

# THE GUN

The magazine of the Royal Enfield Owners Club



**ISSUE**  
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## Contents

<b>Page</b>		
2		Adverts
4		Editorial
5/10		Write Away
10/11		Branching Out
12/15		The New Breed
16		Club Sales
17		Adverts
18/19		From the Archives
20		Difficult Days in May
21		MAG
22		Clutch
23		Diesel
24/25		Club Calendar 2021
25/27		Market Place
28/29		Super Meteor
30/31		New Members
32/36		A tale of heresy
36/46		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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**Front Cover:-** Robert Walker-Smith & Albert Eadie, founders of Enfield Cycle Co. in a prototype car around 1904. Wooden spoked wheels, and believed to have a single cylinder De Dion engine.



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## Editorial

Once again, welcome to this edition of your magazine. I love the front cover picture provided by the archivist. What a great illustration of old and, for the time, new technology being brought together. Once again many thanks to all those contributors who are keeping the Gun going in these difficult times. I have fitted in as many articles as possible, but have had to keep a couple for the next issue. Those that have been kept will appear in issue 283. Hopefully by the late spring/early summer we will once again be able to meet fellow members for club nights and ride outs. Until then stay safe and continue to fettle those machines ready for riding.

Regards, Alan

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



## Write Away

### Hello Members

The club intends to produce an A4 Calendar for 2022 with the help of you, the members, using your photographs of your bike in a great or unusual location. The criteria will be your photograph of a Royal Enfield on location. You can be included in the photograph or not (it does not matter) Two bikes will be ok but no group photographs please. The emphasis being on the bike and the location. All photographs should be at least 2000 pixels (the higher, the better) Black & White photographs can be used (so if you're able to scan, this would be appropriate. (If scanning, please be sure to scan at no less than 600ppi before sending)

All photographs should be sent as attachments by email to:

[reoc.membership@hotmail.com](mailto:reoc.membership@hotmail.com)

containing the name of the member, the model of the motorcycle and the location (as this will be printed under each photograph for each month) Any photographs sent by snail mail, will unfortunately not be able to be returned.

The 12 photographs chosen will be included in the calendar, so come on and dig out your old or new photographs and send them to me before the end of June.

Let us make this happen.

Teresa  
Membership Secretary

## Fraud warning

My name is Kim Anglish Membership number (16211).

I have been part of a fraud where they have seen my wanted advertisement in the Gun magazine Apr/May 2020. I have been in contact with Action fraud police who are looking into it.

Also had another email regarding my buying an engine, I thought I recognised the RE2 picture that they had pulled off the internet.

If there is anything that you would like to ask me, you can reach me on 07940 099 212.

Regards Kim

*Many thanks to Kim for bringing this to the attention of all members.  
(Editor)*

## Write Away

### Upcycling

I'm just about to start my 1959 350 works trials replica project and found myself in need of an engine stand. So with a bit of up-cycling I finally found a use for my broken workmate. It was a cheap'o one I bought from Maplins some time ago and it had an awful MDF top which snapped a while back when I put something heavy on it. The base frame is still like new and is fairly stable so I ditched the one remaining MDF top and turned it into an engine stand. Gotta do some-thing during lockdown. I made a couple of mounts as shown in the pictures that attach to the top of



the frame for my engine to fit into. The only place I could buy angle iron from during this lockdown was B&Q. Bloody most expensive metal I've ever bought... The mounting plates are bolted to the top of the workmate so that they don't move or tip over when the engine is in there. The final picture shows the engine mounted and ready for the big strip down. After this photo was taken I took the engine off and painted the mounting plates so they look nice and pretty.

Hope this simple idea is of use or interest to you/ the readers and I'll send in some pictures when the restoration is complete.

Jason Potts (17951)

## **Write Away**

### **Letter from Brittany**

Greetings from Brittany, I recently received mail from Graham informing me that I have now been a member of the REOC club for 20 years and something to commemorate the event is on its way over to me here in central Brittany. Where, as the song goes, does all the time go. I have been running motorcycle holidays here and advertising with the Gun for almost as long. I started Holidays here for Bikers, back in 2015 /16 and I have met so many Enfield owners – this year no exception, despite lock down and quarantine. So many friends I have made over the years and yet truly it seems like only yesterday when we were preparing for the first arrivals. The Wiltshire Branch became very much regulars although I've not seen them for a couple of years now. This year has been very difficult like so many others with the loss of all but a years income. Very little can be done about the circumstances and I had a very healthy looking reservation book at the beginning of the year. Time has not been wasted and I've been out and about on my Enfield home market outfit. This I bought from Bill Brown of Brightspark magnetos. Bill is based and lives in Normandy, around 3 hours from me here in Lanrivain Brittany. On one of my trips up to see him he kindly showed me around his Barns and Bikes. In the dark corner of one such damp dank barn I spied a very sad looking outfit with its veneer of chrome peeling in the gloom. I asked what he was doing with the bike and why it was buried in the depths of the building. He replied that it had been bought with the intention of using it to go up to the village for bread and shopping and for taking his wife Liz out. Bill is not a sidecar man, but he does have a fine collection of bikes. His first trip out proved to practically his last. He found the beast totally unmanageable and after several attempts to master the dark art of sidecar riding he relegated the machine to the corner of a barn where I had seen it. Having a very soft spot for all things three wheeled, perhaps because I only have three fingers on one hand, I feel a sort of empathy. A deal was struck and I returned some time later with trailer and took the Beast home to Brittany. Briefly the outfit is an Indian Home market machine imported into and reg'd in France as a 1966 500cc Bullet. this is not perhaps what it quite is. Mail to Graham along with photos showing an array of numbers on the crankcases did not clarify the matter and Graham could not date her. He does think it has a 350 bottom end and the rest 500. No matter its here and it has papers, very difficult things to obtain in France. The outfit arrived here some 4/5 years ago and upon riding it after unloading it became quite apparent why Bill was having problems. The sidecar was pointing in the wrong direction by over 10cms, no wonder he was spending all his time trying to keep it out of the Normandy ditches. Spanners and big hammers put this to rights or something near. The machine came to me with only a few hundred Ks on the clock and I could see why. As it became more acceptable as a riding machine the next problem began to manifest itself. The inlet valve seat decided to make

## Write Away

a bid for freedom, detached itself from the head and was looking for a way out possibly trying to find its way back to India. A good friend supplied me with another head and duly attached we carried on. Progress was being made until one day when out with some pals with me on the “trusty outfit” complete with dogs and mate in the Cozy Chair, my pal came up alongside and shouted above rattles that the back wheel looked like it was about to catch fire, it was laying smoke down like a first world war dreadnought. We stopped. The rear wheel bearings had collapsed and the wheel was resting, driving on the rubber cush drive causing it to smoke with the effort of trying to hold the rear end up. We limped home carefully. An ensuing call to Hitchcocks for bearings and cushdrive followed. These arrived a few days later and once more we were back on the road. Starting difficulties had always been an issue so Indian copy mikuni carb was replaced with genuine replacement correctly jetted plus inspection of the ignition pick up revealed mangled advance/retard springs, more calls to Mr H. Months/years of hibernation in Bills damp Barn had caused the veneer thin chrome to fall off like autumn leaves. All chrome parts were taken down to the local sand blaster and mudguards etc were stripped back to bare metal and resprayed with Hammerite smooth. The headlamp switch fell to bits and thanks to an Enfield chap, who was staying with us, he supplied me with a new one. I still owe him for that. The Little Outfit was beginning to slowly emerge from its damaged shell. However the optimism was short lived. On taking the machine up the lane to the cross roads at the end of the lane one day, applying gentle pressure to the front brake in preparation for the cross road junction, there was a loud crack and the front wheel locked up. Not something that normally happens. Fortunately we live on a very very quiet road and I was not going very quickly when this happened. The Brake Back plate had split in two. I cobbled up the affair and managed to limp back the kilometre home and upon inspection I discovered the brake liner had made a bid for freedom and had attempted to join the now growing pile of parts that were trying desperately to find their way back to India via the scrap boat. A replacement backplate was found via my good mate Jim in the UK and new shoes ordered from Mr H. I think the little bike had had a disturbed perhaps abusive childhood and was in need of much help and consideration. I’m not one to give up and thought with love attention, oil change and counselling – I might be alright. By now a couple of thousand Ks had been travelled between repairs, however starting was still an issue and also torry canyon type oil leakage under and on the bike were becoming a serious issue. It had always leaked from around the cylinder head and gearbox when hot. In the end nothing for it but to pull the gearbox apart. It soon became apparent where the problem lay. On removal of the outer casing I noticed a hole through to the inner gearbox. There should have been a screw there holding in place part of the kickstart mechanism. When hot the grease/oil was overflowing into



## Write Away

the outer casing and dripping onto the exhaust and floor. This was soon cured and the gear selector plate also correctly set up to give something approaching proper gear selection without too many false neutrals. The engine oil leak was due to faulty breather, soon cured that one. Now things were coming together and Bimbles with the Dogs were becoming more frequent. I was still not happy though with starting and having a false right knee and a bit of a duff leg anyway, being kicked back did not help the issue. Somewhere I had read that by retarding the inlet valve by a tooth could help starting,



are today, after 3000kms and many parts, near misses and a few bruises the little misfit bullet and its cosy friend the sidecar are still loved and cared for, living in a dry garage, well as dry as it can be in Brittany and we await the next part to make its bid for freedom. Mr H's number is in my phone. Included are a few pictures of the Enfield including one of how it was when it arrived at Bills when he bought it. All shiny chrome and then when I first saw it in the corner of his barn until finally as it is now, pictured in one of our fields.

