intended. N.B. Ensure you make a careful 'note' of exactly where each 'spacer' fits on the wheel spindle, backplate, assembly.

Vic' Ryland (13858)

West Riding Branch

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).

Is it possible to write an article without mentioning the detrimental effects of the 'C***d' word? Probably not! Here in the West Riding we have been enduring variations of full lockdown or Tier 3 restrictions. However, whilst we might not be able to meet up or organise ride-outs, I am happy to report I have been able to get out mostly on my own and ride over 600 miles on my new Classic 500 Tribute since collecting it on 19th November. It is perfect for the winding country lanes of the Shire but is not as clean as it was! The engine is freeing up nicely, the brakes are improving and I am delighted with it. As we have little branch news we continue our Branch Member profiles with Chris T:

My brief riding history? My first bike was an old clapped out 1971 Lambretta GP 200. I had saved up my paper-round and YTS money and paid £50 for it. I never got it running quite right so soon swapped it for a Vespa Rally 200 (yes another scooter!). I kept this for a year and was in the local scooter club, before passing my test and switching to motorbikes. My first big bike was a 'Plastic Maggot' (Honda CX500). This poor bike was thrashed everywhere and at just 17 I have to admit I was probably a bit of a nuisance. It had a noisy straight through pipe and ace bars, and in those days speed limits were merely a suggestion. I sold it for scrap after it sheered its second water pump! Next came a Yamaha RD400 with a racing body kit and expansion pipes, it had wicked acceleration so didn't last long ending up with a rod through the cases. Next was a lovely Suzuki 650 Katana. It was smooth, quick and reliable, eminently suited to taking a girlfriend on the back but it was soon traded up for a mini. Then a humble old CB250N was acquired, nice reliable bike that took me through University until it got nicked!

Bikes then became weekend toys. I got hold of an old Honda CB400 Dream which was cheap, reliable and fun and made a surprisingly nimble back lane scratcher. Then, on getting a Yamaha SRX600, I developed a love for big singles. I kept this lovely, fine handling and underrated bike for six years before selling it to buy a 1960 Royal Enfield Bullet. I'd always wanted to try a Brit bike and after

Branch Reports

jumping off the Yamaha it was quite a shock. Slow, crude but full of character, this was the bike that got me into Enfield's. I soon learnt to love it, but again I managed to snap a conrod making a mess of the engine! I was now hooked on big singles, so the next bike, I built myself by using a 1953 Redditch bullet frame and a '99 Indian 500 Bullet as a doner. I loved my Redditch/Chennai hybrid and plodded around on it for years. Then one day I bid on a 1959 Bighead bullet on eBay, only to find I'd actually gone and won it! Oh dear, it turned out to be a complete dog. It was the biggest pile of badly thrown together parts you could possibly imagine. So, I did a complete nut and bolt rebuild. On completion, I rode it for a while but there were always minor niggles and I got tired of constantly having oily hands so I decided to sell it and bought a Continental 535 GT, which I still have. This bike I love, it ticks nearly all the boxes, and is possibly my favourite bike of all time. I still hankered for another really old one though. There was nothing for it but to have two bikes, an old one to potter about on, and the modern one for longer distance work. I'd always fancied a rigid/girder bike and I love the look of bikes from the 30's. A 1943 Royal Enfield WDCO came up for sale a couple of months ago and I just had to have it!

Which bike would I buy back in a heartbeat?

Actually, my first bike, the '71 Lambretta GP200. In fact, I did manage to buy it back last year and I'm currently restoring it to original factory standard.

A riding highlight?

Many ride outs around the Yorkshire Dales and the Peak District. Probably the most underrated area is the Yorkshire Wolds, with its gently undulating hills and country lanes.



Chris T. with his current Royal Enfields

A particular highlight was the ride down to the REOC International in Wiltshire a few years ago on the iron 500 Bullet. Lovely warm weather all weekend.

Here's 'til next time, ride safe!

Dudley Martin

Branch Reports

Ireland

Happy New Year from Royal Enfielder's Ireland and reflections on a wonderful group of people.

