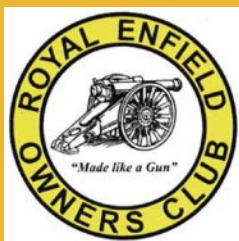


THE GUN

The magazine of the Royal Enfield Owners Club



ISSUE
No.287



Feb/Mar
2022

Classic parts & accessories for Royal Enfield



Hitchcocks Motorcycles

Rosemary Court, Oldwiche Lane West,
Chadwick End, Solihull, B93 0EY, UK
Email: info@hitchcocksmotorcycles.com

Tel: 01564 783 192

See the full range of our Royal Enfield parts & accessories on: www.hitchcocksmotorcycles.com

email: info@ncmc.co.uk
www.ncmc.co.uk



TELEPHONE
01288 355162

NORTH CORNWALL MOTORCYCLES

UNITS 1 - 4 KINGS HILL INDUSTRIAL ESTATE, BUDE, CORNWALL, EX23 8QN

We are an award winning Royal Enfield Dealer offering sales, servicing and customisation including exhaust & ECU upgrades. We stock all new models and we also offer used U.K. & Indian manufactured machines.

Demo Royal Enfields are available on request.

Our spacious showroom houses over 150 classic & modern motorcycles of all makes for you to peruse at your leisure.

The Kickstart Café serves a range of hot & cold food & beverages for your enjoyment.

NCM is situated just minutes from the beautiful North Cornish coastline so why not make a day of your visit. We look forward to welcoming you soon.

Showroom & workshop open Mon – Fri 9.00am – 5.00pm
Saturday 9.00am – 2.30pm. Sundays by appointment

Kickstart Café open Thurs – Sat 10.00am – 2.30pm



Contents



Page	2	Adverts
	4	Editorial
	5	Obituaries
	6	Obituary/Ode
	7	From the Archives
	8/9	Everything but m/cyc
	10/12	Electra Pt. 2
	13	Branching out
	14/15	Tech Talk
	16	Club Sales
	17	Adverts
	18	MAG
	19/20	Crusader rebuild
	21	Club Calendar form
	22	Motorcycle Live
	23	Autojumble
	25	Club Rally Calendar
	26	Machine Dating
	27/28	New Members
	29/46	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 .

Magazine production

Editor - Alan Barringer 13 Temple Way, Worth, Deal., Kent . CT14 0DA
Tel:- 01304 615061 e-mail:- theguneditor@royalenfield.org.uk

Magazine Distribution Officer - Graham Scarth, 39 North Moor Road, Huntingdon, York. YO32 9QN Tel:- 01904 764806
email :- magazinedistribution@royalenfield.org.uk

Membership Secretary -Teresa Langley Strathaan, Ardgay. IV24 3BG
Tel:- 01863 766431 email:- membershipsecretary@royalenfield.org.uk

Printed by - Warners Midlands, The Maltings, Manor Lane, Bourne PE10 9PH

Published by– The Royal Enfield Owners Club

Front Cover:-

Not just one, but three Interceptors together. Picture from Kurt-Ulrich Wiggers



ENFIELD CLASSIC
MOTO TOURS
España

Guided Motorcycle Tours
Airport transfers - Insurance - Hotels
Guide - Moto hire - Fuel - all included
Just book your flights and let the
team at ECMT take care of the rest

18670 Granada Spain
Tel: (0034) 642 522 953
info@enfieldclassicmototours.com
www.enfieldclassicmototours.com

Editorial.

Well, I hope everyone managed to enjoy their Christmas and New Year despite still being under the cloud of covid. Thank you to all who have taken the time and trouble to contribute to the magazine despite the festivities. Lots of different articles in the Gun this issue, so there should be something for everyone. Unfortunately the obituary page seems to be getting longer with each issue, but I feel it is important to include all that are sent in. Ride outs are very much on hold at the moment, but with the days getting longer I am sure we will soon be back out there so long as the snow holds off. Until then I hope that the magazine will suffice to quench the appetite for riding. Enjoy.
Ride Safe. REgards, Alan.



All contributions for the next issue to reach the Editor

by the **1st March 2022**

Next issue published April 2022

Obituaries

Just to let you all know of the passing of Dick Best, an REOC member for thirty years. He had lived in Yeovil, Somerset most of his life and although a BSA lover he joined the REOC after he purchased a 350 Bullet from me. We travelled many miles together, along with other club members on tours and rallies as far apart as Ayr in Scotland to Angst in France. He had a brilliant engineering mind and together we overcame numerous problems.



Bristol Aircraft Corporation, Westlands in Yeovil and Precision Castings in the town were places he worked. He is survived by his wife of 64 years, Cynthia, a daughter and two sons. Regards Les Carter (1332)

David Orange: a tribute by his daughter, on behalf of the Royal Enfield Owners Club, South Midlands Branch.

Born 4th December 1922 in Barnes, Surrey with an older brother and sister, he always loved all things mechanical especially bikes and rode his big brother's when he was too young to even reach the foot pegs. At Cranbrook School in his teens he joined the OTC and the school shooting team winning individual medals for marksmanship along with the team trophy. In 1939, at the age of 16 he joined the Local Defence Volunteers and later, when old enough the 1st Derbyshire Yeomanry and, as a gunner and radio operator in tanks, saw action in North Africa and Italy, returning to the Middle East for peacekeeping when the war ended.

Back in the UK he married in 1951 and moved to Redditch in 1954. His Ariel square 4 was written off and, with a wife and young family, stuck to four wheels for many years but never lost his enthusiasm for bikes, taking his daughters to race meetings and shows. At the age of 70 he decided it was time again to have a motor bike so bought himself his first Enfield Bullet, joined the owners' club and spent many happy days on ride outs and camping holidays always enjoying the lunch stops at the pub. He swapped his original Bullet for one with an electric start after a few years and eventually downsized to a small Herald but the Bullet was always his favourite. He finally gave up riding, aged 94, when he realised that if he broke down he would not be able to walk any distance to get help! He never got rid of his bike though, keeping it in the garage 'just in case'



Peter Dungey

14th September 1942 — 1st January 2022

A lifelong motorcycle rider , an early member of the V.M.C.C. of which he became the Chair of the Dorset Branch for some time. He had a great number of the now rare and older bikes. Joining REOC in 1990. He was at the founding meetings of the Somerset and Dorset Branch, being a staunch support to us all, the font of engineering Knowledge and ability. He will be sadly missed by all of us Royal Enfield Members. Peter, Thankyou for everything. Robin



Write Away

An Enfield Ode.

My mirrors and lamps were from
India fine

My exhaust and wheels did likewise
shine

But now my beauty does decay

My owner frowns and I hear him say

Poor Old Enfield

Once I was kept in garage warm

To keep my accessories free from
harm

But now in open yard I'm forced to go

In all sorts of weather hail, rain and
snow

Poor Old Enfield

Once I had the finest wax

The best of all, insurance, tax

But now there is no such thing you
see

My owner barely looks at me

Poor Old Enfield

You are old, you rust you're dull and
slow

There is no where else for you to go

The breakers yard for you is close at
hand

A new life awaits pressed into cars and
cans

Poor Old Enfield

My parts to enthusiasts I would freely
give

For an old faithful friend this is no way
to live

Likewise my poor old frame has
carried you many a mile

Over hill and dale in retro style

Poor Old Enfield

The road in the clouds is now for me
up yonder

I look back at my birth in Redditch and
ponder

Did you love me as much as that
bloody new Honda.

From Steve Higgs (15334) Wiltshire
Branch.

Write Away

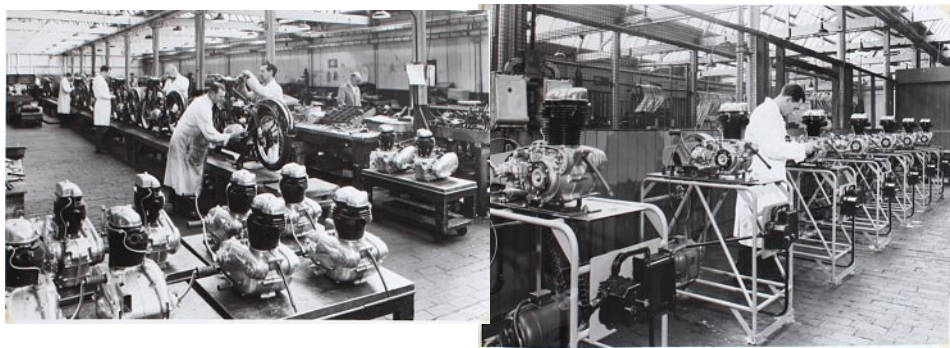
...FROM THE ARCHIVES

The end of the production line.

Photographers Boswell and Barratt Ltd from Birmingham were called in to record major production changes at the Hewell Road factory in November 1957.

The 250cc Clipper production – a design based upon a pre-war engine with a separate gearbox - was coming to an end, making way for the new unit construction Crusader design. Assembled engines for both models are awaiting installation in front of the Clipper assembly track which is no doubt using up the final stock of parts on the last batch of bikes. These early crusader engines have rubber tube 'duck bill' breathers at the front of the crankcase. The Crusader engines being tested by Anthony Birch are being motored from a drive belt below each test stand. From the details visible, the lubrication system, gear selection, clutch and alternator could all be tested before installation into the motorcycle frame without running the engine.

Approximately 20,000 Crusaders in their various versions would be made



between 1956 and 1966.

Archivist.

Photo top L, Clipper & Crusader engines await installation

Photo top R, testing Crusader engines.

Photo bottom, last of the Clippers.



