

# THE GUN

The magazine of the Royal Enfield Owners Club  
[royalenfield.org.uk](http://royalenfield.org.uk)



ISSUE  
No.292



Dec/Jan  
2022/23

# 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:-

Richard Lucas (aka Father Christmas) delivering in Dorset

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Editorial.

Welcome to another full edition of the Gun magazine. Christmas issue already, it seems to arrive quicker each year. This issue has the AGM report with a message from the new club chairman (congratulations Bob Murdoch). Also two articles from our overseas members. An interesting one about K and KX machines from a member in Germany, and one about valves (tyre) from the Netherlands. Personally I am not totally in agreement with this one, although I have had a blow out at 50mph as the valve tore out of the tube. One for much discussion at club meetings I think. I hope all branches manage to have their Christmas parties in Dec this year. (Kent had ours at Easter last time).

Finally, may I wish all members new and old a very merry Christmas and a Happy New Year. REgards, Alan.



All contributions for the next issue to reach the Editor

by the **1st January 2023**

Next issue published February 2023

## A word from the Chairman

Dear fellow club members, We had our own cabinet re-shuffle at the Annual General Meeting in September, and I came away as your new Chairman. Our thanks to Graham Scarth cannot be overstated. Stepping down after fifteen years in the chair and holding most other positions of office over forty years, he has been a pillar of our organisation, and I'm pleased to report that he will continue as a committee member supporting us with his wealth of experience. Many thanks, Graham. You can read the minutes of the meeting elsewhere in this issue.

I joined the REOC in 1994 when new Indian Bullets were first appearing in UK showrooms, but were still quite a novelty amongst a vast majority of older English-made bikes. These imported Bullets were built to the 1950s design, except for 12v electrics, indicators, and metricated bearings, and electric starters were still a long way off. How times have changed.

One sunny afternoon back in August I met a fine bunch of Royalists from the South Midlands Branch on their weekly ride-out. One or two of them had worked for the Enfield Cycle Company Ltd, which is unsurprising since we'd gathered on the outskirts of Redditch, but nearly all of them were sat astride new Royal Enfield motorcycles. It's fair to say that these enthusiasts aren't in their first flush of youth, yet they're one of the most numerous and active branches of our club, enjoying the comforts and refinements of the modern Royal Enfield range which seems to reflect a motorcycling trend, and what a huge trend it is. Today's annual Royal Enfield production is far more than all the motorcycles that passed through the factory gates at Hewell Road between 1901 and 1967! If we can attract a fraction of these owners, into our club, and some of them in time, take an interest in the original Meteors, Interceptors and Continental GTs, then our future is assured. We can remain proud guardians of the heritage of the oldest continually manufactured motorcycle marque in the world.

Regarding manufacturing history, here's a thought to leave you with; 2022 is a year of R-E production symmetry. Motorcycles were made at the Redditch factory for sixty-six years, the same time that they've been made in India. Did we miss an opportunity for a celebration?

Ride safely Bob Murdoch



**THE ROYAL ENFIELD OWNERS CLUB**  
**44<sup>TH</sup> ANNUAL GENERAL MEETING**

**Saturday 24th September 2022**

**Woodlands Waters, Willoughby Road, Ancaster, Lincolnshire. NG32 3RT**

**This is an abbreviated version of the full minutes available on the website.**

**Committee Members Present**

Graham Scarth (GS) Chairman

Teresa Langley (TL) General Secretary & Membership Secretary

Bob Murdoch (BM) Archivist

Shaun Winter (SW) Treasurer

John Dove (JD) Machine Dating

David Langley (DL) Pre-War Dating

John Budgen (JB) MAG Representative

Sean Keogh (SK) Website Manager

**27 other club Members Attending**

**Meeting started 11.05**

1. **Apologies:** from six members.
2. **Minutes of the previous AGM held on 25<sup>th</sup> September 2021** were accepted.
3. **Matters Arising.** None
4. **Chairman's Address**

GS is not renewing a new term as Chairman, in addition to the people mentioned for re-election, Shaun Winter will also step down for personal reasons (Steven Higginbottom having stepped down earlier in the year). **This leaves the club without a Treasurer!** Having a treasurer is a requirement for the club to operate. If you are interested in the role, please contact the Committee.

The printers who were producing The Gun had been changed over the last 12 months. A member of the club who works for an independent printing company, came forward with a suggestion for the printing contract and was able to reduce the cost of production of The Gun by half. Printing, the distribution remains the same, being totally independent of the printing, because of the sensitivity of information.

**5. Treasurer's Report**

There is not a full report available due to the health situation of the current Treasurer.

GS informed the room the Current Account figures were:

Opening Balance 01/05/2021 was £19960.71

Closing Balance 30/04/2022 as £25672.84

PayPal account closing balance was £724.00

Savings Account 01/05/2021 was £61220.26

Closing Balance 30/04/2022 was £61229.38

Giving a £9.12 interest on the account over the last 12 months.

**6. Adoption of Accounts**

No descents. Accounts accepted and approved

## **REOC Club Officer Reports**

### **Machine Dating Officer**

John Dove For 1939 and onwards Redditch Machines: A sample dating certificate was shown to the meeting. There are 14 pending applications today. This year, 70 Dating Certificates have been issued to identify authenticity of motorcycles, compared to 80 in 2021. Foreign enquiries are predominantly from France. The subject of watermarked paper for certificates took place.

### **MAG Rep**

John Budgen: MAG magazine is now called Open Road; Several main subjects were described; Opposition to the end of Internal Combustion Engines in motorcycles, Anti-tampering laws (legality of making any changes to a motorcycle) Smart motorways will not be abolished; Highway code anomalies; Electric scooters.

Graham Scarth explained that the bill for our annual MAG subscription was sent to the wrong address, but has now been paid.

### **Archivist Report.**

Bob Murdoch: The hard copy Archive which filled a small storage unit has now been scanned. 14,800 files have been created occupying 62 GB. Titling, reducing and possible watermarking a proportion of files for access by the membership will be the next phase. See more details in the separate report in From the Archives.

The hard copy has been reduced and fits in three large office filing cabinets.

### **Question from the room.**

Where are the archives kept? BM: The three cabinets reside at my home.

### **Website Manager**

Sean Keogh: informed the room, that he would be making improvements to the website to make it more informative and user friendly. He is getting more access to the website with the assistance of Sam who is the web provider.

## **Proposals**

- 8a. Proposal from G Scarth (2329) and seconded by T Langley (16049B)  
**New overseas members are only offered the pdf copy of The Gun. To take effect from a date to be decided by committee, but no later than 1<sup>st</sup> Mar 2023. (Some members in Finland, and a few other countries are not receiving their magazines due to local import/ tax enforcement).**

Several International members informed the Committee that paper copy is far more desirable than PDF, and many members would not renew their membership if the change was made.

