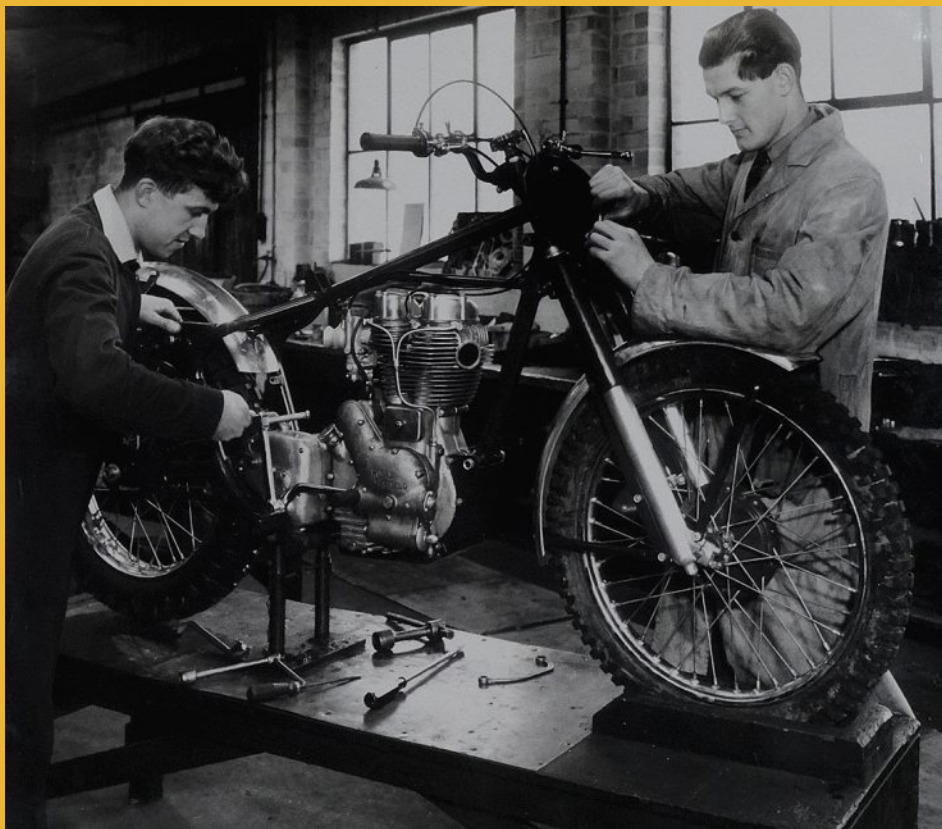
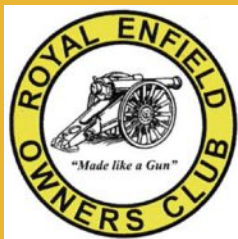


THE GUN

The magazine of the Royal Enfield Owners Club



ISSUE
No.290



Aug/Sep
2022

Classic parts & accessories for **Royal Enfield**



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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:-

John Fletcher and Garth Wheldon prepare a competition Bullet in January 1956

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Editorial.

Welcome to another edition of your “Gun” magazine. It doesn't seem two minutes since the last one went to print and the year is fast slipping by. It means that it is all the more important that we make the most of the good weather to get out riding our Royal Enfields. Has anyone else noticed that RE's are fast becoming the most commonly seen machines on our rural lanes? An obvious testimony to the attraction of the new models appealing to the younger riders. To all those new members I would recommend that they contact their local branch and go along to branch meetings. If you don't contact your branch, they have no way of contacting you. Once you have made contact you will get branch news and information on your branch activities. So give it a go, you may find you enjoy it.

Regards, Alan



All contributions for the next issue to reach the Editor
by the **1st September 2022**
Next issue published October 2022

ADVANCED NOTICE

**AGM will be held 24th September 2022 at Woodys Bar, Woodland Waters,
Willoughby Road, Ancaster, Grantham NG32 3RT
Meeting to start at 11.00 am Prompt**

The following positions will be up for election at this year's AGM.
The club will require candidates to stand for

Chairman
and Two Committee Members

If you wish to make a proposal for any of the available positions, the proposer, and the seconder, should attend the A.G.M.

General Secretary
Teresa Langley
Strathaan
Ardgay IV24 3BG
generalsecretary@royalenfield.org.uk

Proposals

for presentation at the A.G.M. Saturday 24th September 2022.
Those with proposals for this meeting are asked to send them
to:

The General Secretary
Teresa Langley
Strathaan
Ardgay IV24 3BG

To be received by last post on 26th June 2022

New REOC T-Shirts

New Shirt-1, **Effortless Speed** is based on a 1928 factory advert on a white magazine page, so it is printed in green and black on a 'natural' (ivory) coloured shirt. One colour only for the moment.

New Shirt-2, **R.E.volution** celebrates the evolution of the Royal dynasty through silhouettes of factory photographs from the 1901 Motor bicycle to the latest 650 Interceptor. The black graphics contrast nicely against a 'tropical blue' shirt. One colour only for the moment.

The quality cotton shirts have the round club logo on the right sleeve, to make way for the prominent new designs on the front.

Sizes: **M** 38"(97cm) , **L** 40/42" (102-107cm), **XL** 44/46" (112-117cm), **XXL** 48/50" (122-127cm) **S** and **XXXL** . We may be able to have larger sizes printed if we have the call for more shirts to be printed.

Cost £18 including UK postage, by cheque, to **Royal Enfield Owners Club**. For overseas orders and other payment methods, ask Shaun.

NOTE: These designs are not available from Adrian at the usual Club Sales, nor do they replace the regular Club shirts, but provide some variety to traditional styles. **They must be purchased from Shaun.**

Shaun Winter, 7 James Place, ULCEBY, Lincs DN39 6UG

shaunwinter12@gmail.com

Better photos and details are on the club website www.royalenfield.org.uk, under SALES & ADS, NEW SHIRT DESIGNS.



Write Away

In Gun 289, my article was published about my 2 350 Enfields where I waxed lyrical about the virtues of the new Meteor / Classic 350s.

Reading the article myself, it seems that you can expect to see an advert in the Club Sales section for my Bullet 350.



But does this mean I think my Classic 350 is far superior to my Bullet? Most certainly NO. There are features on the older bike that I prefer over the new models. Things like the gear and foot brake arrangements, the kick starter, neutral finder and working, (ish), speedometer.

As much as I like the Classic, and I voiced a few preferences that I would like to change, there is a fault which spoils the overall enjoyment of the machine.

The speedo sticks at 20mph. Only it hasn't stuck there because as soon as you start of again the needle starts moving. So if you reach 10mph, the speedo reads 30mph, 20 the needle reads 40, 30 the reading is 50 and so on

No problem, just subtract 20mph from the speedo reading. Easy, but I didn't buy the bike to do mental arithmetic.

So you're riding along with 50 showing on the speedo and know you are only doing 30. But then the needle sticks at 50. So now when you reach 10mph the speedo is reading 60 and so on as above.

I have had the needle stuck at 100mph plus. As the reading on the dial only goes up to 100, how do you calculate your speed now? I get around it fixing my sat nav to the handlebar and using the speedo facility.

Fortunately, the bike is under warranty and a replacement instrument has been ordered. One month from India.

But this problem is not unique to my Classic. I know of at least one other person who has the same problem with their machine. Apparently we are not alone and there are a number of complaints about this problem on the internet.

I stated in my previous article that I could not give a comparison between the Bullet and the Classic because they are of a different age.

But I think I may be able to make a comparison between the Classic 350 and the Classic 500 EFI once I have run the 350 in, or through the hedge where I miscalculated the speed as I approached the bend.

Safe riding.

Leo 18574

Write Away

A Note From A Former Branch Scribe.

Just a note from me to let members of the South Midlands Branch that don't get to branch meetings know that as of May 9th 2022 I have resigned from my roles of branch scribe and webmaster and therefore will no longer be producing the branch reports on behalf of the branch or updating the branch Facebook page. The branch Facebook page has been archived to read only and will remain in place until all the known events for this year have passed, when it will be deleted. It is unlikely that I will be attending any future branch meetings, but if anyone wants to get in contact, or perhaps even go for a ride, there's always Facebook. Thanks to the one or two members that have contributed to both the Facebook page and the branch reports over the last, what, couple of years or so. I don't know if anyone else will be taking on these roles in future. for such information I suggest contacting the branch Chairman or Secretary.

Chris Instone,
(16553).

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;

Write Away

Custom Royal Enfield Seats

Ruth and I bought our Interceptors new a year ago, and though we liked them we found that the original seats became very uncomfortable after a few miles - not much use to us as we like to do a lot of touring. We replaced them with "touring" seats but only noticed a slight improvement. Then Ruth happened to hear of a chap called Tom Hurley who makes custom seats, so we contacted him and he agreed to make seats to our own design - Ruth chose a green seat with some Celtic knotwork stitched in gold and I, being somewhat more traditional (read "boring old fart") chose a brown seat with more restrained stitching in silver. Tom discussed both the shape, colour and designs we wanted at some length and took great pains to ensure that we'd get what we wanted. He used marine-grade vinyl and included in the construction layers of waterproofing and memory foam - he was sure that we'd find the seats comfortable, and that they'd become even more so as the foam "bedded in".

This is exactly what we've found. We're very pleased with the quality of the seats and the comfort they provide - and the more miles we do the better they become. Tom's workmanship and artistry are excellent and we have no hesitation in recommending him to any R.E.O.C. members who are thinking of replacing their seats - we think that the slight extra cost over an off-the-shelf seat is well worth it, and you'll be getting a seat custom-made.