Write Away

The REOC 'everything but motorcycles' archive

A quick word to introduce myself. My name is Richard Miller and I've just taken on the role of archivist for Royal Enfield bicycles, lawnmowers and industrial engines for the club. I just recently took custody of the club's library of material on the subject from Bob Murdoch who is now concentrating solely on the motorcycle side of things. First task will be to sort and catalogue the archive and then to slowly digitise and make it available online for club members. There's a good amount of material so it will be a lengthy process.

As a first step I've created a website for Royal Enfield bicycles royalenfieldbicycles.wordpress.com. Please do take a look, any feedback would be welcomed as would any contributions. To aid identifying and dating RE bicycles I'm trying to collect details of frame numbers as no records of factory frame numbers survive. If you have a RE bicycle please do send me a photo and details of the frame number, my email is enfieldtravels@gmail.com.

I've been a club member for over twenty years with a brief lapse in the middle when I was abroad for a spell and forgot to renew membership. With a young family I haven't been as active in the club as I used to be but am hoping to get more involved in the future.

My association with Royal Enfield began when in my mid twenties I flew to India, bought a '58 Redditch made Bullet and



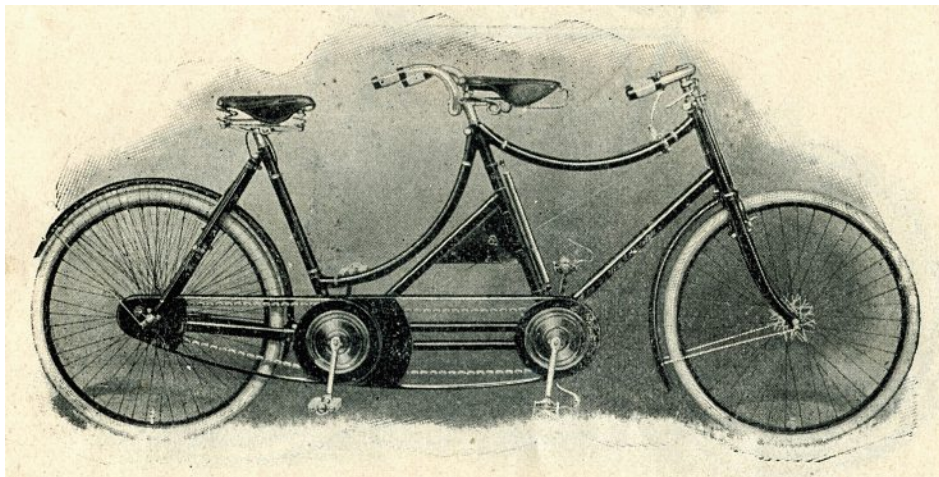
Royal Enfield bicycle catalogue 1925



Richard in Ethiopia having just ridden into a mud hole

Write Away

rode it back home. There's been no looking back since then with various Enfields coming and going in the garage. I currently ride a Himalayan, still have the '58 Bullet along with a well travelled '55 one too and occasionally potter around on an Edwardian Girder Frame model Enfield bicycle.



Royal Enfield tandem 1901

If you have any queries on the subject of Royal Enfield's bicycles or other non motorcycle products please do get in touch. Just a quick warning though, I work at sea and am sometimes not able to give a rapid reply. Email is the preferred communication (enfieldtravels@gmail.com) though letters can work too – Richard Miller, 3 Parklands, Blandford Forum, Dorset. DT11 7LA

A QUESTION FOR THOSE MEMBERS WHO OWN OR RUN A B&B, HOTEL, PUB OR CAMPSITE ACCOMODATION?

Would you be interested in offering paid accommodation to
fellow members of the club?

I intend to try and set up a County by County, Country by
Country listing in the Club Website (password protected) a
listing of members who can offer an overnight stay or longer
to members whilst they are on their travels.

Hopefully this could be beneficial to both the travelling
members and establishment owners.

If you are interested in having your details listed, please
contact me at, membershipsecretary@royalenfield.org.uk

Write Away

Royal Enfield Electra X Part 2

It's time to strip down the engine and gearbox; let's look at the gearbox first. Drained out the coffee, well that's what it looked like! The oil had emulsified, maybe due to water ingress. Removed the side casing to discover rust on several steel components. Cleaned up parts, scraped off the old gasket, replaced various oil seals and the gasket, and reassembled. Took advice on this from a Royal Enfield forum and drilled a 3mm breather hole in the clutch adjuster cover. As I don't jet wash my bikes this shouldn't be a problem – jet wash? I don't really wash them much, just wipe them down with WD40 and a clean rag!

Onto the engine. This is the 500cc version, (there's also a 350 version sold in other world markets) designed by Austrian engineers AVL for Royal Enfield. This is sometimes known as the Lean Burn Engine and was only made for a few years. It was a straightforward strip down, apart from one thing. One of the two brass oil strainers was jammed in its housing and it fractured whilst being pulled out. It took great patience, numerous cups of tea and ingenuity to remove it. The piston and rings were in very good condition and you could still



see the hatch marks on the barrel. Once the crankcases were apart the crankshaft assembly was removed and inspected. The Big End was fine, no play in it whatsoever, so is it original or has it been replaced? I'm always in awe of the crankshaft's size and weight, it looks like part of a Victorian steam engine, which is probably not too far from the truth....

Fitting a bigger carb doesn't automatically allow the engine to make more power, but it does flow more air/fuel mixture. How much your cylinder head can flow is another thing.

When I removed the standard inlet manifold to measure up for the new carb, it was not what I expected. The port is huge and not circular, so no need for work on this at this level of tuning.

My standard spec machine was supplied with a 29mm CV carb and stock silencer. I'd already started to derestrict it by replacing the exhaust and silencer (see part1), so I thought I may be able to unleash a few more horses (one would be nice....) by fitting a bigger carb. Well, how big? Hitchcocks

Write Away

supplies a 32mm Amal MK1 Concentric in their performance kit, also Watsonian Squire who were the U.K. importers at the time fitted a 32mm Dell 'Orto carb on their Highway spec machines. The idea is to see how far we go with tuning a road bike, to keep it reliable and tractable, so I have opted for a 34mm. This should easily accommodate any future work carried out.

The new carb is a Koso 34mm flatslide with Powerjet. No, I've never heard of them either. I think it is a copy of a Keihin PWK. What's a Powerjet? It's simply a pipe from the float bowl to the top of the carb inlet, feeding another jet. Fuel will be drawn up by the vacuum as required, normally at the upper rev range. The idea is to stop the engine from leaning out and destroying itself. I first saw them on Yamaha two-stroke racers in the late 1970's.

Had to buy a suitable inlet manifold to suit. Next job was to make up a throttle cable using a universal kit from Venhill. I cut the inner and outer to length (not forgetting to make allowance for the adjuster) and then soldered on the nipple that fits the twistgrip. Used a universal clamp-on RamAir filter to finish off the installation.

Now to the exhaust port. When I offered up the copper exhaust ring, it showed a crescent-shaped restriction. As this is an aluminium head, this was easily ground away and blended into shape using my Dremel, (other rotary tools are available apparently!). It takes me back to my two-stroke days.

Gauge fitted

Normally I tune the carb by carrying out plug chops (reading the colour of the spark plug electrode) after various load tests, changing the main jet and making adjustments to needle height and pilot circuit as required. I have a good number of Mikuni main jets and even more years' experience. But, hey! Why not get a second opinion and some help. I considered a session on a rolling road, but they are few and far between for bikes. A lot of car racers and hot rodders fit an air/fuel ratio gauge to their dashboard, so why not to my bike?



Write Away

So, I purchased a universal kit from the internet. This consists of a Lambda (oxygen) sensor and a gauge and associated wiring. Car parts seem to be so much cheaper than bike stuff. The sensor has an 18mm x 1.5mm male thread (this appears to be the industry standard) and screws into the exhaust pipe via a boss that you will need to have welded in. I was going to position it down by the silencer joint and out of the way, but research suggested that near to the exhaust port is favourite; so I jobbed off this task. My first thoughts were to make this all temporary and remove the sensor after use and fit the blanking plug supplied. Then I came up with the grand idea of fitting the gauge permanently where the ammeter lives, but this is not really a goer as the gauge measures 52mm and the ammeter is visibly a lot smaller. Never mind!

Next is to make up the wiring harness; as it's a four-wire system this was straightforward job. I soldered all joints and covered with heat-shrink sleeving. As its now a temporary installation, I loosely cable tied alongside the main harness, for easy removal later. I didn't even fit an on /off switch, just fitted the fuse for when in use.



So where to fit the gauge? I was going to make an aluminium bracket, but did not have the correct size hole saw, but as I would only use it once, it was much cheaper to buy a ready-made bracket. In the end I sat on the bike and played around with the gauge until I found a home for it, which is on the right hand side of the handlebar and easy to see when riding. I powered it up for the first time, and all seems to be doing its stuff; the battery voltage readout is in the centre, and rich or weak mixture is on the perimeter.

So, the question you are all asking is: What's it go like mister? Find out in the next issue.....

Pat Daly 18308 Kent Branch

The Electra Gearbox

Branching Out

Hi everyone,

I hope you all had a great Christmas

I teamed up with a group from the South Wiltshire branch and Bristol branch to take part in Santas on a Bike 2021.

I believe there were about 875 bikes with most riders and pillioners dressed as Santa, Rudolph, Grinch, or elves and upwards of £20k was raised for Children's Hospice South West.

I also attended a few Christmas meals at some of the newer branches and was made to feel very welcome, thank you to all concerned

Multi Branch Meetings were very popular in 2021 and played a great role in getting the club active during the lockdown restrictions by making use of outdoor destinations.

We're all hoping that a repeat of those restrictions will not be necessary in 2022 but, I have a few new ideas to take those up a notch this year to involve more branches and different regions if the need arises.