Mike Sliowski informed the room that a quarter of laptop users would not be working on laptops in the future. The sales of laptops were dropping rapidly and people were tending to work on their mobile phones are not suitable for reading a PDF document.

John Hamer; stated that as members get older, the electronic copies would not be popular

John Barnard. Is it mainly Finland or worldwide problem?

GS: Finland seems to be the main protagonist but there has been a return from Greece. A grey envelope will circumnavigate this problem as opposed to the clear plastic wrapper that is currently used, but is time-consuming to handle individually.

Vote held. 3 votes for. Remainder Against - Motion **Lost**

8b. Proposal from Teresa Langley (16049B) and seconded by David Langley (16049A) **The quorum for the AGM be reduced to 20**

GS because there were so few members – insufficient to vote – in the AGM in 2021, this is a reality which needs to be addressed.

JD everything appears to be going virtual. JD asked the room, if there was anyone here who belonged on committee level to VMCC, and advised that Zoom meetings are being held for important meetings.

Vote held. Motion **Lost**.

8c. Proposal from J Budgen (11349A), seconded by R Murdoch (6397)

**A change of venue for the AGM**

GS stated that this proposal should be down to a committee meeting and not an AGM

A discussion took place on the merits and history of different locations and events for an AGM in order to encourage more attendees. J Hamer expressed difficulties in finding suitable locations for his rally.

8d. Proposal from R Murdoch (6397), seconded by J Dove (15126)

**The AGM should become part of a full weekend Club event within the rally calendar period. This is closely related to proposal 8c.**

BM has found a suitable site, in Warwickshire, which has hosted VMCC and H-D clubs, to be confirmed.

BM offers to organize the rally and AGM

Different suggestions came from the meeting about dates, requirements and locations from the members. Why don't we try a rally there before we move from Woodland Waters?

GS advised that Proposal 8c and 8d be put together for the vote.

AGM at a rally and a different venue. 26 in favour. **Motion passed.**

9. **Any other business** (no motions accepted on the day)

An enthusiastic applause was given to GS for his 15 years service. Many different subjects were raised from the floor and discussed, including: Free membership, number of members, AGM proposals not published, 20 and 30 year membership badges, confusion between our REOC and Royal Enfield's RERC of Europe, club trademark, the 2023 International Rally, promotional club stand (NEC) and club T-shirts.

10. **Election of Chairman** (G Scarth term of office expired) and would not be standing  
Bob Murdoch wishes to stand as chairman and was seconded by Gordon Gambrell  
BM elected at Chairman

11. **Election of 3 Committee Members**

a) **J Budgen** term of office expired and would not be re-standing

b) **J Dove** term of office expired Re-standing

c) **S Higginbottom** resigned from office mid-year, leaving the Treasurer role with S Winter.

GS informed the room that **Tom Bray**, an experienced long standing member would like to come back to committee. There were no objections.

13. **Presentation of Trophies**

None were presented. Jim Hayward trophy was awarded to Doug Young.

BM has ideas of restarting the awards which lapsed during Covid-19 years, and to changing the trophies. BM has been discussing this with Rob Hall who has some proposals.

AGM concluded at 12.50. Lunch

Minutes taken and prepared by

Teresa Langley – Full detailed version available on the website.

General Secretary

Royal Enfield Owners Club

## AGM Archiving Status Report, Sept 24<sup>th</sup> 2022

To date, **14,800 files** have been created (many of which are multi-page) occupying **62 GB** of memory. Although documents continue to come to light, which will be scanned, this concludes the digitising of The REOC Archive which was last itemised by Dougie Young in 1999. Dougie's inventory was more of a library of manuals for photocopying and sending to members, which we no longer do. Post 1950 workshop manuals and handbooks have not been scanned, because they are readily available in hard copy. But they could be scanned, if necessary if requested by a member.

All original hard copy and post 1950 manuals now reside in three steel filing

cabinets, including twenty hard-copy Royal Enfield books by various authors (not scanned).

The digital Archive comprises the following document types: -



**Airbrush-enhanced Publicity photos \***. Ninety-eight images used in adverts and brochures from 1914.

**Factory photos**. Several thousand 1911 to 1970, mostly from the factory albums, require titles and watermarks.

**Employees own albums**. Photographs donated to the club. Require titles and watermarks.

**Sales Brochures 1901 to 2022 \***. Some years missing, approx 95% complete.

**1950s Posters**. Bill-board posters of trials successes.

**REVS magazines 1946 to 1954 \*\***. latest sales and sporting achievements.

**A book manuscript**. For ref only, not for reproduction.

**REOC historic correspondence**. Letters of historic significance.

**Design notebooks**. Reg Thomas sketches, calculations, and notes 1945 to 1971.

**Design Development Meetings \*\***. Minutes of meetings on testing and manufacturing 1961 to 1964.

**Report of 1969 USA visit \***. Management tour of USA dealers.

**Manufacturing drawings**. A small selection of engineering drawings.

**Service Bulletins \***. Advice to dealers on technical modifications.

**Factory memos to dealers \***. Notification of new models, colours, and prices for the new year.

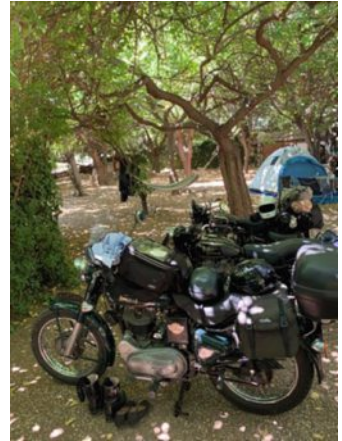
**Parts books and handbooks, Hints and Tips\***. Mostly pre 1945.

**Videos and cine film**. R-E Visit to Madras late 1950s and Mostly TV documentaries.

**Factory admin docs**. Clocking cards, wage scales, working hours etc.

**Other related publications**. Lucas, Villiers, Terry, Hepolite etc

\*\*already on website \*next priority for website inclusion, tbd. Adding a selection of the above files to the club website (or other secure means of access?) should be the next phase, requiring close cooperation with Sean and Sam. In most cases, the files need titling, reducing in storage size and watermarking. Archivist



### A route suggestion for travel the to REOC International Rally 2023

*Disclaimer; the suggested route herein is not an official REOC event. The route suggestion is shared amongst REOC Members and friends who wish to travel in groups large or small. It is intended for riders who may find it helpful to know that other riders are heading for the same destination at the end of each day. The REOC is not offering a formalised or led ride to its International Rally 2023. There is no obligation to join in at any stage. IMPORTANT; Quoted European sailing times are based on current 2022 schedules. Please check times before travel.*

*In case you have not made European accommodation bookings before it may be worth visiting [www.booking.com/hotels](http://www.booking.com/hotels). If you have concerns about security of your motorcycle during hotel stays you can simply scroll down the page of your chosen hotel in order to view parking facilities on the website. Nearer to the time we will open a WhatsApp group to share suggestions between anyone wishing to meet up for evening meals on route. Thank you to Gordon May for input and advice.*

#### Friday 26<sup>th</sup> May

**Sailing** Harwich, England to Hook of Holland ([www.stenaline.co.uk](http://www.stenaline.co.uk) 11.00pm departure).

#### Saturday 27<sup>th</sup> May

**Riding** Hook of Holland to Nassau, Germany 251 miles.

Sunday 28<sup>th</sup> May **Riding** Nassau to Konstanz (Lake Constance), Germany 263 miles (lunch in Heidelberg on route).