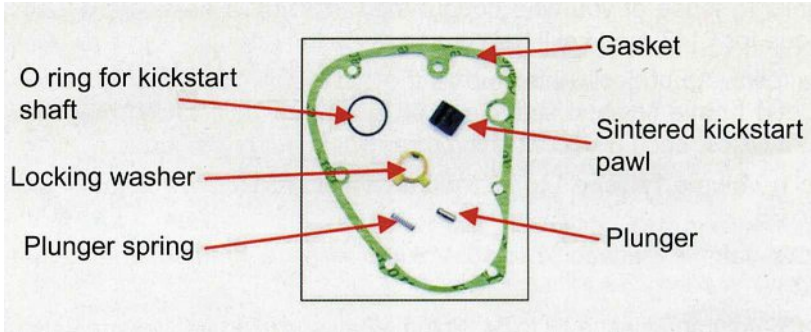
Tom gets all of his trade by word-of-mouth, so he doesn't need to advertise. He has a waiting list on which a small deposit will secure a place - the seats you'll get are worth the wait. He can make seats for any bike and will agree the material and design with you, giving you the benefit of his advice on artistic and technical points. We can't recommend him enough. (I tried to attach some photos of the seats but my i.t. skills wouldn't stretch to doing so - however, there are many photos of seats that Tom's made on his website. They're worth a look.)

Tom can be contacted via email on tom@tom-hurley.com
Steve Morley 14835

Tech Talk

Replacing the kick-starter Pawl on a bullet 4 speed gear box

If the kick-start pawl breaks the kick-starter will be inoperative and replacement of the kick-start pawl will be required. Hitchcock's supply a kick-start pawl replacement set (part number 90116). The kit include all parts needed for this



.To access the kick-start pawl it is necessary to remove both the outer and inner covers (arrowed in the picture) from the gearbox. This guide will take you through the entire procedure step by step.



If your gearbox is filled with oil it will be necessary to drain the gearbox. If the gearbox is packed with grease - the standard practice for 4 speed Indian Bullets - you need not drain it but you are likely to lose a small amount of lubricant.



Remove the kick-start lever and gear lever. If they are tight, carefully ease the split open with a broad-bladed screwdriver. Remove the neutral finder components.

Unscrew the centre bolt and remove the spring cap, spring, washer, gear indicator, neutral lever and washer.



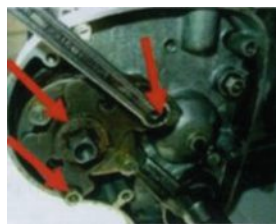
It will help in reassembly if these parts are carefully laid out in their correct order, or threaded together with wire or a nylon cable tie, as in the photograph.

Remove the upper and lower inspection covers and disconnect the clutch cable. Note the upper cover has a longer screw, the lower cover a shorter screw.

Four slot headed screws hold the outer gearbox cover in place - 2 longer screws and 2 shorter screws—note the location of these screws. The screws may be tight, take care not to damage their slotted heads. The neutral eccentric stop and bolt (arrowed in the picture) need not be disturbed. Remove the gearbox outer cover. No oil will be found in this space.



Five screws and a number of other components must be removed before the inner cover is lifted away from the gearbox. Undo the two nuts that secure the foot control stop plate and remove the washer (as arrowed in the picture). Lift the stop plate away, followed by the inner ratchet, the outer ratchet assembly and figure of 8 ratchet spring. **Do not remove the adjuster plate** behind these components or loosen the studs, as this will affect the gear selector adjustment.



Slide the foot control lever off its shaft (arrowed in the picture). This gives easy access to the main shaft bearing cap, held in place by two bolts. The longer, lower of these two bolts also secures the looped end of the kick-start spring in place. As you remove this bolt take care the kick-start spring does not uncoil suddenly. Unscrew the bolt and withdraw it from its housing. Prevent the spring from uncoiling suddenly with a substantial screwdriver lodged against the gearbox case as shown in the picture.

Behind the bearing cap is the large main-shaft nut. Bend back the locking tab and undo the nut. NOTE: this nut has a LEFT HAND thread and is LOOSENED by turning in a CLOCKWISE direction. To undo this nut, engage a gear and hold the rear brake firmly on. The nut and washer (arrowed in the picture) must also be removed—but **do not remove or disturb** the gear operator selector assembly at the centre of this nut and washer (arrowed blue in picture).

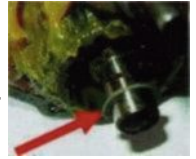


Undo and remove all the bolts and five screws holding the inner gearbox case in position. To remove the inner case it is necessary to break the gasket seal with a few carefully placed blows using a rubber mallet. Under no circumstances use an iron hammer or any excessive force - nor lever the case away with a screwdriver! Separate the inner case from the gearbox.

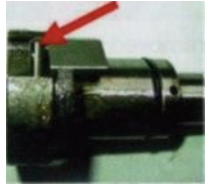
Be sure that the oil thrower does not dislodge from the mainshaft shoulder.



Withdraw the kick-starter shaft and spindle. Be sure the kick-starter distance washer is left in position between the gear and the kick-start shaft (arrowed in picture).

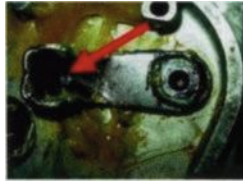


The kick-start pawl, plunger and spring are located in the shaft. The pawl slides sideways from its location. It may be necessary to push the plunger (arrowed in the picture) into its housing to release the pawl. Remove the plunger, spring and 'O' ring. Replace each of these items in sequence with new parts from the kick-start pawl replacement kit. Apply a smear of grease to the shaft to assist fitting the new 'O' ring.



Remove every trace of the old gasket from the gearbox case, apply Wellseal sealant and place new gasket in position

Reassembly begins with relocating the kick-start shaft in the inner case. Turn the shaft so the pawl is held 'closed' against its spring. Position the inner cover over the main gearbox case, making sure the foot operating lever locates over the arm spigot of the inner gear operator (parts arrowed in the pictures).



Locate the inner cover securing screws and tighten them carefully. It is best at this stage to re-fit the kick-starter lever to ensure that the pawl is engaging and that all parts are free to operate correctly. Remove the kick-start lever.

Replace and carefully tighten the gear operator selector assembly washer and nut (arrowed in picture).

Replace the main-shaft oil thrower, locking washer—be sure to use the new locking washer supplied in the pawl replacement kit!—Engage a gear and apply rear brake firmly when tightening this nut [torque setting 45 lbs/ft] Remember, this nut has a LEFT HAND thread, tighten ANTI-CLOCKWISE. Bend and large nut. locking washer tab over.





Place the kick-starter spring over the kick-starter shaft, locate the short hook on the spring deeply in its hole in the kick-starter shaft (arrowed in the picture). Hold the looped end of the spring tightly with long-nosed pliers and wind the spring until the spring loop lines up with the lower bolt hole in the main-bearing cap. Insert the bolt through the spring loop and into the hole in the doomed cap. Tighten both bolts.



Replace the figure of 8 spring on the foot control plate (arrowed in the picture on the left). Locate the forked end of the short foot control lever in the foot control ratchet

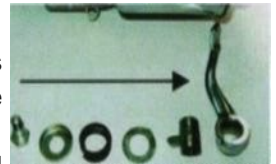


assembly (arrowed in the picture on the right). Lightly smear all the foot control ratchet components with grease to prevent corrosion and place them over the foot control shaft in the order shown in the picture on the right.



Replace the gearbox outer cover. Locate and tighten the two long screws (red arrows in the picture) and the two short retaining screws (blue arrows). Reconnect the clutch cable. Replace the upper inspection cover, with its long fixing screw and the lower cover and its shorter screw.

Replace the neutral finder components in their correct sequence (as in the picture). Secure the assembly with the neutral lever bolt. Fit the gear lever and kick-start lever on their splined shafts—check that both levers are free to move independently of each other.



Top-up the gearbox lubricant to the correct level using the level plug located in the gearbox inner cover (arrowed in the picture). If the gearbox is packed with grease, top-up with standard 20w-50 engine oil—and the job is done!



Words and pictures by Richard Ross
From Gun Issue no. 210 Apr/May 2009
RE-typed by Doug Young 1062

From the Archive

Club rallying in the early days

There are dozens of photographs in the dark dusty vaults of the REOC Library, many of which were posted to the editor of *The Gun* before the days of digital magic. Luckily some have writing on the back which helps me to identify the locations, bikes and owners. Here are two pictures of the Telford rally In May 1980 at The Plough Inn, Much Wenlock, apparently taken by Ian Strangward during those idyllic days of endless sunshine, canvas tents, and plentiful hair. Note the two bikes fitted with fairings, which may have been



supplied by Steve Bucknall, who advertised in the early issues of the club communications. Steve was remaking Airflow fairings for a modest price, so must have acquired some factory moulds. Note the preference for

the sports front-mudguards in place of the huge Airflow item which isn't the prettiest Enfield design. I wonder if the rider remained as well protected from rain with this cosmetic modification ?