All the very best, Roger Nicholls (08010)  
Burlaouen Lanrivain Brittany France



spitting back through the carb and generally improve the engine. A YouTube investigation led to an informative video on what and why and how to do the job. Mobile in one hand and spanner in the other, the task was successfully undertaken. Result a much smoother, easier starting and happier engine. So that is where we



## **Write Away**

### **Many Happy returns by Geoff Wallis (Gun 281)**

Being of the same age group as Geoff I was delighted to read his account of his return to motorcycling at a relatively late age. He obviously derives the same thrill and exhilaration from it as I have done for more decades than I care to say. However, I have to admit that I was horrified when I saw in the picture of himself and his plucky sister, aboard his Crusader, that Geoff was wearing shorts!

Although the skin is the largest organ of the body it doesn't mean it can be shared with a road surface without devastating consequences. Sliding down the road (as most of us have done at some stage) on a portion of bare skin, even at relatively low speeds, results in debilitating and painful injuries!

So come on Geoff, continue to enjoy the thrill that motorcycling brings to all of us but remember please to put something between your body and the road - just in case they should meet! Good luck to you, your brave sister and the lovely, generous Janet.

Best wishes to all fellow riders. Dr Peter Wright (16796)

### **Photo of Enfield Road by archivist (Gun 281)**

With regard to the picture of the line up on Enfield Road in the 1990's. I was contacted by Dave Lawson (09103) who informed me that there are two Enfield Roads. The one in the picture is at Hunt End and the wall behind the bikes is the original factory wall. When the building was demolished the bottom three feet or so was left as a boundary wall. Dave is at the far end of the line up. *Editor.*

## **Branching Out**

Hi everybody,

### **Enthusiasm and Optimism**

After staying awake till midnight on 31st December 2020, not so much to welcome a new year in so much as make sure the previous year cleared off, I wondered how long it would take to get a sense of enthusiasm for 2021.

Before the new year had even begun, I had an enquiry for setting up a branch on the Isle of Wight. We even optimistically pencilled in a meeting at the 8 Bells for a date in March.

By the time this goes to print, those plans will probably require a reschedule, but It is still something to look forward to later.

## **Write Away**

Similarly, enthusiasm for the branches in Wales and The New Forest have also remained high.

I like to think that hundreds of people are virtually assessing pubs and cafes for future group venues.

When we are eventually able to all meet up again, and new branches are formed, I will probably need a teleporter to get to several places on the same day. That is a problem I am looking forward to having.

Of course, there is still a lot of bad news out there. Large events, such as Calne Bike Meet, scheduled for the end of July have already been cancelled and I suspect many of the other larger events will follow suit.

The International Rally in Greece was also reluctantly postponed for this year.

Many of us are still waiting for jobs and for the R number to plummet.

## **Think Small**

To remain optimistic and enthusiastic, we should probably adopt a more subtle approach of planning smaller events. These are much easier to plan and reschedule.

A relatively straightforward way for us to create an event is to use our existing resources and simply meet up with neighbouring branches.

If two or three branches plan to meet at a midway destination, it will give us a chance to meet some new faces and see some different bikes.

Whilst we are waiting for the situation to improve, we can email each other and decide some midway destinations.

If the situation has not improved before the planned event, at least it would be simple to reschedule for the very near future.

If anybody has photos of suitable halfway venues which they've visited before let's see them.

## **Nearest Branches**

All branches can be found on the club website, but I have recently written to most of the new members to welcome them to their nearest branch(es). So please don't hesitate to contact me if you're not sure which other branch/branches to collaborate with or if you're interested in setting up a new branch.

**Jason Reeves**

[branchcoordinator@royalenfield.org.uk](mailto:branchcoordinator@royalenfield.org.uk)

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## The New Breed



Hello fellow Enfielders and welcome to episode nine (wow is it really that long now) of my experiences and musings over the new EFI models of the Enfields. This months feedback that's been coming in thick and fast and covers some broad subjects including exporting or importing which ever way you look at it motorcycles into the United States and the difficulties therein, seems that there is a difference in emissions regulations between the Americas and Europe and bikes that we have here which are perfectly okay for our roads are not okay for some of the American roads and so importing them can prove to be quite problematic, not to mention costly. You would've thought that this might have been cured by a simple software upgrade or some simplistic part being bolted on to make the bike compatible with the emissions regulations in the state that the bike is being imported to, this however seems not to be the case and it would appear that red tape as usual it's getting in the way and making what seems a simple job into an incredibly hard one. Mark, the chap concerned, has even considered importing the bike into America without its engine so that it is classed as an art form and not a vehicle, although I am sure that the beautiful machine will be reunited with its power plant at some point in the not too distant future if that method is chosen. He did also mention that the irony of all of this is that the machine is being imported to Texas which it would be fair to say looking in from the outside is probably not one of the most environmentally friendly places you could import a motorcycle to, as well as bearing in mind that the American fuel economy figures are much worse than ours in many instances and therefore you would assume that their emissions levels are somewhat higher than ours. I reassured to read in a lot of the feedback that I'm getting that the bikes seem to be quite reliable as time rolls on and mileage increases, no new problems that I'm aware of are cropping up and the bikes seem to be settling and running quite reliably and not producing any scary moments that we didn't know about. I've had a few people asking me about booster plugs or other devices which increase the richness of the mixture when using aftermarket air filters or exhaust cans. As many of you will know I have always been a proponent of not using aftermarket plug-in devices which play games or change the parameters of the ECU, and have kept you up to speed on what's been going on with my own bikes when aftermarket exhaust systems air filters and other accessories have been fitted. My latest gadget is a



compression tester and a rather useful calculator the reason for which is we discovered that there is a formula for working out what the compression pressure should be within the 650 engine if you do a compression test, that turns out to be around about 138 psi on a cold engine with the throttle wide open and being cranked by the starter motor. I'm happy to say that on checking my bike those pressures are about right and I only noticed a difference of a couple of psi between the two cylinders. We decided to try another bike just to make sure that we were using the correct technique and the figures were exactly the same, so it's fair to say that having used aftermarket exhaust (which incidentally were actually fitted by the supplying dealer) there is no sign of compression loss or any burning within the cylinders, as I also have a scope which allows me to look inside the cylinder with the plugs removed for signs of burning. One thing I have yet to check and that I want to get into checking is the balance of the two throttle bodies as I am wondering if they are going slightly out of synchronisation as it seems the left cylinder is leading the right cylinder very slightly on the over run. I experienced this quite a few times or a BMW R1100 that I ran as a winter hack earlier in the year and so thought it was about time that will be for a future episode and I hope to bring the results of that to you next time. Some of you may recall that I mentioned some corrosion appearing on the front and rear wheels of the interceptor at the point where the spokes attach to the hub assembly and I'm pleased to say that the very kind people at Cooper motorcycles and Royal Enfield have changed the front hub for me under warranty and we continue to monitor the rear one which does have minor signs of corrosion in the same place. One thing I do miss about the Himalayan that I was loaned and I wrote about in the last edition is the ease of cleaning when the bike has been out on the roads covered in mud and grit as they are present, it seems so much easier just to quickly wash and then hose the bike down then it is with the interceptor, which of course has an awful lot more surfaces to keep clean and polished. The annual application or ritual of CF50 has taken place and I am hoping that it will protect the bike is the same as it did last year and prevent any extensive corrosion on the alloy and at the end of the cold and wet period we will reveal a nice shiny machine below. Not having to worry about wet climates at the moment it's one of the moderators on the Facebook group that we run who lives in New South Wales and experiences temperatures at the moment into the mid 40s and her Royal En-field single is soldiering on and proving that the brand can tolerate some ex-tremes of temperature that other bikes might struggle with, the stance testa-ment to the brand and the EFI's that should you wish to take them into some environments which have more problematic climates that we have in the UK the bike should cope admirably with those changes. On the subject of singles I see we have a new addition coming available in the UK early next year in the new Royal Enfield Meteor

350. This new bike will be A2 compliant and might make a perfect choice for people looking for a slightly lighter but new machine under the Royal Enfield brand along with the reassurance of a new bikes warranty and support network. I also saw a program with Henry Cole that mentioned a section where he had gone into Bruntingthorpe and some of the machines that were on show in there were indeed interesting for the future of the brand, including a cruiser, track racer, scrambler type bikes and a bobber to mention but a few. I'm seeing increasing numbers of owners going over to iridium Spark plugs as they feel this gives a more reliable spark than the standard item once the weather starts to get cold, one of my contributors who runs a 500 single which he recently purchased was noticing some difficulty kickstarting the bike although with some perseverance it did start on the electric start, he mentioned that he noticed once he changed to an iridium plug the bike was much easier to start either on the kickstart or with the electric and fuel economy improved. This is one of the newer retro air force/army type bikes which the brand are marketing and which I think look really stylish, Royal Enfield have been careful to retain the classic looks while choosing the more modern electronics and mechanics which should bring with it improve reliability and rideability and perhaps open the brand and the hobby to people who might otherwise have not showed an interest. I've visited a few shows that were 1940s and 1950s based and I spotted quite a few of the newer bikes being displayed alongside classic bikes at the shows, they seem to fit in really well, and many people were asking how we keep our 'old' bikes in such good condition !! On the subject of classic bikes it's worth bearing in mind I understand from some contacts with the DVLA that the rules concerning the use of black-and-white number plates have been reviewed as of the beginning of January 2021 and if you have black and white plates fitted to your motorcycle, which was manufactured after 1980, you may wish to go onto the government website navigate to the DVLA section and check the new rules which apply to the use of black-and-white number plates, on any vehicle that was manufactured after 1980 irrespective of its classic tax status. If you use any of my Facebook groups you will find a link to the DVLA website and this article within those groups. Had one or two people asking me about swapping tanks to a more favourable colour, and what's involved, and as I mentioned on social media it's not a difficult job it's very straightforward, it's easy if you have two pairs of hands somebody to support the tank whilst you reach underneath and disconnect the pipework and connectors and also to support it whilst you reconnect those with the new tank it's fair to say it's not a difficult job at all probably a couple of sticking points could be getting the circular rubber O-ring gaskets which seal the fuel pump correctly positioned when you refit the fuel pump and to be extremely careful when you remove the fuel gauge sender which is delicate and can be easily bent leading to