2020 started with a cheerful note after being offered the Parsons Green, Clogheen venue for our spring event however, that all changed. We adapted to the lockdown's with social media for virtual camp's inspiring camp cooking and shop local videos. YouTube also played a big part in entertaining with the likes of Stuart Fillingham, Saddlebags73, Chris Instone and various others. The WhatsApp group gave support with advice chats and in many other ways.

We were lucky to get in Power's the Pot rally also The Last of the Summer Wine camp in Adare.

Royal Enfielder's Ireland plan to host Power's the Pot and Last of the Summer wine again in 2021 and will have dates in the new year.

I thank you with the Gun, all those who helped with the group and for keeping each other safe by sticking to the Covid19 guidelines.

Looking forward to sunny roads in 2021.



John B Nicholls (10710)

thatboyinkerry@hotmail.com

0861951137



Branch Reports

Cornwall

Not much happening at the moment, just a few individual rides out around the lanes, and coast roads on reasonably fine days. Plus a bit of tinkering in sheds. I guess we will just have to wait until we are all vaccinated, and this pandemic is over.

Richard and Gordon are busying themselves building a trials replica Bullet, as Richard explains here.

In November Gordon and I acquired a barn find basket-case bitsa Bullet, which turned out to be a 1977 Indian Enfield, fitted with a 250 GT nacelle and forks; it was in a poor state but not too far gone to rescue. The tank was off an Interceptor or Constellation, and will be sold off.



A prompt dismantling followed, and the frame was blasted, primed and painted light green, as the intention is to put together a Brittain trials replica.

The single-sided hubs have been cleaned up, and painted silver, but the front brake plate is too far gone to re-use. New rims (21" front), spokes and tyres have been ordered.

Parcels from India, despite the pandemic, have been arriving steadily. Unfortunately, both a new top yoke and front forks were not of a very high standard. In each case a great deal of filing, sanding and polishing was needed to achieve an acceptable finish. Shame on you chaps in New Delhi. A very expensive tap will be needed to improve the yoke's internal threads, before the fork legs will fit properly. As we have lots of time on our hands these days, all this work will take our minds off this terrible situation, social distancing in the shed does of course apply!

We already have in stock a handsome chrome steel trials tank to finish things



off, but that day is in the distant future; in the meantime, the engine is, worryingly an un-known quantity, but at least it does turn over!

Before I finish this instalment, does anyone in the club have a high level exhaust system, decent alloy mudguards or sprung saddle?

.....to be continued.

Bob Reed (6167A)

Branch Reports

South Wiltshire Branch

Contact Paul Adams 07880733228 peacho1967@yahoo.co.uk

Meetings 1st Thursdays at White Horse Country Park, Westbury BA13 4LX

The South Wiltshire Branch is finally up and running (albeit virtually at the moment) and it all started with me bumping into Jason Reeves down at the Sammy Miller museum REOC ride in. I came up with an idea and a venue, Jason supported the idea and made all the necessary arrangements and we now have another branch within the club. It is in an ideal location which will allow us to link up with the already established Wiltshire, Dorset and Somerset Branches for networking and just general chitchat about bikes and anything else you want to chat about (obviously when restrictions are eased). We have a lot of great ideas but obviously we need things to change to implement them but the future does look bright. If any of our surrounding branches would like to ride out and meet for breakfast or lunch or just tea or coffee then I thoroughly recommend the country park and you will be made to feel very welcome by Paul and Teresa. Please feel free to contact me if you decide to make it a stop off and I will make sure that you are expected.

I'm very proud to say that the response to the South Wiltshire Branch has been very positive, gaining new members very rapidly and I am sure that these numbers will increase rapidly as covid restrictions are hopefully eased.

We are very fortunate to have a truly excellent venue for this new branch and the chosen venue is the White Horse Country Park. The park is located on the edge of the old market town of Westbury and is sited under the shadow of the Westbury White Horse. (You can visit the country parks Facebook page or website to view).



It is a large venue and has many facilities including: A Restaurant with a bar, A Skittle Alley/Club Meeting Room, Camping Fields, Fishing Lakes, Golf Course, Driving range, and most importantly A function hall able to accommodate 250 people, ideal for large meetings or live entertainment/dances etc. It is hoped that in future the venue will be perfect for multi-branch meetings, ride-outs, REOC functions. Perhaps we will even hold rallies here.

