

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:- 1917 Tsar army Royal Enfield rebuilt by Pasi Makiranta of Finland. What a great rebuild and I love the period uniform to go with the bike.
Report pages 6 & 7



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Editorial

Welcome once again to your Gun magazine. Hopefully this will be the last issue produced under lockdown, and we will soon be back to rallies and ride outs as we were in 2019. Unfortunately I have again received items after the cut off date, and too late to find room for. The date is there for a purpose, namely to allow me to fit as much as possible into the issue, proof read it, and get it to the printer. After proof reading I would have to completely restart editing the magazine to fit in late submissions, so if you want them published get them to me on time. It is encouraging to see that we do now have a club rallies page which is no longer blank, so thank you to all those taking the trouble to organize these in trying times.

REgards, Alan.

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

CLUB SPARES SCHEME

Seeing as we are one of the biggest clubs, or have one of the largest membership, it amazes me that we have the smallest club spares in existence. Apart from, badges, stickers, key fobs, T shirts etc: We do not stock machine parts. I belong to the Norton Owners club which has a big membership and produces a big spares scheme that the main dealers do not.

I also belong to a Classic car club which has very few members Yet are able to get parts made mainly by club members them selves or seek out workshops. Even the small car club gets new panels and repair panels made, rubber parts, mechanical parts, exhaust systems almost every thing that the main classic parts suppliers do not hold stock for. What is the Royal Enfield Club doing wrong? Surely with such a large membership and the Gun only produced Bi-Monthly there must be enough from members subs to be able to cater for a spares scheme.

What we should be getting made is items that the main Enfield dealers have stopped getting made. Hitchcock's and BBB are a good source but once they run out of stock they will not replace items unless there is a great demand for them. It is these Items we have to try and get made either by members who are engineers, tin bashers or by seeking out small places that will make small batches. Some of these items may cost a bit more than they used to cost when they were available, but at least it gets your project or keeps the bike on the road.

I myself need a Siamese exhaust for a 1958 Meteor Minor small frame which you would have thought the main dealers would have kept up I have inquired and was told that they do not intend getting any made in the future. If I can get a pattern I will see if I can get one made. If I do find a place it would be worth while getting several made if any member is interest. So let me know, phone number at the bottom, also if any one has an old system they are willing to lend me for a pattern.

If this plea for unavailable parts is of interest to a large number of the members, a list from you all needs to be made out and collected The list may then be put in the Gun to see who in the club may be able or willing to make (for a fee of course) or know of a place to get made.

Not sure how other clubs work but they must have set aside an allowance to get club spares made which is paid back when an item is sold. Any one know out there?

I am too old to take this on but I should think it will need two people to run a scheme like this.

Your comments offensive or otherwise will be of interest in the next Gun Issue.

Colin (03115) Tel: 01642 896743 (07926564221)

Write Away

1917 Tzar Army Motorcycle

I noticed the article of The Russian Army Contract in the latest issue of GUN (278). Some of the motorcycles that were mentioned in the article ended up to Estonia and serviced in the Estonian Civil War between 1918-20. I currently have one of those motorcycles here in Finland fully restored in Tzar army special colours and options. I bought the project in 2008 from Estonia and finished the restoration in 2015.



The original project was missing a lot of parts, such as magneto, magneto shield, rear carrier, handlebar, front fork, foot boards, hand crank handle etc. (see the picture of the initial condition). Hence, I first began to look after missing

parts. The original handlebar was found from Estonia. I made the rear carrier myself based on the measures and pictures that I got from Australia. One of the missing parts, the hand crank handle, I got for loan from Australia, so I was able to make an exact copy of it and send the original back. Magneto was an eBay find from USA. It was in very good original condition.

The Engine rebuild was done by my friend. He noticed that Citroen DS pistons are very close to original size, but because they were alloy pistons compared to original cast iron parts, the crankshaft required re-balancing. Conrod were easy. I got a tip that Indian Chief 1200cc conrod dimensions are the same as in RE engine and high-quality reproduction parts are widely available. So, I bought a pair from Germany. The front mudguard is identical with the 1924 model, which I have in my garage. A friend of mine made three copies of the mudguard, which of one was sent to Australia in exchange to original rear mudguard. I made the magneto cover myself from sheet metal. The original type saddle found from my friend's stock and another friend matte nickel-plated all the bright parts. Of course there is lot's of more details to tell, but not even whole GUN have not enough sheets to tell complete story.

Write Away



The costume was found by internet from Ukraine in 2010. It is originally a movie accessory but made from the same fabric as the original Tzar army uniform. The jacket with two set of trousers and a hat cost in total only 100 USD with shipping included – a real bargain. I even bought the reproduction sword from China to complete the entity.

The project was finished just in time to celebrate the 40th anniversary of the Vintage Motorcycle Club of Finland (VMPK) and was on show in the club annual run and participated to the annual restoration contest winning the 1st prize. Two years later in 2017 VMPK gave the bike another acknowledgement in its 100 year anniversary.

Pasi Mäkiranta (11084)

Fraud Warning. 2

Regarding Kim's warning in the Gun issue 282 I to had the same experience. A reply to my wanted ad in the Gun with the bike or parts I wanted taken and copied from an advert. I have had the repeat request for these part from three different names and emails. I believe this to be one person but could be gang related. They also find the wanted ads in Classic bike mags, OBM and the internet.

Colin House (03115)

Write Away

IT'S THE SAME THE WHOLE WORLD OVER

It wasn't the first time in its twenty-year lifetime that I have called out in desperation to the bike, "What's wrong with you NOW?"

A motorcycle is a magnificent thing when it is working but a thing of frustration and dismay when it stops unexpectedly, leaving the rider feeling helpless and bemused as the machine rolls slowly to a silent, ignominious halt. It had happened whilst travelling in many different countries. This time it happened in England- not too far from my home.

Dismayed, I sat there in a state of disbelief. Everything had been fine on leaving the Bristol mechanic who had just had it for a week to sort out various problems. How could something else have gone wrong within twenty miles of riding away from the workshop? But there I was by a set of traffic lights on the A38 at Thornbury. Luckily, there was a paved area for getting off the main road. As soon as I removed my helmet, I could smell petrol so I turned the petrol off and had a look around. Big bulging drips emerged from the carburettor. The petrol poured out when I temporarily turned the tap on again. I got the tool-kit out and started to fiddle about. This was something that hadn't happened before. Perhaps the carburettor float which regulates the petrol flow had become stuck. It wouldn't be a difficult job to free it. Then I tried to start the bike and there was no power. Nothing. Now there were two problems. Electrics baffle me so, with a sigh of resignation, I put down my spanner, picked up my phone and rang the breakdown service.

A chirpy young man answered who, like everyone else the world over, was probably looking forward to his Friday evening. He took my details and reassured me that someone would be along soon. I stood by the bike and waited. Just as I was musing that 'If this were India, someone would have stopped to help by now,' a scruffy van pulled up and the female passenger called out from the wound-down window "Are you alright?" I walked over to the van where the couple within sat, engine still running. "I'm on my way to Tewkesbury. Thanks for stopping but I've called the breakdown people. They won't be long." The man driving turned off the engine, got out and opened the rear doors. After a quick visual assessment he said, "Cancel the breakdown. We'll take you." I had at least another hour's ride in front of me to Tewkesbury where I was presenting and book-signing at a weekend bike show. I was due to display my bike and do a talk at eleven o'clock the following morning.

Write Away

These kind people should just leave me to wait for the breakdown service. After all, it was summer; it was late afternoon and it wasn't raining. I'd be fine. They would not hear of it and the matter was taken out of my hands. I cancelled the breakdown service and clambered in the back of the van, crouching next to my Royal Enfield which by now had been secured with ratchet straps. "We just need to pop home to feed the animals," they said, as we veered off the main road and into a nearby village. It was not a large, grand house and the space was filled with teenaged children and pets within a relaxed and affectionate atmosphere. Even the good-natured animals were at ease with each other, the rabbit freely wandering around the garden together with the cat and the dog. Across the lane, the horse plodded companionably towards us as we waited with her supper of hay at the wooden gate. After petting the animals, giving them their dinner and having a cup of tea ourselves, we set off again for a field somewhere the other side of the historic market town of Tewkesbury.

Conversation was easy. We chatted about who we were and what we did as you do when you've just been rescued and are travelling with people you don't know although you've just been to their house, met the members of their household and had a cup of tea, that great leveller, comforter and sociable drink the whole world over. He was a scaffolder and she a carer in a residential care home. I told them the world travel history of my motorbike. We discussed local places we all knew. They said they came into Bristol on special occasions for a slap-up meal at their favourite restaurant.

We arrived at the beautiful riverside location and unloaded the bike near the presentation hall ready for the morning. There was a pub on site where the couple allowed me to buy them a drink but they would not let me pay for their meals. They looked upon the episode as a bit of fun and better than staying indoors on such a balmy, summer evening. They would not accept a contribution towards petrol and left after giving me their address and a request for a postcard from wherever I travelled to next. I thanked them profusely for their kindness but they told me they were happy to help out a biker in need. The weekend went most enjoyably. I met people I already knew, made new friends and learned from the presentations of others. On the Sunday afternoon, the bike and I were taken home by breakdown truck. I visited the couple's favourite restaurant where a voucher was specially made for me to send to them as thanks for their ready thoughtful-ness. I was used to people helping me with roadside repairs, directions and

Write Away

impromptu accommodation. It had happened countless times during my world travels with this dinosaur of a motorbike but I hadn't expected such magnanimity on my home ground. It was yet another lesson demonstrating that wherever you are, be it Thornbury or Thessaloniki, Bristol or Bangalore, Melbourne or Manchester, it's the people you meet who give cause for humility and gratitude.