mis-readings, when you reconnect everything expect it to take some minutes for the fuel gauge to start to read correctly this is perfectly normal and nothing to worry about. Also underneath the fuel tank you will notice a convoluted rubber affair, this is the fuel filter and if you decide to change it at any time yourself this is how you access it. Again this is a simple job and requires nothing much in the way of tools or any special skills. At the back of the tank there are two pipes which are overflow pipes and run down to a carbon emission control unit for overflowing fuel, ensure that you remember to reconnect these when refitting and check your new tank as I found on mine the pipe connectors had been sealed off to prevent corrosion and the plugs needed to be removed or the overflow would not work leading to the tank spilling fuel onto the engine. I sourced the tank from India via an online auction site and found their service to be excellent, packaging was extremely good protecting the tank, and from order to arrival took a total of 4 working days, I had asked them to use my own chosen courier service so that I was aware of any import taxes that would be charged, and that no further charges were added by the courier for their administration, the company in India were happy to use the courier I asked for and the whole process was very smooth. Here are a couple of pictures from the underside of the tank just to help you so you know what to expect when you remove it and turn it upside down. The main feed pipe which goes to the fuel rail underneath the tank is a squeeze to release and squeeze to refit a pair and can look confusing to start with as space is quite limited and if you have large hands such as I do this is not easy to access and requires a little patience. In the next edition we will be exploring living with the 500 singles and include some practical tips which will make the job of running one of these bikes easier, and hopefully we will have arranged a test ride on the mighty Meteor and will be able to report back on how this bike fits into the line up and what it brings to the market place for people looking for a slightly smaller single cylinder bike, when there is quite a bit of competition already out there, can this bike cut it with the rest? If you wish to join any of the groups to have a look for information relating to the newer Royal Enfields or have any questions about anything mentioned in these articles please come find us at 'over60andbackonabike' on Facebook where details of all 6 groups I run can be found, or use our email address and we will be happy to help you out. So until next time, thanks for reading, I hope you had a great Christmas and New Year and I hope that we can find our way through the current issues that exist at the time of writing and we can start meeting up again and getting on with our lives and enjoying our bikes, 'Till then ride safe, and stay healthy.

Dave Blakeney, (16956) Mid Shires  
thenewbreed@bikerider.com

## Club Sales

Code	Item description (see website for photos)	U.K.	Overseas
S1	Machine Badge - stainless steel	£9.50	Royal Mail pricing too complex to list here Email a list of your requirements for a quote
S2c	REOC enamel lapel badge - red / yellow / green / blue	£2.50	
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	
S20	Sweatshirts - XL to XXL	£15.00	
S21	T-shirts - Small to XXL	£7.30	
S24	Polo shirt - embroidered logo - Small to XXL	£18.50	

**All UK prices include postage and packing.**  
**Overseas (non-UK) customers, please**  
**Always order using the current issue of 'The Gun'**

Garment colours are as follows:  
Polo shirts:- royal blue, maroon, black or white  
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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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## From The Archives

### A Brough Superior Connection

Interesting requests and photographs sometimes arrive in the Archive inbox from non-club members who are trying to identify a motorcycle to piece together family history. One such request came from Bernice Nicolson who wanted to know more about her late father's Royal Enfield sidecar combination, shown here in a 1928 photograph. The new 975cc Model 182, features the latest 'saddle' petrol tank hugging the top tube of the frame, replacing the traditional flat tank which hung beneath the frame tube the previous year, and marked a turning point in motorcycle design. The aluminium-skinned Royal Enfield Model 14 Sports sidecar would have been supplied with the bike, making a highly desirable top of the range combination.

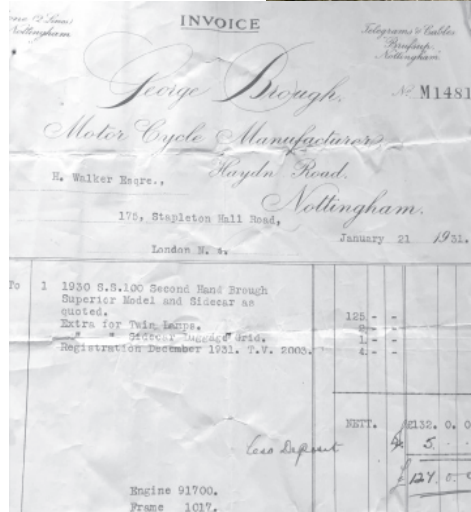
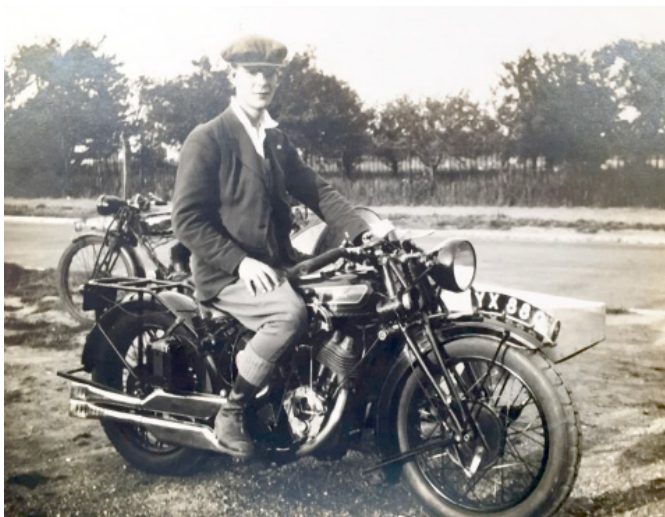
Bernice explained that her father, Horace Walker who was clearly a fan of Sidecar combinations, replaced the Royal Enfield with an even more up-market vee twin combination in January 1931; he bought a Brough Superior SS100 Alpine grand Sports harnessed to Brough's own Cruiser sidecar for £127. As a point of interest, Brough Superior started the saddle tank fashion.

Bernice has no photograph of the SS100 combo' but she did find the receipt of sale which records all the details of the bike, including the registration number, providing a greater degree of traceability than the Royal Enfield, should it still survive. Mr Walker was forced to sell TV2003 during the recession of the 1930s when his business folded, but he would never have imagined that it would have survived in such original condition and become so valuable, as Bernice discovered when she made some internet investigations. The very same motorcycle combination was auctioned in 2016 with an estimated value of between £280,000 and £350,000; the final sale price may have exceeded this! You can still see the video advert for TV2003 at the top of the bill of H & H Auctioneer's website, informing us that only thirty of these sidecars were made. Bernice was getting in touch with the new owner in the Czech Republic as I was writing this piece, to reunite the receipt of sale with the motorcycle once more, through the help of the Brough Superior owners club ninety years after her father's purchase, which is a rather nice end to an astonishing story. well not quite. What has this got to do with Royal Enfield, you may be wondering. Well, there is a connection. Brough Superior used the best available components to build their superior motorcycles, and the best transmission shock absorber was supplied by Royal Enfield. Robert Walker Smith's patented rear wheel cush-drive from 1912 featuring radially mounted rubber blocks allowed enough movement of the rear sprocket to ensure longevity of chains and transmission parts, not to mention the comfort of the ride. It was incorporated on every R-E motorcycle until Interceptor

## From the Archives

production ceased in 1970, and was bought or made under licence by Brough Superior, Norton, Scott and Excelsior and copied by many other marques more recently.

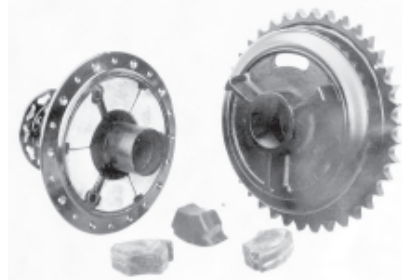
John Latter, a wheel builder at the Redditch factory, recounted his memories to the



author Anne Bradford in the 1990s, lacing and assembling complete rear wheels with cush-drive for Brough Superior, which were made in batches.

I would wager a bet that this excellent design features in either the rear wheel or the clutch of every Chennai Royal Enfield one hundred and eight years after conception.

Archivist





## ‘Difficult Days in May’ (for J.F.)

When my Flying Flea started sending out large puffs of smoke, like a deranged Apache, high on pot & signalling for help, I wondered whatever happened to the camaraderie between bikers & motorists who always used to stop and offer help.

A sudden rear wheel puncture on my Bullet sent me careering down the road with akimbo legs flailing hopelessly til I could stop. And when I did “You all right mate - can’t happen like that with my Honda as its got tubeless tyres” but he did offer to help me fix it, though somewhat amazed at my ‘Boys Own’ repair kit.

My 535 Lightning (Indian home market bike) got to the Isle of Sheppey but clearly didn’t fancy the return to the mainland of Kent as it started misfiring badly. My club mates offered what help they could at the scene but no offers of assistance as I floundered back to Dover with a breakdown every five miles. Good Samaritans are out there though. On a lonely road halfway across France at the tail of half a dozen Kent members the 350 Bullet started to slow down, then got even slower til it almost ground to a halt with horrible smells of burning & a little smoke from the back. My chain was almost glowing & had partially seized. (maybe just due to a lack of diligence in my servicing?) Now what, as I watched the others disappear into the distance, clearly ignoring the pre-agreed plan of always keeping those following in their rear view mirrors. Now what indeed, I pondered, that sweltering hot day! I could perhaps urinate on the chain to maybe stop it seizing before it started to cool down - but then what? Never mind, my mates would be back shortly! Whilst the others had vanished, one eventually returned, his modesty will only let me refer to him as J.R. who by a miracle had a can of chain lube in his bag. Even more miraculous was that it enabled me to complete the journey - lesson learned. The others did come back - eventually.