Archivist



Ian Strangward

WELCOME TO OUR NEW
MEMBERS May/June 2022

Anthony Phelps	Newnham	Raymond Clarke	Swindon
Alan Campbell	Turriff	Dave Knaack	USA
Patrick Hendra	Winchester	Robert Hinks	Blandford Forum
Steve Phillips	Chippenham	Robert Dews	Ossett
Greg Elson	Rugby	Peter Gibbins	Leicester
John Shepherd	Dover	Keith Drummond	Cambridge
James Simpson	Bury	Gareth Flage	Newport
Stephen Ball	St. Columb	Stephen Wood	Buntingford-Sale
David Wiggs	Andover	Stephen Curvis	Buntingford-Sale
Andy Muir	Mayfield	Derek Bains	Bridlington
Michael Pattenden	Folkestone	Dave Levett	Tiverton
Paul Turner	Machynlleth	John Webb	Salisbury
Noel Shearer	Chester	Ian McCreric	Preston
Michael Harris	Reading	Derek Harrison	Exmouth
Daniel Cole	Bristol	Robert Hawken	St.Columb
Warren Humphries	Helston	Andrew Hartley	Ventnor
John Rumble	Chatham	Brian Tanner	Chippenham
John White	Glenrothes	Roy Engle	Bury St.Edmunds
Simon Blunt	Taunton	Ian Webb	Bracknell
Nicholas Tohill	Corsham	Graham North	Looe
Howard Chapman	Torquay	Chris Morgan	Redditch
Robert Seabridge	Wednesbury	Peter Clements	Bristol
Brian Tannahill	Aberdeen	Jonathan Prosser	Newquay
Andrew Hobbs	Paignton	Warrick Eyre	Crediton
Andrew Mathias	Newport	Christopher Brown	Newport
Kevin Thompson	Newport	Stephen Mears	Norwich
Gary Mackenzie	Insch	Ivor Williams	Cheltenham
Joseph Miller	Bo'ness	Robert Turner	Newport
Neil Strudwick	Bognor Regis	Malcolm Bryan	Biggleswade
		Derek Hunter	Blairgowrie
		Andrew Titcombe	Swindon

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

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

REOC International Rally June 2023 – Greece

The dates for the REOC International Rally 2023 have been confirmed. They are:
Friday 2nd June through Sunday 4th, inclusive.

The venue is The Nicholas 1 campsite, Epidaurus, Greece. The booking has been made for 60 camp site places plus 9 on site double rooms and 5 studio apartments.

The location is here:

<https://goo.gl/maps/puG1EjZ0M7fLruHq5>

The rooms are 75 Euros per night (including breakfast), the apartments are 95 Euros per night, the various camping options are

shown on a pricelist available in the International Rally article on the website, but start at 6.5 Euros per night. If you want a room or apartment, book soon, as they are sure to go quickly (as of writing there were twelve still available), and if shared, offer some more luxury at little more cost than the camping fees.

Given that Epidaurus is only 85 miles from Athens some older REOC Members may wish to fly to Athens, hire a vehicle and take an apartment. The site is 125 miles from Port Patras, for those who wish to ferry a bike from Italy.

So far the plan is for ride outs, music, a couple of talks and a traditional Greek dinner, hopefully with plate smashing! Epidaurus is also home to an amphitheatre.

No doubt some members will want to make it an extended holiday by riding there and back. Why not advertise via the official REOC facebook page if you are looking to find and coordinate with other club members as riding companions?

Members should book their camping or accommodation through the Greek branch by emailing reocgreece@gmail.com. Whether camping or using the rooms or studio apartments, the minimum stay is two nights. **The Greek branch encourages members to camp wherever possible.**

Please remember to check the website for the most up to date information.



**REOC INTERNATIONAL RALLY
ANCIENT EPIDAUROS-
GREECE
2-4 JUNE 2023**

CREDIT WHERE CREDIT IS DUE

Sometimes people are quick to criticise; many of us are slower to praise. However, here's a story that deserves R.E.counting...

Ruth and I were out on a run one day and we stopped for a cuppa at the Green Welly Stop at Tyndrum - it's a gathering spot well-kent by Scottish bikers. While there we got chatting to a fellow R.E. enthusiast and mentioned that we were looking for somewhere suitable to take our bikes for their first annual service. He immediately advised us to go to the Hollywood Service Station at Dumfries, where the proprietor, Gordon, would be sure to look after us. Dumfries is a fair way from where we live but such was the man's enthusiasm that we decided to take his advice, so I 'phoned Hollywood and spoke to Gordon. He was very helpful, both with booking our bikes in and with advice about local hotels - and when we arrived he even arranged a lift for us to our lodgings. Ruth and I had a very pleasant stay at the Edenbank Hotel (nice room, great food, reasonable price) and returned the next morning to find the final touches being done to the bikes, after which they were test-ridden by James, one of Gordon's technicians. While this was being done Gordon very helpfully sorted out the registration of our Interceptors' warranties with the importer, and provided us with free coffee while he did so. When the time came for us to take our leave we did so with some reluctance, for it had been nice to chat with the folk at Hollywood, but we certainly enjoyed the ride home - our bikes felt smoother, more powerful and more responsive. We're very happy with the work that was done, and we'd not hesitate to recommend the Hollywood Service Station (which is the main Royal Enfield Dealer for South-West Scotland and Cumbria) to anyone needing anything done to their R.E. Ruth and I intend to return there next year - we'll turn the servicing-trip into a couple of days' holiday that we'll be sure to enjoy.

Ruth and I would like to thank Gordon, James, Ryan and Scott for all of their help, and for the excellent work that's been done on our bikes.

The Hollywood Service Station may be found at Dumfries DG2 0RA, tel.: 01387 720152 or 07801 297697 or email hollywoodservicestation@yahoo.ie. Steve Morley, 14835

A Day Riding Enfields

The rain was still pitter-pattering on my tent as I poked my head out and surveyed the leaden sky. Hmm, the forecast had been for a dry day but that was now looking unlikely. Never mind, breakfast and a brew then off to find Dorothy's Speed Shop. For those who don't know, Dorothy is not a raven haired biker-vixen from an Ogri cartoon, she is the Aussie postie bike that Nathan Millward rode homeward from Oz covering 30,000 miles and passing through 19 countries.

These days Nathan runs experience days and events from his base at Braunton, North Devon. He is 'Admiral' to three fleets of bikes: Classic Postie Bikes (plus newer Hunter Cubs), A2 Adventure Bikes (including a Himalayan) and the ones I was there to ride, the Enfield range. During today's Experience I hoped to ride them all: the Interceptor and Continental 650's, the Himalayan and its new counterpart the Scram, the Meteor and Classic 350's and last but not least an older Bullet 500 Trials.

Nathan welcomed us with a brew and I met the 5 other participants – all previously unknown to each other. Then followed a briefing and some minimal paperwork. Geared up we chose our bike for the first stint and set off to Barnstaple and beyond.

We soon left the last spits of rain behind as we took minor roads and lanes on a meandering route that took us towards South Molton. I was aboard the Interceptor, a bike I had previously ridden a couple of weeks ago thanks to the good people at Cooperb Motorcycles. Once again, and to my own surprise, I found it to be a most agreeable ride. I've been a rider of vastly more powerful and sporty bikes but am looking to change and the Interceptor has put itself at the top of my shopping list. It may be heavy and low(ish) powered but rides extremely well and delivers a smooth, turbine-like spread of power which makes it quite pleasurable and in no way disappointing. The clutch is ultra-light, the brakes were totally fine, the seat comfortable and there were no vibrations worth mentioning. Transmission was slick and super smooth, finding neutral was never an issue. The only niggle I could find was a tendency to weave on road repairs and seams, which I put down to the tyres (Pirelli Phantoms, original fitment I believe) and Nathan agreed. I had not previously felt this on the Cooperb bike.

After half an hour riding we pulled into a filling station to top the tanks up and made our first bike swap. I elected to take the Meteor, where the feet forward riding position was quite alien to my sporty heritage. But at least that heritage included owning a Honda C92 and so the toe-heel gearchange came more naturally than for some others. But I never did get fully used to finding the foot pegs when pulling away, always looking to place my boots on thin air further rearwards. It's not that they are set ridiculously forwards, more that they are not where my feet naturally want to go. It will be interesting to see how I get on with the Classic with its more traditional stance. None of the Enfield range are light in weight and all have very modest power. This is no handicap, the Meteor feeling light and smooth, mixing with the morning traffic with poise and capability. Back in my learning days on the C92 I was taught basic skills and manoeuvring (remember the RAC/ACU Training Scheme?) on a BSA Bantam. This bike is so smooth and easy to ride that it would make a great modern equivalent. Settling into the riding position it swung readily through bends and curves at modest pace. The lack of power showed on some climbs, where a drop to 4th was needed to maintain momentum. She probably wasn't going to hold much above 55mph but that was plenty on these country roads. Half an hour later we swapped bikes again. By then I was glad of a change as my backside had started to ache - the riding position having led me to relax /

(slouch?) my lower spine. So, jumping on the Continental GT was a very different proposition. With its lower bars and slightly rear-set pegs this should be much more to my liking. However, we were soon riding minor roads, then grass-and-gravel-down-the-centre narrow lanes. I was confident but cautious, especially after the front slipped just a fraction in a muddy dip. Nowhere near a 'change of underpants' moment but a reminder that the Conti is far better suited to fast flowing sections of open road, something I didn't get to try. But that turbine of an engine was sublime and confidence inspiring, pulling from so low that I thought a stall was inevitable and easily coping with the narrow, tricky sections. All too soon we arrived at the Union Road Moto Velo for a coffee break (excellent coffee) and chat about how'd we'd all been getting on.

Another swap and I left astride the Himalayan as we headed for Mortonhampstead and the Motor Museum – a small but interesting collection of classic and unusual cars, bikes and memorabilia, well worth the visit. Riding the 'Himi' gave me to reflect on its popularity as a small capacity Adventure Bike capable of crossing continents – as ably proven by ItchyBoots and others on YouTube. A jack-of-all-trades, very happy out on the moors and no issues riding with the 21" front wheel. The slightly rearward set of the footrests was a surprise but makes perfect sense for a balanced position when stood up – as you do when the going gets tricky. Definitely more in its element than the Conti on those grassy lanes, and noticeably more punch than the smaller capacity Meteor. I rather enjoyed the ride, but not the wind noise generated by the fly screen. Alternative screens of various heights and widths are available to resolve this issue, but this standard version did not suit me, (I'm around 5' 10") and I'd prefer ride without it and hear the motor working, as with the rest of the range. As reported in the media, she felt like she'd happily cruise on a motorway but maybe not have much in reserve, and more so if you carry a pillion. Riding solo over Dartmoor was bread and butter for the Himi, and I was beginning to understand why they have been so popular. We pulled into the car-park at Dartmeet for a quick comfort break and bike change. A great time to jump onto the Scram as it shares so much with the Himalayan. Almost new and still running-in the motor felt slightly 'softer' than the Himi even though they share the same engine and frame. Similar, but with an 'Urban Scrambler' identity, a great town and city bike that was perfectly suited to our ride over the moor towards our late lunch at Widdecombe. No nasty traits, and you could call it unremarkable, but therein lies its strength, making it very suitable for a wide spread of riders. No wonder it was voted 'Most Popular Bike' by this group when we chewed the fat back at base.