It's the same the whole world over.

Jacqui Furneaux. jacasia@hotmail.com

Jacqui's book "Hit The Road Jac! (seven years, twenty countries, no plan)" documenting her travels around the world on a Royal Enfield Bullet is available from Jacqui herself or from Hitchcocks, Amazon UK, Kindle and Audible. Editors note, This is probably the best travel book I have ever read, and is an inspiration to us all to just get out there and ride.

Safety Warning

Received this via Triumph Owners Club.

"Please take note as we start to ride again. If you see a truck with no mirrors then it probably is equipped with a new camera system which appears to be slightly flawed. Take note and take care! Just a little heads up for you guys. Today I had the pleasure (not) of driving a new Merc truck fitted with mirror cameras, from a bikers point of view, they're bloody awful. Although you no longer have the big blind spot caused by the half-acre of plastic sticking out, which makes it hard to see approaching bikes on a roundabout, you now have quite a large area beside the cab that isn't covered by the wide-angle section of the mirror, and you could easily lose sight of a bike if you're not careful. It is also impossible to get a better view by moving your head, as it's like looking at the TV, no matter where you stand, the picture isn't going to change. Probably the worst bit though is the lack of eye contact, especially in slow moving traffic. With normal mirrors, I can see you, and you can see me, and that little bit of eye contact makes a massive difference. With the camera, you have no way of telling whether I've seen you or not, so it's best to assume that I haven't. So there you go, if a truck has cameras instead of mirrors, give it a bit more room, don't get anywhere near the corners of the cab, and never assume the driver knows that you're filtering up to the front of the queue".

Stay safe and look after yourselves, Ron Wright.

(forwarded to me by Roger Brown)



25th Anniversary Edition -- April 2021



25th ANNIVERSARY RALLY

A BIG thank you to Mal Ritchie for organising a great rally, not forgetting Mal's wife Corinna pitching in with the catering.

Also thank you to John & Kerry Rapley for organising a rally cake and bring along to the rally dinner. A great turn out 40 entrants plus 2 guest riders made up for 38 bikes for the event. It is always great to meet up with new members; and it's awesome to see them enjoying an RE rally for a first time. Not forgetting all the guys who keep turning up for a good time.

From the Archives April 2021

Broken Interceptor - a 1963 forensic story

In December 1963 a test Interceptor suffered a major engine breakage. The following memo was addressed to the factory management.

As you know, one connecting rod in this machine broke after 16000 miles running (equivalent to 52 million revolutions in top gear). Both big end bolts had broken, also the bearing cap at approximately the six o'clock position and the neck of the rod about three inches above the crank pin centre.

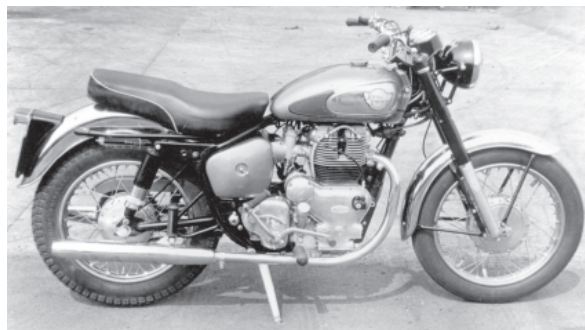
I took all the broken parts to Mr J.V.Scanlan of High Duty Alloys, and having seen them under his binocular microscope, I'm satisfied that the first part to fail was one of the big end bolts. Examination of the fracture on the portion which screws into the connecting rod (which was perfectly unmarked during the smash-up which followed) shows distinct indications of a fatigue failure. Failure of the first bolt would leave the bearing cap held by one end only and this probably failed after a few revolutions, followed almost simultaneously by failure of the second bolt which also showed signs of fatigue crack. The upper end of the connecting rod would then be free to drop down and was trapped between the crank pin and the cylinder skirt causing the fracture of the neck of the rod.

Examination of a section of the screw thread cut from the bolt which broke second showed a minute radial crack at the crest of each thread. This is thought to be caused by the thread rolling process and not to be harmful, though a similar crack at the root of the thread would be fatal. There was, however, no sign of this.

Waisted Big End Bolts

Mr Scanlan strongly recommended the use of waisted bolts and showed me the bolts removed from a small connecting rod of a refrigerator motor. This has a smaller thread diameter and a coarser pitch than our bolts but the whole length of the shank, except for a short portion in the middle for location purposes, is reduced to a diameter apparently well below the core diameter of the thread. This gives a bolt with a frightening appearance, the reduced portions looking like stout wire, but apparently no trouble is experienced with these in service. I also saw under the binocular microscope this afternoon a big end stud from a car with an experimental aluminium alloy connecting rod, one or more of which had broken, it is suspected, due to stud failure. This stud which came from an unbroken rod and was slightly waisted, showed a large fatigue crack in the root of one thread.

From the Archives



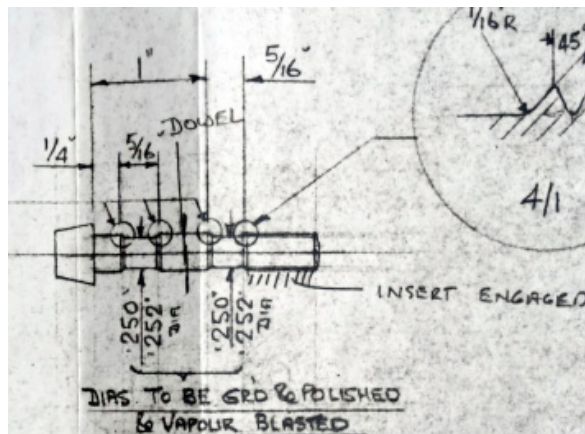
1962 Interceptor

but also because of the differential thermal expansion between the bolt and the rod which puts an additional tensile stress on the bolt when the engine is hot. This introduces an additional fatigue cycle which is large although slow, perhaps two or three cycles per day, of maybe 1000 cycles per year. While this would not normally be thought to cause fatigue failure, it must be remembered that the similar slow cycle was the cause of the failure of the D H Comet aeroplane

Steel Connecting Rods

This same differential expansion causes an objectionable increase in bearing clearances as the engine warms up and

Interceptor Big End Bolt



An experimental big end bolt

I suggested, and Mr Scanlan agreed, that bolts in aluminium rods might be more liable to fatigue failure than in steel rods. This is not only on account of the big end eye flexing on an aluminium alloy rod, which put bending loads on the bolts,

I would suggest that we should seriously consider using steel connecting rods, at any rate, in our 250cc engines.

At a recent meeting at the Birmingham centre of the A.D. of the Institute of Mechanical Engineers, our Mr C.A.E Booker asked the new chairman, Mr S.H Grylls, Chief Engineer of the car division of Rolls Royce Ltd if they had ever

From the Archives

considered using aluminium alloy rods in their engines. The answer was “no, on account of the finite fatigue life of high strength aluminium alloys, and the fact that theoretically it’s possible to make a lighter rod out of steel than aluminium”. While this may be at the cost of machining the rod all over, the extra weight of a properly designed steel rod cannot be very great and most of this is rotating weight which cannot be balanced.

A. Wilson Jones

The drawing here shows an experi-mental big end bolt which appears to have been designed to correct this weakness but



didn’t see production. Constant diameter bolts continued to be used, but the design looks similar to the bolts used on Triumph 350 and 500s, which have two narrowed, or waisted sections.

Archivist

Branching Out

Hi everyone, I would like to start this report by saying thanks to all those that have made some testing times a lot more pleasant. I have written literally hundreds of emails to various people in recent months to prime new branches and intro-duce new members to existing branches.

Despite restrictions, and not being able to meet many people, it has been a great source of connection. Receiving thankyou emails from new members and branch contacts has been very uplifting.

Members wishing to set up new branches have also been very patient, and I am looking forward to travelling far and wide to finally bring the new branches to fruition.

Perhaps, as you are reading this, the branch already exists, and they have already gone on a ride out somewhere? I joined the new South Wiltshire branch for their first ride out, which went very well. The following week, I joined the Bristol branch ride out and had the rock star treatment of seeing

Branching Out

my name printed on reserved parking signs at the destination venue.

Multi Branch Meetings are a great way to see some different faces and bikes and are quite simple to reschedule if covid regulations or any other circumstances arise.

At the time of writing this, some branches had already enjoyed such an event (I hope their reports are in this issue of The Gun) and other branches had plans to have similar interactions and meet at midway destinations.

By the time this goes to print. I am hoping to have travelled to Welshpool for the inaugural meeting of a new branch.

This seems a good way to have some sort of event on calendars whilst we wait for larger events to take place.

Nearest Branches

All branches can be found on the club website but, if you're not sure where your nearest branch is, or if you're a branch contact and not sure which is the nearest branch to collaborate with, give me a call.