At a later date that same J.R. was riding back from a bike show with me when we stopped for me to point out a more scenic route home for him to follow as our paths were about to separate. J.R. set off & I followed, or rather didn’t as my (this time) Crusader clutch cable broke. I waved frantically to my previous saviour, he saw me & waved back, thinking it was a parting gesture. Stuck at the bottom of a very long & steep hill, I had to make my way home in first gear, to a chorus of encouragement but no assistance by motorists, along the lines of “get off & milk it granddad!” Camaraderie! Who said riding an Enfield was ever easy!

REgards.

Mick Connolly, Royal Enfield Owners Club, Kent

[reoc.kent@talktalk.net](mailto:reoc.kent@talktalk.net)

01304 205233





# What has MAG ever done ...?

A selection of highlights from MAG's campaigning history

- Defeated an EU proposed 100bhp limit on new motorcycles

- Resisted efforts to prohibit all owner modification from stock criteria

- Persuaded the UK Government to abandon plans for compulsory leg protectors on new bikes

- Defeated plans for all vehicles to be taxed continuously even if not on the road

- Gained exemption from congestion charging scheme

- Resisted attempts to introduce mandatory protective clothing

- Negotiated free passage for motorcycles on major tolled bridges and tunnels

- Gained access to many bus lanes nation-wide

- Helped launch the police-run Bikesafe programme of observed rides

- Taken on promotion of the Ride to Work Day initiative

- Launched a pan European rider body to lobby the EU



*Roger Barton MEP with Deputy PM John Prescott on pillion supporting MAG's campaign against the 100bhp limit*

- Established a nation-wide programme of non-partisan social events for riders

- Established MAG as the legitimate voice of the motorcycle rider in the UK. MAG is the first choice 'go to' body for Government.

## Funding MAG



*MAG events have been battered by the pandemic*

MAG's achievements are all the more incredible for the fact that we are supported by such a tiny percentage of the UK's riders. While most riders recognise they need a voice in political circles, fewer than 1% are prepared to invest the £27 a year it costs to be a member.

If you insure through our favoured broker, Bikesure by ringing the number in the ad over page your MAG membership will be included in your premium. Bikesure's number is 0800 089 0342

To provide the funding for our professional political lobbyists we launched a programme of rallies which during 2020 have been severely interrupted by Covid.

In response, MAG's intention is to dramatically increase its membership to make up the shortfall in income. Join on line [www.mag-uk.org](http://www.mag-uk.org)

## Clutch

### Hitchcocks Splined clutch upgrade

Arthur Glazin - Suffolk Branch

Since owning my '96 bullet 500 I've always had trouble with the clutch. After uprating the power output with a high compression piston, twin spark and other modifications, the clutch slip became very bad on steep inclines. I overcame the slip by fitting much stronger clutch springs but the drag was still an issue. I fitted hitchcocks gearbox case stiffener to stop it from warping when the clutch is pulled in, and the roller clutch pad. Unfortunately the drag was still quite bad. I had to make sure I selected neutral before coming to a stop and in wet weather, if I was still in gear, the drag made for some exciting moments when coming to a stop at junctions.

So I decided to bite the bullet and install hitchcocks splined clutch upgrade. The splines, rather than the standard slots, help to give a much cleaner lift. Also, there are no dish shaped metal discs and so removes uncertainty about the correct orientation. **What a revelation!** For the first time I can be stationary in gear without having to keep the revs up to prevent the bike from stalling. Changing gear is lovely and smooth and the bike is now just a joy to ride.

If anyone is having problems with drag then you should seriously consider buying the clutch upgrade. You only need to buy the new splined basket and clutch plates. The original clutch hub and pressure plate can be used with the kit.



## Diesel



I thought this might be of some interest to fellow members of The Gun. Its my 500cc twin diesel bullet that I have built using a motor from a written off Aixam hatchback car.

Roy Cook (15916)

[drcwesom@hotmail.com](mailto:drcwesom@hotmail.com)

Tel: 01934712851



### 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;](http://www.facebook.com/royalenfieldownersclubUK/Policing;)**

**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.

## 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 27530 0930

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](mailto:reocgreece@gmail.com)



## Official Club Rallies

### Wobbly's Red Rose Rally

September 9th - 13th 2021

Orcaber Camping and Caravanning Site,  
Orcaber Lane, Austwick, Settle LA2 8AE

Motorhomes, Campervans and Tents, pitches all £10 / Day plus £5 per adult/  
day (It's because some tents could hold 10 adults, and campers 1 or 2.) All



## Club Calendar 2021

ablutions available for our use in main Campsite and Temporary but very Posh Portaloos will be placed on our site for the weak boweled. There will be a REOC Banner placed at the entrance drive to our rally site on Orcaber Lane on opposite side to the Main Camping Site and Farm House. All day visiting members will be paying a day/adult pitch for each day they attend. This is with reluctance but I'm already up to 4 and if that number grows to 20, I will face financial difficulties, as indeed would the Campsite, who supply the facilities.

Contact John Hamer 07933 321 135 or [hamer89@btinternet.com](mailto:hamer89@btinternet.com)

### 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  
RE-OC 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](mailto:hamer89@btinternet.com)

### \*\*\* Powers the Pot 2021

Royal Enfielder's Ireland camping  
weekend. 6th - 8th of August.

This is depending upon restrictions if we  
are allowed to progress with the event.

We do stick to the rules also national laws  
regarding people entering the country or  
inter-county travel.

Please book with Nial at Power's the Pot,  
also inform me if you are attending.

Nial at Powers the Pot

(+353 860879855

[powersthepot1@outlook.com](mailto:powersthepot1@outlook.com)

John B Nicholls (10710)

(+353 861951137

[thatboyinkerry@hotmail.com](mailto:thatboyinkerry@hotmail.com)

## Market Place

## For Sale

**For Sale:** 1966 250cc Royal Enfield Crusader. Complete rebuild in 2003, unused since then due to health. New tank, saddle and tyres. Engine and wheels rebuilt. Tank, boxes, and mudguards sprayed red. New battery (12v) and engine started in Sept 2020. £1850. Tel:- Kevin 0161 9416289 (Cheshire)

**For Sale:** Toolbox with lids, 43734A? Crusader. Wheel rims: Dunlop WM2x19 and WM3x19, 40 spokes, Interceptor. Book: RE Motorcycles, Practical Guide for Owners & Repairers, CAE Booker 1951, 125cc plus 248cc-570cc.

Nick (05093) Suffolk Tel:- 07572 008700 [janick@talktalk.net](mailto:janick@talktalk.net)

**For Sale:** 500 single crankshaft machined to fury/alpha/berry specifications. £150. plus p+p. John Spring (13457) Tel:- 0208 6512102 (Croydon) [jspring@talktalk.net](mailto:jspring@talktalk.net)



## Market Place

## For Sale

**For Sale:** Andrew Bryden (Orpington area) has a 1951 Bullet trials, which has been entered in Scottish 6 day trials, complete with scrutineers marks on the frame, I said I'd mention it to you all as although Andrew is not a club member the bike was his late fathers. You can get him on [andrewjbryden@hotmail.co.uk](mailto:andrewjbryden@hotmail.co.uk) if interested.

**For Sale:** 1959 Constellation. Red. recently restored, professionally rebuilt crank + rebore, rewired magneto and respray. Lots of new parts. V5+MOT, looks amazing. Smooth runner. £6500 ono Would consider swap/px.

Tel:- 07952721416 Gino Anderson (16392) [ginobiker@outlook.com](mailto:ginobiker@outlook.com)

**For Sale:** Himalayan adventure including aluminium panniers, only 45 dry miles from new !! £4200 saving £600.

John Griffiths (10021A) Exeter Tel:- 07787573221 [john.griffiths234@gmail.com](mailto:john.griffiths234@gmail.com)

**For Sale:** 1957 350 Bullet completely dismantled! (have V5C), 700cc twin engine, new mains, ends, rebored, HC pistons, heads need work - also frame, gearbox, forks & headlight casing. Space needed - offers please. Ian Cooper ( 09542)

[ianpaul.cooper@btopenworld.com](mailto:ianpaul.cooper@btopenworld.com) Tel:- 01603 898200 / 07754032624

**For Sale:** 1959 Bullet 350, Unrestored, original condition. New chains, sprockets, mag, forks etc...Ride away or restore. Good 60 year old bike. £3100.

Contact Paul Ingham (17738) Tel:- 01264 393289 Hampshire

**For Sale:** Custom made comfort cushioned dual seat, black for Interceptor (2019 model) As new used once £55.

Geoff Norton (16540) Tel:- 01304 363089 or 0797 4683582 (Kent)

**For Sale:** 1960 Constellation engine SCA11171, complete except inlet and Carburettor £150.00. Constellation Gearbox AGH478 with scissors clutch £100.00. Fuel Tank without cap, badges or tap £30.00. Engine never run, Gearbox built by SRM. Buyer collects from Leyland.

Sherry Mitchell (8559) e-mail [shezmitch0@gmail.com](mailto:shezmitch0@gmail.com) or 01772 421981

**For Sale:** Exhaust parts in very good condition, (Hitchcocks No's) 1950's silencer (200087) £20, Universal silencer (91045) £10, Swept back pipe, Electra X (91028) £10, Adaptor (91090) £5.

Phil Mellor (17297) Tel:- 01270 662186 [phil.mellor2@outlook.com](mailto:phil.mellor2@outlook.com)

**For Sale:** Trials top yoke, Hitchcocks part No. 92591 new £75. 250 Clipper unit frame and s/arm, no V5 £80. 250 engine 1954 £200.

Andrew Denman (16406) Tel:- 07786651903 (Bucks)

## Market Place

## Wanted

**Wanted:** Front and rear wheel or just the hubs for a 1958/1959 Bullet. Condition doesn't matter as I plan to rebuild them with new spokes and rims. I want to end up with a 21" front and a 18" rear as I am rebuilding a Works Trials Replica.