Monday 29<sup>th</sup> May

**Riding** Konstanz, Germany to Brescia, Italy 246 miles (riding via the Alpine 'Bernina Pass').

Tuesday May 30

**Riding** Brescia to Ancona, Italy 248 miles

Wednesday May 31

**Sailing** Ancona to Igoumenitsa, Greece with (www.anek.gr 3.00pm departure). (30% discount to REOC Members, please quote your Membership number).

Thursday June 1

**Riding** Igoumenitsa port (ship arrives at 10.00am) to Epidaurus rally/campsite 280 miles.

Friday – Saturday - Sunday June 2 – 3 - 4

**Rally days**

Monday June 5

**Riding/Sailing** to Patras port, Greece 125 miles (www.anek.gr ferry departure 5.30 pm).

Tuesday June 6 **Sailing/Riding** Ancona port, Italy (www.anek.gr ferry 2.00pm arrival) to Modena, Italy 170 miles.

Wednesday June 7

**Riding** Modena, Italy to Lucerne, Switzerland 261 miles.

Thursday June 8

**Riding** Lucerne, Switzerland to Metz, France 243 miles.

Friday 9 June

**Sailing** Metz, France to Hook of Holland 274 miles (www.stenaline.co.uk 10.00pm departure) or Calais ferry crossing 294 miles.

Saturday 10<sup>th</sup> June

**Riding** final leg home. (www.stenaline.co.uk 7.00am arrival if taken from Hook of Holland).

# 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](mailto:shaunwinter12@gmail.com)

Better photos and details are on the club website [www.royalenfield.org.uk](http://www.royalenfield.org.uk), under SALES & ADS, NEW SHIRT DESIGNS.



## OBITUARY

Dave Benson 1947 – 2022

Dave joined the REOC in its' second year (1979) when there were less than 500 members.

I first met him in the early 1980's at a Club Rally close to the coast in East Yorkshire not long after I joined the REOC. He went off on his own for a while and returned with an RCA engine strapped to the rear of his Turbo Twin, an image still fresh in my mind. I last saw him at the Ace Café in 2013 at the Indian company do for the launch of their new Continental GT machine.

Dave volunteered to be the Clubs' Turbo Twin specialist after a couple of years membership, his contact details for this role first appearing in the listing in Gun # 17 for Aug/Sep 1981. He was also a member of the British Two-stroke Club, and I am sure his expertise will be missed by members of both organisations. He was also the London branch contact and his passing leaves them "leaderless".

Graham Scarth.

## **Database for Royal Enfield K/KX 1140 V-twins**

Being into restoring vintage bikes from the age of 16 my big dream then always was to possess one day a prewar 500cc single cylinder made in the UK. In 1998 I was lucky enough to get the chance as a student to do my final master thesis in mechanical engineering in a company in Cwmbran Wales. Lucas brakes they were called and unfortunate I heard the company went bust 2 years after I spent a splendid time there drinking a lot of British beer and living on the first floor of a pub in the middle of nowhere in the Welsh county side for almost 15 months.

One of my former colleagues at Lucas came over to my desk one day when he heard that I was into vintage bikes and asked me if I was interested in buying a bike in unrestored condition from him since his missus was putting quite a bit of pressure on him in terms of an improved living atmosphere at home. Meaning he had to get double glassed windows for his home to make the next winter a bit more bearable and needed some extra cash to pay the bill.

I was not hesitating for a second and found me in the middle of a gloomy dark garage the next evening where he had at least 10 unrestored bikes of British origin sleeping a long and dusty sleep. Not knowing what I did, I pointed my finger on a bike with an I guessed 500 cc engine and asked him what it was and how much he wanted to have for the bike. As far as I remember I paid him the equivalent of 1500 Euro in British pounds and was the proud owner of

“ I did not know exactly what”. After doing some studies I found out that it was a 1938 RE J2. All the main parts were there but all the metal sheet parts as fenders, exhausts and tank were so badly rusty that they had to be replaced. The hardest part was to find the original cylinder head with a twin exhaust design for the twin exhaust system which in the end I found in Belgium. The guy was into RE all his life and was happy to pass on the rare piece of metal for as little as 30 pounds to me knowing that it would have a second life. In the end it took me 15 years to finish the J2 as a silver bullet. And at least as long to get all necessary information on the original looks. The result was a 100% original rebuilt which had a fantastic look and an even better sound. I love this bike to this day and had a 1:1 scale print done for my living room which fascinates my guests whenever I have somebody in my humble walls.

The picture below shows my bike which was photographed by a professional artist in the Photo studios of Rene Staud. Since I am working for Porsche Sportscars as an engineer I was lucky enough to find out who was doing all these nice pictures of our new cars for press releases so I called the guys and convinced them to do some shots of my bike in their studio in Leonberg. Since the bike has an enormous amount of chrome parts it was extremely tricky to do pictures without any mirroring effects. We spent almost 5 hours in the studio before the first picture was made. The result was worth the effort as I think.

# Royal Enfield



MODEL J2

"500 BULLET"

1938

As my fascination for RE was aroused I decide to hit my next project. Not knowing what I was to expect I tried to get my hands on a 1938 KX 1140 V-twin. But fairly quickly I realized that this was a rather difficult task. So I decided to go for 1931 model H with sidecar which I bought in Slovakia. There again the task to get my hands on photographs to be able to restore the bike to an authentic condition was hard so I was thinking about collecting data together with others.

And then, there was a call from my old garage friend Axel Winkelbauer who has a scooter shop in Hoxster to earn money and does extra restoration projects in the dark back area of his workshop. Most of them RE but as well some rare bikes like Brough Superiors and other rare British prewar metal. Undoubtedly he is one of the most competent RE experts in Germany. He told me that not 10 km away from my home a guy was selling one of two 1140s in his possession. Axel knew the bikes since he had rebuilt the engines after some overoptimistic mechanics had done such bad jobs that both engines were heavily losing oil.

Since he himself had reworked the engine, I dared to buy one of the bikes and came up with the idea now to collect seriously all available information on 1140s as a database for and from others. I started with what I could find myself and with the owners list of 8 potential owners Axel kept in a hand written notebook. So being an optimist as always, I started calling the 1140 owners he knew. At the beginning these guys were very skeptical related to what I planned to do. But the more I collected the more I was supported. It was November 2012 and I remember sitting in Tenerife on the beach calling bike owners in GB trying to convince them to join the project.