Please also call if you're interested in setting up a new branch. All we need is a volunteer to be branch contact and a venue to meet. I'll see how many members are in the area and (restrictions allowing), we can get your local branch set up

THE CLASSIC DIRT BIKE SHOW 2021

The annual off-road and road-racing show will be held at the STAFFORD COUNTY SHOWGROUND on Saturday 18th & Sunday 19th September 2021. The Royal Enfield Owners Club has been asked to host a stand.

So, we are looking for some interesting bikes to display and some stand volunteers. Weekend passes will be supplied to those taking part. I have volunteered to organise a stand for the club. There will be weekend passes for stand volunteers. The stand needs to be set up by 9:00 am on the 18th. Access is available on the Friday prior to the event

If you would like to offer bikes to display or would like to volunteer to assist on the club stand, please contact me. Regards, Jason Reeves.

branchcoordinator@royalenfield.org.uk Tel:- 07773353522



Club Sales

Code	Item description (see website for photos)	U.K.	Overseas
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S2e	Cannon pin badge - chrome	£2.50	
S2f	60th year of Bullet badge - green / white / orange (India)	£2.60	
S3a	Sticker - silver with 'Cannon' + 'Made like a Gun'	£1.50	
S3b	Screen sticker (inside screen)	£1.80	
S4	Sew-on patch	£3.10	
S5	Key fob - with red / yellow / green / blue badge	£3.20	
S11	Gun magazine binder - red or blue	£7.00	
S15	Tie - royal blue or maroon - (printed - reduced to clear)	£2.00	
S16	40th Anniversary of REOC, enamel lapel badge	£2.50	
S20	Sweatshirts - Small to Large	£14.20	
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	

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For security, please do not send card details by email, nor send cash by post

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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The Evolution of my Crusader Sports

Way back in April 2020 I took delivery of a decrepit, rusty 1965 Royal Enfield Crusader Sports. It was an ideal project for lockdown, although I did fear that I had bitten off more than I could chew. The primary chain case had been left off for years and that side of the engine, including the clutch, was siezed up with rust. With the help of my mate Russ (who I call "The Bike Whisperer") I stripped this side down, cleaned it, and replaced any worn parts including the all important oil seals. The cover was refitted, a new battery was connected, fresh oil added, and clean petrol poured into the carb. Miracle of miracles, after a few kicks the engine fired up. There was spluttering and a lot of smoke, but the old girl burst into life. I was amazed!

The bike then evolved over the next few months. I fitted a brand new temporary petrol tank, and started riding it round the garden. It also had a temporary plastic back mudguard because the original was full of holes. I could only get three gears, and even these were hard to get. I also noticed a bad oil leak from the gear box oil



seal. This was too bad to ignore. I know we call them "Oil Enfields", but this was spraying oil onto the back tyre and needed to be sorted. I enlisted the help of a brilliant mechanic Eric, who runs E.W. Motorcycles near my home.



He stripped the gear box down and replaced all the relevant parts. He also sorted out the gear selection. I was over the moon with the result! By this time the bike had evolved still further and had the original tank refitted. I had no paperwork for the bike, but armed with the frame number and the original

Crusader Evolution

registration number I applied to the DVLA to get the relevant V5 document. I filled in the correct form and even enclosed photos. During the confusion of the lockdown these were lost, and I had to re-apply. It took me a total of 6 months to get my V5. I was now ready to insure it and get it on the road.

I really enjoyed riding it. It brought back some great memories. When I was seventeen, I had some wonderful adventures on my first Crusader Sports. Fifty years later I was seventeen again!

There was one last stage in the evolution process, and some of you “purists” won’t like this bit. Instead of paying a fortune to have the original mudguards and tank re-chromed, I opted to order new ones from India. For the bargain price of £260 I got brand new chrome mudguards and a tank. The mudguards needed some



holes drilling, but the tank fitted straight on to the bike with no alterations. It even came with nuts, bolts, petrol cap and fuel tap. I am so pleased with the end result. Thanks to Rob for the paintwork and 89 year old Uncle Pete who made the stainless steel brake rod. It is great to have friends to help. Eight months of blood sweat and tears. It was worth it!

John Pickering (17059)

After 25 Years of White-Knuckle Riding – Able to Stop at Last!

There are many wonderful things about riding a vintage motorcycle, but in my experience being able to stop quickly isn't normally one of them! So I am most grateful to Mike Davis for his 'Better Braking' article (Christmas 2020/2021, Issue 280) where he explained how Friction Services of Keynsham had transformed his stopping power.

Since the mid 1990s I have been riding a lovely 1937 250cc SV Model B which I inherited from my Dad (featured in The Classic Motorcycle Sep 95). It's a great bike, but up to now it's had very poor brakes despite many re-linings/cleans/adjustments. Living in Glastonbury, just half an hour or so from Keynsham, I was inspired by Mike's article to try one more time. I'm so glad that I did. As Mike says in his article, Mike Pickering at Friction Services could not have been more helpful and a joy to visit. Like Mike, I delivered the complete front and rear wheels and Mike re-lined them with a woven lining material which is softer than the modern 'green' linings I had fitted previously. Despite all this, the job was very reasonably priced. As you can see from the photo, Mike did a superb job of fitting the new linings – they were almost too good to use!

At first the brakes felt about the same as they had been previously, but after about 20 miles of running in the bike was stopping like never before. So much stopping power in fact, that I can bottom the girder forks. As Mike had warned me, they were initially a quite squeaky too, but this was fine for me - a hard stop had all the brake squealing drama of a 1960s movie crash scene! After a month or so of use though, this has almost disappeared, and I now quite like the rather authentic occasional squeak. The brakes are powerful and responsive, with a good 'feel'. For the first time ever, the bike feels completely safe and roadworthy, even in modern traffic conditions.

Interestingly, I found in the old 1930s Royal Enfield 'Hints and Tips' handbook that came with the bike, a note to say that it originally had woven linings which Royal Enfield were proud to highlight.



So, if you need more stopping power – look no further than those wonderful people at Friction Services.

Tim Rowntree (17120)
07846471920

Sorry its not a full one

A word to express my gratitude; my sincere thanks go to a French REOC Member Jose. Thank you Jose.

A few days ago I received an oddly shaped but well wrapped parcel in the post. On opening it I found an excellent bottle of French bubbly with a note of explanation on the back of a wonderful painting of a Crusader.

Some weeks earlier I had helped Jose with a 'difficult to identify' Crusader Sports and forwarded a Machine Dating Certificate (MDC) to him to assist registration of the machine in his home country. As a mark of gratitude he sent me the delicious tippie.

The point of my sharing this story is because it is usually the case that we volunteers go unthanked and often overlooked. Occasionally I will receive a "thank you for the certificate" email but more often than not I hear nothing. To make matters more frustrating applicants often lack the common decency to ask for assistance let alone use the word please. "I need a dating certificate" is a blunt statement and not a polite request. Civility goes a long way readers, added to which an MDC is often not what you will need (see below in **bold**).

Back to the bottle of Heringer; Jose's timing could not have been better because last evening, Friday 9th April, we were due a visit from my sister in law who we had not seen for many months due to lockdown. Lockdown had meant that she and my wife had not been able to celebrate their 40th and 45th birthdays together. They were born five years apart bar two days apart so always celebrate over the same weekend. Ruth arrived, as did the Chinese take-away, and the Heringer's cork was popped. Perfect.



To round up the services that we offer for machine dating; firstly the simple service of telling you, via email, the dispatch date of your frame, engine and/or bike. Secondly a dating letter, which is not used for registration purposes. A dating letter will state whatever dispatch ledger notes exist for your Royal Enfield. Thirdly an MDC, this is only used for DVLA applications and is only valid for one year and only applicable for use by the applicant named therein. Finally we complete the relevant sections where V627 and V765 application forms are used. Please do not write what you think the frame and engine number should be on your photos. It is our job to decipher your digital photos and not yours to pre-frame us with your guesses. Please be specific about your needs and please be courteous. At any one time I have around three dozen incomplete applications awaiting further information so the clearer your email the less likely I will get it wrong. We are here to be helpful so please help us to help you. JD Machine Dating Officer.

Club Calendar 2021

Official 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 ablutions
available for our use in main
Campsite and Temporary but very
Posh Poraloos 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.

Contact: John Hamer
07933321135
or hamer89@btinternet.com

October Fest Rally

REOC October Fest

8th to 10th October 2021.

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

<http://www.islandmeadowcaravan>

email:

holiday@islandmeadowcaravanpar

Phone Katherine 01789 488273
with your eta.

Agreed rally fees, for tents £6 per
person per night. Camper vans
and caravans with power for 2
people £20 per van. Rally rates
apply for early arrivals and those
who stay over.

MARSHAL-Michael Sliwowski
0773 0110 158

poloenfield700@googlemail.com

The Fossil Gathering

Friday 1st October through to
Sunday 3rd

At The Cross Keys Inn,
Lydford, Somerset.

More information to be confirmed.

Contact at this stage
Robin 01963 251406

None Official Rallies ***

**The Royal Enfield Ride in day
at Sammy Millers Motor Cycle
Museum *****

Sunday 11th July 2021

Museum BH25 5SZ New Forest.
Opens 10.00 through to 16.00

Restaurant tables can be
booked with catering on 01425
610077, otherwise first come
first served.

Club Contact Robin Gillingham
01963 251406 or

robin.gillingham@btinternet.com

I should be there by 08.00 to set
up etc. if you are early come
and say hello.

Dating Procedure

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**

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".