We are also in an excellent area, for access to The Ridgeway and Salisbury Ranges which will suit the members who like to take their bikes off road.

We are very much waiting to meet lots of like minded folk here when better times allow.

Kind Regards, Paul

Branch Reports

Kent Branch

A Bright New Dawn? "Got a load of left-over tarmac" says the cowboy builder. "Chuck it on your garden & make space for another lorry to park!" With 10,000 lorries parked across our county, thank heaven that the former Manston airport has not yet been developed. The M20 (aka carpark/tip/public toilet) is now so regularly closed that its becoming difficult for those who live near to travel around, and now they are about to start building 11,000 homes on the beautiful former Folkestone racecourse. The county is disappearing under a sea of houses & tarmac & seems it will only get worse. Let not beauty get in the way of greed! Napoleon (I believe) called the English Channel 'The Ditch' maybe the sheer weight now on East Kent will cause it to sink, making this a more appropriate title!

Sadly, I have to inform of the death of Graham Barker earlier in the year. Graham, as many of you will know was a founder member of our branch & could always be relied upon to bring a little mirth to our meetings & rallies, his infamous & impossible scooter quizzes will live long in our memories!

Many of us in the branch have kept in contact through this difficult time & I know some interesting new project bikes will be appearing. Indeed personally my collection of 'Fleas' has grown, though I'm sure to have them banished from the conservatory soon!

I'm afraid there is little to report as so little has happened though I've had more enquiries for new memberships which is very encouraging.

Did you detect a hint of cynicism in my report, especially as today (New Years Eve) another 1000 deaths have been announced.

I want, like the rest of us, to get on our bikes, ride out & meet up with old friends again. Lets hope we can soon do that again. 2021 must & will be better! Keep safe.

REgards, Mick Connolly reoc.kent@talktalk.net

Tel: 01304 205233 facebook: Royal Enfield Owners Club - Kent

NE SCOTLAND

contact Bob (REtrialer) bob.nes@btinternet.com (preferred) or tel 01651 851569

Nothing planned for now, as we live in at least 3 different authority areas. Just watch your inbox for any updates.

Apologies for missing a report for 'The Gun' 280. I hope everyone had a good if somewhat quiet Christmas. A few of us managed to somehow all be at the same burger van just before moving to level 3, but even that coincidence cannot now happen.

Happy New Year Everyone. Looks like it may get a bit worse immediately but a bit more hope for Easter and beyond.

Stay Safe all. REtrialer (07404)

Branch Reports

Home Counties Branch

Although we are nearly the oldest Branch in the Club many of you won't be familiar with us! Although named the Home Counties Branch there is no settled definition of 'Home Counties' and we have members from Northants, Bucks, Beds and Herts. Over the last couple of years we have increased our activities and gathered new members over a wide area as a result. Our plan this year was to add more activities to increase our numbers still further but guess what, that didn't go as well as it might have!

However the lockdown and it's partial release gave us the opportunity to try something different, a mid-week daytime meeting. With a lot of members furloughed or working from home this proved to be surprisingly popular, the good weather also playing a significant part. We settled on a traditional transport cafe which now has a big motorcycle following, The Super Sausage on the A5 at Potterspury in Northamptonshire.



We held about ten meetings as well as a few traditional Club nights and all have been well attended.

Quite a few new bikes have appeared as well as some restorations finally seeing the light of day!

The pic is Greg's 1963 Continental complete with period Sports fairing.

As soon as the situation is clear in the New Year we'll start these meetings again so if you're in the general area, please come and join us!

Contact details on the Club website.

REgards, to all, Mark
trials59@yahoo.co.uk

Branch Reports

Bristol Branch

Contact Andy Ward andy.ward2@btinternet.com

Despite some very careful planning and teamwork our branch ride outs finally came to a halt before the end of 2020 due to Bristol being placed in Tier 3. We could take a small comfort in the fact that prior to the increased restrictions we managed to take part in a very nostalgic run.