Recent updates are once again in the form of established branches that had seen quiet times but are now being regenerated after venues had closed etc and some previous details changed just after the deadline for the last issue of The Gun, so they are amended here too.

Chesterfield Branch Now Meets at The Olde House, Newbold, Chesterfield S40 4RN (01246 274321) every 3rd Monday in the month, 7.30 Contact stevepoulton57@gmail.com or turn up at the venue for a warm welcome.

South Wiltshire Branch the White Horse Club is being renovated but the branch still meet in the grounds there prior to ride outs. The indoor monthly meetings are being held at The Farmhouse Inn, Frome Rd. Southwick, Trowbridge BA14 9QD. Contact Paul Adams peacho1967@googlemail.com

Wessex Branch now meet at The Wyke Down Pub, Walworth Road, Andover SP116LX. First Tuesdays of at 7pm.

Contact doughopkins@hotmail.com

Thames Valley Branch is also looking to get busy again. Whilst they are still operating from the same venue, they are considering a change to a more accessible venue for members away from the built-up area in Bracknell. So, if you live in the area and have a venue that you would prefer, please get in contact with the group. They currently meet every 3rd Wednesday, 7:00pm at

The Weathervane, Wokingham Road, Bracknell RG42 1NA

The new contact details for Thames Valley are max.fowler1946@gmail.com

Nearest and Newest Branches

Let us know if your branch has changed venues.

All branches can be found on the club website but, if you're not sure where your nearest branch is, please 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 we can get your local branch set up

Jason Reeves. branchcoordinator@royalenfield.org.uk 07773353522

Tech Talk.

An easy Fix of Stripped Crusader Crankcase threads

The two rear-most threads in the crankcase which secure the primary cover of the Crusader models are prone to stripping. The casing is thin here where the two threaded holes open into the sprocket/ chain cavity, which is where problems can arise, particularly if your two screws are *The stripped threads* the wrong ones.

Some prefer wire thread inserts or welding and re-tapping the worn out 1/4 BSF casing threads, and Jack Gray explained how to turn your own inserts in his 1997 Continental GT Renovation, which is OK if you have a lathe. I don't, but I found a simple repair method using parts and tools available in my garage.



In a box of bits, I found several slot-headed captive nuts of the right thread form which can be easily made to fit. They are for Triumph 350/ 500/ 650 clutch-spring retention, part number T 2526, and available in steel or brass from Triumph dealers. This nut will be inserted into the hole through the sprocket cavity and retained by its rounded head, but first some metal needs to be removed from both casing and nut.

A drill diameter is selected, just big enough to drill out the damaged thread and

to allow a slimmed-down Triumph clutch nut to be a push fit. The nut is then screwed on to a suitable ¼ BSF cap-head (Allen head) screw so that it can be mounted in the chuck of my bodgers lathe – the electric drill – which is held firm in the bench vice while the brass Triumph nut is then carefully reduced in diameter using small files as cutting tools to match the hole size in the casing. Brass is so much nicer than steel to work and doesn't need the extra strength of steel for this application.

With the nut rotating firmly in the drill, I set about the radiused head to reduce it in height, enough to make the smoothest obstacle when the drive chain runs against it, but enough to prevent it pulling



Triumph clutch nuts

through the hole.

Finally, cut to length, the nut is glued in position with the remaining slot in the head pointing in a fore/ aft direction in line with the chain run, so as not to offer any snags. I used J-B Weld, a fairly heat tolerant two-part epoxy resin.



Drilling the stripped holes

Purists may not like the material difference in this repair, but who can tell when the primary chain case is screwed on? Could this be used on other types of engines ?

Robert 6397



The nut fixed in position

Club Sales

Code	Item description (see web site for photos)	U.K.	Overseas
S1	Machine Badge - stainless steel	£9.50	Email a list of your requirements for a quote
S2c	REOC enamel lapel badge - red / yellow / blue / green	£2.50	
S2e	Cannon pin badge - chrome	£2.50	
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 / blue / green badge	£3.20	
S11	Gun magazine binder - red or blue	£7.00	
S15	Tie - royal blue (printed - very few left)	£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 email for a quote
Always order using the current issue of 'The Gun'

Garment colours are as follows:-
Polo shirts:- royal blue, maroon, black or white
T-shirts:- royal blue, sky blue, maroon, jade, grey or black.
Sweatshirts:- royal blue, jade, maroon, grey or black.

All items - Please check availability of colours/sizes before ordering,
 or give alternatives, as all colours or size/colour combinations may not be available.

Enquire by phone, or email to clubsales@royalenfield.org.uk
For security, phone calls are not answered from unknown overseas numbers

Please quote your membership number and a contact telephone number
 when ordering from :

Adrian & Cherry Saunders
 12 Straidhaven Road, Nutts Corner, CRUMLIN, BT29 4SN

Make cheques payable to "Royal Enfield Owners Club"
 or ☎ 07545 274883 or 07769 744503 with your credit/debit card details

£10 minimum order for credit/debit card orders
 PayPal accepted (£10 minimum order) - email for details of how to pay

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

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!



Contemporary parts & accessories for
Royal Enfield

The advertisement displays several motorcycle parts with labels: Silencers, Camshafts, Fork Adjusters, Big Bore Kits, Shocks, Valves, Carb Kits, and Vibration Plate. The Hitchcocks Motorcycles logo is prominently displayed.

Hitchcocks Motorcycles
 Rosemary Court, Oldwich Lane West,
 Chadwick End, Solihull, B93 0EY, UK
 Email: info@hitchcocksmotorcycles.com
 Tel: 01564 783 192

See the full range of our Royal Enfield parts & accessories on: www.hitchcocksmotorcycles.com



News from the Motorcycle Action Group (MAG)

MAG still opposes anti-tampering proposals despite latest DfT clarification.

The Motorcycle Action Group (MAG) remains opposed to vehicle anti-tampering proposals despite a recent clarification of the Government's intentions. Department officials committed to provide detailed explanations of the 'gaps' in current legislation but have not yet done so. No specific evidence has been provided by the Department for Transport (DfT) to justify the proposals. The consultation closes in just one week on 22nd November.

The DfT introduced proposals to tackle vehicle 'tampering' in a suite of consultations published on 28th September. The consultation was not well publicised by the DfT. However, it was quickly brought to the attention of riders by MAG and other groups. In its original form the intent of the legislation was widely seen as an attempt to prevent all modifications or customisation of any vehicle. In a meeting between riders' groups and DfT officials on 22nd October the poor presentation of the proposals was acknowledged. Officials gave reassurances that the intention was merely to close legislative gaps that allow harmful tampering affecting vehicle safety, security and emissions.

MAG's Colin Brown asked officials to provide detailed explanations of the claimed gaps in current legislation so that the proportionality of proposals could be understood. The officials committed to provide this detail no later than one week before the end of the consultation period. This information has not yet been supplied, but the consultation end date is now just one week away.

On 12th November the DfT published an amendment to the consultation described as an update to clarify the policy intention in relation to vehicle tampering. The additional wording states: We would like to emphasise that our policy intention is to prevent modifications that have a negative impact on road safety, vehicle security and the environment. We do not intend our proposals to:

- prevent legitimate motorsport activities
- prevent restoration, repairs or legitimate improvements to vehicles, such as classic cars or motorbikes
- negatively impact businesses involved in these activities

MAG's Vice Chair, Ian Churchlow, was quick to point out that customisation of non-classic vehicles is not specifically mentioned. MAG's Director of Campaigns & Political Engagement, Colin Brown, said: "Whilst the clarification published on 12th November does provide some reassurance, it falls far short of what we would accept.

Here's the story of my 1962 Crusader re-build;

I owned my Crusader at the age of 17 from June 1969. At one point I crashed it severely and re-built the front end with second hand parts. Eventually I took the bike apart in 1970 as a teenager when an exhaust valve was about to drop. It was in various boxes, sheds and garages from that point. Spent some years under a plastic sheet outside then moved house several times. In the Mid 90's I re-built the engine, re-bore, re-ground crank etc and re-assembled the engine. It remained that way with the rest in boxes, in storage and through another couple of house moves until April 2020 when it became my long-promised retirement project.

Amazingly I still had approx. 90% of the original parts. Wherever possible, these parts were re-chromed/re-used. Only wheel rims, headlamp shell and bar levers were beyond re-use. Many duplicate items from the 1960's repair, were sold through the club and on Ebay which provided additional funds for various work, paint, tyres etc. I had to get a tank as I'd lost that along the way and in mid-90's had bought a second hand painted one. On stripping this in 2020 I found many filled dents. Fortunately, I managed to track down a great panel guy in Essex who removed all the filler, to find one filled dent concealed a large puncture hole! He did a great job of repair and it was then re-chromed. The tank,



The crashed bike in 1962



The finished bike in July 2021

seat hump, panels and chain guard were then re-painted in the original factory burgundy colour. My original 'racing' seat from 1970 was re-upholstered to match the original style. My intention

wasn't to restore to factory condition but as it was when I had it in the late 60's with the exception of straight bars instead of 'Ace bars' this time.

With the help of a couple of Crusader owning members who helped with pictures and information, the Royal Enfield Owners club who traced the original factory records and certified my re-build. I successfully obtained the original registration number from the DVLA six weeks after mailing the paperwork to them, when they couldn't confirm receipt of the forms and documents I'd sent via recorded delivery! It's running well and has done a whole 12 miles since completing the build. I'm now getting used to just 17 bhp rather than my more modern bikes with 100 bhp and 140 bhp!! Happy days.

I thought originally, I would take a couple of years to re-build but thanks to my timely decision to retire just prior to Covid and the 2020 lockdown. I completed the build in 14 months. Now waiting for the spring to arrive in 2022! Ian Marchant.