Jason Potts (17951) Tel:- 07745 997457 email [potts.jasonr@gmail.com](mailto:potts.jasonr@gmail.com)

## Market Place

## Wanted

**Wanted:** Suspension rubbers for 1949 flying flea. 4 of Part No. 26443 (wide), 1 of part No. 26453 (narrow). Geoff Irving (17893) Tel:- 01228 791970 (Cumbria).

**Wanted:** Parts for 1966 R/E Villiers Turbo Twin - headlight, fork covers with headlight brackets, rear chainguard plus other bits - too many to list!

Malcolm Carley (16584) Maidstone, Kent  
Tel:- 07752 068283 [mandyandmalc1@btinternet.com](mailto:mandyandmalc1@btinternet.com)

**Wanted:** Honda CB 650Z 1978 to 1980 Clutch Basket.

Contact Bob Woof (17786) [bobwoof41@gmail.com](mailto:bobwoof41@gmail.com)  
Mob 07919064123 Landline 01524 735039 Lancs

**Wanted:** 1954 Clipper 250cc Chaincase inner and outer halves. Contact breaker distributor assembly.

Steven Wheatcroft (17996) Derbyshire  
[wheaty\\_2007@hotmail.co.uk](mailto:wheaty_2007@hotmail.co.uk) Mob: 07425171248

**Wanted:** Model J or J2 500 cc single or 500 Twin (not Meteor Minor). Would prefer running, tidy example but would consider bikes needing some work. No basket cases please. Please call 07736 199952 or email [haynes1@btinternet.com](mailto:haynes1@btinternet.com)

Alan Haynes (14161) Cambridgeshire

**Wanted:** Any information on the whereabouts of my old bike please. A BSA Victor 441. Reg TML 747F.

Alan Parnham (14283) Stratford on Avon  
Tel:- 07840272608 [castle.farm@hotmail.com](mailto:castle.farm@hotmail.com)

**Wanted:** Big head bullet petrol tank any condition considered.

Gino Anderson (16392) Tel:- 07952721416 [ginobiker@outlook.com](mailto:ginobiker@outlook.com)

**Wanted:** Seat for Crusader. Andy Haig (16922) Phone: 07702091228

**SWAP:** I have a Constellation tank or a 1956-58 350/500 Bullet panelled tank I would like to swap for a 1958 Meteor Minor or 1958 Crusader Tank.

Colin House (03115) [confield@ntlworld.com](mailto:confield@ntlworld.com)  
Tel:- 01642 896743 Mob: 07926564221

**WANTED OR EXCHANGE:** 1956 to 1959 350/500 Bullet petrol tank 41876 ones with the chrome panelled sides. Swap for a 1957-69 Crusader or Meteor Minor 43673.

Colin House (03115) [confield@ntlworld.com](mailto:confield@ntlworld.com)  
Tel:- 01642 896743 Mob: 07926564221

**Wanted:** Any engine or gearbox spares for a Model A 1935-1939, and for a Model B 1935-1939. Please help. Mike Macleod (17682) Tel:- 01307 830318

**Wanted:** For RE2. Steering stem clamp 36099, Fork tube clamps 36100, Front & rear mudguard stays, CB cam 36602, 3 pin plug 37412. Prince & Ensign parts for swaps. Don McKeand (1018) Tel:- 01525 720629 [donmckeand@hotmail.com](mailto:donmckeand@hotmail.com)

**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, ½ page £60

## Restoration of a 1959 Royal Enfield Super Meteor



I was in Qatar in my role as a Mechanical Engineer and found it difficult to sleep as it was 34 degrees at 2 o'clock in the morning. I went onto Brit Bikes website and resumed my search for a 700cc+ Royal Enfield. I found a pale looking Super Meteor which was at an address near Angouleme in France. I contacted the owner immediately

and after a chat on the phone instructed my wife to go round and pay for the bike which I would go and get when I got back from my trip abroad.

We just happened to be living in Bordeaux at the time so the bike was only 70 miles away. In addition it worked out that the gentleman, obviously a Geordie like me, used to work at the same engineering company as I did, and at the same time: C. A. Parsons of Newcastle Upon Tyne, the steam turbine suppliers and maintenance engineers. We shared many a conversation of those we remembered from the early 1970's. He had retired to Angouleme and had acquired the Super Meteor as a debt repayment for some work that he did for a motor cycle dealer in the UK before moving to France. The bike was a runner but only a few minutes at a time. It had little compression which was probably a good thing as my back is not so young anymore. I took the bike and started renovation in France. In 2008 I moved to Surrey and engaged the help of a professional. Together we did a complete nut and bolt renovation, even contacting the owners club for details of the paint when she left the factory. So, with a little bit of poetic licence she is as she left the factory in 1959.

## Super Meteor

The result is as shown but hides a bit of improvement i.e. 12v electrics and twin silencers, which were available at the time but not fitted as standard. I am very proud of the bike and enjoy taking her out early morning into the Northumbrian countryside.

Richard Mahoney  
(15958)



I have today received issue 280 of The Gun and the first thing that caught my eye was the story of Bullet to Gannet. In response to Peter Collier's query, I do remember both Tony Rolph, albeit dimly, and the Gannet Special rather better. I joined the club in 1980 and was a member of the South Coast branch, which from memory met at the Flying Fish pub in Denton, near Newhaven. As I recall, Rob Thornton was also a branch member, restoring a 'K' series V-twin. I had a 250 Continental GT at the time, although fellow members may not have seen it, as I had contrived to break it (and, being at Poly, was not a regular attendee nor had the time (or more importantly the money) to fix it).

Having a GT, I was naturally interested in the Gannet Special and Tony took it to the first (I think) Festival of 1000 Bikes at Brands Hatch, where the club had a stand. The date in my album is 26 August 1984. Tony 'paraded' the Gannet around the circuit. 'Paraded' is, of course, a loose term for an ever-faster jostle that never quite breaks into open racing. I attach some photos from the event, which Peter may like to see. I apologise for the quality of my scanned prints.

I moved around a bit for work (and coincidentally also now live in France) so I'm afraid I have lost touch with Tony and the others and cannot say where he may be now. I still have my GT though; recently refurbished by John Dove and now registered here, as of last week. Roll-on the fine weather! I hope this was of some help / interest.

Andrew N. Woods (1862)



# **WELCOME TO OUR NEW MEMBERS**

**January/February 2021**

Colin Newberry, Bedford  
Guy Gibson, Ilkeston  
Geoffrey Prytherch, Liverpool  
Christ Mitchell, Pershore  
Tim Walker, Bristol  
James Benny, Alva  
David Gurzynski, Bideford  
Asmund Lindal, NORWAY  
Geoff Workman, Ashbourne  
Mike Bennett, AUSTRALIA  
Paul Tootell, Huntingdon  
John Craystone, Preston  
Billy Franklin, USA  
Howard Poulson, Wetherby  
David Ranger, Horsham  
Dennis Stickland, Bruton  
Colin Tetley, Keighley  
Leigh Crowden, Leicester  
Richard Moncaster, Clevedon  
Michael Freyne, Ascot  
Steve Perkin, Nuneaton  
Jose Dudin, FRANCE  
Daniel Vernon, Wigan  
Patrick Servanton, FRANCE  
Mark Rhodes, Ferndown  
David Letton, Manningtree  
Jim Purcell, Newtown  
Jens Luelsdorf, GERMANY  
Martin Lewis, Worcester  
Sydney Dodd, Manchester  
Keith Tween, Retford  
David Morris, Sittingbourne  
Alan Dixon, SPAIN  
Grant Melton, Crowborough  
Joe Farrar, Leeds  
Martin Hughes-Games, Axbridge  
Paul Rutter, Harpenden

Colin Gulley, Louth  
Graham Bond, Castle Cary  
Giannis Tsikondouras, GREECE  
Les Hughes, Pershore  
Steven Crabb, Gillingham  
Jeff Chambers, Preston  
Richard Kydd, Glasgow  
Julian Welch, Harrogate  
Stephen Sargent, Pevensey  
Joe McCann, IRELAND  
Martin Whelan, Banff  
David Vaughan, Bristol  
Neil Bennett, Market Rasen  
Arthur Clarke, USA  
Rupert Potts, Frome  
Peter Smith, Morecambe  
Jason Bowen, Builth Wells  
Geoff Dean, Sandown  
Eric Wardlaw, Nairn  
Graham Sharps, Tewkesbury  
George Jenkinson, Aylesbury  
Glen Lewis, Torpoint  
Paul Walker, Bradford  
Brian Rhodes, Brough  
Ishmael Norris, Rochester  
Grigoris Morakis, GREECE  
Jim Gettings, Abingdon  
Anthony Mawson, Pudsey  
Jean-Frederic Andre, SWITZERLAND  
Vic Wiffen, Billericay  
Nathan Barrow, Dorchester  
Jehangir Foroogh, INDIA  
Howard Palmer, Ely  
Colin Denley, St. Austell  
Brian Cottle, Broadstairs  
David Stokes, Aylesford  
Michael Rajonah, LUXEMBOURG



## Welcome to our New Members

Paul Stanley, Birmingham  
Alistair Wood, Blackwood  
James Croucher, Baldock  
Carl Fenn, Norwich  
Tony McAvinney, Enniskillen  
Kelvin Weedon, Northampton  
Ian Brittain, Wolverhampton  
Richard James, Stockbridge  
Jim Kerr, Bellshill  
David Frost, Chelmsford  
Glyn Barge, Winchester  
Reginald Burston, Stoke-On-Trent  
Simon Rattue, Bristol  
Joseph Johnson, Northallerton  
Farzad Zahab, London  
John Walton, Kidlington  
John Reid, Tonbridge  
Graham Wisden, Addlestone  
Brian Parker, Nelson  
Mike Douch, Sherborne  
Russell Jackson, Standford-Le-Hope  
Michael Foote, Leeds  
Bengt Hansson, SWEDEN  
Nigel Young, Chippenham  
Sam Kelly, London  
Richard Wheat, Skegness  
Mick Cresswell, Swadlincote  
Matthew Talbot, Nuneaton  
Jonathan Hill, Swindon  
David Pinches, Milton Keynes  
Matthias Merkle, GERMANY  
George Edwards, Prescot  
Philip Ray, Nuneaton