The Bristol Branch retraced the tracks of the very first REOC club run back in the summer of 1977.

Bob Murdoch took us across the Mendip area with Jason Reeves taking care of the tail end.

As you can see the run was very well supported so we agreed two teams of six with the plan to separate at our destination.



There was a good mix of both Redditch and Indian models participating as well as a small number of other makes.

The dry weather and roads made it an enjoyable ride as Bob took us past Chew Valley lakes and Wookey Hole near the Cheddar Gorge.

We had a picturesque halfway stop at Deer Leap viewpoint a stunning beauty spot with views across the lowlands of Somerset, Glastonbury Tor and the Bristol Channel, before continuing to Priddy Where we took the opportunity to stop for the photo you can see with this article.

The first club committee was formed in a cafe in Cheddar 43 years ago but due to Covid restrictions and the numbers of people we chose to stop at a pub in Shipham where there was plenty of outdoor seating.

A big thank you to Bob for his research and the planning of this very interesting trip.

Andy Ward (02950)

Branch Reports

Suffolk Branch

A very frustrating and disappointing year for us. Hopefully the ideas and proposals put forward by our membership during our meetings this year but not actioned we shall action this coming summer.

We try to continue to meet on the first Saturday of each month between 12:00 and 15:00 at The Anchor in Stratford St Mary but because meetings are irregular during this time and the opening times of The Anchor uncertain would current members please check for emails advising of meeting dates. Any potential members or interested visitor's please contact me or other members before setting out.

Greetings and New year best Wishes from the Suffolk Branch.

Let's all look forward to a much better year during 2021

Happy New Year to you all from The Suffolk Branch

Stephen Backhouse (16476) Mob: 07939351740

North Yorkshire Branch

Like every other branch I expect, was fairly quiet during 2020. We didn't manage to hold any club nights, but we had several rides out during the year, which were a welcome break from the various lockdowns and restrictions that had been imposed. Hopefully things will return to normal fairly soon in 2021. We are a very informal branch and prefer to be riding our bikes, rather than sitting talking about them, so in the summer months the club night tends to be a ride out somewhere.

If there are any members in the area that would like to join our rides, please contact me and I can provide details once we have something arranged. Similarly, we would be delighted to welcome you to our normal club night (1st Thursday of the month) once restrictions are relaxed. Again, it would be good if you could contact me beforehand so that I can confirm we are meeting.

Happy New Year and safe riding to everyone.

Best wishes, David daviddreher1884@icloud.com

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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).

Well, here we are, starting the new year afresh! I hope you've all managed to keep mobile, Tier depending. We still managed a couple of SD meets, one at Catthorpe Farm, always a good breakfast here, even if it's in a box as a takeaway! And a meet up with Club member Sean, for a Christmas Eve breakfast at Long Itch Diner before he went into Tier 4. This was a rather cold run and a nice hot bath was needed afterwards, as well as another mail order from me, for some decent winter socks.

I certainly hope the ride outs will carry on into the new year and we will be able to continue our support to these venues that have struggled to maintain their business.

As usual with the beginning of the year, plans are underway for the long awaited Spring weather trips and the many of our members that will be ready-ing their rides for that purpose. All of a sudden, those little jobs and fettling of the bikes become more urgent to complete in order to be ready to ride!

Hopefully the meets, rallies and camping trips will begin to fill the calendars once more and we can get back to many of our old routines.

The big trip is still being looked forward to, the REOC International Rally 2021, as if you didn't know! So planning can begin in earnest, just less than 7 months away by the time you read this issue.

So still plenty for us club members to get our teeth into.

We are still having new members joining the club, so look forward to meeting them and getting them involved with the club meets and events, and of course checking out their rides.

So welcome to the New Year from the Mid-shires, and hope to see many of you on the road soon.

Pictured is a RE Himalayan patiently waiting for the next adventure!

Simon Edler (16783)



Branch Reports

Greece Branch

First of all, the Greek branch wishes you a Happy New Year! A truly difficult year passed...Hope the next one will be much better with health and many activities for all of you! Here in Greece lockdown started in November....So some days before we had a very nice ride to a small village called Mikrochori...It is only 40 minutes from Athens! Eight REOC members attended and we had great time there! Greek coffee, nice company and many Royal discussions...