RING OF RED M60 (Manchester Outer Ring Road)

Royal Enfields were well represented at the M60 *Ring of Red*, on Remembrance Sunday.

The riders, mostly in red, formed a superb "poppy" display all the way round Manchester. Here, they are passing M60 Junction One, the Stockport Pyramid.

Chris 8113



Use this form to order a
limited edition of 2022
Calendar **UK ONLY**

MEMBERSHIP No.

THE ROYAL ENFIELD OWNERS CLUB 2022 CALENDAR

PLEASE USE BLOCK CAPITALS

Forename Surname

Address

Postcode

Cost per calendar including P&P	Quantity	Total
£6.00 UK ONLY		

You can use PayPal from your own account if it is registered at
your address.

Log on and click on the "Send or Request" tab

Enter **payments@royalenfield.org.uk** in the email address box.

Click next and enter the appropriate amount.

Send a message stating REOC 2022 Calendar

Signature Date

PAYMENT DETAILS :-

Please make cheques or postal orders payable to the **ROYAL ENFIELD OWNERS CLUB**

I wish to pay by Visa ☐ Mastercard ☐ Delta ☐ Maestro / Switch ☐

Card Number (longest number across the middle of the card)

Valid from

Expiry Date

Issue No.

3 Digit Security No.

Please send the appropriate payment to: Teresa Langley, Strathaan, Ardgay. IV24 3BG
A Donation from the sale of every Calendar will be made to NABD

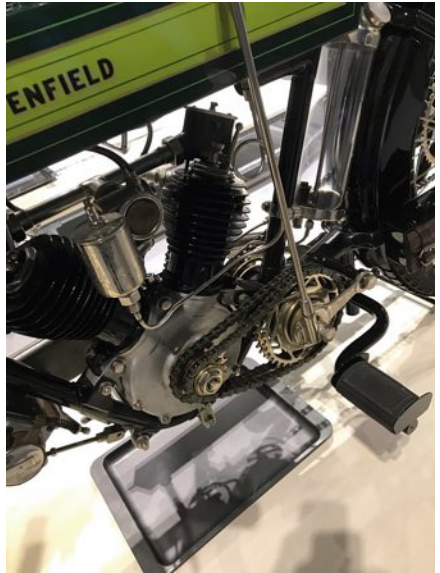
Photocopies of this form are acceptable, alternately all of the forms for either the UK, Europe and outside of Europe can be found in PDF format on the REOC Website, which you can down load to your computer. The 2022 Calendar is a limited edition, so make sure you order early.

Motorcycle Live

Motorcycle Live was reduced to four of the NEC's huge exhibition halls this year rather than the usual 5, many show goers noticing the absence of Yamaha and the Piaggio Group who normally put on good quality stands.

Royal Enfield displayed the new 350 Classic on their stand, the model will broaden the appeal of the Meteor range in the UK. They also had a significant number of classic and vintage machines on their stand. Royal Enfield's were also in evidence on a number of other stands, I was particularly impressed by the veteran V-twin racer on the National Motorcycle Museum stand (350cc Minerva engine). It featured an interesting 2-sp primary drive, similar to that fitted to a vintage Scott yet it was outboard of the crankcase (in the standard location for pre-unit bikes).

As per usual Watsonian stole the show sidecar wise, their stand featured beautiful Royal Enfield Meteor and Interceptor outfits and a Honda CB1100 outfit. Best wishes, Matt (16561)



HOME COUNTIES BRANCH AUTOJUMBLE 2022

Will be held on Saturday the 23rd April at Yardley Gobion Village Hall, Chestnut Road, Yardley Gobion, Northants., NN12 7TW.

Items for sale will be motorcycle spares OF ANY MAKE, clothing, tools and literature. Complete bikes and projects also welcome. This is your chance to shift all the odds and ends you don't need and that have been cluttering up your workshop over winter!

This event follows the successful Midshires Branch Autojumble a few years ago, we would have held it in 2019 but you all know what happened! This is a charity event with all profits in aid of the mental health charity Mind to commemorate our late Branch member and stalwart, Dave Baldwin. The last event was a great success, lots of parts and accessories changed hands and the socialising was worth the price of admission on it's own!

Yardley Gobion is in Northamptonshire, just off the A5 north of Milton Keynes and not far from Junction 15 of the M1. The Hall will be signposted from all 3 access roads into the village, parking at the hall will be for stallholders only but there is plenty of parking nearby (High Street,) and in the adjacent pub car park 3 minutes walk away. (The Coffee Pot Tavern, NN12 7TN) The pub will be open serving drinks and hot meals and we will be serving tea and coffee in the Hall as well as cake and biscuits

Doors will open to the public at 10.00am and close at 4.00pm. £3 entry per person, no concessions.

Stallholders £5 per table indoors, £10 for an outdoor pitch (van sized.) Complete bikes and projects outside please, there will be a display area outside for indoors stallholders. Your stallholder entry fee gets you 2 wrist bands so bring a helper! Stalls set up from 08.00 and clear by 17.00 please. Contact Mark at trials59@yahoo.co.uk for bookings and further information. Stall bookings are going fast already. Mark Mumford (04102) (Home Counties Branch Sec,)

Request for Information

Help needed please. I need to get in touch with someone who knows anything about the following engine. It is a 1955 NSU Fox OHV 98cc fitted to Italian Bonnavacini Motorcycle. Please contact Bob. E-mail bobwoof41@gmail.com Tel:- 07919064123 or 01524 735039 Bob (17786)

Market Place

For Sale due to ill health. 2013 R.E. Electra EF 500, on a "15" plate. 3,200 miles only and VGC in Red.. MOT May. I don't want to sell it but I must. £2,200. Tel:- 01524 62117. Lancaster. Buyer Collects. John Moorhouse (7393). pamela@sizergh20.plus.com.

For Sale. Royal Enfield continental 250cc 1962 jelly mould tank 5 speed box condition good £2800 ovno Stephen (Steve) (18056) 07850049141 for more details steve_brea@yahoo.co.uk

For Sale Royal Enfield continental gt 1965 this bike is a original gt 4 speed box a very nice cafe racer example £3800 o.v.n.o Stephen (Steve) (18056) 07850049141 for more details steve_brea@yahoo.co.uk

For sale ,Consett luggage trailer suitable for towing behind solo or sidecar, take the weight off the bike also tow bar to fit a bullet.£165.00 telephone 01507 338230. Regards Mick Seager (2613.)

For Sale: 1961 Super Meteor in polychromatic burgundy with mini bathtub and in very good condition. Engine and frame numbers are as per despatch from factory (ref REOC). Extensive, full engine re build, crank balance, pistons, re bore etc., many photos. £5250 Mick 07823 332 815 mick5162@yahoo.co.uk (Northants)

For Sale. Rebuilt 1947 gearbox, new bearings, sprocket etc. £200. Mike Macleod (17682) Tel:- 01307 830318

For Sale. Hitchcocks performance 350 cylinder head, alloy barrel, piston and rocker covers to fit pre unit Bullet. Fitted but never fired. £748.80 from Hitchcocks. £400 the lot. Lucas (18239) Tel:- 07397172447

For Sale. Large K&N filter.. New,Fuel valve, Mikuni UCAL.. Looks unused Mikuni carb UCAL BS29616 20deg sloper..unused, Rubber induction tubes new condition, L&R mirrors. new condition, 2x RE filters, oil still packaged, Ign switch.. No key, 2x Carrier racks, Front pipe, exhaust, Pillion rear grip pillion/handle, Bullet X r/h panel, black. some surface corrosion, 12v flasher unit Battery bracket with rubber strap, 2 small tyre levers. Gil Davies 15298) steameagle@hotmail.com, or text/call 07968004560.

Wanted

WANTED 1140 KX V TWIN parts, anything will help especially a frame ,or one I could take measurements from, forks, wheels, etc Gavin [07960 026169](tel:07960026169) har-ry2wp@aol.com Gavin Wright (18479)

Wanted. Brake pedal and bracket for rigid frame cable rear brake, or a loan of one to copy. Mike Macleod (17682) Tel:- 01307 830318

Wanted. Magura left hand bar switch gear to fit 1990 Enfield India 350 Bullet Lucas (18239) Tel:- 07397172447.

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

These adverts should be limited to 30 words or less. Send adverts directly to the Editor, quoting your full name, membership number, county or town, telephone number, email address.

Adverts in upper and lower case only,

Non- members £5.

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

Club Calendar

The Royal Enfield “Ride in day” at The Sammy Miller Motorcycle Museum Sunday 24th April 2022

Museum BH25 5SZ New Forest tel. 01425 620777

Museum opens at 10.00 closes 16.00

I shall be setting up from 08.00 See you all there.

Contact Robin Gillingham tel. 01963 251406

Wobbly's Red Rose Rally

September 8th- 11th 2022

Orcaber Camping and Caravanning Site

Orcaber Lane

Austwick

Settle

LA2 8AE

Motorhomes, Campervans and Tents, pitches all £10 / Day plus £5 per adult /day plus £5 Electric hook up (It's because some tents could hold 10 adults, and campers 1 or 2.) All ablutions available for our use in main Campsite.

There will be a REOC Banner placed at the entrance drive to our rally site on Orcaber Lane on the left before the Main Camping Site and Farm House.

Contact John Hamer 07933321135 or hamer89@btinternet.com

None Official Rallies ***

No other rallies have currently been notified.

The Bristol Classic Bike Show Sat. 26th. Sun. 27th. Feb. 2022

at the Bath and West Showground Shepton Mallet

We at the Somerset and Dorset Branch have booked the Club stand at the show. Maybe you have a bike 25 years or more old you would like to show on the stand. Contact our organiser, Mike Ward on 07970687272 he will be delighted to hear from you. We would love to welcome you at the show and have a great day out.