Jerry Welch, Burnham-on-Sea  
Myrry Wilson, Telford  
David Mongr, Tadley  
Peter Ashdown-Barr, London  
Peter French, Truro  
Jordon Shuttleworth, Lydney  
Paul Barker, Gravesend  
David Anderson, Wickford  
Walter Scrivener, Colchester  
Geoffrey Irving, Carlisle  
Stephen Dalton, Maldon  
James Johnstone, Inverness  
Andrew Drikell, Grimsby  
Kevin Beacham, Gloucester  
Shashank Pinnapireddy, GERMANY  
Neil Cross, Dunmow  
John Brereton, Isle of Man  
Tim Samways, Banbury  
James Boulton, Aylesbury  
Bill Burnside, Bath  
Simon Followell-Mattin, Abingdon  
Vasillis Kassetas, GREECE  
Peirre Sidoine, FRANCE  
Stephen Webb, Gravesend  
John Allington, Wirral  
Peter Staddon, Christchurch  
Nicholas Bunn, Lincoln  
Alan Collenette, USA  
Ioannis Zamparas, GREECE  
Alan Morris, Hitchin  
Michael Rawlins, Stoke-On-Trent  
Bernd Belau, GERMANY

### Membership Secretary

Teresa Langley, Strathaun, Ardgay IV24 3BG

tel: 01863 766431

email: [membershipsecretary@royalcnfield.org.uk](mailto:membershipsecretary@royalcnfield.org.uk)

## A Tale of Heresy

As a callow youth I wanted a 'Ceefer' as it was the only British 250 I knew of.

I did not get one as another boy at school said his Dad was selling a 250 and was I interested, I went to see the bike and it was a most funny looking thing; a Royal Enfield Crusader Sports, even the name seemed odd. I bought it and three weeks after my seventeenth birthday cracked the piston and ran the big end one hundred miles from home. I did not understand this engine and had to have help dismantling and deciding what needed doing. My friend was unavailable to help with the rebuild so I was compelled to take it on myself and during the next year thought it was the nature of the beast to run big ends every ten thousand miles, I realised I knew very little about motorcycles.

During this phase of stupidity I spend an inordinate amount of time in the local bike shop (D&H motorcycles). I was there before the shop opened on a Saturday and spent a long time letting others go in front of me am listening very carefully to all that was said. It got to the point when the shopkeeper would refer people to me to work out what they wanted. He had a wicked sense of humour and translated a ticket price of thirty shillings to three pounds if the customer was not paying attention. He would answer the question asked, not provide information to the unwashed "will those dampers fit a Triumph?" is wholly different to "are those dampers suitable for a triumph?"

When a chap walked in wearing a suit saying he had some Enfield bits to give away the shop owned pointed at me and said "he'll have them".

On the wall in this shop (the whole point of the waffle beforehand) was a sprocket with the teeth brazed on and when I asked what it was for I was told "Trifield", it took a couple of seconds to work out what this meant.

I bought it, this would be 1976. I built a Triumph five hundred twin engine for a friend and it was like greased lightening and some years later bought the bike from someone else who said the engine was rubbish, I knew better and loved it back to life. Good engine but that Triumph frame was made of rubber or had the swing arm mounted on candyfloss, it had to go, if only it handled like a Crusader. You can now see where this is heading.

Many years later I was on a stand at Belle View bike show and on of the stalls was a firm with the name of Unity Equipe, I acquired a catalogue and discovered that they sold Trifield converter plates.

I bought them, this would be 1985.

Whilst stood at another bike shop counter (Burton Bike Bits) I spotted a small Triumph twin engine for sale.

I bought it, this is now 1994.



## A Tale of Heresy

You can work out that this was a slow build.

The dream had started but I did not realise how much had to be done. The basis for an oil tank came from Bob Wallis in about 2015, and with that I thought I could start building the Trifield. It took weeks to turn the toolbox/oil tank into what I was wanting but I learned a lot from it. I completely remade all the adapter plate spacers, as the ones I had made now looked shoddy, as my tools and skills developed.

I had a large collection of Crusader parts but selective building over the years meant that what was left was the third best of everything so every piece needed work. I tried the engine in a Crusader frame I had but it would not fit. If anyone out there has had to cut chunks out of mounts and frames knows it is done with fear and trepidation.

Rear suspension is just about spending money with Mr Hagon but the Crusader forks were sourced from Don Raybold and were restored as my previous musing for 'The Gun' explains. After looking in every continent, unsuccessfully, for a seventeen inch front mudguard I asked Don again for help and he just happened to have a seventeen inch (very rare) front mudguard from a Clipper which looked like it had been run over, luckily for me where I was working there were some tin bashers whose time could be bought with chocolate digestives. Chocolate digestives also paid the aluminium welder for his work on the primary chain case that was the wrong one for the engine but now fits. I made a tentative stab at fitting all major components together and then sat down and scribbled away to work out gear ratios and how to achieve what I wanted. It was at this point I worked out; the sprocket, which had started this whole adventure, has in point of fact the wrong number of teeth on it!

When I ordered a new one with a Triumph centre but



to suit an Enfield rear sprocket I was surprised to have no discussion or argument with the machinist but it was just made to specification, including offset, and sent to John Hemming in Bucknell). Incidentally



## A Tale of Heresy

I told this tale to a friend in Chesterfield about the original sprocket and he said "I made that", he could have told me why he never used it.

The barrels were blasted and painted silver, in Gosport, just for the look of the thing and shed loads of stainless steel used in the rebuilding of the top end.

The engine is a 1959 3TA and I spent a lot of time trying to design a primary chain tensioner only to discover that it never had one. Behind the barrels would have sat a distributor but I had the distributor base but a odd canister shaped cover over it, with a little thinking I figured that a Boyer adaption was the way to go (as I had some bits already). It is worthwhile spending time and effort in fettling the 'contact breaker plate' so it is an easy fit in the recess and the adjuster slots work correctly (it is quicker than fighting later on to try and make small adjustments).

Wheel hubs and brakes I restored myself and I was going to have Stan Hill (ex of Leek) build the wheels but unfortunately he is no longer with us and his business has been sold. On the plus side it was sold to a chap called Campbell (Whaley Bridge) or his son so when I contacted him I knew I could trust him with the task and I knew where to find him (one of the Campbell clan used to work for Ferodo and what they don't know about brakes is not worth knowing). To be honest I am still not sure which generation of the Campbell's I dealt with (I think it was Ian), he showed me Stan Hill's hand written reference book of wheel building but it makes no sense at all to anyone. I had been laying in anything I thought might be useful, seat rear, mudguard, chain guard et al and now it was time to put it all together.

Without cables, oil and petrol pipes, wiring and ancillaries it looked pretty good. The decisions about the style had already been made, Trifields are café racers for people not as tall as me or are still being made as trials irons, this one is to be a roadster so it was to have mirrors and indicators. A wiring plan was drawn and redrawn as it developed (it even has a front wheel brake light switch) and was translated into wire and fitted, control cables were made and fitted, oil pipes and remote oil filter installed but it was still lacking a certain something: an exhaust system.

Having an entire and complete motorcycle on the bench is very rewarding until you realise that the next job is to take it all to bits for finishing.

Hours and hours of fettling, de-burring, weld spatter removal, smoothing, polishing, you cannot do enough of this if you want a good finish. Take a careful look at any production made motorcycle component and you realise it was made down to a price and can stand a lot of cleaning up.

It is important at this stage with a bare frame and engine out that you need to get rubbings of the numbers, they will be much clearer now rather than when the powder coating is on, but you will still need photos when the colour is on to prove to the dating officer's that skulduggery is not occurring.

## A Tale of Heresy

The colour scheme is not to every ones taste but having decided what it was to be I contacted the powder coater to be informed that they did not stock these colours and I would have to supply my own powder, so I did and while I was about it ordered paint to match (the wonders of the RAL system).

The bits went off for powder coating (Wilkinsons in Shavington), zinc plating, anodising (Niphos in Crewe) and while it was away I built a spray booth in the garage to prime, paint and lacquer all the bits that could not be powder coated.

It is very exciting to collect all the bits together for the main build but extreme care is needed not to be as heavy handed as if the bits were still rusty lumps, I set aside shelves for the returned finished pieces and this worked well to protect them.

I had taken lots of photographs of the dry run so I had a reference of how things fitted on the final assembly.



MOT time, I am lucky to live close to Bill Lomas's emporium, now run by his son Tim, so anything with Royal Enfield on the tank looks familiar to him and is treated as without the discrimination found in some up to date dealers. No problems and another bit of paper for the DVLA

I contacted our club dating officer about what was required to register a bike, listen to him very carefully, he says things of deep importance, like what constitutes a motorcycle to the DVLA and I also asked other fellow bike builders for their experience and suggestions of what to do.

Take all the advice you can get and then work out a simple plan of action of your own;



## A Tale of Heresy

This worked for me, Get an MOT made out to the frame number.

Listen to the dating officer,

Talk to the right person at the DVLA,

Send only paperwork relevant to your plan.

The DVLA are on your side once you relax and understand that you cannot answer all of their questions (i.e. something like “from the European homologation approval documents give the CO2 output of your vehicle”) forget it, just answer the questions that you can.

They E-mailed me my new registration before they sent the V5C, Hoorah.

I am now the proud new registered keeper of a Royal Enfield Crusader Sports 350cc.

Don't forget to tell the dating officer of the registration allocated to the frame.

New registration plate fitted, time for a proper test run, well a few miles anyhow.

Nick Burkinshaw (7691)

## Branch Reports

### Suffolk Branch

Unfortunately I have little to say on behalf of The Suffolk Club. I cannot pretend that we have been active. But I'm sure other branch contacts and scribes will like I am, thanks to covid, and the social distancing regulations, be sitting at a



keyboard trying to think of something to write about. A great shame but as I write, my outside thermometer reads about 0.5 degrees C. So maybe right now it's not such a shame that the motorbike is in the garage.