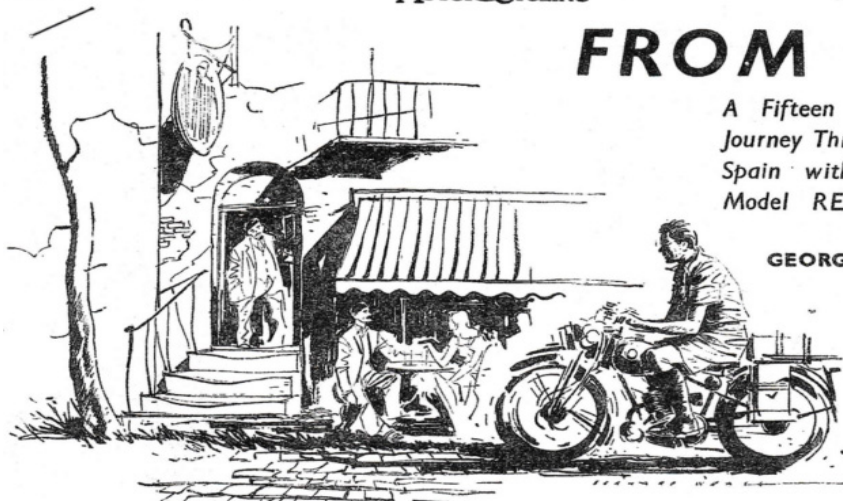
If you can do either of those in words or pictures or simply just wish to follow others doing so please visit.

www.facebook.com/royalenfieldownersclubUK/Policing;

FROM BATH

A Fifteen Hundred Miles
Journey Through France into
Spain with an Ex-W.D.
Model R.E. Royal Enfield

by
GEORGE W. DANCE



"I was glad to arrive at Bayonne which is only some six miles from Biarritz...and once again had to negotiate a stretch of uneven cobbles before turning into the road which brought me to journey's end."

THIS is the story of a "Pip-Squeak"—which took me from Bath to Biarritz, over 700 miles, in three days and brought me safely back.

I must explain that my mount is a Royal Enfield 125 c.c. ex-W.D. model which had already carried me to such places as Torquay, Paignton, London and Birmingham before the foreign-touring idea caught on. It had been my original intention to visit the Normandy battle area, with which I had been familiar in 1944, but, on second thoughts, I planned a more ambitious trip to the Franco-Spanish frontier with a stay at Biarritz where I hoped to find the sun.

I enrolled "Pip-Squeak" as a member of the A.A. and fitted a small carrier to the rear mudguard stay, so that I could carry a spare can of petrol, thus giving myself an approximate cruising radius of 200 miles. The A.A. kindly obtained my travel tickets and the necessary documents for the bike and sent me a map and a suggested route to follow, and one fine Saturday morning I set out on the long journey.

The boat docked at Dieppe before light on the Sunday morning but I stayed in my bunk until seven o'clock, when I had breakfast and went ashore to pick up "Pip-Squeak" from the customs shed.

I intended to get as far as I could in one day without making work of it and my objective was Tours, which was 204 miles away. I set off from Dieppe at about 09.00 hrs. following the route sent me by the A.A. to Rouen; at Sacqueville, however, I went wrong by taking a left-hand turn instead of carrying on towards Omonville. I was led

H to BIARRITZ on a "125"

astray by an imposing sign indicating Rouen to the left via some other place, but it made little difference as it only added a few kilometres to the route and it was a delightful road winding through very pretty wooded country with picturesque villages through which I passed before joining up with the main road I had left previously.

Approaching Rouen I ran alongside the north side of the Seine and was soon bumping over the stone sets of the city which were in an awful condition, especially along the waterfront where there was such heavy bombing during the war. I did not stop at Rouen but carried on past the war-scarred cathedral and on to the N182 Paris road through Louviers and Evreux.

Following on through Dreux and Chartres I arrived at Bonneval at 14.15 hrs. and here I made my first stop for lunch, having a very nice omelette followed by beef and "pommes frites"—all for 300 frs. Since devaluation, of course, that sum will mean more shillings than it did then!

Leaving Bonneval I carried on along perfect roads as straight as a die through open cultivated country with "Pip-Squeak" cruising happily at 30-35 miles per hour. Occasionally a British tourist would pass and wave a greeting and, on one occasion, a fellow traveller and his wife on a 600 c.c. Panther pulled up alongside for a friendly chat before they opened up and left me. I passed them some hours later while they were having a rest at a road-side café.

I had my first fill of petrol since Dieppe at Vendôme and found that 5 litres would go comfortably into the tank but the one-gallon can which I carried would not quite hold the other 5 litres to which my coupons entitled me.

Later I arrived at Tours but the bike was running so well and the weather was so perfect that I decided to carry on while the going was good. Tours is a fine city on the River Loire. I found the country the other side to be very pleasant,

with well-wooded slopes and more meadow land than in the highly cultivated area through which I had previously passed.

By this time I was feeling somewhat jaded and on arrival at Poitiers I decided to call a halt to my day's travelling, so I put up for the night. Thus ended the second day of my trip during which I had done 286 miles and had been driving more or less continuously from 09.00 hrs. to 20.00 hrs., and it speaks volumes for the comfortable riding qualities of "Pip-Squeak" that I was able to do this without undue fatigue.

I intended to leave early the next morning to avoid travelling in the heat of the sun. but it was 08.00 hrs. before I got away and, with the bike still running splendidly at 30-35 m.p.h., I carried on to Angouleme where I filled up again with 10 litres of petrol, having clocked 199 miles since my last fill. The sun was now very hot and I began to wish I had brought with me some form of head covering; however, I cruised steadily on along the usual straight, well-made road with agricultural country on each side; now, however, the country was more undulating and wooded and I was rapidly approaching the wine-growing areas.

Passing through Barbezieux I noticed acres of neatly tended vines which reminded me that I was approaching Bordeaux where I had originally hoped to stop for the night. I decided, however, to make all speed to Biarritz so that I might enjoy at least a clear week there, so I resisted the temptation to stop and carried on over the very fine bridge which spans the River Garonne and which, incidentally, is the only bridge at Bordeaux. I noticed the docks with a fine array of shipping of all nationalities and then proceeded on through the city to pick up the N132 road to Biarritz.

Among the Pines

Once again I was on the familiar "Route National," a perfect road running as straight as a die for miles, but the country around had now changed and the road ran for the most part through the heather-clad pine woods of Les

Bath to Biarritz

Landes which provided welcome shade. I noticed that the pine trees were "tapped" in the fashion of trees on a rubber plantation and learned later that, in normal times, the resin so collected is shipped in large quantities from Bordeaux. It was on this stretch of road that I checked my mileage to a tank of petrol and found that I had done some 126 miles and the tank was still not completely empty.

Some fatigue was felt after my second day's long travelling and I was glad to arrive at Bayonne, which is only some six miles from Biarritz. I passed over the bridge spanning the River Adour and once again had to negotiate a stretch of uneven cobbles before turning into the road which brought me to journey's end.

I had travelled from 08.00 hrs. to 18.00 hrs. doing 268 miles in the day, and the bike had run beautifully all the way.

Thus I had covered 708 miles in three days and without unduly tiring myself. This was a magnificent performance on the part of my small Royal Enfield two-stroke, especially as I am by no means a small man, being 6 ft. tall and weighing some 13 stone.

I had now to find myself somewhere to stay, so I approached a man who looked as though he was a resident and inquired in my best French if he could advise me; he turned out to be an Englishman and as a result of his advice I soon got myself fixed up at the Chateau de Falaises, a beautifully situated hotel overlooking a fine stretch of coastline with the Pyrenees in the distance. Despite the fact that I was feeling tired, I had a delightful swim before turning in, feeling very satisfied with two grand days' travelling which had proved the sterling qualities and comfortable riding of my small bike.

Return journey in next issue.....Editor

Market Place

For Sale

For Sale: Royal Enfield 500 Big Head Bullet 1961 £6,600.

Andrew Denman (16406) Tel: 07786 651903 (Bucks)

For Sale: Interceptor Clutch, Interceptor Carbs 930 L33 R32, Meteor Cylinder Head 4912, Pistons 14844 +40 13236+40, Complete fishtail exhaust from 1961 on for Bullet or Connie, Alloy full stand 5035. Diesel industrial engine with generator 350/647.

Ieuan Davies (3370) Tel: 01239682205

For Sale: Constellation 1961 Airflow .Reliable comfortable bike. Few sensible mods. Regular oil changes owned since 1974. Nice Patina £3,250

Colin House (03115) confield@ntlworld.com or 01642 896743 Mob: 07926564221

For Sale: Double sided front wheel, Bullet chaincase, G deluxe crankcase, N.O.S. 1938/39 J head and cylinder, Mitchell Avon fairing with fittings, front and rear 17" clipper/crusader/bullet wheels, pair clipper/crusader forks, casquette, Indian Apache crankcases, pair Desabell silencers.

Ian Johnson (4385) Tel: 07811 906146

For Sale: 1961 Royal Enfield 350 Clipper with V5 in good original condition needs carb and tank cleaning out to get running. £2495.

Chris Raines (17375) Kent Tel: 07974 837947 cbrdevelopments@gmail.com

For Sale: Pillion seat in black for efi classic bullet 500 in very good condition £50.