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;](https://www.facebook.com/royalenfieldownersclubUK/Policing)

Hi folks,

A couple of events are happening in the very near future.

Classic Dirt Bike Show, Telford International Centre 12th-13th February

After contacting all branch contacts, nobody has stepped forward to run a stand at this.

Has anyone operated a stand at this this in previous years? [Alan approached a Member at a BMCA trial in 2020. That was our first invitation to the event. Given the thoroughbred trials lineage that RE can boast the show seemed like an ideal platform for the club.](#)

Bristol Classic Motorcycle Show Royal Bath & West Showground
26th-27th February

This show is now very strict about motorcycles being at least 25 years old.

We have about 5 confirmations already but we would like another 10.

Described as "Britain's greatest annual celebration of all that is best about the motorcycles of yesteryear"

Does anyone reading this wish to display a bike at this event?

I will of course also send a similar email to branch coordinators
Regards Jason

**WELCOME TO OUR NEW
MEMBERS Nov/ Dec 2021**

Simon Young East Leigh

Joseph McMullan Ballymena

Peter Smyth Ascot

Daniel Grubb Swindon

James Harman Horley

William Hutchison Falkirk

Trevor Killick St.Leonards-On-Sea

William Ward Chislehurst

Clair Morris Hereford

Joe Cowley Caldicot

John Newell Isle Of Man

Paul Smith Neath

Anthony Hardy Canterbury

Mark Sugden Maidstone

David Hunter Whitby

Paul Yorath Cardiff

Wayne Urquhart Reading

Dimitrios Metaxas GREECE

David Chamberlain New Milton

John Mildenhall Solihull

Tom Roberts Oakham

Eoin Munro Irvine

Robert Foster Bolton

John Chadaway Worcester

Christopher Blake Loughborough

Andrew Mack Peacehaven

Andy Gallop Milton Keynes
 Brian Tomkins Kettering
 Peter Murray Grantham
 Charlie Hall Derby
 John Merchant Retford
 Dirk Lueders GERMANY
 Peter Whalley Southampton
 Andrew Carne Hayes
 Leslie Thomas Mablethorpe
 Simon Whitnall Bury St. Edmunds
 Michael Griffin IRELAND
 Keith Holland Poole
 Andrew Robbins Warminster
 Patrick Beaument Ledbury
 Michael Ellis Hayle
 Les Bowler Grantham
 David Hunt Northampton
 David Ward Northallerton
 Mark Strutt Droitwich
 Stephen Hopper Bridgewater
 Peter Buckingham Buckingham
 Justin Sheil Preston
 Mike Harford Llangadog
 David Buckley Warrington
 Andrew Payton Tipton
 Mark Turner Stafford
 Douglas Muircroft Larkhall
 Roger Henderson Ilkley
 Graham Flather Cleckheaton
 Ivor Morris Brough

Jeremy Pierce SOUTH AFRICA
 Melvin Fernandes Glasgow
 David Robinson Larne
 Brian Singer Perth
 Colin Bailey Northampton
 Barrie Jones Stourport-on-Severn
 Richard Lake Carlisle
 Mike Barker Faringdon
 John Filbey Dover
 Geraint John Merthyr Tydfil
 Gavin Wright Tadcaster
 Dave Goulder Lairg
 Panagiotis Lazaris GREECE
 Neville Riches Chelmsford
 Nick Robinson Cullompton
 Michael Graham Blyth
 Bill Fordy Scarborough
 Michael Dietsch FRANCE
 Florian Pommer GERMANY
 Mike Morgan Ely
 Leslie Bristow Sheffield
 John Hearn London
 John Twigger Oakham
 Robert Young Halesworth
 Fraser Hawkins Manningtree
 Andy Boyle Chelmsford
 David Dixon Richmond

Membership Secretary Teresa Langley
 Strathaan, Ardgay. IV24 3BG
 tel:- 01863 766431 email:-
membershipsecretary@royalcnfield.org.uk

Greece Branch.

After a very busy period at work i send you some nice photos from our REOC Greek meetings & events!

First, I would like to mention the marvellous photo of our new member Ioannis Moiralis with his grandchild, Euthalia!

She looks so happy at the comfortable seat of the sidecar! Ioannis is a very active member; he lives in Rio near Patras port, and he enjoys the weekends with that lovely 90's Indian Enfield!

The Fiva International Rally took place in Athens last month and the Greek branch attended with 10 participations! Many Fiva members travelled in Greece with very old and classic motorcycles!

Also, the new Meteor 350 landed in Greece, so it was a good reason to go to the local dealer to see it! We were all impressed about the good quality and the reduced vibrations from the test ride.

Wait soon the new Classic 350!

Finally, after the difficulties to organize the next REOC International rally in Greece(due Covid restrictions) we think the possibility of a local rally middle of July. Hope at the next Gun issue to have more information!

Best Regards

Andreas Papadakis

REOC Greek branch



Branch Reports.

Chesterfield

Steve Poulton 01246 278480, stevepoulton57@gmail.com

Meets The Olde House, Newbold, Chesterfield S40 4RN (01246 274321) every 3rd Monday in the month, 7.30 for 8.00.

This branch is still in its formative years with changing from one meeting place to another but settled now in "The Olde House".

The November meeting had nine attendees, from between Sheffield and Nottingham. It was decided to miss December so the next meeting would be Monday 17th January. We would like to increase the social aspects of our meetings, so please bring your partner. The pub offers a range of food, so myself and my wife will always have food before the meeting. Maybe at this time of the year, when riding is quiet, we may add in a quiz.

The point of the meeting was to start defining a ride programme for next year. It is intended to run a ride on the weekend following the monthly meeting. So we are accepting suggestions from members. We have some preformed rides or members could work out their own. The programme will be further defined in the January and February meetings.

Steve Poulton (18156)

Kent Branch

Contact Mick Connolly Tel:-01304 205233, reoc.kent@talktalk.net Meetings 2nd Tuesday each month 7.30 p.m. at the Cock Inn, Henley Street, Luddesdown, DA13 OXB

All revved up & no place to go - AGAIN?

12 months growing a beard for my Santa role at our Xmas party night was wasted as we had to cancel last minute for second time!

We did manage a sunny day ride from various points around the county to meet up at the '1066 Cafe', a real biker friendly greasy spoon (recommended) just across the Sussex border near Battle, well attended with at least four Himalayans present.

Our Kent Rally Weekend is planned for 10 -12 June 2022, logged on my REOC calendar below my bike photo (thanks Teresa). Hopefully we'll be back at the clubhouse in February, if we didn't manage January, when we can make plans - will keep you informed. Keep safe, REgards Mick.

Branch Reports

**West Riding REOC Club - Contact Kevin Moore 07736775211
sidecarkevin@ntlworld.com**

We have resumed our monthly meetings at the Reindeer Inn, Old Road, Overton, Wakefield WF4 4RL at 8.00pm 1st Thursday of the month. In addition, from Spring to Late Autumn we also aim to have a 3rd Tuesday ride out leaving the Reindeer at 7.30 p.m. (To avoid disappointment, please call or text Kevin to confirm a ride is on).

Hi there from the West Riding of Yorkshire. Due to an oversight, our last report was not included in issue 286, so please indulge a slightly longer one this time. On our meeting of 2nd September we enjoyed a fine evening with the usual great conversation, a turn out of 19 bikes, 13 of which were Royal Enfields of various ages and types. By the meeting of 7th October, the evenings were really drawing in and it was soon dark. Of 15 bikes, 11 were Enfields. Whilst it can't be denied, that we might spend much of a meeting rabbiting on about topics of dubious consequence, as often happens, this evenings conversation turned to tales of our motorcycling memories. Long-time group member, John Moulton waxed lyrical of a book that he started writing in an effort to fill the endless hours of lockdown. He is seeking to chronicle a record of his life as it relates to our beloved powered two wheelers.

John related 'Finding myself with extra time on my hands, I decided to put together an account of my motorcycling life. I sought to re-live my time on bikes and create something to share with my family when my memory fails! One or two friends having read some of my early drafts, have encouraged me to continue, so it can't be all bad. John's experiences have certainly been extensive; he started riding in Chester in the 1960s on worn-out old British bikes and the occasional new Japanese machine. In the early 1970s, he found himself working for a local newspaper and cheekily suggested to the editor that the paper needed a motorcycle related column and that he was just the person to write it! To his great surprise, the idea was well received and he was soon writing a weekly article. His endeavour led to opportunities to road test more than 30 different motorbikes. His time at the newspaper also contributed to his becoming Chief Instructor of a motorcycle training scheme in Chester and his getting involved with motorcycle road racing (ultimately leading to marshalling, race sponsorship and Isle of Man pit crew duties) and, eventually landing him a job in the motorcycle trade.

In addition to featuring all of the above, John's book will describe his riding at home and abroad, including his partaking in the National, Welsh and the Round Britain Rallies and the experience of riding a T.T. winning bike!

John has owned an eclectic mix of British, Japanese, Indian and European machines and of course, Royal Enfields will also feature in the book; He has had two EFI Woodsman (or should that be Woodsmen?) 500's and a Himalayan (a bike he rates as one of the best he ever bought).

His time at the newspaper gave John a love of writing motorcycle related

Branch Reports

articles and his work has appeared in magazines like 'Used Bike Guide', 'Motorcycle Sport and Leisure' as well as 'Real Classic' (where his Himalayan has featured twice). He has also written for The Morini Riders Club magazine, 'Fishtail' (The Velocette Owners Club) and of course, our very own publication, 'The Gun'.

John reckons that the book is about two-thirds complete. Let's hope that when it is finished, he will go on to publish! I for one, hope he will take me up on my offer to proof read it for publication.