10 years later in 2022 we have accomplished together quite a superb task. "We" is, all owners which decided to support me with photographs of their bike and as a compensation getting access to all documents we were able to collect over the time.

Today we have reached a number of 950 files making up 1,2 Gbyte. All data is accessible online via "onedrive" for every owner of a 1140 V-twin. We have kept the strict rule over the years to only permit access to those who own such a bike to make sure, that the data is not spread too far and to prevent bike dealers from getting on people's nerves trying to talk them into selling their bike. Our official website is: [www.royal-enfield-1140.com](http://www.royal-enfield-1140.com)

During all this time I was supported by Graham Scarth from the REOC who was able to provide the details for each bike (frame and engine number) in terms of the conditions in which the bike was delivered to the dealer in the 30s finding this Info in the handwritten ledgers of the RE factory form the 30s.

According to the ledgers 698 K/KX 1140 V-twins were built between 1936 and 1942. Production peaked in 37 and 38. Of these approximately 700 bikes we have collected recent pictures of 80 vehicles which still exist. On top of these we have another 16 frame numbers where we assume that the bikes still exist but have no owner and no photo. The owners are spread all over the world. Australia, New Zealand, Poland, France, Greece, Germany and of cause most of the bikes still being in GB.

Our endeavor was and will be purely non- commercial and not linked to any organization or club. The idea is that if you as an owner are willing to share your information and pictures of your bike with the other owners, you will be passed on the link to the database with all documents we have collected. "Give a bit and get a lot". Of interest are you tube films, reports from magazines and of course pictures and bike details of your personal 1140 V-twin (built between 1936 and 1940), no matter in which status of restoration the bike is. Whenever we find a bike for sale on the internet we try to get the details of the bike. In any case we store the pictures on the database.

We have several departments in the database. Literature, Prizes, Spare parts, Workshop manuals, vehicle pictures, address lists of all owners who are willing to share their address.

To contact us please write to [re.kxowners@gmail.com](mailto:re.kxowners@gmail.com)

Mobil: 0049 1515 1859173  
Jan-Peter Müller-Kose  
Paracelsusstr. 46  
71229



## Club Sales

Code	Item description (see website for photos)	UK	Overseas
S1	Machine badge - stainless steel	£9.50	<b>Email a list of your requirements for a quote</b>
S2c	REOC lapel - 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 / green / blue badge	£3.20	
S11	Gun magazine binder - red or blue	£7.00	
S16	40th REOC anniversary badge	£2.50	
S20	Sweatshirt Small to Large	£14.20	
S20	Sweatshirt XL & XXL	£15.00	
S21	Teeshirt Small to XXL	£7.30	
S24	Polo shirt (embroidered logo) Small to XXL	£18.50	

**All UK prices include post 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:

Sweatshirts:- royal blue, jade, maroon, grey or black

Teeshirts:- royal blue, sky blue, maroon, jade, grey or black

Polo Shirts:- royal blue, maroon, black or white

**All items - Please check availability of colours / sizes before ordering**

Or give alternatives as all colours or size/colour combinations may not all be available

Enquire by phone, or email **clubsales@royalenfield.org.uk**

*For security, phone calls are not answered from unknown overseas numbers*

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

Adrian & Cherry Saunders

12 Straidhaven Road, Nutts Comer, CRUMLIN. BT29 4SN

Make cheques payable to "Royal Enfield Owners Club" or

☎ **07545 274883** or **07769 744503** with your credit / debit card details

(£10.00 minimum transaction for card orders)

**PayPal accepted (£10.00 minimum) - email for details of how to pay**

**For security, do not send card details by email, nor send cash in the post**

Dear REOC members,

before two weeks we tested the campsite Nikolas 1 in Ancient Epidaurus, and we must say we are so exciting for the place!

Four members including me participated and we enjoyed a 3-day holidays there!

If we could describe it, we could say "It is a small paradise by the sea!"

The area for the tents is full of shadow **whole day!** Look how atmospheric is the place, full of trees.

So, these are two good reasons to camp rather than to book an apartment!

But feel free to choose whatever you want!

Let us remind you the option to buy a brand new 2-seat tent for a price around of 20 euros! Be careful you must reserve it in advance!

Inside the campsite there is also a traditional tavern and a small cafe-bar.

The staff is very polite, and prices are reasonable.

Saturday night we will have the members dinner at the tavern!

Only 3 min from the REOC reserved area is the sea. So do not forget to bring your swimwear!

Wi-Fi will be free to all members!

Showers with hot water, Wc including at the facilities! Plus, place to wash your clothes and charge your mobile phones for free!

Next to the tavern there is also the apartments which are comfortable and clean.

The breakfast was tasty including sausages, omelets, homemade pies, and fresh fruits.

We will add the option for the campers to have their breakfast there too!

The town of Epidaurus is only 10 min by foot from the campsite.

A traditional bakery is 5 min from there also.

Make sure you will fall in love with that place!

If you have any queries please let me know.

Andreas Papadakis

Secretary REOC Greek branch



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



## Tech Talk

### Rear suspension units

The workshop manuals say little about rear suspension shock absorbers. Maybe that is not surprising, as shock absorbers are usually trouble free items that need little attention. But their role is important and careful adjustment and maintenance can contribute to the bike's overall comfort and handling.

As Royal Enfield enthusiasts we ought not to forget the feather in the company's cap, as the first production motorcycle (in 1948) with swinging arm rear suspension, using spring and hydraulic shock absorbers—a design then used on most motorcycles for over 50 years.

The purpose of the shock absorber is to control the movement of the swinging arm suspension. The spring controls the suspension movement, while the hydraulic damper prevents the spring from uncontrolled bouncing.

The hydraulic damper prevents the unit from reacting like a yo-yo or pogo stick

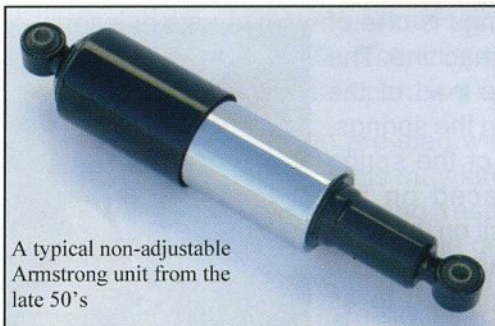
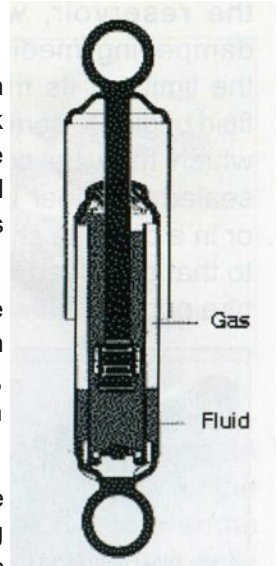
Fluid damping was, until the last 15 years, almost universal in motorcycle shock absorbers. However, fluid has two significant drawbacks.