Peter Coleman (16822) Tel: 01773 688071 petedakar@hotmail.co.uk (Derby)

For Sale: BSA B31 'special'. First registered in 1954, fitted with 700 constellation engine / gearbox, electric ignition, new tyres, new twin carbs chops from Hitchcocks, Goldstar front brake, new clocks, rev counter is cosmetic. Has oil leak, V5 present in my name since 2014. It has been standing for some time so will need fettling. Has Redex in bore to keep free. Does run a bit rough. Have some receipts £2500 ono.

Simon Goldby (15750) 07525019289 goldbysr@gmail.com

For Sale: 1938 J2 500cc Bullet. This is the "Top of the range" bullet for 1938. Mine since 1987 but it is getting a bit heavy for me. Fully rebuilt but not cosmetically restored. A rideable pre war bike £7000.

Chris Brady (07170) 01280 848491 evenings (North Bucks)

For Sale: 350cc Classic Bullet engine parts, 2008. Mikuni carb + cable + mani-fold + cone filter. Standard piston + gudgeon pin. Cylinder head complete but needs small weld. Good condition. 4000 miles only. £40.

Dave Charman (14436) Tel 02380 466611 (Hampshire) david.charman947@gmail.com

For Sale: Enfield Silver Plus moped 1989. Good example of these Indian built, Zundapp engined bikes. Just right for the collection. V5, MOT. £1100 ono. Photos available.

Gordon Hallett (10052) 07780 844700 (Herts) jan.gor@btinternet.com

For Sale: Royal Enfield Thunderbird Twin Spark 350, Indian market bike, manufactured 2011, UK registered 2014, One previous owner, Documentation, M.o.t'd, Grab yourself a very rare bike, and a piece of India's finest. £2000.00 Call for more details.

Alan Styles (16893) 01622 751 774 (Maidstone)

For Sale: Trauma caravan mover, in very good condition, going cheap, for info and photos.

A. Bedell (12301) 01476 562920 (Lincs) or email: oldchad1@gmail.com

Market Place

Wanted

Wanted: Late Redditch big lug Bullet frame.

Ray Barrett (17085) Tel: 07967227068 raybarrett866@yahoo.com (Warwickshire)

Wanted: For 1960 350cc Bullet, primary chaincase inner half (part No. 45003), to hold RM15 alternator.

John Palmer (6304) Tel: 01702 295745

Wanted/Exchange: I have a Constellation tank also an early Meteor 700 panelled tank I would like to exchange for a 1958 Meteor Minor or 1958 Crusader panelled tank.

Colin House (03115) confield@ntlworld.com or 01642 896743 Mob: 07926564221

Wanted: Original silencer for Bullet 65 model (year 2003). This is about 2ft long and not the 3ft long silencer used on the basic classic 500s of that era. Has anyone got one to sell?

Jezz Scot (12366) Tel: 07980068196 jezz.scott@nhs.net

Wanted: Barbour waxed cotton long Touring Coat or Belstaff equivalent to suit use with vintage machine. Older International or Trialmaster also considered. Thankyou.

David Stanley (16923) Tel: 01223 350289 or 07788 636027 (Cambridge)

Wanted: Crankshaft for Royal Enfield 700 meteor 1953. Used or new, give me an offer.

Bo Eget (11266) eggetbo@yahoo.dk or Tel: 045 31391740 (Denmark)

Wanted: Any Prince/Ensign parts. I have got parts to swap.

Ring me on 01280-848491 evenings. Chris Brady (07170) Buckinghamshire.

Wanted: Toolbox for 1937 model (upright oblong box with suitcase type catch on opening) Any condition for oily rag Model G please.

Alex Taylor (16292) Tel: 0781 8668165 alexrtaylor574@gmail.com

Wanted: Gun issues printed #1, #2, #4, #5, #20, #198, #199, #200, #204, #204, #205, #206, #207, #208 if anybody has some or all to complete my collection.

Papadakis Andreas (15544) andrew-pap@hotmail.com (Greece)

Wanted: Exhaust pipe for Crusader Airflow. Old, new, borrowed or blued.

Part No. 44001. To use, or to make copies from.

Bob (6397) REOC.archivist34@gmail.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

WELCOME TO OUR NEW MEMBERS

March/April 2021

Brian Graham, Melton Mowbray
Lydia Hurley, Billericay
Allen Pearson, Huntingdon
William McDonald, Denny
Andrew Scambler, Northwich
John Driver, Belfast
Derek Heather, Gillingham
Neil Winchester, Prenton
Trevor Firth, Fareham
Sue Whitting, Northampton
Richard Skelton, Holmfirth
Stuart Harvey, Exeter
Michael Gerrard, Skegness
Richard Hallaran, Newport
Barry Kemp, Cambridge
Ilker Yaldirak, Sandbach
Philip Scarfe, Bungay
Drew Millar, Belfast
John Burwood, Rayleigh
Tom Peppiatt, Kidlington
David Baxter, Ibstock
Mike Bowes, Welwyn
Ben Roth, USA
George Hunter-Grayson, Newark
Paul Gimbert, Bury
George Boardman, Withernsea
Paul Tapping, Rotherham
Peter Darwent, Bridgwater
Bob Bowers, King's Lynn
Graham Forsyth, Nairn
Paul Thomas, Sheffield
Llewelyn Griffin, Barmouth
Richard Hoyle, Holmfirth
Alan Swaffield, Gloucester
Kenneth Alan Jones, Llanfyllin

Peter Dunning, Milton Keynes
Kevin Allen, Heanor
Dennis Harris, Ivybridge
Robert Peel, Bolton
Bill Rodgers, Sleaford
Peter Rollings, Dunstable
Chris Arkesden, New Romney
Jonathan Richardson, Crowthorne
Chris White, Leicester
Anthony Dickenson, Cheltenham
Cedric Trenquier, FRANCE
Michael Butcher, Lincoln
Petros Giounas, GREECE
Brian Chester, Manchester
Niall Keane, IRELAND
Mark Palmer, SOUTH AFRICA
Christopher Bethell, Hook
Seth Allen, Market Rasen
Mark Saunders, Hertford
Matthew Walker, Oldham
Simon Matthews, Leicester
Richard King, Henley-In-Arden
Stephen Saunders, Bournemouth
Stephen Poulton, Chesterfield
Brett Whittingham, Tadcaster
Michael Gwynne, Warwick
Dwight Varnes, USA
Paul Collin, Bristol
Phil Keeley, Melksham
Anthony Cade, Leominster
John Kelston-Merrett
Guillaume Ellien, FRANCE
John Scott, Bedlington
James McNamara, Swansea
Craig Irwin, Poole

Membership Secretary

Teresa Langley, Strathaan, Ardgay IV24 3BG

tel: 01863 766431

email: membershipsecretary@royalcnfield.org.uk

News from the Motorcycle Action Group (MAG)

MAG congratulates Bill Wiggin, new Chair of Parliamentary Motorcycle Group.

The Motorcycle Action Group (MAG) congratulates Bill Wiggin MP on his election as the new Chair of the All-party Parliamentary Motorcycle Group (APMG). MAG also thanks outgoing Chair Chris Law MP for his support over the last four years.

At the Motorcycling APPG's AGM on 29th April, Bill Wiggin MP was elected as the new Chair of the parliamentarians motorcycling group.

Bill is an enthusiastic motorcyclist. In 2003 he introduced a bill to allow motorcycle access to bus lanes. His opening line was "As possibly the only Member of Parliament who motorcycles to work every day, I am one of more than 1 million motorcyclists in Britain who recognise the pleasure and convenience of filtering past the gridlocked traffic and steering clear of public transport."

MAG's Director of Communications & Public Affairs, Lembit Opik, is a former MP and former chair of the Motorcycling APPG. Lembit said:

"Bill was a very active member of the All Party Group when I was Chairman, and I emphatically applaud his promotion to the top job in the group. He is a truly frequent rider, using his machine as a commuting tool. This means Bill experiences what we all experience in terms of traffic, bad weather and the joy of riding. I'm really looking forward to teaming up with him again, because I know he's going to be good for the All Party Group and great for British biking."

Bill Wiggin commented: "Having been a motorcyclist for more than quarter of a century, I have always seen the importance of motorcycles as a vital part of the mix of travel options in the UK. They're economical, inexpensive and have a low carbon footprint. I hope to make sure that the Government takes biking into account as we create a sustainable transport regime. Working with riders and the industry, the future looks brighter for motorbikes and scooters. I look forward to the APPG integrating political understanding and priorities even more closely with biking."

One of Bill's first acts as Chair was to give the APPG's formal support to the Ride To Work Day campaign. This is a fitting start for an APPG Chair who rides his motorcycle to work.

MAG has also thanked outgoing Chair, Chris Law MP. Lembit paid tribute to Chris Law saying: Chris has been a tremendous advocate for motorcycling, earning the respect and gratitude of thousands of riders across the UK. His active contribution - and personal knowledge of biking as a world-travelled rider - means he has raised the profile of motorcycling inside and outside Parliament. Chris will always be welcomed at MAG events wherever he goes, as a part of the community he has done so much to represent.'

MAG News

'The Motorcycle Action Group (MAG) has welcomed news that the number of dedicated parking places for motorcycles in Manchester car parks has more than doubled – and they are all free!

A review of motorcycle parking within the city showed that demand for parking exceeded the supply and that, as a result, a considerable number of motorcyclists were parking unofficially, and sometimes illegally.