Lunch consumed, it was time for a complete change and climb aboard the Bullet 500 Trials. Every rider commented on how this felt like a giant leap back in time to the days when British bike ruled. But this model is still a 21st century bike – albeit with mid-20th century 'character'. The 500 EFI single thumps away beneath you like you don't feel on the other singles, but the vibrations aren't bothersome, it rode OK and was as adept as any other at carving turns through the sinuous moor roads. It probably would have felt strained and over-worked had we been riding above 55mph, but up 'til that it was a match for the 4 newer singles. Once again the footrest position caught my attention,

being slightly forwards and not really ideal for upright (trials and green lane) riding; Perfectly fine for this days activity though. The clutch was light but the gearbox had a heavy action – no surprise to anyone who rides older, and possibly British, bikes but a firm foot ensured perfect selection every time.

Another swap saw me jump onto the final bike of today's line-up, the 350 Classic. With all the characteristics of the Meteor but without the semi-custom riding position I can understand why so many are choosing this variant. A lovely little thing to enjoy riding the roads less travelled. The one criticism it came in for, and from most of the group, was discomfort after only a short riding time. We put this down to the saddle being just ahead of the rear shock mounts, and perhaps the basic built-to-a-budget shock absorbers. Not a bike for teen tearaways, but with its affordable price, easy riding nature and low seat height I can see its appeal to those looking to enjoy more than the thrill of speed from their motorcycling.

And that was the fleet all tried and enjoyed. As we retraced our route towards Braunton we made one last swap. Hoping to ride the Conti once more, the music stopped and I was left with the Bullet. Oh well, it's been a warm and sunny day riding the moors of Devon, what's not to like and enjoy.

A very big 'Thank You' to Nathan for guiding us around the moors by ways we might never have found, and for finding such interesting stops along the way. Has this persuaded me to buy another Enfield? Will it be a 650 or maybe a Himalayan? And will I get either of my existing Enfield projects any closer to being rideable? More tales for future editions of The Gun...

Dave Pinches Home Counties Member No.17884

2023 REOC International Rally will be held in Greece!

After two difficult years, we finally arranged it at the campsite "Camping Nicolas 1 " in Ancient Epidaurus, by the sea! Friday 2nd June through Sunday 4th, inclusive. A beautiful campsite full of trees makes the proper shadow for our tents. A traditional tavern next to it plus a coffee shop/bar make the perfect combination to relax! All these with only 100 meters from the sea!

Rides to the area, a journey through the history of Greece with stops at the ancient theatre of Epidaurus and a multitude of museums. Technical & historical presentations, bike shows and many surprises! Saturday night we will have the member's dinner! The rally is dedicated to motorcycles, bicycles & lawnmowers.

The Greek branch is happy for organizing the event and if you have any queries or want to book your campsite area, please email us to reoc.greece@gmail.com If you don't want to carry your own tent from abroad there is option to buy a brand new 2-person tent for around 20 euros!

At next "Gun" issues you will have the whole program of the rally!

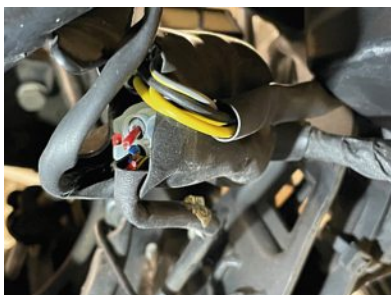
Best Regards, Andreas Papadakis General secretary REOC Greek branch

I have some information Himalayan owners might find useful.

My wife's speedo failed on a ride, reading zero instead of the hooligan speeds the Himalayan is capable of.

I tracked down the problem and fixed it. But there's something useful for members, which is to first check that the speedo cable is cable-tied at the top end to the rubber shrouded connector blocks and (optionally) add a cable-tie to strap it to the upper guide. See photo!

My Himalayan did in fact have the speedo cable tied at the top, but my wife's didn't. The speedo is



a three wire electrical cable and is quite stiff so

the suspension

travel put a lot of strain on the three wires at the top: I was lucky enough to manage a repair, but it's a fiddly job.

Mathew Waters 18379



Branching Out

After a busy weekend of taking part in an all day event at Trowbridge Park and an evening event at Melksham (plus it was my birthday), I woke up on Sunday for a ride from Wiltshire to East Sussex.

There were a couple of teething problems enroute.

Firstly my Interceptor had a temporary glitch in the electronics. It's done 15,000 miles now and this is the first time it hasn't performed impeccably. It's all working fine again now. Next my Sat Nav decided not to do the "Nav" part of its job, so it became just "Sat" in my pocket.

I didn't fancy the easiest route of a large orbit along the motorways, so I selected a wiggly road which took me most of the way to Rotherfield without the need to write notes or keep looking up directions. Needless to say, this wasn't the quickest route and, on top of the earlier problem, I arrived about an hour later than intended. On a plus note, it was a lovely route, in good weather, and the good people of East Sussex were all very patient and friendly when I finally arrived.

So we now have

East Sussex branch. Meeting up every 3rd Thursday at 7:30 The Kings Arms High Street, Rotherfield TN6 3LJ

Branch contact is Grant Melton eastsussexreoc@yahoo.com

Well to say it's been busy would be a massive understatement. All for the best reasons though so not complaining.

The improved weather has seen everybody getting out and about, making up for lost time and, more importantly, riding motorbikes.

There was a surge in questions from people asking about new branches and extra events in the branches that I usually associate with. Also activities in other clubs and events kept me on my toes, trying to keep up. The most common questions I get asked are

How much does it cost to set up a local branch and do we charge members?
How many committee members do we need?
Do we have to attend main committee meetings?
What are the rules for how the branch is run?
How often do we have to organise events?

So, to answer these questions,

There is no extra charge to members for setting up a local branch, but you will need somewhere to host monthly meetings and you may not be lucky enough to find somewhere for free (most branches do get lucky) Members are not charged fees to join a branch. Branches are not separate clubs. They are a means of organising local activity and meeting local members of the wider club.

Some branches collect a nominal voluntary "kitty" on club nights. This might go towards branch events, websites, tea and biscuits, or other mutual benefits to the group. It should not be regarded as a separate membership fee.

There is no call to set up a committee for new branches (there is already a national committee).

If two or three people are enthusiastic enough to work as a team that is enough to ensure a happy active branch. You will need a branch contact, somebody to write to The Gun, and somebody to suggest a few ride outs.

All branches are run slightly differently, but generally (for most branches) there is a monthly evening meeting on a weekday, followed by a ride out on the following weekend, or agreements to visit local events etc.

The club does request that somebody represents the branch at the national AGM if possible. Other basic rules can be found in the membership pack on the main website but, feel free to call me and I'll do my best to answer any queries. None of this is intended to be intimidating. We are all volunteers just trying to get the most fun out of owning and riding Royal Enfields. So don't be shy, get in touch.

Jason Reeves

branchcoordinator@royalenfield.org.uk 07773 353522

Club Calendar 2022

Issue 13/03/2022

Official Club Rallies

2023 REOC International Rally

June 2nd -4th 2023

Camping Nicolas 1

Ancient Epidaurus, Argolida 210 59, Greece

Please book directly with the Greek branch.

Camping-Rides- Bike shows- Technical and Historical presentations by the sea!

Motorcycles-Bicycles-Lawnmowers

Contact Andreas Papadakis +30 6974805700

or reocgreece@gmail.com

Powers the Pot

August 5th to the 7th 2022

Please book with Nial at Powers the Pot and also

Inform John B Nicholls if you are attending.

Powers the Pot

Harney's Cross, Via Clonmel

Co. Waterford, E91 F782, Ireland

Contact Nial at Powers the Pot (+) 353 8608 79855

Powersthepot1@outlook.com

John B Nicholls (+)353 86195 1137

thatboyinkerry@hotmail.com

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 Farmhouse.

Contact John Hamer 07933321135 or hamer89@btinternet.com

October Fest Rally

REOC October Fest , 7th to 9th October 2022 .

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

<http://www.islandmeadowcaravan>

email: holiday@islandmeadowcaravanpar

Phone Katherine 01789 488273

Agreed rally fees , for tents 1 person £6 per person per night., 2 persons £10 per night . Camper vans and caravans with power for 2 people £22 per van per night. Rally rates apply for early arrivals and those who stay over . MARSHAL-Michael Sliwowski 0773 0110 158 .

email : poloenfield700@googlemail.com

All Event Organisers

Please send your Event details to me as Coordinator giving as much information available at that time, or more later when it comes to hand.

John Hamer (Social Secretary)

Market Place

For Sale. Model G deluxe gearbox £95. 7" sls brake plate assy and 2 pairs shoes £120. 250 Clipper 64mm piston +020' £85. Hepolite ring set +020' £15. Plus post. Andrew Denman (16406) Tel:- 077786651903 Bucks.

For Sale. 1961 Crusader Sports, blue/silver tank, chrome mudguards, new wheels, tyres and paintwork. On SORN and unused. £2200. Len Pinkard, (1615) Tel:- 02920 565568.