As the suspension works, the continual movement of the suspension causes the fluid to 'foam', to become aerated, with tiny air bubbles.

This reduces dampening efficiency. Efficiency, is also reduced when, in extreme conditions, the fluid is over- heated.

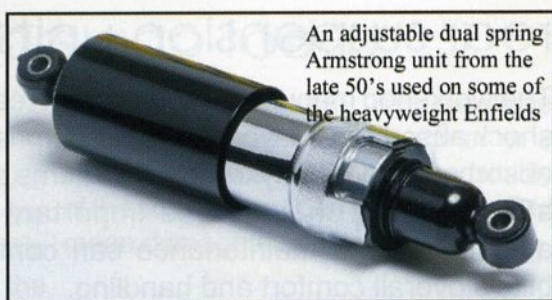
More recently it has become customary to use gas as a damping medium (as on

the Electra X models and the new Efi range). Gas eliminates both the problems with fluid mentioned above. Nitrogen is normally the gas used in shock absorbers (as, for example, in the Hagon units). The gas, contained in a sealed cell, helps control the piston's action.

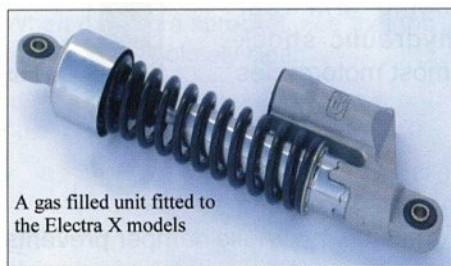


A typical non-adjustable Armstrong unit from the late 50's

As the suspension operates, the piston moves through the oil in the reservoir, which acts as a dampening medium. Close to the limits of its movement, the fluid begins to compress the gas, which may be contained in a sealed chamber in the cylinder or in a discrete chamber placed outside the cylinder.



The action is similar to that produced when a finger is placed over the outlet hole on a bicycle tyre pump.



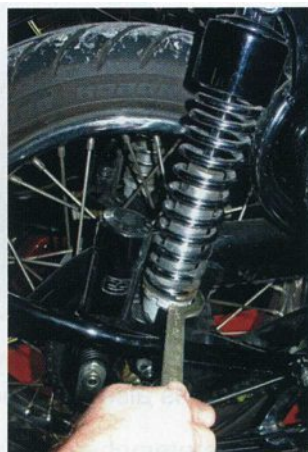
Most shock absorbers are not serviceable units. However, the springs themselves may be replaced with alternative springs and, to alter the appearance of the units, the covers (if fitted) can be removed altogether or replaced with covers with a different finish.

## Settings and adjustment

Adjusting the shock absorber springs is one of the easiest tasks to tackle on your machine. The main reason for adjusting the pre-load of the springs is to compensate for 'sag' in the springs. 'Sag' is the change in the length of the spring that occurs when weight is placed on the machine.

When you (and a pillion) sit on the bike, the shock absorber springs are compressed. The amount of that compression is referred to as 'sag'. Sag can be regulated, by the simple adjustment of the spring's pre-load. This adjustment regulates the motorcycle's ride height.

Preload is the amount of tension put on the spring when no additional weight is placed on the bike. Adjusting the spring's pre-load either lengthens the spring or shortens it. The more preload put on the spring, that is the more the spring is compressed, the



Adjusting the spring preload using a C spanner. Place the spigot of the spanner in the cut away in the adjuster nut and turn either to compress the spring or lengthen the spring

more the spring's 'bounce' is reduced and the firmer the suspension may feel. Equally, when preload is reduced the spring's springiness is increased.



Replacement gas filled shock absorbers are available by various manufacturers including Hagons

The first reason for pre-loading the spring is to set the sag to compensate for the bike's own weight. On a newer machine the springs chosen for the model already compensate adequately. On an older machine some adjustment may be needed. Pre-load also corrects the ride height, especially necessary if you ride with a passenger. Without this adjustment the bike may have a tendency to 'squat': to drop under the machine's gross weight. If the springs become coil-bound or reach the limit of their travel the suspension may, in extreme situations, 'bottom out'. Adjusting the pre-load reduces this likelihood. Overall, this simple adjustment allows you to put the suspension in its ideal operating range.

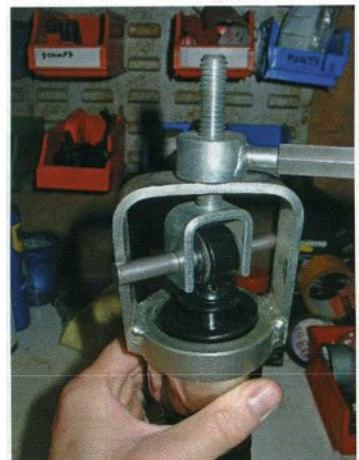
Adjusting the suspension pre-load will raise or lower the rear of the bike. This may influence the way in which the steering responds. Raising the back of the bike will, in general, make steering 'faster', lowering the ride height will give slower steering. In reality, this change may be barely recognisable, except on a bike with highly sensitive and precise steering.

### **Dismantling the rear shock absorbers**

For one reason or another, you may need to dismantle the shock absorber. On some, it is fairly obvious and straight forward, but on others a bit more tricky. In the next feature we will show you how to dismantle the various common types.

Words and pictures by Hitchcock's Motorcycles from Gun issue no. 214 Dec 09 Re -typed by

Doug Young 1062



One of the special tools to make dismantling a lot easier

WELCOME TO OUR NEW  
MEMBERS Sept/Oct 2022

George Strejc	Woodford Green	John Mann	London
Jerry Thornton Crouch	Burnham-on-	Andrew Kear	Lydney
Nathan Bell	Downham Market	Jeff Duval	Christchurch
Paul Woffenden	Newport	John Townsend	Swindon
Philip Winning	Didcot	Sean Maloy	Burnley
Stephen Hartley Avon	Stratford-upon-	Peter Goulding	Norwich
Colin Christian	Bromyard	Andreas Kadas	GREECE
David Lewis	Crewe	Marios Kyriakopoulos	GREECE
Paul Stokes	Bedford	Lea Churchill	Harlow
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Philip Barrows	Rugby	George T Davidson	Crewe
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Marcus Thompson	Banbury	Michael Parsons	Aldershot
Nick Jackson	Brough	John Savill	Heathfield
Michael Davis	Calne	Bernard Hunt	Preston

**Membership Secretary** Teresa Langley Strathaan, Ardgay. IV24 3BG  
tel:- 01863 766431 email:- [membershipsecretary@royalenfield.org.uk](mailto:membershipsecretary@royalenfield.org.uk)

I note from the Bill Soltau obituary that he was quite an innovator of Royal Enfield Motorcycles. From a club perspective, it would be a pity for his innovations to be lost, particularly his work on electric starters. It would be a fitting tribute to him if his work could be viewed in the magazine and possibly replicated by some enterprising club member. Why reinvent the wheel when one already exists.