The Manchester City Council Highways Team has reacted by providing more spaces for motorcyclists. They consulted various motorcycle community groups and organisations including MAG. We said that having spaces in car parks and on the ground or first floors, making sure they were well-lit and having CCTV coverage was important, along with anchor points or rails for chaining bikes to. All of these suggestions have been adopted. There are now 127 dedicated motorcycle spaces; a mixture of on-street (63 spaces) and covered car parks (64 spaces), and full details are available on the council's website at: https://secure.manchester.gov.uk/info/500346/city_centre_parking/332/motorcycles "It is great to see this increase in parking provision for motorcyclists in Manchester and I would like to thank the MCC Highways Team for listening to our comments on the security aspects of the provision. The bays provided are free to all riders, which is a great way to encourage motorcycle use. This will, in turn, reduce congestion and emissions in Manchester City Centre." Motorcyclists are urged to use the newly available spaces and to avoid parking illegally as enforcement will follow. A grace period informing motorcyclists of the new provisions will run from 12/03/21 to 06/05/21, when motorcyclists who are parked illegally will receive an information leaflet advising them of the new parking provisions across the city centre. During the grace period motorcyclists will not receive a parking ticket. However, after the grace period ends, MCC will enforce penalties (£70 penalty, discounted to £35 if paid within 14 days of issue) for motorcyclists parking in the wrong place. This includes designated cycle parking spaces and racks. Motorcyclists can park in normal pay and display bays anywhere across the city, provided that they purchase a pay and display ticket. It is advisable to write 'M' for motorbike and the registration number of the bike on the ticket before attaching this to the motorbike, to discourage theft.

Reference the article in issue 282 of The Gun from Andrew N Woods (1862). I do not remember Andrew, but I do remember meetings at The Flying Fish pub in the village of Denton near Newhaven. I of course remember Rob Thornton and two other members Brian Amos and Ray Edward, they both had Black 350 Bullets purchased, I think in the early 60's. In that period we enjoyed participating in Road Trials 'Concours' and every year we would support The Festival of a Thousand Bikes held at Brands Hatch in Kent. At the time I was riding a 1957 500 Bullet fitted with an 'airflow' fairing. Happy days. I am getting a little old in the tooth, but the memories are extensive.

Peter Barber (02639)

Branch Reports

West Riding Branch

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

We now intend to resume meeting monthly at the Reindeer Inn, Old Road, Overton, Wakefield WF4 4RL at 8.00pm 1st Thursday of the month observing applicable Covid protocols. 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 West Riding Branch update, I look out over a sun-drenched garden with plants and bird behaviour exhibiting all the promise of a glorious Yorkshire springtime and hence, the possibility of venturing out on two wheels. The reliability of the season inspiring more confidence in me, however, than Bo Jo's carrot and stick 'Roadmap' to recovery. In the absence of anything interesting in the way of club activity in the wake of the most recent lockdown, I hope that an update in the progress of the developing relationship with my recently acquired Classic 500 Tribute will suffice. In mid November, I reluctantly traded my much loved 2018 Himmy for a very attractive limited edition #410 of the last 1000 500cc RE Bullets to roll off the production line. Much as I loved the highly regarded 411cc globe trotter, it didn't quite capture that hard to account for 'something', our longest produced model so adequately imbibes. It being just about the most attractive (in my humble opinion) version of the 'Classic' and certainly the most expensive, I did the deal, rationalizing that I could get another Himmy any time, but this was likely to be my last opportunity to buy a brand new 500cc Bullet. However, I soon found myself questioning my own sanity as I rode the tight engined lump away from the dealer, adhering to 'running in' advice with only 3 miles showing on the odometer. It wasn't long though, before the engine was freeing up nicely, and with it my very satisfied grin. I am (proudly) an all year, all weather (well almost) rider and so, before venturing out onto our salted winter roads, I applied a liberal coating of ACF50 as best I could. 500 miles were very quickly racked up and it was a return trip for the first service. At 1000 miles, I fitted an iridium spark plug, 18 tooth front sprocket and a rather reasonably priced after market silencer. Courtesy of my membership of several marque related FB and other platforms, I was becoming aware of a number of detrimental comments relating to early deterioration in the finish of the model. I have to say I was a little taken aback to note the thinnest of paint coats applied to the standard exhaust and heat shield, much of which was departing and allowing the early onset of surface rust. Much as I love the sound of the new pipe, it only seems to amplify the undeniably pleasant original exhaust note but seems to me to present no other significant advantage (apart from weight saving). So I will be returning to the manufacturers option for the time being. With that in mind, I have applied several coats of a good quality heat resistant paint



Branch Reports

recognizing that the acquisition of a replacement under warrantee is unlikely to resolve the issue, preferring to properly protect the original before significant deterioration sets in. I can't say I've noticed any significant improvement relating to the spark plug upgrade but the smaller front sprocket certainly relaxes the engine effort when cruising at higher speeds. There does seem to be a very slight drop in performance most noticeable when riding with my friend Dave Barf on a jaunt into the East Riding recently, although this could have more to do with his 2015 Classic being more 'run in' at 5000 miles. So now with mine having 1500 miles under the belt I am about to replace the engine oil, fit a DNA air filter and air balance blanking kit and aim to get some serious miles on it!

Here's 'til next time, ride safe!

Dudley Martin (15010)

Mid-Shires Branch

Hello all, apologies for the no show in the last issue. Although computers on the whole are rather reliable contraptions, they can still play up for no apparent reason. Like where the branch report email went to for 5 days in between hitting the send button and it actually arriving at the editors inbox! Who knows the answers to these mystical machines? Anyway I digress, let's start where we left off.

We are now seeing some light at the end of the tunnel, as we have been able to meet up for our breakfast runs for a sit down breakfast at last. Albeit outside and limited to sixes. However, this is definitely a step in the right direction. There is also the news of the go ahead of The Taverners event at Stanford Hall, which has set our planning wheels in motion for a club stand. We will also have hosted our first club night, by the time you read this. Although it will have been hosted in the carpark at The Friendly Inn, rather than inside. But generally things are looking up. As long as we are allowed into the next stage of the easing of the lockdown by Bo-Jo, then club runs will follow. We may have to think carefully about our destinations however, so as not to arrive along with every man and his dog! So some positive news at last. We're certainly looking forward to meeting with some members that we've not been able to see for some considerable time, and then coercing them to volunteer for the manning of a stand and assisting at the various runs that are in the pipeline. Ah, good old club nights at last. Pictured is club member Ray aboard his trusty Enfield at The Royal Enfield International Rally 2019 at Stanford Hall.



Simon Edler (16783)

Branch Reports

Cornwall Branch

At last. We have actually managed a ride out as a branch. On the morning of Sunday 18th April, eleven of us met at Cornwall Services near Victoria in fine weather, and after catching up on the latest news etc. We set off for Dartmoor, and our destination was to be Widecombe-in-the-Moor. Keeping off the main roads and using B and C roads as much as possible. We rode up to Liskeard, on to Callington, and through Gunnislake to Tavistock before branching off onto the B3357 past Two Bridges. Up on the Moor we stopped for a break and a brew up. Suitably refreshed, several said they could do with topping up on petrol. Filling stations are few and far between around Dartmoor. So we headed down through Dartmeet, and the scenic route through Poundsgate and Newbridge to Ashburton, where fuel tanks were topped up. On leaving Ashburton we rode back up onto the Moor, and through Buckland-in-the-Moor, Cockingford Bridge and on to Widecombe. Where we stopped in the car park next to the Cafe On The Green, where some of us sat relaxing at the outside tables with more refreshments.

After resting for a while, it was time to return homeward. It was decided that Gregg would lead us back past the Warren House Inn. So that's what we did. Up past Hookney and Shapley Tors before turning left onto the B3212, down past the Warren House Inn, and through Postbridge back to Two Bridges, Merrivale and Tavistock. We then retraced our route home, having had a very pleasant and scenic ride out. Going down through the Glynn Valley, Adam ran out of fuel, having turned on his reserve tap about six miles earlier, and was expecting at least to reach the Cornwall Services about ten miles down the road. Fortunately Calvin came to the rescue, with a can of petrol in one of his panniers. At least it gave us a break for a while before heading our separate ways home, having had a good leisurely and enjoyable ride out.

We are now looking forward to the next one.

Bob Reed (6167A)

Brewing up on Dartmoor



A Tale of Heresy

Greece Branch

After a difficult Covid period for all Greeks, situation here is much better! A significant percentage of the population was vaccinated and people start to live more normally!

From last month we started our quick rides near to Athens.

There are very beautiful places to visit here and many REOC participated! The ride to Varnavas village was awesome! Our attraction was a wooden fire oven since 1955! We ate amazing bread and cheese pies...

Hope from June to organize long-distance rides and visit members who are living outside Athens!



Last week we've got an interesting invitation to travel to UK for the Telford Off Road show! I never been in that area of UK and I found that city very picturesque and beautiful from the research! Let's see!



If any REOC members are planning to visit Greece for their summer holidays, please email us! To help you, to advice you or to have an ouzo with meze all together!

Stay safe and see you soon!

Best Regards

Andreas Papadakis

General secretary

REOC Greek Branch

Branch Reports

Cambridgeshire Branch (The Fens)

Venue: Haywards, Girton Garage, Huntingdon Road, Cambridge CB3 0LQ (A1307).