For Sale. Excellent condition maroon 1960 350cc Bullet, good runner, 12v conversion, stainless steel wheels, M.O.T. Some spares. £2500 o.n.o. John Roberts (15914) Tel:- 01204 388549 e-mail j335roberts@btinternet.com

For Sale. Honda CD185 mot& tax-exempt, low mileage 4565 miles, outstanding condition ,twin cylinder engine £2250. Geoff Norton (16540) mobile/text 07974683582 or email .geoff.norton@live.co.uk (Kent)

For Sale. Bullet efi Gold Star silencer with heat shield +all fittings as new still in box (part no.91150)£55, also chrome wrap around crash bar (part no. 200024) some pitting £20. Geoff Norton (16540)mobile text. 07974683582 or email geoff.norton@live.co.uk (Kent)

For Sale. FOR SPARES/REPAIR. 2017 CLASSIC EFI ENGINE & GEARBOX, only 2,500 miles. Exhaust valve dropped. Comes with all attachments. Loads of useful spares. £100 to club members. Buyer to arrange collection. Ian Rogers (17318) Felixstowe, Suffolk T: 07594431731 email: halfinch@hotmail.com

For sale: Meteor crankshaft, reground, new shells excellent, Meteor engine plates, chainguard (Hitchcocks), rear full-width hub with cush drive, no sprocket. Trevellyan (13470) (Somerset) 07988913006 : martyntrev@gmail.com

For Sale. 1958 clipper engine , mainly complete, but needs good restoration. £250 ono, 250ccx cylinder head with rocker assembly £45, 5 plate clutch housing – rare £90, pair spoked wheels with hubs £65, New stator assy part number 143633 £45, 2 centre stands £15 each, pair engine mounting brackets £15, Various spares e.g. front spindle £5, hexagon centre bar stand £5 , gear lever £5, passenger foot peg rests £5-£10. Alan Pearson (18177) 01388 776156/776250

For Sale. BSA A7 shooting star 1960 Completely restored including reground crank, SRM oil pump etc. I have spent over £2600 in parts alone , all receipts available, 2000 miles since rebuild. Reliable and easy to start. £5900 offers. Robert Smart (17350) NE Scotland. e mail smartbob55@yahoo.com 07826181927.

For Sale. 250 Clipper piston +020 £85. New swing arm £70. Model “G” deluxe gearbox £50. &2 alloy front brake plate assy £90 plus post. Andrew Denman (16406) Tel:. 07786 651903

For Sale. Royal Enfield XWD C.O. 350cc, new tyres, brake shoes, clutch plates, mag rewind. In black, first reg 1946, last reg 1996, reducing my collection. Buyer to collect £4250 ovno. Doug Penson (07638) Solihull Tel:- 0121 7049970

For Sale. Pistons, N.O.S. 64mm +030 C.R 6.5 & 2 of +040 C.R. 6.0, £85 each plus postage. Bench centres 41/8 centre height, 25” gap. Andrew Denman(16406) Tel:- 07786 651903 (Bucks)

Wanted.

Wanted. 1958-1961 350 Bullet petrol tank. Have a fully refurbished Crusader tank for exchange if needed. A. Herbert (15044) Tel:- 01947605683 Yorks.

Wanted. Royal Enfield Meteor Minor. Prefer good running motorcycle. But anything considered, could p/x Crusader Sport If you are interested. Alex Taylor (16292) 0781 8668165 or alexrtaylor574@gmail.com Oxfordshire.

Wanted. WD/C/CO parts to help complete a restoration. Any parts of any condition needed, even if they are only fit as a pattern. Charlie Hall (18442) Tel: 07847011289.

Wanted. Monobloc Carb 1 1/16 ideally complete but would consider one needing partial rebuild. Teresa Langley (16049) Tel:. 01863 766431

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.

Branch Reports

Somerset and Dorset Branch

Contact Mike Ward on 07970687272 or r49mw@hotmail.co.uk

Meets at Lyford Parish Hall, West Lydford TA11 7DH 2nd Monday of the month at 7.30pm

The June meeting was an evening ride-out led by Phil Bradshaw with 9 bikes and 10 people, another 7 attended during the evening. Welcome to a new member Richard Warr.

The Royal Enfield stand at Gillingham in Gear was very well attended with about 37 bikes, thanks to Robin Gillingham.

The August meeting is the last evening ride-out for this year, the hall will be open at **6pm** for a **6.30pm start**.

Dave Reed is organising an Exmoor run – details to follow. Make sure we have your email to receive information about forthcoming events.

I am working on events for the Autumn/Winter meetings.

Mike Ward

Gillingham in Gear was held 11th June 2022.

The Sun gave us a wonderful day, this helped for us to display the attendee's bikes in three rows. This was our most numerous attendance at this event, popular with our club members and the great British Public. Thank you all for attending, I look forward to seeing you all soon. Robin



In September The Royal Enfield Breakfast ride in at the Dolphin Hotel, Gillingham, Dorset 01747 824007. Breakfast served from 9.00 Club Contact and host Robin Gillingham 07925 623447 See you there.

Branch Reports

South Wales Branch: March-May Catch-up.

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 The Gaer Inn, 37 Gaer Road, Newport NP20 3GY

As a new group we are managing to get settled and are picking up numbers. We have also sorted a few ride outs, sometimes falling back on Dave's library of destinations as well as Ted and I logging new routes.

Branch Reports

At the beginning of April we met in Brecon and had a beautiful ride up over the Beacons. New and old interceptors as well as a Meteor, Classic 500 Trials and Continental GT making up the pack. A sociable lunch stop in Rhayader also helped to make the day after stunning scenery and even an old abbey remains stop-off. Bronllys Café just outside Talgarth also deserves a mention. The ride was Phil's first time with us on his beautiful Yellow Meteor. Gerald as usual was wafting through bends on the Classic 500 Trials. Ted and I tried out a new route that we then made into a full ride out: Lucky again with the weather on the ride out day on a circuit from Baffle Haus (Goytre), Skenfrith, Monmouth, Tintern (Old Railway Station Café for lunch), and back using a great little B-road from Chepstow to Usk. We managed to rope in Mandy (Continental GT) and Michael (Classic 500 Army) to come along. I think Ted's idea of an ice cream in Usk may have secured revisits. We were also joined by a friend of Ted's who came along on his sports bike. After being forced to slow down and enjoy the scenery, which by his own admission he thoroughly enjoyed, I wonder if we might see him next time on an Enfield?

We then made an effort to go big! Well, kind of. A date was looming at the end of May which Ted and I agreed could be close enough to call the Branch Anniversary Rideout. With some help from the guys at Baffle Haus and Jason Reeves (Branch Coordinator) we tried to pull a few people together. Not everything came off but we had a great day. Met at Baffle Haus who only allowed Royal Enfields into the main yard for the first half of the day. I don't know about the others that were there, but I thought it was pretty special seeing the yard with Enfields only. The South Wales Branch arrived early where we enjoyed a bit of RE sponsored hospitality and checked out some incredible custom bikes that came in from the RE 'custom workshop'. It was interesting talking to Dave from Moto GB the importers. I will keep in touch with him as he has some interesting events in the planning stage. Dave, (our Dave), took us on a most pleasant ride up to Hay on Wye, back through Langorse where we stopped at Langorse Lake Café for lunch. We then trundled back through Crickhowel and back to Baffle Haus to catch up with the remaining Enfields that were kicking around. It was a great day and I know Baffle Haus will be up for hosting the next Anniversary Rideout. Many thanks to those that came along and visited from Gloucester and Bristol and all who helped.

If you have an interest in Royal Enfield bikes, and can get to The Gaer Inn, please come along and join us on our meeting evening. We are a new group and welcome all newcomers. Contact details at the top.

Regards, Richard.

Branch Reports

The Royal Enfield Owners Club
Cambridgeshire Branch.(The Fens)
Venue Haywards of Cambridge,
GirtonGarage Huntingdon Road,
Cambridge. CB3 0LQ (A1307)

Ted Dore 01366 383941
07500148900
Our Club Contact Carl Rolfe
rolfe.rolfe bt connect .com
07788427360

Saturday morning Meetings at above 11am.

Branch Report

August/September

Saturday May 21st was a bright sunny day, glad to see many new faces (riders) for the tea, coffee, bacon butties and Biccs and theres an opportunity to view and admire the excellent range of Royal Enfield new models, very good write up on the 350cc classic in the More Bikes June free paper also the low emission zone charges for greater London are being extended to inside the M25, the article takes some reading.

Prickwillow Museum Motorcycle Show went ahead and was well supported.

Congratulations to Elisabeth Cooper Show organizer which made our first 2022 club event.

East anglian Copdock Bike show is on Sunday 3rd September Trinity Park Ipswich.IP3 8UH. 9am to 6pm, my only comment is can we afford the petrol or the admission charge £15.

Ted Dore 8926.

Branch Reports

Cornwall Branch

Several of our members attended the Devon Rally, and really enjoyed it. It was good to meet up with the Devon branch again. Webbers Park is an excellent site, with exceptional facilities, and a warm welcome. We went on the Saturday ride out, with a breakfast stop at The Keepers Cottage, and we found the Bark House Tea Rooms for the lunch stop were welcoming, the tea garden being quite pleasant.

On the way back the ice cream stop at the farm shop was very welcoming, and the ride distance of about 80 miles, just right. Thanks must go to the Devon branch for an excellent rally.

On Sunday 12th June, some of us met at Portreath to ride with the Cornish Rockers and Ton Up Revival Group, to try out this year's route for the forthcoming Telstar Run in July. Lead by Adam, we rode to the Lizard by way of Gwithian, Carnell Green, and Leedstown. Stopping for a break at Helston, before continuing on past the Royal Naval Air Station at Culdrose, to Goonhilly Downs, where we passed the old Telstar cafe site. Riding on across the downs we passed the huge ariel dishes of the Goonhilly Satellite Earth Station, and turned right down

to Kuggar, and on to the Lizard. At the Lizard we stopped at the biker friendly Regent Cafe for lunch. Another very enjoyable affair. After our lunch stop, we returned to Helston via



Mullion, Poldhu Cove and Cury, before branching off. Having had a good ride,

and a good lunch in good weather.
Bob Reed (6167A)



Branch Reports

Wessex branch

Busy couple of months with many branch ride outs

Enjoyable time watching the Royal Enfield flat track slide school which took place near Popham, the S&S converted Himalayans proving ideal bikes for beginners and experts alike.