Arthur, a member who takes care of our Facebook page has carried out an interesting and successful modification to his Royal Enfield. The details and success of which may well be of interest to other members.

Thanks Arthur

## Branch Reports

### South Wiltshire Branch

Contact Paul Adams 07880733228 [peacho1967@yahoo.co.uk](mailto:peacho1967@yahoo.co.uk)

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

As we near the beginning of March, February has passed us by without any chance of getting out on the bikes or meeting up due to the current lockdown situation. Finally there appears to be light at the end of this very long tunnel!

Here in the newly formed South Wiltshire branch we have been keeping in touch via WhatsApp, Facebook and emails and through these channels we are slowly but surely growing as a branch, albeit only a virtual branch at the moment.



We have recently been contacted by our friends from the South Dorset branch and asked if we would like to meet up at the Compton Abbas Airfield (when allowed) which is exactly half way between our branches and this is great news and exactly what we would like to be doing on a regular basis with all our surrounding branches and if anybody else would like to meet up or join us you would be more than welcome.

As things hopefully relax after Mr Johnson's announcement we will hopefully be able to hold our very first branch meeting and start making plans for the future and hopefully that future will include meeting up with many of you reading this article. With a bit of luck we will have some more updates ready for the next issue as lockdown eases. In the meantime, take care everyone.

Included are a couple of photos of Compton Abbas back when everyone was free to travel and meet up for a bite to eat and drink, look forward to seeing you all soon South Dorset.

Regards, Paul

## 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*

Members old and new have been in contact by text, email and phone:

Busy at home, David (B) has now installed a carrier on his bike. He writes: "As you can see, no Givis, but adding the nut off the long bolt to the original dome headed chrome nut makes a neat job.

If I fit Givis later I can just leave out the inner nut and it will be an easy job. I had to tap out the top bolt on the rear

suspension with a punch and found it time consuming fitting the new bolt... as I did not want to damage the threads."

Not so much in the garage myself, but I've produced replacements to go in the tax-disc holder, hopefully promoting the brand and the club.

Our first meeting for rather a long time is currently planned to be the "Christmas" Evening Meal on Tuesday 1st June, at the Birch. With the usual quiz and wonderful prize mug.

Obviously, this still depends on Government regulations, so don't just turn up! Contact and any questions as above.

Hope to be seeing each other in reality as well as virtually, before too long.

Chris (8113)



## Branch Reports

### Greece Branch

Dear members,

Unfortunately, we must inform you that the 2021 REOC International Rally in Greece cancelled due Covid-19 restrictions...

A really difficult decision but wise I think...I am really happy that the majority of REOC members agreed with that...

Let's hope things would better and next year to announce it again in Greece!

By the way the sunny weather and the mild temperatures allowed us to make some rides! From Sounio, next to the temple of Poseidon until the Tatoï Royal palace which was the summer residence of the former Greek Royal Family at the early 1900s!

With the latest members our branch counts 35 owners and we are really happy for that!

Greg Morakis with his new Himalayan Sleet edition from Trikala and Giannis Tsikondouras who bought again his first Bullet 535 with many Hitchcocks improvements!

The branch plans and rallies for that year are not clear yet...

Finally, our branch bought a 1955 Royal Enfield Tourist Deluxe bicycle from Athens which is very rare here! Soon we will start to restore it and we will inform you about the progress! Hope REOC club to have a bike specialist soon and help the members with info's etc..

If any REOC member decide to come in Greece that summer please email us for help, recommendation or a nice meeting centre of Athens with souvlaki or ouzo!

Regards

Andreas Papadakis

General secretary REOC Greek Branch





## Branch Reports

### Airedale and Wharfedale Branch

Spring is in the air in the Aire and Wharfe valleys and also on the surrounding moors. So, the thoughts of runs out at weekends and evenings as the days get longer are a great motivation to do maintenance and servicing as well as polishing our pride and joy Enfields.

It was last October that we had our latest ride out and April 12th (when travel eases) will have been seven months of lockdown. I must admit that we haven't done much as a branch but, all is not lost, tomorrow (2nd March) John is doing a presentation via Zoom about his RE trip in India. John is Chairman of the Girder Fork Classic bike club as well as a member of our branch and he has very kindly invited us to join in. Great stuff.

Also in this lockdown period we have gained a new member and this is encouraging .

I email the group from time to time but I am setting up a Zoom meeting this month and hopefully from that we will create the basis of a 2021 plan. I may have mentioned this before, but Richard wants us to ride to Bridlington (160 mile round trip) for fish and chips and we have a country lane route planned for this. The Yorkshire Air Museum at Elvington airfield is an interesting place with an excellent NAFFI cafe, so hopefully this will be on the list as well.

So come on people. lets be ready for the off and best wishes to Branches across the country as we all look forward to a summer of R.E. adventures. Meanwhile I must make a necessary journey on my Bullet Classic to get milk from the Co-op. there is a shop at the end of the road but the Co-op is 5 miles away!

Peter Jackson (17222)

### NE SCOTLAND Branch

Contact Bob (REtrialer) [bob.nes@btinternet.com](mailto:bob.nes@btinternet.com) (preferred) or tel 01651 851569

*Plans for now, zoom meetings on the last Saturday of the month, as we live in at least 3 different authority areas even the next easing of restrictions won't help much. Just watch your inbox for any updates.*

Not such a lot to say. Have now had a couple of zoom meetings, thought we had put the world to rights, but it doesn't seem to have worked! Hopefully we can get one or two more to join in, sounds like Robert's wife might be able to guide those not familiar with how zoom works, if you don't have the app.

We have a new member in the branch (welcome Martin), have yet to meet him of course. Can't see being able to have a full branch meeting in the near future, but the hope is we may at least be able to ride out locally in twos. With the better weather we may try for a distanced picnic? Keep an eye on your inbox!

Stay Safe all. REtrialer (07404)



## Branch Reports

### Somerset & Dorset Branch

Contact Robin Gillingham 01963 251406 or [robin.gillingham@btinternet.com](mailto:robin.gillingham@btinternet.com)  
*Meets at Lydford Parish Hall, West Lydford TA11 7DH. 2nd Monday of the month.*

Hi everyone. What a year. Our branch has had little exercise as a branch but individual small groups as and when allowed have been out and about.

March is our AGM month, but owing to Covid 19 Robin, Dave and Lyn have decided that things will continue as they are until such times as we can resume our meetings and normal activities.

The ride in At Sammy Miller's Museum is on for us. On a date to be agreed after the 17th May. Also talks to the Site for The Fossil Gathering are in motion, date to follow.

Any new club members in the area who would like to be involved please phone me at above telephone line.

Regards.

Robin Gillingham (11808)

### Bristol Branch

Contact Andy Ward 07890 333383 [andy.ward2@btinternet.com](mailto:andy.ward2@btinternet.com)  
*Meets 1st Monday of the month 8pm at The Fox, Easter Compton, BS35 5RA, suspended until further notice.*

At the time of writing this, times are looking surprisingly good. The vaccinations are ahead of schedule, the days are also getting warmer and the sun has been putting in a regular appearance. It may however still be some time before large events can take place.

Certainly, any events which require policing, or hiring venues might have to wait a little longer.

Jason Reeves and various branch contacts have suggested that the most likely events to take place might be just getting together with other branches.

On that basis, we'll probably be looking to repeat a ride which we did last August, to East Somerset Railway. The trip will give us a scenic route along the back lanes from Keynsham and the destination provides outside, sheltered catering. It's also ideally situated for meeting the South Wiltshire branch and the Somerset & Dorset branch.

So, here's to looking ahead for better times.

Stay safe till then.

Andy (02950)

## Branch Reports

### West Riding Branch

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

***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).***

As I write this Branch report we are, according to the forecast, enjoying the first of a few sunny Yorkshire days. My spirits are also lifted by the prospect of a relaxation in restrictions allowing the riding of my new 500 Classic Tribute. As we have little in the way of branch news, we continue our Branch Member profiles with Ian Thompson:

**My brief riding history?** My interest in motorcycles started at a very young age on hearing the my dads stories of his biking days in the 50s and 60s and seeing photos of his motorcycles. My motorcycling riding started a few years later at the age of 16 when I became the proud owner of a Kawasaki AR50. The main reason for the purchase was to both keep in touch with old school friends and get for commuting to college. However, it also facilitated a number of adventures into the Yorkshire Dales. 'Not that far for a boy living in Huddersfield' I hear you say but at a maximum of 30mph with a tail wind the timescales were more like a round the world expedition. At 17 I moved up to a Kawasaki KH100, the increase in power was a revelation and extended my adventures to the east coast. Even so, with the bike fully laden with camping gear, 50mph was the limit along the A64, but once on the country roads the little engine performed perfectly adequately. For my next set of two wheels I delved into the scooter scene and with a Vespa PE125. Whilst I enjoyed my time with the Vespa and people in the scooter scene, my real interest lay with motorbikes so on passing my test I returned to the fold with a Yamaha XJ550. This bike took me all over the country, Scotland, Cornwall and of course the roads around the Yorkshire Dales. My memory of this bike and those of my friends in this period was the throttle was treated more like an on/off switch and it was around this time it dawned on me survival was not looking too likely. As a result I became involved with my local motorcycle training scheme, training as an instructor. After the XJ550, I spent a few years without a bike of my own having had to sell it to buy a car due to starting a new job. It wasn't long though, before the motorcycling itch returned and in order to scratch it I bought a Ducati 750ss. This was a lovely bike, it handled like it was on rails. For a while it seemed to be the perfect bike for me but I found myself drawn into the trap of thinking I needed more power to enjoy myself. I sold the Ducati and purchased a shiny new Suzuki TL1000R. This bike definitely had power 135bhp to be exact and being a big V twin it delivered it

## Branch Reports

with gusto. The following is from a review in motorcycle news “The Suzuki TL1000R is exciting to ride, but for experts and nutters only” I’ve never considered myself an expert and it soon occurred to me that I had become accustomed to the performance so it was probably time for it to go. It was followed by a real beast, a 2008 Indian built 500 Bullet producing 22bhp. I have to say I have probably enjoyed my biggest motorcycling smiles on this bike than any that went before. My next bike was another retro machine a Triumph 865 Bonneville which was nice but I found myself hankering after a genuine classic bike. So I acquired a 1959 Meteor Minor that I saw advertised in The Gun. I went to see it and a purchase followed. The meteor is a lovely bike and very enjoyable to ride but I fancied doing some serious touring so I bought a Kawasaki Versys also, I used this for the next 4 years to appease my need to travel. Having satisfied the need to ride, ride, ride I sold the Versys and bought a 1969 Bonneville from a neighbor. Finally I have recently purchased a 1959 350 Bullet from my friend and branch scribe, Dudley. It is currently in the process of restoration. So, my current stable comprises now of the 1959 Meteor Minor and 350 Bullet and a 1969 Bonneville. My aspiration is to replace the Triumph with a ridged girder machine, a CO maybe?