Club contact: Carl Rolfe 07788427360 rolfe.rolfe@btconnect.com

Saturday morning Meetings at above 11am.

I have collected all the names of new members joining REOC for some time now and been impressed by the number joining in the Cambridgeshire area, I can only request Haywards of Cambridge (address above) to inform Carl Rolfe our club contact when we can meet once more at the Saturday morning Garage.

I am hopeful for June or July.

Really disappointed we were not allowed to watch the University boat race, it brought back memories of going to see the enactment of the 1944 race that was put on at Queen Adilaide, went there one morning with Stu Potts I wonder if he remembers how cold it was but we enjoyed the day.



Very interested to read the article from Andreos Papadakis, General Secretary of the Greek REOC Branch about the Royal Enfield bicycle. See picture of the 1945-50 Model I have, in excellent fully restored, fully working order Posaeni efharesto para poli forgive Signomi my anglika.

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

Branch Reports

Somerset & Dorset Branch

Contact Robin Gillingham 01963 251406 or robin.gillingham@btinternet.com

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

I must state as have others, 'not a lot happens during Covid restrictions'.

But, our first group ride out happened Sunday 18th April, starting from our often used Castle Cary car park. We proceeded south to Sparkford, there turning left we ambled along the old 303 and through South Cadbury, Compton Pauncefoot, Blackford the road uphill we drifted down into Charlton Hawthorne. We swept up past the lovely Church turning next left then bypassing The Crescent on our left along the dusty lane, briefly holding up a white van which seemed to suffer from impatience, but did let us through. Then dropping into Milborne Wick was a little steep Knap, crossing the square the river left of us, which I must state looked inviting? Then turning right alongside the bustling Southern main Line, crossing it south over Three Arch Bridge up the hill and my home village Milborne Port. Down the Gainsborough road, crossed the A30. Those that needed petrol took their fill. The above is an indication of the pretty place names in Somerset.

Ever southwards into Dorset, straggling out through dusty lanes glimpses of the fields, woods, their Blue Bells still in flower, altogether great visions make'th the memory. We stopped atop Bulbarrow Hill for the great vistas of miles and a vision of our journey so far. Lunch was decided upon and we broke into our groups enjoying the Sun's warmth and hospitality, chatter filled the air, it was great being out and about our branch looking decidedly happy. Afterwards we travelled on mixed roads, incurring the first traffic lights of our trip in Sturminster Newton, famous for its market and a home to Thomas Hardy for a while.

A day ended, with warmth and enthusiasm after miles and miles of narrow lanes their surfaces not always comfortable on two wheels, the dust actually a side event as all bikes went well, especially the BSA and rider, his steed chosen after his selected mount would not start.

We parted looking forward, who is going to organise the next event?

Safe travelling to all. Branch scribe

Kent Branch

Back from the pub! Was so good to down some proper beer in the garden of the St. Crispin, a lovely old pub in our editors village of Worth, in the company of Alan, our president Keith & his wife Julie. (see pic.)

Not much club chat but we have found new meeting sites till the clubhouse can be reopened & also a possible new venue for our Kent Rally, though not sure if it can be re-arranged for this season.

Just returned from the Ashford Bike jumble which was well organised with the obvious limitations & very well attended, and fortunately the weather stayed kind for us. Lots of rummaging but did find a couple of bits which I'm sure will be so

Branch Reports

useful that I guess they will be put somewhere safe in my garage, never to be found again, or even remembered, when I need them! Thanks to Julie & team at Elk for organising our first day out, & looking forward to their next events including the planned bike show when restrictions ease at the end of June. (see their website for full details. www.elkpromotions.co.uk Just a note of caution though, despite all the organisers efforts & instructions I noticed that less than 25% of the visitors were wearing the required masks when walking around a busy site despite having to wear them on first entering! Unfortunately non-conformity with requirements may harm any event organisers attempts to get 'show' life that we all enjoy, back to normal. Meeting up with friends & club members there not seen for a long time was a real pleasure, special mention of Lyn & Ted from 'The Dark Side' (Essex) after the horrors of Covid put Ted, still recovering, in hospital after Christmas.

Dog walking along the cliffs I was surprised to see so many Daffodils, Bluebells & Primroses in flower at the same time, never seen it before. What strange weather we seem to be having this Spring!. Oh well, "Bluebells over the White Cliffs of Dover" (sorry Vera) seems appropriate. Oh dear - perhaps I shouldn't have gone back for a couple more pints!

Looking forward to us meeting up soon as details of first rides should be by now be with you.

Keep safe.

REgards Mick Connolly

reoc.kent@talktalk.net Tel: 01304 205233
facebook: Royal Enfield Owners Club - Kent

...Last of the Summer Wine!

A happy memory from an enjoyable few hours spent quaffing ale, having a laugh and wrestling with a huge burger. If only we all lived within walking distance!

Keith

Editors note: I do live within walking distance.....

Pictured from left: Alan, "Gun" editor, Mick, Kent branch chairman and Keith, Kent branch president.



Branch Reports

Bristol Branch

Contact Andy Ward 07890 333383 andy.ward2@btinternet.com

Meetings 1st Wednesdays of the month 8pm at The Fox, Easter Compton, BS35 5RA (note change! from the 1st July)

The Fox has decided that they are no longer opening on Mondays so after a conversation with the landlord the best day to avoid clashing with any other groups and to use the skittle alley to allow for distancing is a Wednesday. I have booked a visit for a meeting on the evening of the 23rd of June, the Wednesday after the proposed lifting of lockdown. I hope to see as many as can make it for our first meeting since the original lockdown. This will be an informal get to know you event.

The next meeting after this will then be what will be our regular new date the first Wednesday of each month.

A report of our April run organised by Jason Reeves:-

The Bristol branch has recently enjoyed a bit of VIP treatment.

With some lockdown rules still in place at the time of our latest ride out, it was necessary to book tables in advance for a lunch break at our chosen destination. This is never easy on a ride out because weather conditions and personal circumstances can make attendance levels a bit unpredictable. So, on a Wednesday before the event we quoted six to twelve people and were asked to confirm the numbers before we set off on the following Sunday.

On Sunday there were sixteen people on twelve bikes. So, an apprehensive call to the venue was met with a positive response of spacing tables out and finding some extra chairs. If that was not good enough service, the venue also put out signs and reserved the flattest parking spaces for us to park the bikes on arrival. The ride itself was very much enjoyed as the group had not met for a long time due to lockdown and was the result of a collaboration with Shaun Grieves and Jason Reeves and the weather cooperated perfectly too.

Jason led the outbound trip, along the small lanes, to Nympsfield Long Barrow and viewpoint, stopping first enroute at Chipping Sodbury as public conveniences were few and far between at the time. After enjoying views across the Severn, we continued to The Bell Inn at Selsley, where we received our excellent reception. Shaun led the return trip for a slight change of scenery and a chance for the group to split in two for those travelling to the east of Bristol. We already have plans in the pipeline to meet another branch of REOC at a midway point and a trip into Wales. Let's hope the restrictions continue to ease and get even better by the time this goes to print.

Andy Ward

Branch Reports

Chesterfield, Rotherham & Sheffield Branch

Hope you have all survived the Covid menace and are looking forward to getting out and about again, aren't we all?

The Chesterfield Rotherham and Sheffield Branch met at the Three Merry Lads at Cutthorpe, Chesterfield which has now changed landlords yet again and is currently only opening on a limited basis, this combined with the small number of attendees (4 or 5 people on a good night) have resulted in a decision to close the Branch. The normal attendees have been consulted and none of them wished to take on the running of the Branch and so meetings will not recommence once lockdown is completely lifted.

Take care, Regards Don

North Yorkshire Branch

The North Yorkshire branch came out of winter hibernation in April, following the recent relaxation of lockdown rules. We had two great rides out, the first one going from Richmond, through Hawes to the lunch stop at Kettlesing. Then back via Pateley Bridge and Masham. There were 2 Enfields, 2 BSAs a Velocette and a Yamaha.

On the second ride were 6 REs, a Moto Guzzi, a Suzuki and the Yamaha. I met the group in Osmotherley and we went via the North York moors to Helmsley (see photo), Hutton-le-Hole, Rosedale Abbey and Stokesley. Some great views, very narrow lanes and one ford to cross, not to mention the experience of riding down Rosedale chimney!



At the time of writing the May club meeting was planned to be in Richmond market place, as we still can't meet indoors. This may have changed for June, depending on further relaxation of the rules.

I would encourage anyone wishing to meet the branch to message me or to check the Royal Enfield Riders North Yorkshire Facebook page, for details of what we may be up to. Regards, Dave

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

A bit more real action by now, and here are a couple of extremely nice machines belonging to two new members. Mick has owned this 1960 Constellation since 2002. The photo, in the Yorkshire Dales, is from 2020 (just before lockdown.) Glen says his 650 outfit MIGHT be a



different colour by the time we see it?? Yes, another sidecar in South Lincs membership... I'm not alone any more!

Tuesday the first of June was planned for the Christmas-2020(!) meal at the Birch Hotel. A bit late, but with any luck the Covies didn't knock this rather late date out. AND we're still hoping for a December 2021 meal too.

More on this in the next Gun. With any luck we should be back to normal meetings at the Birch, on Tuesday 6th

of July. Do check first, though...Chris (8113)

NE SCOTLAND Branch

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

Plans for now, zoom meetings on the last Saturday of the month, looking good for some outdoor activity shortly. Just watch your inbox for any updates.