Arman Daniel, our new member came from Eretria city! He took the boat and rode more than 40 miles. He just had engine rebuilt at his Bullet 500 so needed more than two hours to get there! Our branch is preparing the International rally and organizing many activities for that days! Let me inform you that our area at the campsite is by the sea! Get ready! Regards Andreas

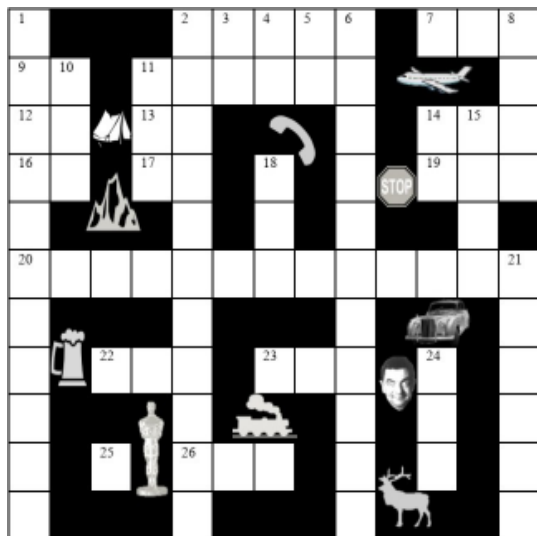
Bertil Hult: An unknown Royal Enfield hero of the 20's

In April 1929 ,Bertil who was a Swedish journalist decided to start a big adventure from Sweden to Africa with three more friends! They start on two heavy Royal Enfield 976cc with sidecars from Stockholm with the intention of driving to Cape town and back. In Europe, three are already travelling back to Sweden and Bertil Hult continues on his own. After many adventures and efforts, he comes to Gao in Niger. There he has to leave his defective machine and return to Sweden to cure his malaria.. When he returned, he wrote a book.

The party consisted of Ake Burstrom-photographer, Oskar Gustavsson-mechanic and Kai Thorenfelt-a wireless operator for the field wireless set carried on one of the machines! The route was Sweden (Stockholm-Malmö) - Denmark (Copenhagen-Kolding) - Germany (Hamnburg-Osnabrück) - Holland (The Hague) - Belgium (Antwerp) - France (Calais) - England - (Dover-London-Birmingham-London-Dover) - France (Calais-Rouen-Paris-Tours-Bordeaux-Toulouse-Foix) - Andorra - Spain (Barcelona - ...) - Algeria (Biljarden-Iforas-Beni-Abbes-Tabankort-Gao...) "The photo shown was taken from their arrival in London at 25th April 1929. When Bertil returned back in Stockholm, started to write his book and published it in start of 1931. It is very rare and our club make efforts to get it! Regards Andreas Papadakis



The Gun Crossword Issue 281



ACROSS

- 2 Before *beta & gamma*
- 7 Police detective unit, or Spanish warrior, El...
- 9 Latin, Note Well
- 11 A ship's brake. Butter
- 12 7th note of a scale
- 13 National Trust (initials)
- 14 Short form: April
- 16 For example (short)
- 17 Chinese $\frac{1}{3}$ mile. Lithium
- 19 Altitude. German: Old
- 20 RE650 twin Not Int. [11,2]
- 22 Interceptor in USA
- 23 British European Airways
- 25 Mini Cooper *What?*
- 26 Shorter than automobile

DOWN

- 1 Full name of the Int.
- 2 Medicines, eg penicillin
- 3 St. Lucia (ISO Code)
- 4 Scale to specify [acidity](#)
- 5 Scale, smaller than OO
- 6 Frames round doorway
- 8 Sharp item in pub game
- 10 Plead humbly
- 11 Australian shipping line
- 14 Helps car breakdowns
- 15 13 amp ... , or bath ...
- 18 Eins, Un, Une, Uno, 1
- 21 Elephants' noses
- 24 Nothing in football
- 25 Letter of dollar symbol

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 280 is
Derek Carter
(08473)

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

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



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