Called into the Despatch Rally which is a weekend bike event held nr Cadnam in the New Forest and organised by Superior motorcycle experiences who have a fleet of Himalayans which they use for off-road tours of Dorset.

Mike led an evening off road ride out along the army tracks over Salisbury plain to Stonehenge with wonderful views once the dust had settled.

Doug rode the Electra in the Spirit of the Sixties charity motorcycle run. Fabulous event which this year went down to Budleigh Salterton.

Many members called in to the Andover Norton open day, where they displayed many prototype Norton's and the range of spares they stock. 95% availability for the old Commandos. Great to see a new RE Interceptor there, owned by one of the staff who is delighted with it.

The following day a group of us rode in the Old Tyme Run which is a potter around the lanes of north Hampshire

Met at the Wyke for a ride to the first bike night of the year held at the Crown in Kingsclere. Unfortunately it was more eventful than planned with the Dynamo on John's 53 twin shorting to earth and exploding the battery.

The branch had been invited to display our bikes at a two day classic car race meeting at Thruxton circuit. We contacted Cross manufacturing who brought along their Crusader special and Hatfield's of Crowthorne who brought along a Meteor and Scram, great weekend.

Also rode up to the VMCC Banbury run through the delightful Cotswolds to watch the 400+ pre 1931 bikes leave the British Motor Museum at Gaydon.

We meet at the Wyke Down pub, Walworth road, Andover SP116LX on the second Thursday of the month at 7pm.

REgards Doug Hopkins 12683
doughopkins@hotmail.com



Branch Reports

West Riding

Contact Kevin Moore 07736775211 sidecarkevin@ntlworld.com

We now hold our monthly meeting at the Reindeer Inn, Old Road, Overton, Wakefield WF4 4RL at 8.00pm 1st Thursday of each 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).

Our meeting of 5th June was well attended once again, due at least in part, to a nice dry evening. There were 16 bikes of varying heritage but predominantly late model Enfields. Conversation was multifaceted as always, but a little 'ear-wiggling' did raise a modicum of concern as I realised a certain individual was 'Crank-ing' up fervour regarding the removal of the silencer from my Classic 'Tribute Black' in contribution to the war effort!

Perfect weather encouraged a good turn-out for our 'Mid Summers Day' ride on Tuesday 21st June. Ten of our WR REOC regulars who were well up for the adventure! The Reindeer Car Park was unusually rather packed as it turned out our meet coincided with the VMCC bike night. So, there were lots of interesting bikes to be seen before setting off. There was a good mix of old and new RE's as well as some guest machines from other manufacturers (there are some out there!). It was good to see Mark on his latest Electra Bullet, as well as at least four of the new twins. The ride explored some of the classic local back roads south and around Penistone and on to Midhopstones and the start of the famous Strines road with its switchbacks and great views. All the bikes coped well despite the fumes from the lead vehicle (yes, you guessed it, dirty boy-the diesel bullet was once again at the helm). Mark even commented that the diesel fumes were helping his hay fever by lubricating his eyes!



The Strines were navigated without mishap before deviating onto other quiet roads to low Bradfield then High Bradfield and on to the "Old Horns" Public House for a break/refreshment. Most had never been before and agreed it's well worth a visit as it enjoys one of the best beer garden views in England. The posse then returned to the Penistone area via more rural roads before participants went their separate ways. Chris T suffered charging/lighting issues with the big head bullet and rode at least some of the way home relying on his engine 'sonar' characteristics; He was ably shepherded there by Cranky on the new twin GT650 (although rumour has it he was more interested in salvaging bits for the aforementioned war effort). There were no other known issues and it is assumed everyone else got home safely (thanks to Kevin for the ride report).

Of course, whilst we don't like to think about it, days are now getting shorter and we are on the down-hill slide to winter (ever the optimist) so, get those bikes out and ride-safe! Dudley Martin (15010)

Branch Reports

Royal Enfielder's Ireland Gathering Nuts in May Adare

The 13th of May saw a good few Enfield Nuts from all over Ireland heading for Adare, Co Limerick for the fourth camp at this very friendly and well-run site. We have even adopted our own corner at Adare Camping and Caravan Park, Thank you to the lovely hosts.

Diarmuid, Dan and I set on from Tralee in the afternoon along the banks of the majestic river Shannon for a weekend full of friendly banter, friends new and old, two YouTube Stars (Franky's World and Bullet Wanderer) on their beautiful Enfield's.

Our corner started filling up soon with the lovely sound of chatter and more Enfield's arriving. So, some could bring their dogs camper and motorcycle on board was a good option.

Saturday is traditionally ride out day and ours didn't disappoint with a ride to Grange Stone Circle the largest in Ireland and well worth a visit. After this a sightseeing and coffee/cake stop at Lough Gur where we observed nature in all its beauty.

Hugh then took over from me in as ride out leader and I then tail end Charlie. On to Sean Collins pub for lunch and 00 Guinness,

Home again to the camp for the evening and welcome Jimmy on his new 350 Bullet a sweet bike to ride Mike also joined with his beautiful new 350 Bullet.

A perfect evening was enjoyed by all around the fire pit, Sunday arrived with again the sweet kiss of sunshine for our trips home.

If you want to view some of the week-



end have a look at the You Tube channels mentioned Franky's World and Bullet Wanderer.

Many thanks to all who attended and supported Such as Sean Collins, Hugh and his good lady wife at the camp site, Elaine and Chris at Sprocket and Hubs.

John B Nicholls 10710
thatboyinkerry@hotmail.com
086 1951137

Branch Reports

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*

After a change of venue for our 'Otty Bottom' rally we relocated to Palace Farm Campsite in the village of Doddington, which not only gave us the advantage of a pub close by (The Chequers for our Friday evening meal) but the opportunity to exploit the 360 deg. ride out routes around the venue on lovely Kent lanes. (The Kingsdown site, whilst having glorious sea views had of course only 180 deg. of route availability) Glorious weather all weekend was most welcome & the ride out led by John P., assisted by Les W. was a great success enjoyed by 19 riders, albeit suffering 2 non-starters, a model G & an Interceptor. Sadly our normal members from other U.K. regions & from the Netherlands had to cancel at the last minute. Hope to see them all again next year. Kentish Bat & Trap competition was enjoyed on the Saturday evening by the 24 competitors on the (fortunately) level grounds of the campsite, with scant regard to the rules as usual, followed by a (not very) low cholesterol 'nosh up' at Micks canteen. The celebrated 'Otty Quiz' was not a total success this time however as yours truly forgot to take the questions along! Many thanks to those who helped in the Thursday preparation works in setting up the marquees, food bar etc.

Special thanks are due to Joe S. in resurrecting our regular fortnightly Saturday branch ride-outs. Any member wanting to lead, or just suggesting a destination would be most welcome. We have all said we want more rides so lets support him & join others, thirteen were I believe on the last from Faversham. This months pic. shows Joes new Meteor as delivered, wait till you see how it has been customised in a further edition.

Our stand is booked at the VMCC West Kent Run, (a major event) on show day 7th August & again at the Heritage Sprint event at Betteshanger on 13-14th August

(www.heritagesprint.co.uk) & take your pick of The Dover Transport Museum Bike show day on Sunday 11th September or the Hamstreet bike show/jumble on the same day.

Keep safe REgards, Mick Connolly



Branch Reports.

South Wiltshire

Contact: Paul Adams 07880733228, email: peacho1967@yahoo.co.uk

We've attended quite a few events recently and even seized an opportunity to host a stand as a branch for the first time.

Since the Sammy Miller event, we have had a joint branch ride out to Chew Valley Classics and met up with the Bristol branch. The weather wasn't too kind but we still saw about half a dozen of the hardier souls from each branch. The organisers were very pleased that we added to their event and the rain was mostly timed for us to go indoors for some chips and just put our waterproofs on halfway home.

Saturday 11th June was the ever popular Gillingham in Gear event where we joined a very well attended stand hosted by the Somerset & Dorset branch with x4 different branches attending, thanks Robin Gillingham, looking forward to next year already. Some of us also attended a vehicle and machinery event in Oare near Marlborough the following day.

The following week was The Wessex Midsummer Vintage Show. As this was taking place at our branch venue, we collaborated with the organisers to have our own stand and to add to the entertainment we set up an 8 X 4 Metre marquee and a dance floor and created a 50s scene complete with jukebox. A number of our members are part of a rock 'n' roll group so a dancing display was inevitable and as well as the bikes we also had a 1950s Ford Fairlane and Rob Wells performed two excellent live sessions of music for us on the Sunday, thanks Rob.

The weather did its best to hamper the event so our marquee became a haven for people to shelter at times but the public joined in with our display and we still got to ride our bikes around the arena.

Again the organisers came over to thank us for adding to the event and we're already booked in for next year.



The following Saturday some of us went to an event in to a big town event Trowbridge whilst others group members attended a the annual Classic bike event in Holt where once again the South Wiltshire and Wiltshire branches met up. To round up, all in all a very busy month and another couple of busy months coming up as well. Ride safe everyone.

Branch reports

South Lancashire

Meetings: First Tuesday of the month, 7.30pm

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

Contact: chris.robinson1956@gmail.com 0161 4421906 ~ 07951983158

DAVID WYN ROBERTS

With very great regret we report that Dave Roberts died in April. He passed away peacefully in his sleep.