We have had a couple more zoom meetings, good to stay in touch. By the time you read this I hope we will have had at least one small group, face to face, meeting. Presently 6 adults from 6 households is a lot better than anticipated not so long ago. Certainly it is good to be able to visit each other even if it is outside. A reflection of the branch make up I suppose is that most of us have had 2 jags by now! Keep an eye on your inbox! Maybe some ideas for longer runs later into the summer (or was that March)? Notice GTM is now open again, they have a new display so maybe another visit there is an idea.

Stay Safe all. REtrialer (07404)

Branch Reports

South Midlands Branch

It's always awkward putting a branch report together that's relevant and up to date. The bi-monthly nature of the magazine means that short notice items are never included, but any items, or to be more exact, events and activities have been, well, none existent of course. However, although I don't know for certain, and no doubt a lot of finger and toes will still need to be crossed, our first branch meeting since last August may well have taken place by the time you read this, towards the end of April. If it did indeed take place it will have been an outside meeting, and only a social one at that, owing to the restriction in place prior to May 17th, if things continue to go well. Enough use of the crystal ball for now though. What have some of the members been up to?

Our treasurer and Tuesday runs hub/organiser/leader (more on this later), Bob Harrison, has had his spanners and polish out over lockdown with a 1979 Bullet 350. When he told us about these antics the bike was almost ready for the road with just a tank repaint and dragging clutch to sort out.

Going even further back in time to around 14 months ago, our Secretary, Brian Tomlinson, or rather his bike, became a star. No, not a BSA (heaven forbid!), but a star of the screen. I'm not sure it will be my cup of tea because I can't stand The Wizard of Oz, but it seems it was a spoof of that film, crossed with The Terminator. If anyone has seen it, by all means let us know what you thought of it.

There's been other goings on by a few other members, but those will have to wait for a future report. In the mean time, lets get out the crystal ball again. As mentioned above, Bob Harrison is our treasurer, but also the main man when it comes to organising our Tuesday ride outs. They are very much a short notice ride, most of the time the weather being the controlling factor, but Bob usually keeps those interested in the loop, usually via text, on, or just before the day. If you're interested in these, which look to be starting up again after May 17th, all being well, contact Bob via the branch Facebook page, or the branch meetings, when they begin again.

Looking even further into the future, the first week-end in July could be a busy one,



and one that could see three events for the branch to be involved with. To say that details are more than sketchy at present is an understatement, so I'll leave it at that for now as things are really up in the air. It may be that one of the three events may have to be knocked on the

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head, but just in case, if you'd be interested in showing off your Royal Enfield at any events in the future, let us know.

As usual, at present anyway, the best place to keep in touch is the branch Facebook page, which you can find at <https://www.facebook.com/groups/2368867613212479> and as always, if you've been doing anything with your RE's we want to know about it!

A warm welcome to new local members:

Christ Mitchell (Pershore), Martin Lewis (Worcester),
Lee Hughes (Pershore),
Graham Sharps (Tewkesbury),
Paul Stanley (Birmingham)
Ian Brittain (Wolverhampton)

Photo's courtesy of Bob Harrison and Brian Tomlinson.

Cheers all, Chris Instone (16533)
07800 907055



South Dorset Branch

Hi, I hope you are all well and enjoying riding out once again. Well last year saw a new Royal Enfield dealer in our town, who sold a good many new R.E.s. Unfortunately this business did not last very long, due to the owner retiring. Which was a great shame especially for those people who bought new bikes.

To that end, i have seen a good many R.E.s around our town, and it would be good to meet up for a coffee and a chat., so please get in touch.

Our normal monthly meetings take place on the 1st Tuesday 7.30pm at The VIC Pub. Maud Road. Dorchester. DT1 2.LW. (though obviously not at the moment). So please feel free to contact me, either via messenger, e-mail reocrich@aol.co.uk or mobile 07787 945929. I look forward to hearing from you.

Kindest regards, Richard Lucas (10773)

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Branch Reports

Wiltshire Branch

Contact: enfieldwilts@gmail.com

Here in the Wiltshire Branch, I expect we've survived the last 15 months much the same as everyone else, riding in small groups and meeting up as the covid regulations dictated.

The branch has remained well bonded and despite the situation, has welcomed quite a few new members into the fold. On the other side of the coin, we lost a couple of members to the newly formed South Wilts and South Oxford branches (distances dictated). However we're still in touch with them and look forward to future meets with other branches, catching up with old friends and making new ones.

With RE sales buoyant, we anticipate welcoming new members into the branch. So if you're a new owner, and looking for good rides and friendly company, please contact us using the email address above.

Looking forward to the year ahead, we will be continue to have our fortnightly Sunday rides, whereby we nominate a decent venue with catering facilities, ride there as individuals or small groups, and have a natter while sampling the breakfast menu.

Like many others, we've cancelled our annual rally, and with the Calne Bike Meet also cancelled (at which we always have a display), our calendar is slightly light. However, we definitely will be holding another Ride-in, like last year, in support of the Wiltshire Air Ambulance, which if my memory serves me well, raised circa £182.

Being a relatively new member of the branch I was interested to read the article in issue 282 by Roger Nicholls (Brittany) who recalled our branch as regular visitors. I mentioned this at a recent gathering and many of the members spoke with fond memories of Roger's hospitality. Hopefully I'll be able find some branch members to accompany me on a road trip there, once the covid situation settles.

During the year our regular meeting place, (The White Hart, Wroughton) has changed ownership and we've not yet managed to confirm our future use of the skittle alley there. We are at present considering other options, and will publish details asap.

Finally, a technical question. One of our members has a new Continental with a strange defect, which is; at 60mph in top gear, and only top gear, the engine cuts dead! Has anyone any thoughts on this or experienced it themselves with the new twin?

That's it for now. Ride safe.

Mike Davis (16813)
07783 836687

Branch Reports

South Wiltshire Branch

Contact Paul Adams 07880733228 peacho1967@yahoo.co.uk

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

As the lockdown eased, a few of us managed to finally meet each other in person for introductions and a natter albeit socially distanced.

About a week later, after a few emails and exchanges on social media, the first South Wiltshire Branch ride out took place and this couldn't have been more successful.

A 10am meet was planned at the White Horse Country Park and the weather was perfect. We had twelve machines turn out for the first ride and they were all Royal Enfields of different ages. We split into two groups of 6 bikes, with a leader and tail ender for each group. The branch venue is ideally situated for getting straight out to the back lanes of Wiltshire, which is exactly what we did.

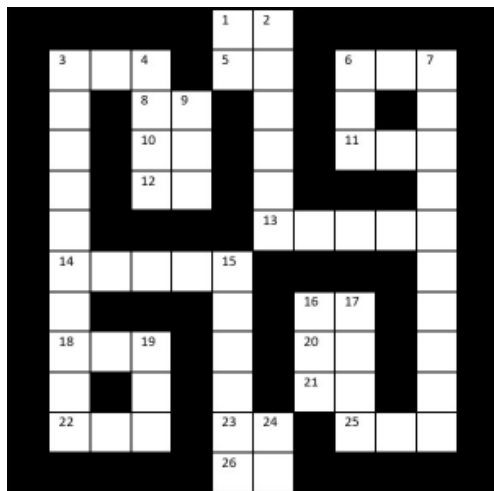


Jason Reeves led the group one and I led group two after a short delay to keep us all separate and compliant. We took a lovely ride all along the edge of Salisbury Plain winding our way to our destination in Burbage via two White Horses. On arrival at Choppers Cafe the food was good and so was the company, we all had time to take in the good weather, eat food and talk bikes and after we had finished we were all off again heading back via Salisbury Plain and Tilshead where everyone made their own ways home after refreshments at the garage.

We were pleased to have such good attendance on the first event of a new branch and we are very much looking forward to a very bright future.

We are now looking forward to meeting up with other branches and we are already booked to take part in a few local events too.

The Gun Crossword Issue 283



ACROSS

- 1 After BC
- 3 Bigger than a cup
- 5 A man's title, more common than Esq.
- 6 On your head with a peak, or on a bottle
- 8 International Organisation. French: "1"
- 10 Compass direction: Durham, Newcastle
- 11 Hot or cold water source. On the window?
- 12 Street or Saint
- 13 Enjoy a lot in a lively way
- 14 Rigid bar on a pivot. Eg to remove a tyre
- 16 Poet Eliot's initials
- 18 Electrical apparatus test
- 20 Half an "em" in printing
- 21 13th Greek letter
- 22 What? - Man... Arcade game
- 23 AEC bus. Short for "room"
- 25 Glue. Between teeth. Chew it. By ---!
- 26 District Attorney, 1950's hairstyle

DOWN

- 1 Before noon, but not FM
- 2 Box shaped, slides in & out of furniture
- 3 A-Z, OS, etc., make a mistake (4,6)
- 4 Several Royal Enfield magazines
- 6 Do it with a saw, knife, even paper
- 7 Think about unwanted IT messages.
School students' tinned meat (6,4)
- 9 To catch fish, butterflies. Inter what?
- 15 Given in recognition of service
- 16 Twenty minus ten = X
- 17 Small, cosy room in a pub
- 19 Federation of trade unions
- 24 Mother's degree

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 282 is

**T. Tucker
(16236)**

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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