Regards Eddie Brant 16901

## Club Calendar 2023

The 2023 Royal Enfield ride in At Sammy Millers Motor cycle Museum at Bashley Cross Road, New Milton, Hampshire, BH25 5SZ The New Forest will be on Sunday 30 April 2023 from 9am. Museum Closes at 4pm. Refreshments will be available as normal. Museum 01425 620777. Club Contacts Robin Gillingham 01963 251406 or Debbie Martin 07545 566332 We both look forward to meeting you all there next April.

The 2023 Gillingham in Gear will be on Saturday 10<sup>th</sup> June @ The Town Meadows and Red Lion carpark, Gillingham, Dorset. I should be there for 9am setting up. The usual facilities will be available. Club Contact Robin Gillingham 01963 251406

## **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)  
0793 332 1135 or  
01706 360828  
hamer89@btinternet.com

## Market Place

For Sale. Enfield 500 Bullet for sale 1998 -was going to put a chair on it but have other plans- a few scratches on it -happened in transit to me -Low miles (story behind it ) Will give it a service before sale . Please tel Brian on 07711332437- my address - The Old Farmhouse, Keddington Corner, Louth,Lincs,LN11 7DX ( Mem no-18582)

For Sale: Flyscreen for Meteor 350 model 2021-On. Very good condition, all fittings and installation instructions included, £40.00. Stuart Gunn 18581. 07967 696363. stuartgunn60@gmail.com.

For Sale. Pistons, N.O.S, 64mm. 1@ +0.020", 2@ +0.030", 1@ 0.040" £75 ea, One set rings + 0.020" £12 (suit 250 Clipper or early 500 Twin), Lucas ign' distributor assy for 250 p/unit Clipper, o/hauled by Distributor Doctor" since unused £120. Front brake plate 7" dia with 2 prs new shoes £90, 12V PVL ignition coil, 40mm dia, new, £15. All + postage, Andrew Denman 16406 Bucks 077 866 51903

For Sale. 1966 Continental GT, Original spec. Matching numbers. Restoration circa 80% done but health issues mean I will not be able to finish it. I've invested lots of time and money in this bike. Photos and info available. Offer as is. Paul Langdell, Member 12369, tel 01332840507, Mobile 07712351095 located Derby

For Sale: Himalayan (Sept 2020), many extras, e.g. Exhaust, Cam, Booster cable, High flow intake, Free flow air filter, 16T Engine Sprocket, Tank panniers + many more. 1800 Dry miles, Runs + Rides better than new. £3600. (Shropshire) Ron(10758) 07855786166

For sale. Velocette Mac 1951. Very good condition, original reg and green logbook, v5c taxed and on the road. £4,500. Ian Tomlinson (05771) Tel.07970888199 or email ianntomlinson@gmail.com (Oldham)

For Sale. 1957 Royal Enfield Bullet 350 maroon 43939 miles. Mag/alternator, dual f/brake model, owned since 2014, overhauled at 41429 miles, old log book & V5. Interested?, can email photo etc. £3300 o.n.o. Andrew Kear (18806) Tel:- 01549 562991 or 07377923716 (Gloucestershire) e-mail kearandrew500@gmail.com

For Sale: Royal ENFIELD Ensign 150 1955 Ferodo Pair of Brake Liners and Rivets. Original box. £7.50 including postage. Steve Broadbent 07974795466 email steve@fellrunner.com

For Sale. Royal Enfield Himalayan, mileage 5807, Colour grey Reg 1/5/20. Higher gear fitted, new chain and brake callipers replaced. Price £3200.00 - Ring John 01474 704537

For Sale. 2004 Bullet 500cc Classic, good condition, new rear tyre, low mileage, top box, £1500. John Palmer 6304) Tel:- 01702 295745 (Southend)

For Sale. Royal Enfield rally jacket. Original club purchase 80s/90s. Red and Black, white letters back and front. Never been worn. Rochelle design, large £100. Thomas Scrase (04772) Tel:- 01377 267626.

For Sale. 1956 350 Bullet, needs tlc, 700cc Constellation, non runner, pair of connie barrels +40 sound fins, meteor minor crankshaft needs machining, R E tank 56/59 350/500 pt. No 41876. 1999 500 Indian Bullet engine with alpha big end. R E Airflow fairing large with fittings, £150 o.n.o. Triumph 3TA/5TA tank, sound. Lots of gaskets. Open to offers. Ray Couno (3523), Tel:- 01527 876345 or 07761858085.

### **Wanted**

Wanted: Parts wanted for 1949 J2 anything considered, but especially looking for rear footrests, prop stand, and toolboxes. Dave Dupont (15554) [mrdup@sky.com](mailto:mrdup@sky.com) 07884226042 Basingstoke.

**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.

### **REOC National Facebook Page**

The REOC FB page has two purposes, or two core values if you like. “To paint Royal Enfield Motorcycles new and old in a positive light and to promote the Royal Enfield owners Club”.

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

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



November 2022

No. 106

## **THE KIWI BULLETIN**

*Extracted from the Kiwi Bulletin. I never knew that Hitchcocks had this many bikes.. Editor.*

Hitchcocks motorcycles --- One can never have enough Royal Enfields



## *Small cause, big effect...*

*Peter van der Putten*

Now I'll talk about torn valves while riding a motorcycle with Veteran and Classic Motorcycles. This happened twice during the last Nijmegen VMC ride. And this also happened to one of our best English friends on the highway, resulting in life-threatening injuries for him. Fortunately he survived, but is now undergoing a very long rehabilitation !!

**CAUSE:** Too little tension in the inner tube, which allows the rim to move in the inner and outer tyre. If now the valve with the valve nut turned on the rim cracks the valve for sure !!!!

**REMEDY:** turn the nut up and secure the dust cover. Now the valve has play and will not tear off as quickly. Often heard against the argument is "yes, but I always check the tire pressure before driving", just remember if you have a flat on the road, and the tire slowly deflates, which you probably don't notice, and the valve can still tear off. Also pay attention to tires with weak sides (cheeks) where you can no longer keep the motorcycle on the road with a puncture by means of a torn valve ! Ask fellow club members or me for advice about this.



**CONCLUSION:** Safe driving is in your own hands when it comes to a torn valve.

Agree or not, let me know, Peter van der Putten Email: [penfield@zeelandnet.nl](mailto:penfield@zeelandnet.nl)

## 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](mailto:chris.robinson1956@gmail.com) 0161 4421906 ~ 07951983158*

1st Nov...a super meeting with Pete and Dracula!

Tuesday, 6th December...

Christmas meal and prize quiz at the Birch. The winners of the super Royal Enfield shot glasses to be announced in the next Gun.

January... No official meeting due to it being so near New Year. But the Birch will be open if anyone wants to plan a small get together vis the Whatsapp.