Here's 'til next time, ride safe! Dudley Martin (15010)The nights were drawing in by our October meeting!

Our meetings of 4th November and 2nd December were seasonally lower in attendees and you had to endure a mince round the car park with a torch to find supporting evidence of a meeting of motorcyclists. However, the banter was good and the company better. Several of those present had partaken in this years 'Round Britain Rally' and the jovial reflections of the various experiences pontificated, prompted some alcohol induced interest in the slightly envious listeners to consider 'giving it a go' next year. To that end, I encourage one of the adventuring autophiles to pen a few reflections:

Round Britain Rally

Are you bored with riding the same roads in circles or to the same local café on your own or with your mates? Struggling to think of interesting rides or new ways to get from A to B? Do you long to ride new roads, learn more about places/history? The Round Britain Rally might just be the answer. I have been taking part in the rally for 17 years riding all manner of machines, including my RE Diesel Bullet. In that time I have travelled some of the best roads Great Britain has to offer, learnt many new things (not least just how many back roads there are and how they all fit together) and visited many interesting landmarks that I might never otherwise have meandered our lovely island to see.

Ok then, how does the rally actually work? Well, unsurprisingly, there is a small fee to enter, this covers all your documentation and a trophy at the end of the year (everyone gets one as regulations dictate the event cannot be a truly competitive or without the need for a mountain of paperwork/licences etc.). The basic idea is that you have from the beginning of April to the end of October to visit as many of the published landmarks/clues (90) as you can. The more out of the way and remote, the higher the score. Those landmarks near to or within a town, attract a lower score. There is at least one location to visit in each county/district of England/Scotland and Wales. Some larger counties, like North Yorkshire may have two or three. The internet research bit comes in at the beginning of the year or pre-ride, as the landmark location information can be pretty minimal. For example you may just get: North Yorkshire: Drinking Fountain 1868 Reeth. From that you need to locate the item and plan your visit. Many of the landmarks are quite obscure so you cannot often get away with going to the location and rely on asking a local,

Branch Reports

as often they won't know the site. The internet has made this research much easier

particularly a certain mapping program with 'street view' options. Other excellent sources also include 'geography', listed building registers. In order to evidence your visit, you need to take a photo of your motorcycle (or classic car!) next to the landmark in question with your issued 'control card' which contains your entry number (see example picture: Cavendish Memorial Fountain, N Yorkshire). At the end of the 'season' you submit your photos/score card to obtain a final score. You are awarded anything from a 'Finishers Certificate' to 100% all-rounder status (for those few who visit and evidence every site and get all these right - that is a lot of miles!).

The beauty of the event is that an entrant can treat it seriously or just use it as an excuse to enjoy riding your bike to new places, finding new routes and usual destinations. For me there have been many highlights down the years,



both general and specific like driving 25 miles each way down a dead end road in the highlands to visit a ruined castle (what a road, what a place, and without the rally I would never have gone down there), visiting a crater in Staffordshire from WWII (which at the time, was the largest explosion

site anywhere in the world), 13th century Church ruins (sacked by the roundheads), the list goes on and on. The real beauty though, is that for a great many of us, riding our bikes is a pleasure activity and this event helps give our rides a focal point. You will learn more about the countries road network in a way no sat-nav can teach. I whole-heartedly recommend giving it a go. For more information please see:

<http://www.roundbritainrally.co.uk/> Kevin Moore

Branch Reports

Wessex branch notes,

On the last weekend of October we attended the Ardingley classic bike show with a club stand. Great weekend and we managed to display five Redditch Enfield's as it was a Classic show, but there certainly seems to be a lot of interest in the new models, especially the meteor and Interceptor, going on what we were asked about them.

We have changed the meeting place back to the Wyke Down Pub, this may entail altering the day we meet, so please contact me if anyone is thinking of calling in.

5th December we rode down to the Brockenhurst Enfield dealer where we had a good chat and coffee before continuing down to Sammy Millers museum Santa run. Here we donated gifts to underprivileged children. There was a very good turnout of Enfield's.

Rachel and I ventured down to Totnes where we spectated at the Royal Rumble. This indoor flat track event pitted eight professionals competing on Himalayan based machines in a knock out competition and proved to be an exciting spectacle.

23 members attended the branch Christmas dinner at the Wyke Down and £66 was raised for the Air Ambulance.

A few of us have purchased ferry tickets, hoping to ride over to the Isle of Wight, late April, to spectate at the inaugural Road Races to be held along the Military road near Freshwater. REgards Doug Hopkins 12683.



SOUTH

MIDLANDS

As I type, being only a few weeks before Christmas, the biking is down to but a trickle. I dare say members are fiddling with their RE's over winter and it would be great to hear about what you are or have been getting up to. You can post all about your antics on the official branch Facebook page. Go on Facebook and in the search box enter ROYAL ENFIELD OC SOUTH MIDLANDS BRANCH. You can also use Facebook messenger, or email me directly at c.instone@btopenworld.com. I recently had a call from a member near Wolverhampton who "didn't do the internet" (it's not as scary or difficult as some make it out to be folks) who had put together a 60's Bullet from several boxes of bits during the last lockdown, but was having trouble getting it to run well, and it was a little awkward to start. I'm certainly no expert on specific models of RE's, but I do have an idea on the basics and now that I have my 1950 model RE I've purchased workshop reprints that just included the Bullet in question. According to that info' the chap had done everything correctly, yet starting difficulties would suggest the timing was a little too

advanced. For a second opinion I went to the internet and several members of the Royal Enfield GB Facebook page confirmed what the chap had done, and what my info' also said, was correct. The only thing I could suggest was a "tweak" the official setting of the timing ever so slightly on the side of retarded and see what happened. Alas the chap never got back to me to let me know how he got on.

The last external event of 2021 the branch attended was the Classic Motor Show at the NEC. Many hands make light work, or could that be too many cooks spoil the broth (tee hee), but I managed to get over to help set up, which was not as painful as it might have been. Several members rode their bikes into the hall. The trouble is you have to take your bike on set up day and you can't take them out until after the end of the show on the Sunday. I dare say this put's many folk off displaying and helping out manning the stand, and I've asked our Chairman, John Budgen, if it's really worth doing, especially as we don't actually take any new memberships during the event or sell any club merchandise. All in it took a couple of hours to set the stand.

As for the show itself, over to your Chairman, John Budgen: "It was much better riding the bikes in on the Thursday and riding them out after the show on the Sunday rather than messing about with vans and trailers. More membership forms were needed and a couple of prospective members came back for more forms. Several of these folk were new Meteor owners. The show was surprisingly busy on the Friday, which was the most expensive day to visit, and although the Saturday morning was quiet, the afternoon and the Sunday was again busy. A decision will be made at the January 2022 AGM on attendance by the branch at the 2022 show, but more bikes, and/or helpers to man the stand are needed to make the most of the space provided and to make it easier on the few that do help". Displaying doesn't just mean a free ticket into the show though folks! A reasonable stint manning the branch stand and yakking to Joe Bloggs is required too. If you'd like to take your bike for the duration of the show and/or help out on the stand, contact your Chairman, John Budgen. Many thanks to everyone that did help, either by organising, helping set up, displaying, manning the stand, taking it all down again, and Brian's Taxi (wink).

As I type, the trial of a fun competition for full REOC members is coming to an end. This is the REOC South Midlands Branch Get Out There Challenge. In short there's a dozen clues to locations for you to ride your RE's to. You then take a pic' of your bike at those locations and the winner is the member who visits the most locations. Alas, even though "market research" before I put it together showed a decent enough interest, the response has been saddening, especially when you consider that due to the virus this competition has been run for the best part of two years, not just the one that was originally intended. Due to this lack of interest there will not be a competition for 2022. Lastly, but by no means least, welcome aboard to new local members David Medicott (Worcester), Colin Read (Sutton Coldfield), Peter Todd (Studley), Peter Moris (Brum') and Ross MacFarlane (Worcester).

Chris Instone (16553) (07800 907055).

Branch Reports.

WILTSHIRE BRANCH

Contact: enfieldwilts@gmail.com

Meet: Second Thursday of the month -

7.30pm, at The New Inn, Winterbourne Monkton, Wilts, SN4 9NW.

Well, it's Christmas Eve as I sit here putting pen to paper, and the words of the song "So this is Christmas, and what have you done?" keeps taunting my memory of the branch's recent activities.

Yes, its been another strange year, but the branch has remained active and buoyant, and has welcomed more new members into the fold. (and to be honest, I'm beginning to find it a struggle remembering all their names! - (Sorry Newbies).

Recent branch rides have included The Rowdey Cow, near Devizes (a very pleasant farm shop and cafe), Pit Stop, just south of Junction 17 of the M4 (the place to go if you want a really good "truckers" breakfast) and a ride out to meet up with the South Oxford Branch at a road house, near Burford. It was a really good turn out, which actually unnerved the proprietor who was reluctant to have our custom. (Oh, how this refusal made me feel like a young man again. It took me right back to the good old days of the 60's and 70's when greasy bikers were frowned upon and avoided like the plague.) Anyway, leaving said establishment, we rode on in search of another watering hole with good grazing and ended up at the brilliant burger van just south of Burford, which we've used before on several occasions. If nothing else, it was a good day for touring the Cotswolds, finishing up in Farringdon for another coffee.

Our AGM was held in October, with a few changes of committee members, who, no doubt , will be full of fresh ideas for us to enjoy, once we get settled into the new year.

Our Christmas dinner was a resounding success. Ben and Cody, our hosts at The New Inn, worked incredibly hard to make the occasion special, setting the tables out in the two wonderfully cosy rooms their country pub has. Although this meant we were not all eating together, we still had a jolly good time over the excellent Christmas meal provided. A prize of a bottle of wine was presented by Ben (the landlord) to the "most Christmassy dressed person". I am almost too bashful to admit that it was I who took the prize, with my full Father Christmas outfit. (I promise not to wear it next year.)