**Which bike would I buy back in a heartbeat?** There isn’t one of my own yet but if I had the opportunity, perhaps my Dad’s AJS 18M.

**A riding nightmare?** Deer hunting on the A166 with a Kawasaki Versys (Deer leapt from a hedge and wiped me out at 55/60mph) It hurt.

**A riding highlight?** Travelling to the 2012(?) International Rally in Wiltshire, with Chris Tindal on two 500 Bullets. Glorious weather, the feeling of warm air on my face, breathing in the smell of hot oil while thumping along at 50mph for over 200 miles on hot dusty roads. Drinking good beer and meeting great people there.

Then riding back again in the same conditions (The essence of motorcycling for me in a nutshell). Stay safe and shiny side up.

Ian Thompson



## Branch Reports

### South Midlands Branch

Things are just about as dead as they could be, but idiot me still went in to the events section on the branch Facebook page to cancel the February branch meeting, then remembered that as there hadn't been a AGM in January, there were no events to cancel! What a fool! My Himalayan battery was only showing 2.5v after a two month kip, but she started after the third attempt using a small booster pack. I'm still yet to find out why Himalayans tend to lose their charge over quite a short time. There was no trouble with my Bullet, Johnny. You might say that the standard battery is overkill, but as we shall see later, there's nowt wrong with that. Progress has been made with the paperwork for my RE 125. After five months I phoned the DVLA to sort things out. It was either the correct information was never sent by the dealer or the DVLA had lost said information. All being well the new log book should land in six weeks.

What about the other members and their adventures? Well nowt much for the most part, hence my waffling, although I can't believe that folk haven't been out fiddling in their garages, sheds, or like me, their workshops, err, I mean kitchens! However, several members have offered the services of their machines to assist the NHS. One such member being Ed Shunt Harvey who has been out on his trusty machine, Wally the Bullet, delivering medicines in Staffordshire to folk who can't get out and about. This is the same bike he bought in Orkney and rode it back home to Derbyshire in 48 hours! Nice one Ed! With no other goings on forwarded from any other members, let me take you back to "Charge the Battery Day" with my Himalayan. Please excuse me mentioning a four wheeled vehicle and a different make of bike, but the reason my Himalayan was woken from her slumber so early in the year was that she was needed to cover for a sick Land Rover of mine and after five days of self isolation she did a great job of a major shopping trip, not forgetting to pick up the real ale at the same time! Two panniers, a ruck sack and a small carrier bag of this, that and t'other, and she ran like a dream, even with the slight oil leak still, err, leaking as we still await the parts.

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## Branch Reports

As I said earlier I not only started up my Himalayan, but my Bullet too, but this still leaves one other bike in the stable, and one that had been standing for much longer than my Himalayan, and that's my Ducati Panigale V4. So what, this is a Royal Enfield club, I hear you cry. Well, the Ducati wouldn't start either, but did when she was jump started off Johnny, my Bullet. That's a 214 bhp engine for the Bullet to crank. There is of course an immobiliser on the Ducati, which doesn't help matters, but big up Johnny!



Now enough is enough about my antics. Please, please, please let me know what you've been up to, which hopefully, all fingers and everything else crossed, with Spring just beginning, will start to take off, albeit with some restrictions no doubt. As it stands at present there's no sign of being able to hold a branch meet at the usual indoor venue, but I've had an idea that when restrictions lift a little, and Spring continues in leaps and bounds (did you see what I did there) towards early Summer, perhaps there's a chance of a ride out to an open air meeting somewhere.

As usual, the best place to contact the branch and its members at present is the Facebook page which can be found at <https://www.facebook.com/groups/2368867613212479>, and lastly, but not least, welcome to new local members Paul Meek from Walsall and Stanley Gill from West Bromwich.

Photo's courtesy of  
Ed Shunt Harvey.

By for now.

Chris Instone  
(16533)  
07800 907055





## Branch Reports

### Kent Branch

After our village being cut off for seven days this February with heavy & drifting snows, with no chance of any mail or food deliveries getting through, it seems incredible that just ten days later we've had really warm Spring temperatures.

Even with the sunshine, throughout the land we're all going nowhere fast (or even slow for that matter) but its looking promising for sometime soon. Sadly we've had to cancel our Otty Bottom Kent Rally, normally held in mid June, for the second year, as it would have had to have been pushed much further into the club calendar, inevitably clashing with those events that can go-ahead.

Our intention is to resume club-nights at 'The Cock' later in the year and perhaps have a few outside club-days, an idea that worked for us last



summer, either meeting at a members home or at a pre-determined pub? location across the county, chosen to give all of us a chance of a ride-out.

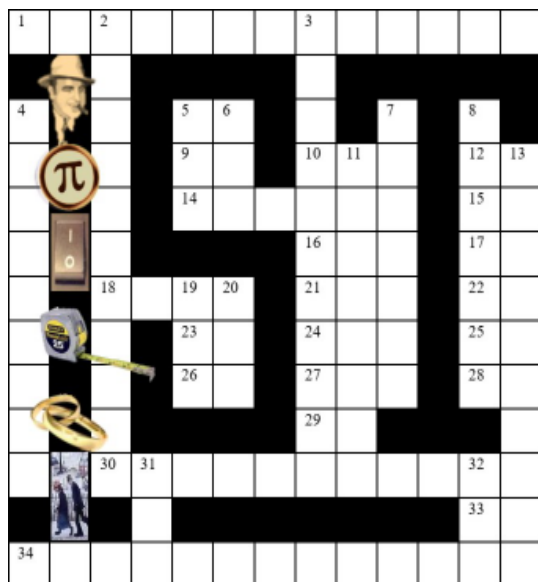
Whether able to ride or not our membership continues to rise, so may I extend a warm welcome to our latest Kent branch joiners, Ish N in Rochester, Dave M in Teynham, Dave S in Aylesford, & Steve S down in Pevensy. Remember, I can't put new members on our Kent database unless they contact me with their details as 'data protection' prevents the national membership secretary from forwarding specifics to me.

Hopefully we'll be able to get together soon after this Gun edition is printed. In the meantime just a pic. of Stans lovely bike at a previous Otty, to remind us of machines our members have.

Keep safe.

REgards Mick Connolly  
[reoc.kent@talktalk.net](mailto:reoc.kent@talktalk.net) Tel: 01304 205233  
facebook: Royal Enfield Owners Club - Kent

# The Gun Crossword Issue 282



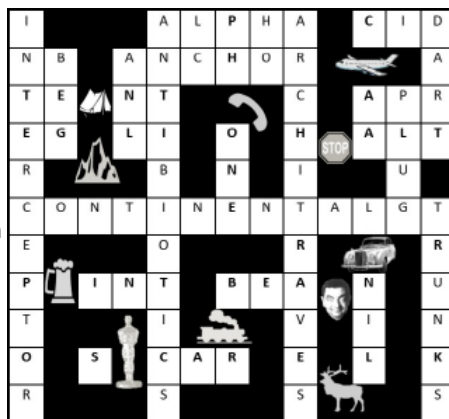
## ACROSS

- 1 Opposite of inlet valves [7,6]
- 5 Sports car founded by Cecil Kimber
- 9 Electric symbol, wavy line, like "S"
- 10 Soap powder; a symmetrical word
- 12 Not SW or MW. Not VHF or FM
- 14 Mixed with red = orange
- 15 Exclamation: surprise. Phone: zero
- 16 Engine or gearbox lubricant
- 17 You and me. Short for Wednesday
- 18 They clamp on brake discs
- 21 Suirbhéireacht Gheolaíochta Éireann
- 22 Id est
- 23 Chemical symbol: Gold (French OR)
- 24 TV News (not BBC or Sky)
- 25 Holland, on the back of a car
- 26 Blank of little faith
- 27 Blakey's metal shoe protector
- 28 UK, on the nack of a car
- 29 Postcode for Tonbridge
- 30 Inheritance: Eg... to the throne (plural)
- 33 Equipment, not pattern
- 34 Our (Regal!) bikes [5,8]

## DOWN

- 2 Aircraft with horizontal rotors (plural)
- 3 Specialists in virology
- 4 "Victim" of this month's prank [5,4]
- 5 5th month
- 6 Exam before GCSE
- 7 Ten pin (what?) alley
- 8 Bright, shining. Like a Diesel plug
- 11 Makes damp
- 13 Distance: front to rear wheels (plural)
- 19 Opposite of *night*.  
Word after 5 down
- 20 Johnny Cash's Boy names ...
- 31 A bit longer than U.S. (America)
- 32 Velocette LE: Police rider's greeting to senior officer,  
instead of a salute

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 281 is  
**S.J. Platt**  
**(4067)**

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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