Our WhatsApp is now up and running, efficiently and successfully set up by Steve. A good job done!

Keep an eye out on emails and WhatsApp regarding the first meeting of 2023.

Merry Christmas and a very Happy New Year to everybody!



## Branch Reports

### Isle of Wight

Branch contact, Ron Wallis, 01983 752861. ron.wallis10@gmail.com

Meet 1<sup>st</sup>. Thursday each month, from 7.00pm, at 8 Bells, High Street, Carisbrooke, PO30 1NR

Numbers at our monthly meetings are still very low, just once reaching an all time high of 6, but the Summer evening ride-ins for the few have been quite enjoyable, although of course, being on a small Island does limit the choice of route. I, meanwhile did take the opportunity to show off my brand new 350 "Classic" on the Isle of Man when visiting for the MGP, having just previously had a new speedo innards fitted to overcome that annoying habit of the instrument which came with the new bike. The October meeting found 2 of us trying to look like a crowd, but I found Mike's conversation about his experiences riding Bullets whilst living and working in India very fascinating. We will not be having evening ride-ins through the Winter months, starting again in April, but I would like to see, or hear from a few of you, as I wonder if a change of venue would attract more members to our monthly meetings, also to share plans for next year's rides. Have a great Christmas, and a Happy New Year.

### Airedale and Wharfedale Branch

Meets third Thursday of the month at Shipley Conservative club Low Hall

As I write this Branch report it is a sunny (ish) Sunday for a ride out to Masham, North Yorkshire leaving me at home nursing a recently replaced knee joint, and I know. I know everything will have healed and strengthened for the new year, but sunny autumn days are a fine time to be out providing you are careful on greasy, leafy lanes.

On September 24<sup>th</sup> we had our latest and probably last big ride out to the South Lakes. A glorious day covering about 180 miles that took on all the qualities of herding sheep! A group of seven Enfields Interceptor, Bullets, and Scram left Route 59 café near Skipton at 10.00am prompt, mindful that we had a long trip ahead.....after about a mile, slowing up for a roundabout I noticed that 7 had become 4, Stopping as soon as it was safe one of the four said "Oh another biker got in the middle of us and turned left into a lane – the others followed him!" anyway we only had to wait a few minutes and everyone was back together again. Fuel was the next issue so 30 miles or so later we pulled in the Co-op near Ingleton for a top up. One guy went off to

## Branch Reports



*Sunny  
September  
morning on  
the  
Windermere  
Ferry from  
Bowness to  
Hawkeshead  
September  
24<sup>th</sup>*

the gents but  
returned  
saying they

were out of order and although he was desperate, he wasn't desperate enough to go behind a stack of pallets... so Devils Bridge biker stop was now our target. Lots of bikes .... and toilets which are opened using a debit card. A kindly biker shouted "I've opened the Gents so we can all get in.....great generosity.... And many took him at his word....until the door slammed shut and the light went out!!! eventually another card holder let us out and off we went again , stunning views of Windermere beckoned. The ferry is cashless and this raised another problem.... You can see how the day went on including an oversupply of sandwiches at the café on Lake Coniston - don't know how or why that happened as each of us ordered and paid for lunch. I wont bore you any further but the cats were herded through Little Langdale over Wallend Pass into Great Langdale, skirting Ambleside and Windermere and homewards. A lot of laughs, great company and no breakdowns – what more could you ask for?.

Our October meeting became our AGM, (we first met in October 2019) a very basic agenda but we had a good conversation about how we might go forward towards 2023 . this mild autumn is very welcome and will probably delay draining off, greasing up for a while so...

Take care, stay safe, and ride out of every bend you ride into  
Peter Jackson (17222)

## Branch Reports

### South Wales Branch: September-October 2022.

Report by: Richard Hallaran Member 18106 Branch contact details: Gary (Ted) Edwards; [tededwards68@gmail.com](mailto:tededwards68@gmail.com) Tel. 07900 070717 (text or email and Ted will respond).

Meetings: 1<sup>st</sup> Thursday of the month, 1930hrs The Gaer Inn, 37 Gaer Road, Newport NP20 3GY

Facebook: South Wales Royal Enfield Owners Club (REOC)

September: A pretty good turnout at the September meeting; Kev T, Tapan, Joe, Gerald, Paul W, Martin, Andrew, Chris, myself and Ted.

We planned to travel to The Gloucester Old Spot pub near Cheltenham to meet up with Russ and the Gloucester Branch for their inaugural rally. And travel we did; Well done to the Glos Branch for the effort put in and the warm welcome. It was a lovely day. 15 of us started off from Newport and made our way to the Silver Fox Café at Newnham for a mid-point stop.

During September our 'Kev in Wales' put the finishing touches to another video of our previous trip to Elan Valley. Whilst I might be happy to add some video footage, Kev actually puts the time and effort in to edit!



October: A trip at the beginning of October saw lower numbers due to variable weather forecasts, however, a few of us got in a great day out and one of our favourite routes including Old Tintern Station and the lovely and potentially challenging 'B' Road from Chepstow to Usk. Kev T, Andrew, Phil, Chris, Mandy, Mike, Kev L, Gerald, John, Becky, Jane made it with some

of the group catching up half-way round.

The Branch meeting was a time to set dates for 2023, including potential overnight trips. Ted posted dates on the FB page..... Get in touch if you are in the area and not joined us yet.

A last minute call-out in Mid-October saw myself and Chris have a great ride, most of which Chris led taking me on some of the scenic routes through Lower and Upper Chapel and even a new to me bike stop/service station just North of Llandrindod Wells. A few missed the earlier start due to weather concerns but

## Branch Reports

we were bathed in sunshine for most of the day. However, that finished late afternoon/evening when I sat it out with Ted waiting for a breakdown pick-up with his little AJS. I had stayed dry up to that point! Hope you got it sorted Ted.



Thank you to all the regulars who join in. The more the merrier, as well as the potential for more ride-out suggestions. Better get going, time for some ACF50 spraying. Oh, (or Ho Ho Ho), Merry Christmas and best wishes for a safe and joyous ride-out filled 2023.

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.

## Somerset & Dorset Branch

Contact Mike Ward 07970 687272 or via email on [r49mw@hotmail.co.uk](mailto:r49mw@hotmail.co.uk)  
Branch meets at Lydford Parish Hall, West Lydford, TA11 7DH on the 2<sup>nd</sup> Monday of the month at 7:30pm

The September club night was a talk and presentation by Jacqui Ferneaux on her eventful trip to Australia and Tasmania on her Royal Enfield Bullet 500 having shipped it from the UK to the land down under. The trip didn't always go quite to plan but Jacqui being a seasoned explorer and traveller was never deterred by the challenges and setbacks and found help from the global Royal Enfield community. An excellent presentation enjoyed by all.

Our last Sunday club run of the year led by Mike Coles was a tour around Exmoor with a total of 11 bikes and riders.