At this point, thanks must go out to committee members Dave and Karen Titcombe, for organising the evening and to Gail Baker, our treasurer, for handling the finances and no doubt, approving the money behind the bar for everyone's first drink.

Branch reports

Congratulations now must go out to Alan Snook, who has just been awarded his 20 year badge by the REOC. Alan is also a founder member of our branch and I've never known him not to have a smile on his face. Good on yer, Alan - keep up the good work.

By the time you read this, two of our valued members will have left our fold to pursue a change of career. So, from all



the branch, a big thank you goes out to Dave and Linda Webb for their good company and input to branch events. All the best for the future, both - and keep in touch .

We still remain on excellent terms with our local dealership, which is Bike Treads in Swindon, and take this opportunity to wish them another successful year ahead.

So, that's it for now. Have a great year of riding adventures in 2022, dear reader.

All the best, Mike Davis (16813)

Cambridgeshire Branch.

Venue, Haywards. Of Cambridge, Girton Garage, Huntingdon Road, Cambridge, CB3 0LQ.

Meetings are Saturday mornings 11 a.m. at Girtons Garage..

Had a very pleasant visit to Suffolk Branch REOC on 4th December at the White Horse, Tattistone Suffolk. I and Ron Webb were made very welcome and well looked after. Our best wishes and thanks to Stephen and the branch members.. We hope to link up with a joint club ride out/ visit in 2022.

Ted Dore (8926)

Branch reports

South Wiltshire Branch

Contact Paul Adams 07880733228 peacho1967@yahoo.co.uk
Meetings- 1st Thursdays at The Farmhouse Inn, Frome Road, Southwick, Trowbridge BA14 9QD

The year ended very well for the South Wiltshire branch with members still actively riding their bikes despite the dropping temperatures. Particularly at the end of November when we had a breakfast run to a farm café in temperatures well below zero. In December a group of us took part in the Bristol region of Santas On a bike. At the local meeting spot (Castle Combe) one of our group had some starting problems. We all waited as a group whilst a bit of fettling took place and everyone else disappeared on a journey to the main starting point (Winterbourne Academy). Despite being initially left behind, one of us knew of a short cut along a very minor road and we managed to leisurely arrive at the academy a good half hour before the rest of the pack.

We then met up with several members of the Bristol branch before the main ride through Bristol and on to the children's hospice.



The event was a great success with nearly 900 motorbikes taking part and over £20k being raised for Children's Hospice Southwest.

Later in the week we had our branch Christmas meal with over 20 members in

attendance at The Farmhouse Inn. A great result for a branch that has been running for less than 1 year

We will continue riding throughout the colder months as long as the weather allows it and we are also planning to meet up with other club members at the Bristol Classic Motorcycle show in January.

We have also got quite a few things planned throughout 2022 and look forward to hopefully meeting up with many more branches.

The South Wiltshire branch would like to take this opportunity to wish everyone a very Happy New Year.

Branch reports

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

Who knows what we will be able to do over the coming months, meeting together inside is not on the cards for now. I will try and keep the last Saturday as a meeting day, be it zoom or somewhere in the open if the weather looks kind. If we do get some nice days, at any point, keep an eye open for short notice runs, emailed details. Seems past favorite burger vans have gone, so any new similar you spot, let me know please.

The November meeting was stormed off, many of us without power and this included the venue. The meeting was rearranged for 18th December, managed by a few despite the latest Covid variant 'requirements'. Good to meet with a few before Christmas, think Lochter will do fine for a winter venue? We have the welcome offer of a visit to Robert (Mercer) for a meet later in the year, thanx.

There never was to be a December meeting (would have been on Christmas day), the weather is not very encouraging to be out and about just now, but by the time you see this, lets hope we have had some meetings!

REtrialer (07404)

Mid-Shires Branch.

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

Well that was a busy end to the year! A well attended Christmas dinner at The Friendly Inn, as well as breakfast runs every Saturday, apart from Christmas day, but including New Year's Day! Even a breakfast at a former prison!

Not to mention a club presence at a local Boxing Day trial by three of our members. Well done guys, some of the sections looked very challenging indeed, especially after the biblical rain the night before!

We also attended a breakfast, followed by some Shropshire green lanes with a neighbouring Branch, all of whom were aboard RE Himalayans. A rather wet and muddy ride, but all in all an excellent outing, thanks for organising the day Robert. We hope to be able to sort a day for your lot over on our patch sometime soon. The diary for the new year is looking extremely busy and is now available online for all our members to see. Thanks for sorting that for us Sean.

Here's looking forward to more events being made available in 2022, as long as we can fit it all in the Mid-Shires diary! Muddy fun around some Shropshire Green Lanes.

Simon Edler (16783)



Branch reports

The Glencar Climbers Inn Rally.

This is a popular venue and had held a couple of Royal Enfield, MZ, Jawa and friends camps before Covid.

Ger Duhig and The MZRC has now this venue for their official Ireland rally, and a nice bunch they are.

A dear departed friend of REI Eugeen Carton R.I.P had organised MZ camps here in the 1980's so has a MZ history but we are all a large family of the two-wheel movement and are welcome at each other's events. In fact it was Eugeen who first introduced me to Powers the Pot when I had a MZ and that was then a Jawa/CZ rally in those days.

So, thanks Ger and the MZRC for the invite.

The weekend of the 10th of September arrived with a mixed forecast of sunshine, rain but also good friends on motorcycles in the hills of County Kerry. The MZRC and Climbers Inn made us all welcome with the use of a

field for camping at no charge so we all decided to give a ten Euro donation per night to the Kerry Mountain rescue as they do such hard and well needed work.



The Climber's Inn was alive with the sound of a good number of Royal Enfields a Comet, MZ's, Jawa and mix of oriental bikes and BMW. Good food was enjoyed some on the camp stove with more from the bar menu. We are lucky to have a good dry place for covered drinking and working on

bikes, I had a charging problem that turned out to be an alternator burnt out another chap with an exotic motorcycle had clutch problems so the work space was handy. Plenty of help and support was offered along with tea and food.

Saturday morning was bright after a chilly night the warmth of porridge, tea and company all was warming me up again for a good day.



Branch reports

The ride out was another by the internationally renowned Tom Coffey, famous for his ride outs in exotic parts. This was approximately one hundred miles and covered large parts of the ring of Kerry coast and mountains with ice cream, coffee and lunch on the way.

I did part of the ride then returned to camp to try and sort my charging problem also the clutch on my friend's bike if he needed help.

The evening came along and the riders returned, dinner was enjoyed and various prizes awarded.

All had a good time, made a few new friends, spent some valuable time with old friends and had a couple of nights camping so life was good and as normal as possible.

Thanks again Ger Duhig and the MZRC.

John B Nicholls 10710 thatboyinkerry@hotmail.com 0861951137

Airedale & Wharfedale

Well .well. to quote a song "The weather outside is frightful", many bikes are wrapped up for the winter, but the weather forecast for New year's eve is dry, there has been no salt on our local roads now for a few weeks, so we might get enough for a New Years Eve ride out

A mid morning start . could see us in Hebden Bridge for Coffee and back across the moors before it gets too cold - we'll see.

Thanks to Ed at Shipley Conservative Club for providing a seasonal supper for our December meeting and during a bit of discussion at our January meeting, John has agreed to take us on a guided tour of India (not all of India!) by RE Bullet with stories and slides to whet our interest.

When we started this branch in October 2019 it seemed that everything was against us but this year we have made real progress. The WhatsApp group has made communication much easier. Days out, evening rides, Tuesday afternoon rides following lunch at Route 59 Cafe and Branch meetings - 3rd Thursday in the month at Shipley Con Club where we have been made very welcome....So lets hope that 2022 allows us to do more of the same Last week , Tuesday before Christmas Paul and I were leaving Route 59 when a guy with an Interceptor got into conversation and it turns out that he is local to our Branch and by teatime he was on the WhatsApp group and ready to go!. - welcome Peter.

So, best wishes to all for a peaceful prosperous and healthy 2022. Ride safe, keep safe and aim to ride out of every bend you ride into!

Peter Jackson (17222)

Branch Reports

DEVON BRANCH.

It has been nice to receive some positive feedback from members since my first report. I will try and keep up the standard, or even improve on it.

The last couple of months has not been very kind to us. Covid remains a mindful factor for us, and it was a very difficult decision to cancel our group booking for our Christmas meal and planned get together, but with so many of our group within the 'at risk' category, it was, in light of advice, the best decision. I understand that the pub remained open and one or two individuals still attended and enjoyed themselves and an excellent meal.

So news wise it has been a little lean, but the Devon Facebook page has been reasonably busy.

Search Royal Enfield Owners Club Devon Branch in Facebook and fire off a request to join, if you want to read more. □

Ride outs have been well supported in company with the Exeter British bike club. The rides continue, being socially aware and distant, from The Imperial Inn, Exeter, 10am Sundays and 10am from the speed camera lay-by Cowick Lane, Exeter on Wednesdays.

Hopefully with better weather we will also be putting on inter-branch meets and rides with our neighbours.

But for now, let me leave you with a report, from a new member, Nick Robinson.

"What's better in life than going for a ride, making new friends and keep going till you run out of road"



Nick met the group at their usual place and after a while admiring the bikes they set off to breakfast at Jonesy's Cafe, Winkleigh, (fast becoming a bikers Mecca.) A good steady ride with respect for conditions and each other apparent from the start.

On to Holsworthy via Bideford for lunch and a good chat at the Blackberry Farm Shop .