His funeral, at St Andrew's Church, Radcliffe, was attended by several South Lancashire members, on 25th May.

A keen club member and Royal Enfield rider, we will miss him tremendously.

Our sincere condolences go to Sheila and all the family.



Other News:

Tuesday 7th June - A good selection of bikes in attendance at our regular meeting. We were pleased to welcome two new members to the Birch: Steve, with his extremely brand-new Meteor Stellar, and Paul (Ensign 150 - Hope to see it soon)

Sunday 3rd July - LE Velo Rally at Astley Green. Lots of bikes old and new, the colliery museum, take-aways, and sunshine as usual (!?) More about this next time.

Tuesday 5th July - Stories about the recent Distinguished Gentlemen's Ride and feedback from the Astley rally.

Tuesday 2nd August - Good weather was planned for this meeting, in order to spend time outdoors looking over the growing number of Royal Enfields.

Chris.

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Branch reports

DEVON BRANCH REPORT

The Devon Rally, I've been told was a success, considering the implications of Covid. Unfortunately I was unable to attend, although I had planned to put in an appearance but my infection levels had become elevated, so discretion was forced onto me.

However, Alan Webb sent me a photo and a very brief account. He wrote,

"First Royal Enfield Devon Rally in 3 years good to see many old friends again. Hope we can grow back to pre pandemic strength and many more national rallies"

Jon Wrightson called to say that the run went well on the Saturday, with about 24 turning up, with about 14 or so staying at the campsite. He proceeded to list the route to me, around some lovely parts of Devon, which I will not repeat, but it was, varied and scenic with a couple of good refreshment stops, eventually after about 80 or so miles, back at the campsite to enjoy the sunshine.

Jon said that next year's, hopefully, will be even better.

Our branch meetings continue to take place at 8pm on the third Thursday of the month, at the Swans Nest, Exminster near Exeter.

For new members, and I know we have a few, come along, we don't bite.

Our last meeting was well attended, and proved enlightening as various hostelries were discussed. (Not all selling alcohol, many more tea oriented!) One or two I will have to check out, but as a result of discussions, we have tried to put together a Devon REOC evening run to Sheppys Bike night at the end of June 2022, supported by amongst others, the local RE dealer.

Members were reminded that the membership fee could be payable from August, and to check the address sheet of the Gun, for conformation of date.

One member admitted that he had paid for several years, so it was a welcome reminder! Lol.

Stay safe and may your wheels remain round and inflated.



I'm Andy Lobb, member no.17057, my contact details are as follows,

Mobile no. [07866696381](tel:07866696381).

Branch reports

South Wales Branch: March-June Catch-up.

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 The Gaer Inn, 37 Gaer Road, Newport NP20 3GY

At the beginning of April we met in Brecon and had a beautiful ride up over the Beacons. New and old interceptors as well as a Meteor, Classic 500 Trials and Continental GT making up the pack. A sociable lunch stop in Rhayader also helped to make the day after stunning scenery and even an old abbey remains stop-off. Bronllys Café just outside Talgarth also deserves a mention. The ride was Phil's first time with us on his beautiful Yellow Meteor. Gerald as usual was wafting through bends on the Classic 500 Trials.

Ted and I tried out a new route that we then made into a full ride out: Lucky again with the weather on the ride out day on a circuit from Baffle Haus (Goytre), Skenfrith, Monmouth, Tintern (Old Railway Station Café for lunch), and back using a great little B-road from Chepstow to Usk. We managed to rope in Mandy (Continental GT) and Michael (Classic 500 Army) to come along. I think Ted's idea of an ice cream in Usk may have secured revisits. We were also joined by a friend of Ted's who came along on his sports bike. After being forced to slow down and enjoy the scenery, which by his own admission he thoroughly enjoyed, I wonder if we might see him next time on an Enfield?

We then made an effort to go big! Well, kind of. A date was looming at the end of May which Ted and I agreed could be close enough to call the Branch Anniversary Rideout. With some help from the guys at Baffle Haus and Jason Reeves (Branch Coordinator) we tried to pull a few people together. Not everything came off but we had a great day. Met at Baffle Haus who only allowed Royal Enfields into the main yard for the first half of the day. I don't know about the others that were there, but I thought it was pretty special seeing the yard with Enfields only. The South Wales Branch arrived early where we enjoyed a bit of RE sponsored hospitality and checked out some incredible custom bikes that came in from the RE 'custom workshop'. It was interesting talking to Dave from Moto GB the importers. I will keep in touch with Dave as he has some interesting events in the planning stage. Dave, (our Dave), took us on a most pleasant ride up to Hay on Wye, back through Langorse where we stopped at Langorse Lake Café for lunch. We then trundled back through Crickhowel and back to Baffle Haus to catch up with the remaining Enfields that were kicking around. It was a great day and I know Baffle Haus will be up for hosting the next Anniversary Rideout.

Branch reports

Many thanks to those that came along and visited from Gloucester and and all who helped.

In June we were invited by the Gloucester Branch, thanks Russ, and went up to Billy's Vintage Fayre, close to Newent. We were welcomed with tea and biscuits by a well organised branch set-up under a gazebo. It was very good to meet some of the Glos members. I am sure we will be meeting up again. Also very good to see a line-up of REs, and a first for me was to witness a tractor-pulling competition. None of the REs took part – I suppose we could have tied them all together!

If you have an interest in Royal Enfield bikes, and can get to The Gaer Inn, please come along and join us on our meeting evening. We are a new group and welcome all newcomers. Contact details at the top.

Regards, Richard.



NE SCOTLAND

Contact Bob (REtriale), email- bob.nes@btinternet.com (preferred) or tel 01651 851569. Gary is to lead a run to the Highland Folk Museum (Newtonmore) on 27th August, from Rhynie, leaving at 10.00am. Details will be sent out nearer the time. Still require ideas for 2 more runs! (September and October.) Is every one happy with Lochter for the 'winter' (November through to March) meets?

May saw us gathering at Huntly for a run by slightly indirect route to a lunch stop at the '3 Bridges Cafe' in Strathdearn. Having had a pleasant lunch we then moved up the A9 a short distance to the 'Antiques at Daviot'. Quite a place as it is spread over several buildings and includes a reclamation yard, also a few older motorcycles both for display and sale. Made very welcome, kettle on almost before we got off the bikes! Not sure if any purchases were made on the day, but a couple of us have returned since I understand. Returned via Forres for fuel, Dufftown and Huntly, dispersing as we went.

The June run was led by Robert, took us up past The Lecht ski center to the old Lecht Mine (iron and manganese), unfortunately the old mine ore crushing building was undergoing maintenance and we could not get inside. Will need to return! From here we took the road to Scalan to visit the Hidden College (18th century for training Catholic priests) and enjoy our picnic lunches. On the way back to Dufftown we stopped of to see the long derelict remains of Blairfindy Castle, originally constructed in the 16th century, it was torched in 1746 following Culloden and never rebuilt. Recently stabilized and braced, it is now possible to more closely inspect the ruin outside and in, which includes the addition of several nest boxes.

REtriale (07404)

Branch reports

Mid-Shires Branch

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

Apparently May was the month dedicated to motorcycle awareness. How ironic was it that I should get knocked off my Himalayan, whilst stationary at a junction, while returning from a club breakfast run on, wait for it, the 1st of May! The gentleman in question was extremely apologetic, and claimed that he hadn't seen me, read, obviously wasn't looking.

The robustness of the Himalayan was certainly tested and I'm happy to report, fared very well, with only a broken gear lever to replace. The hand-guards and RE panniers did their part.

We returned to the same venue, The Pig Place, on a recent breakfast run without incident!

The first breakfast run in July will see the Mid-Shires making a mornings run as we travel further afield than usual, to a new venue sourced by our ever intrepid Sean Keogh. Thank you for all your time in sourcing the many venues for us Sean.

I would also like to thank our new Branch scribe, Matt Little, who will be taking over from myself in the next issue of The Gun.

Thank you all for putting up with my mainly Himalayan posts, I'm sure Matt will elaborate on the many other models available!

Cheers,

Simon (16783)

New Forest Branch

vincesutherland77@gmail.com

On 1st May 9 would-be members plus Jason turned up at The Cat & Fiddle Christchurch for the first exploratory meeting of the branch.

A good humoured group discussed ideas for ride out venues and events to arrange and attend. Riders from all round the New Forest area attended including Salisbury, Fordingbridge, Hythe, Dibden Purlieu, Christchurch and Milford on Sea.

The only decisions made on the night were that we had been well looked after at the Cat & Fiddle, the beer and food had been good so we would be meeting there on the First Monday of the month at 19.30 in the future, come and join us.

Vince Sutherland

Branch Reports

Gloucestershire Branch

Contact; Russ Williams 0758 7065 007 or REOCglos@hotmail.com

Meet; 2nd Thursday of each month, 1900hrs, The Gloucester Old Spot, Piffs Elm, Tewkesbury Road, Cheltenham. GL51 9SY.

The branch continues to grow and we were blessed with warm sunshine and dry roads for our first ride out to AV8 Café, Cotswold Airport that took place on the 7th May.

The ride was lead by Kate and unintentionally coincided with the 16th International Female Ride Day. It was great to see so many female riders supporting this event that we too had unwittingly and slightly supported.

Special mentions to Rich and John. Rich for riding his virgin 650 Interceptor, 'for the very first time' (earworm warning Madonna, 'Like a Virgin') and John, riding his not-virgin 1958, 350 Clipper he 'found' in a shed. Both John and his Clipper were sterling throughout and decided to stay with the group, despite apprehensions of doom, all the way and.....almost made it home.



Great feelings of unity and bonhomie abounded following the ride which resulted in the members requesting a branch Polo

Shirts and creating its own emblem. Black is such a slimming colour.

Wispy mare-tails and warm weather greeted us for a ride to Koti Autotalli in Chipping Campden on Sunday 22nd May. Led by Ian H (thank you Ian) and welcoming new member Graham; we had a great time. Travelling through the Cotswolds we stopped for a final cup at The Whistle Café at the GWR station at Toddington. A group travelled to the Baffle Haus for a Regional meet. Great ride through the Forest of Dean to be met by a smiling Jason and Ted with free coffee and cake! Thank you for organising the event, look forward to the next one.

Branch Reports

A final event in June at Billy's Vintage Weekend saw Glos and South Wales branches combine and attend a charity weekend near Newent. Appalling weather the day before very much curtailed what was available at the show but we all made the best of it. With plenty of free tea, coffee and biscuits provided by the branch we made new comrades and progress with future joint-adventures.

Volunteers required to identify a meet location, route and date of ride. C'mon, you know it make sense!

Russ Williams Gloucestershire Branch
Secretary M; 0758 7065 007



North Yorkshire. After not having a branch report for a few issues, it is nice to report that the branch is still meeting and active. After a slow start to the year, we have continued to meet on the first Thursday of the month at the Bay Horse, Catterick Village. It has been great to welcome several new faces to the meetings and on the rides out that have been arranged.

The latest run, organised by Mark and Ian, took us from Richmond to Marske, Newsham, Stang forest, Askrigg, Redmire, Reeth for lunch, then back to Richmond via Downholme and Hudswell. It was a great day out for the 9 bikes, with some interesting lanes and fabulous views of the Durham and Yorkshire Dales.



You can find details of upcoming rides out on our Facebook page, Royal Enfield Riders North Yorkshire. All welcome if you're ever in the area.

David Dreher

Branch Reports

Suffolk Branch. The Suffolk Branch continues its popular monthly meetings as always at The White Horse pub. Tattingstone nr Ipswich.

Our last Saturday meet up saw 11 bikes and 13 members, so not surprisingly becoming better supported as the summer arrives

May has been an active month for us with club rides most weekends, which thankfully have remained dry.

Our breakfast club ride has continued to be well supported and on Wednesday 18th we enjoyed a round trip ride of around 80 miles to Thetford for a good old Spoons breakfast.

Sunday 18th saw us visiting TTT motorcycles of Sudbury (unfortunately soon to be ex Royal Enfield dealers) for a classic car and motorcycle show. A nice ride and brilliant weather and there we saw our first Continental combination.

On the 28th we revisited one of our old favourites, The Sorrel Horse pub for a bike fest with motorcyclists from all over East Anglia meeting there. A well supported trip and nice weather.



Other rides arranged via our Whatsapp group have seen members meeting with the Kent branch at the Otty Bottom Kent Rally and the Essex Steam Punk festival. Steam Punk ...Fascinating. Visitor's warmly welcomed.

Stephen Backhouse Contact No 07939351740
stephenjbachouse@hotmail.com

Wiltshire Branch Contact: enfieldwilts@gmail.com

Meet: Second Thursday of month 7.30pm, The New Inn, Winterbourne Monkton, Wilts, SN4 9NW.

By the time this issue of The Gun drops through your letter box, most of the items in this report will only be of historic interest. Hopefully, it will display how active our branch is for local RE owners who have yet to join the fold.

The earliest event we attended was on 4th June. We met up at the Crown Cafe in Lyneham, and with 13 RE's assembled we rode to Marlborough where we had been invited to display the bikes as part of the town's Jubilee celebrations. We were parked up alongside a gathering of Harley D's. - Talk about chalk and cheese!

Branch Reports

The following weekend saw a good turnout of 20 bikes for a ride to the annual "Gillingham in Gear" event, organised by the VMCC (Dorset Branch). As always, there was plenty of historic vehicles from bikes to trucks to gaze upon.

On Saturday 25 June we attended the URC Classic Bike Show at Holt, though I can't comment on the day as I was away camping at the Summer Solstice Rock Festival with another branch member at the time.

As I write we have plans to ride to the Cassington Bike night on Monday 27 June.

Chronologically, our next event will be on Saturday 9 July, when we'll be putting on a display and helping out at Bike Treads (our local RE dealership) with their open day. Apparently there will be food and drink on site and a full demo fleet available to ride. If, as a branch member you feel inclined to do some marshalling etc on the day, bring a high viz vest with you. Thanks.



14 July is our next branch meeting, held as usual at the New Inn (see above).

23 July is the John Wells memorial ride led by John's son Rob, and leaving the New Inn at 10.30, and covering John's favourite highways and byways around Wiltshire. The ride will last about 3 to 4 hours, with refreshment

stops along the way. Returning to the New Inn, we'll be settling down in the garden for a sociable gathering.

To complete July we will have our usual display area at the Calne Bike Meet on the 30th. If you've not been before, it's a good all round day out with all the usual stall, charities, clubs and food vendors, not to mention live bands.

So, that's it for this report except for me to forewarn the branch that I will not be able to write the next one (as I'm off on my travels during August). - Any volunteers? That's it. Enjoy the rides.

Branch Reports.

REOC UK East Sussex branch

Great news for Royal Enfield owners in East Sussex, an East Sussex branch within the REOC UK has been formed. We have a Facebook group which can be found here

<https://www.facebook.com/groups/royalenfieldeastsussexCS>

Some of you may have found this group already by now. We had our inaugural meeting on Sunday the 26th of June and I am truly grateful to members Ron Cutbill, John Crawl, Terry Cook and his wife and a special thank you to REOC coordinator Jason Reeves who rode from Wiltshire to East Sussex after a busy weekend to be with us. Further meetings will on the 3rd Thurs of the month, July 21st is the next one, some can't make it until August! All meetings will be at The Kings Arms, High Street, Rotherfield TN63LJ (car park at rear). JW Groombridges at Cross in Hand Heathfield (our local Royal Enfield dealer) have agreed to collaborate with us.

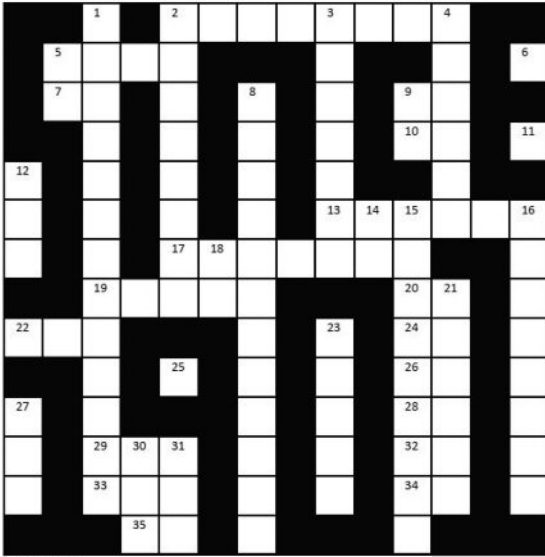
As your point of contact for the branch I can be contacted on email eastsussexreoc@yahoo.com

If you wish to join us visit the above group and bring your ideas with you. I look forward to meeting new members.
Grant Melton.



L to R Ron Cutbill, John Crawl, Grant Melton Branch contact , Jason Reeves REOC Coordinator, Terry Cook

The GUN Crossword issue 290



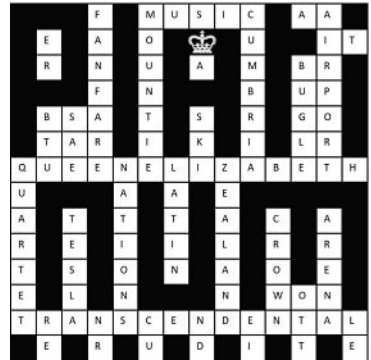
DOWN

- 1 Similar to variable resistor
- 2 The "R" in R & D
- 3 Worsen situation / Redden swelling
- 4 Stars: Orion the? Wellies brand
- 5 Middle of pencil range (Hard-Black)
- 6 First initial of our bikes
- 8 M/cycle, now made in India (5,7)
- 9 UK maps
- 11 Letter that goes well with 6 down!
- 12 Weapon with magazine. Our mag.
- 14 German PLC. Silver
- 15 Loud noise made hearing impossible
- 16 Going too fast. Could get us a ticket
- 18 Silver or gold? Gold
- 21 Not harsh: sound / flavour. Yellow!
- 23 Choose one: AGO, SINCE, BEFORE
- 25 Fish '?' Chips (Or, Salt '?' Vinegar)
- 27 Between Zero and Two
- 30 The word before "Gun"
- 31 Milk chocolate made by Cadbury's

Well done to all who entered last time. Only one can be drawn from the hat, so keep them coming! The Winner: **G. Campbell (13752)**

ACROSS

- 2 15m south of B'ham on River Arrow
- 5 Sharpen skills or chisel accurately
- 6 Letter sounding like "aaah"
- 7 UK telephone company
- 9 Off (Opposite)
- 10 Initials of Roger Moore's *The Saint*
- 11 Morse Code, one dot
- 13 It's now Chennai
- 17 Place of learning, part of university
- 19 Red/yellow earth, like amber?
- 20 The time before noon
- 22 Do this before firing a gun
- 24 Iron
- 25 First letter of surrounding number
- 26 The (Spanish, masculine)
- 28 Holland
- 29 And so on...
- 32 Electric switch: On and Off (Ten)
- 33 Opposite of LHD
- 34 Direction: Cumbria, Lancashire
- 35 Informal, short for "them"

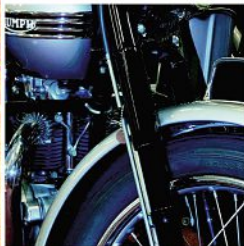


The committee have agreed to a prize of one year's free membership to the winner of the crossword competition. All correct entries will be "placed in the hat" and a winner drawn out. The membership secretary will inform the winner, whose name will appear in the next copy of The Gun. Photocopies are acceptable. 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**

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