A very welcoming group and it was there that Nick said his farewells as he decided to go on to the coast at Millook for a reminder of the days when he could surf and then on to Boscastle for the sunset. Returning home to the needed hot tub to warm up, just what the doctor ordered as they say.

May your wheels always remain round and inflated. Ride safe.

Andy (17057)

Branch Reports

Suffolk Branch

Saturday December 4th found us at the White Horse for our monthly meet up. A bit of a cold day but bearable, the weather forecast thankfully accurate providing us with a rain free day. The residue of the previous night's rain drying up in time for our journeys home.

The White Horse Pub thankfully and seasonally was nicely warmed with a good old log fire burning

I forgot to count the members present but I think 12, so a good and enjoyable turnout.

We hosted two members of the Cambridge Branch Ted & Ron. Ted kindly introduced himself to us and told us about the Cambridge Branch. They are keen for us all to meet up somewhere between them and us. We have been assured of a warm welcome should we visit them at their venue Haywards



garage R.E. Dealers. So we have that to look forward to in the spring. An opportunity to view the R.E. range in their showroom!

Nine of us met for an enjoyable Christmas lunch in the seaside town of Felixstowe at The Grosvenor where we were warmly welcomed. We were happy to see one of our members who lives in Spain join us, Nice to see you, Alan. Also a potential future member joined us, nice to see you Lexi

(aged 9 months). The weather once again providing us with a nice dry day for our ride there. Rain came later in the evening but most certainly we were all home by then.

Our regular meeting time and place remains as usual,

The White Horse Pub, Tattingstone Nr Ipswich, The 1st Saturday of each month 12:00-15:00 Visitors warmly welcomed

Feel free to contact me. stephenjbackhouse@hotmail.com

07939351740 Best Wishes from The Suffolk Branch and we wish you all a happy new year. Stephen 16476

Branch Reports

South Wales Branch: November/December 2021 Meeting.

Report by: Richard Hallaran Member 18106

Branch contact details: Gary (Ted) Edwards;
tededwards68@gmail.com Tel. 07900 070717 (text or email and Ted will respond).

Meetings:

1st Thursday of the month, 1930hrs Y Maerun Inn, 140 Marshfield Road, Marshfield, CF3 2TU.

A couple of small meetings at the Y Maerun through November and December to report on since the last report. It was nice to see some new faces join us.

Joe from Caldicot rode his 650cc Interceptor. Joe was happy to report how comfortable his newly upholstered seat was and recommended Diggers Upholsterers in Newport.

Gerald was riding his 500cc Trial Replica. A stunning looking bike, complete with seat that looks as though it would be comfortable on long journeys.

Both Joe and Gerald bring a wealth of riding experience and knowledge to the group and are very welcome.

We are planning for our January 6th meeting to be a date setting meeting for ride-outs. Whilst we may not set routes or destinations, we should have dates set and a list of ideas for our journeys as we head for the Summer!

If you have an interest in Royal Enfield bikes, and can get to the Y Maerun, please come along and join us on our meeting evening. We are a new group and welcome all newcomers. Contact Ted Edwards, email, text, or Facebook page 'South Wales REOC'.

Hope you all enjoyed Christmas, and best wishes for a safe and ride-out full 2022!

Regards, Richard.

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

Branch Reports

South Lancashire

Contact: chris.robinson1956@gmail.com Tel: 0161 4421906 Mob: 07951 983 158

Birch Hotel, Manchester Road, Birch, Heywood, OL10 2QD.

First Tuesday of the month 7.30pm

Activity towards the end of last year: Halloween saw Pete with his most recent friend, ventriloquist dummy Count Dracula. We survived.

Simon and James took part in the Ring of Red on Remembrance Sunday. A LOT of bikers, mostly in red, formed a huge "poppy" all the way round the M60 Manchester outer ring road.

And the second Christmas meal of the year; the first having been during the summer, to make up for the covid-cancellation the previous December. Good food and good company as usual. The competition, in mixed-up pairs, saw prize RE Club Calendars won by Dave and Lesley, with Caroline and Mel runners up.

2022: First meeting of the year on Tuesday, 1st January. Particularly looking forward to seeing a new Royal Enfield Classic 350 arriving in the Birch car park. But, when will it be delivered?

Chris (8113)



Branch Reports.

SOUTH DORSET BRANCH.

Hi all, well despite the dreaded Covid situation., last year was surprisingly successful, in that we managed quite a few ride-outs, (and with other branch members), to places such as Compton Abbas Airfield, (eight miles north of Blandford), also a multi branch ride to Swanage., and to what was meant to be a classic car show in Gillingham, Dorset, at The Dolphin Pub. Where only three cars turned up, and well over 20 R.Es. Our final ride-out in 2020, was to a little known place called Mangerton Mill., which is fully working. A must see place to visit.

Also, in October, we moved to a new venue for our monthly meetings., which still takes place on the 1st Tuesday of each month, 7.30 pm. At,

The Trumpet Major Pub. Alington Avenue. Dorchester. Dorset. D.T.1. 2.A.B.

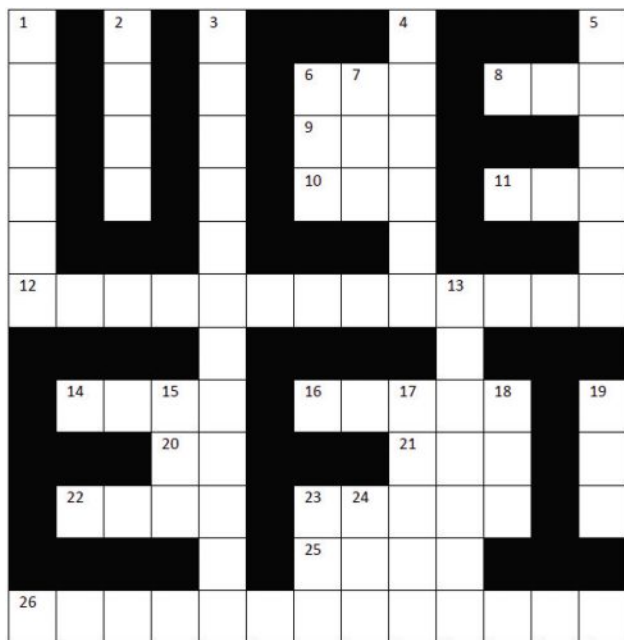


So with that, we all look forward to something similar this year, where we hope to see more of you at our meetings and ride-outs., where you will be warmly welcomed.

Kindest REgards, Richard Lucas.
10773.

07787 945929. reocrich@aol.co.uk
also on Facebook.

The GUN Crossword issue 287

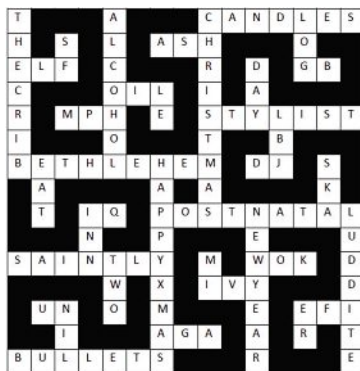


ACROSS

- 6 Contains coke, beans..
 8 A very long time
 9 Old m/bike magazine
 10 Lbs/Sq in
 11 Female sheep
 12 CWT
 14 Electrical rock band
 [2,2]
 16 Cub-scout leader
 20 Outer-space being &
 21 Medium (abbr.)
 22 N.Z bird, person, fruit
 23 Wooden shoes
 25 Peninsula, .Mexico
 26 Adj: invincible.
 Noun?

DOWN

- 1 Start (Opposite)
 2 The U. before C.E.
 3 The building is under..
 4 It powers m/cycle, car
 5 Needles put liquid in
 6 Smaller than mug
 7 Anti-skid brakes
 13 Contrary to law
 15 Morning water drops
 17 Digital icon, smiley etc.
 18 Shorter than "advert's"
 19 Atom with elec. charge
 Sounds like it smooths clothes
 23 UK business org
 24 Short for laboratory

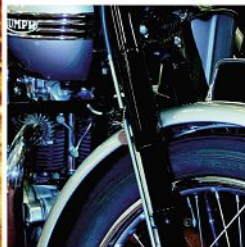


The committee have agreed to a prize of one year's free membership to the winner of the crossword competition. All correct entries will be "placed in the hat" and a winner drawn out. The membership secretary will inform the winner, whose name will appear in the next copy of The Gun. Photocopies are acceptable. The competition is restricted to Club members only and one win per member. Send your completed crossword, name and membership number to arrive before the contribution deadline shown in The Gun: **Puzzle Master, 63 Shaw Road, Stockport, SK4 4AL**

Well done to all who entered last time. Only one can be drawn from the hat, so keep them coming! The Winner: David Garside (17792)



CLASSIC + MODERN BIKE
CLASSIC + MODERN CAR
MULTI VEHICLE
COLLECTORS
KIT CAR
CLASSIC MOTOR TRADE
COMPETITION CAR
MOTORSPORT SUPPORT VEHICLE



At FJ we cover classic motorcycles from 10 years old and understand that every classic vehicle owner is different.

With FJ+ you can add to your policy from a range of cover options* including **breakdown, agreed value, salvage retention** and spare parts.

Club members are entitled to **specialist rates**.

Call our friendly UK team for a quote.

0333 207 6064

or visit:

footmanjames.co.uk



Part of the Towergate Group

PROUD PARTNERS OF: **COVENTRY Transport MUSEUM**

HAYNES MOTOR MUSEUM

HISTORICS AT BROOKLANDS

NATIONAL MOTORCYCLE MUSEUM

Patina



*All cover is subject to insurer's terms and conditions, which are available upon request.

Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be monitored or recorded. Sign up to our newsletter at footmanjames.co.uk to receive updates on all the latest news, events, offers and competitions. FP ADGE691.9.16