October club night was a talk and presentation by branch member Tim Rowntree on the History and development of air to air refuelling. A really informative and interesting talk, thank you Tim.

We have another talk booked for November and December will be a bring and share buffet and quiz. January will be a post Christmas and New Year get together.

The Bristol Classic bike show in February 2023 will not after many years have a Royal Enfield stand provided by the Somerset and Dorset Branch. Perhaps other branches may be able to represent REOC with individual display bikes or collaborate together for a stand in 2024.

Mike Ward 17234

## 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*

Halloween 'Trick or Treat' last night but me not having sweets or a pumpkin to show for it, the disappointed young revellers were soon on their way. Back next week for 'Bonfire Night' with the Seventies slogan "Come back Guy Fawkes, your country needs you now" seeming ever more appropriate!

At our A.G.M. I was honoured to be re-elected as chair, with Les & Joe again taking on the roles of facebook info & ride-out co-ordinators. Richard retained the office of treasurer & presented us with details of our very healthy bank balance. Some discussion took place with a view to spending some of those funds in purchasing new banners etc. for the next season. A vote of thanks was expressed to Alan for his continued & excellent editorship of 'The Gun' magazine.

A couple more outings since my last report including a 'chip' run to Herne Bay & more recently attendance at the 'Lord of Lydden' racing at Lydden Circuit, where top solo racers, crazy scooter riders & world champion sidecar racer Tim Reeves again entertained. The following day (October 23rd) saw the annual chaos that is Offham Steam & classic event where, not surprisingly steam traction engines jostled for position with all manner of mechanical devices including cars, bikes & scooters. Bad weather stopped me from taking the long haul to Offham this year for the first time, though I'm told it brightened up in the afternoon. Sunday (30th October) the seasons last major show of the year was staged at the South of England Showground at Ardingly. Members that attended told me of an excellent presentation by Norton club president Mike Jackson describing "My Time at NVT". Good attendance of Enfields I'm told with again praise to the Wessex branch for putting on a display of older machines.

As some of you will know, club stalwart John R. took a tumble recently, but tells me this morning that they have put him back together again & though he may have to cut down on his riding in the future, he plans to attend our Christmas Party & Quiz Night (with some lovely R.E. prizes) on December 13th. Let's hope to see many members again at this event which Covid took from us for a couple of years.

With best wishes for a very Happy & Healthy Christmas to you all, till we meet again,

REgards Mick

## Branch Reports.

**NE SCOTLAND** *contact Bob (REtrialer), email- [bob.nes@btinternet.com](mailto:bob.nes@btinternet.com) (preferred) or tel 01651 851569. The winter meetings will commence with the 26<sup>th</sup> November meeting, to be held at Lochter, noon. You should have details of the Christmas Lunch meeting by the time this is published, 17th December at Lochter! The January and subsequent winter meetings will be the last Saturday at Lochter, noon, nothing yet booked if you have an alternative (somewhere along the North coast or Deeside maybe)?*

For the September run John led us through parts of the area known to his relatives. This is his report.

September saw six of us gathered at Banff by the banks of the Deveron, setting off following the river south through Alvah and Turriff for a short stop at Delgatie Castle where we learned that a castle has stood here since 1030, though the castle standing now was built around 1570.

Mary Queen of Scots was a guest there in 1562. There is a rumour made by soldiers stationed there during the second world war that the castle was haunted by a red-haired ghost, it is said to be of a man whose skeleton was found bricked up in a priest hole during renovations.

Leaving there travelling south through Cuminestown, Greens, Methlick and Ythanbank, arriving in Tarves where we had a pleasant lunch at the Murly Tuck.

Leaving there we headed to Fyvie castle checking the very productive gardens, we were told the earliest parts of the castle were claimed to be built in 1211 by William I of Scotland, an open-air court was held there by Robert the Bruce, again there is rumoured to be a ghost of a woman haunting some of the castle.

From there Bob led us to Culsalmond where we found out about the Mort House in the kirkyard. It was built for the storage of (full) coffins in safety, waiting until the bodies they contained were useless for anatomical purposes, before being buried.

We then travelled south on the A96 branching off at Chapel of Garioch (pronounced Geerie) going round the base of Bennachie a prominent mountain in the Garioch area, on to the small village of Monymusk where the village square was rebuilt in the late 1800s by one of the lairds of Monymusk, in the style of an English village. There has been a place of worship in the village since 1130 when a priory was built but fell into disrepair until the present kirk was rebuilt around 1580. All these places we visited are well worth a visit. We split up and made our way home.

It was an interesting tour around the area and Johns family had connections to each place we stopped. He had also printed off some interest sheets for each stop. No report for the October meeting (now being held in November), it will be included next time.

Merry Christmas to all my REaders!  
REtrialer (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](http://www.facebook.com/reocmidshires)).*

The Mid-Shire branch met with neighbouring branches and the *Royal Enfield Rider's Club* for the *Royal Enfield One Ride*, we were part of a group of approximately 60 Royal Enfield's that rode on-mass to the European Technical Centre at Bruntingthorpe Aerodrome where we met further large groups of riders. Royal Enfield were very welcoming hosts, they allowed the enthusiasts to freely tour the workshops, test facilities and design offices plus gave all riders a free lunch/refreshments!

In addition to the current 2022 model line-up lots of custom and historic models were also on display. It wasn't just a static display either, Gordon May gave a talk about Project One (an accurate recreation of Royal Enfield's first motorcycle), he then went on to start the machine and give a riding demonstration, I would imagine it must have been quite daunting to ride such a primitive machine with no clutch or throttle control in front of such a large audience.

Roger and I also attended the October Fest Rally, the crisp, sunny weather provided an excellent ending to the summer rally season, Michael Sliwowski did a great job of organising the rally as per usual.

Cheers Matt (16561)



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## Branch reports

### Wiltshire Branch

Meet second Thursday of the month.

7.30pm. at the New Inn Winterbourne Monkton. SN4 9NW.

Contact. enfieldwilts@gmail.com.

Our unscripted Saturday breakfast meets at the REME museum café at the old RAF Lyneham continue to be very successful. I say this because predominately it is branch members joined by other motorcycle enthusiasts young and old. A good old natter followed by a ride out has resulted in the recruitment of several new REOC members, even though they did not until now have a real interest in the Royal Enfield marque.

Recent Saturday rides have been through the beautiful vale of Pewsey where staff at the volunteer's community café had to call in re enforcements when we all arrived! Also, to the Army Air Corps Museum at Middle Wallop in Hampshire two regular watering holes. Colin Mylar organised a club ride out to a classic bike meet at the Red Lion at Cassington (always better if it's at a pub!) which was well supported.

Saturday 20th. August saw twenty-seven club members turn up at Lyneham of which fourteen took off to the Classic Motor Hub at Bibury. There we were treated to a feast of specialist classic cars and motorcycles.

Sunday 28th. August saw us meet up with members of the newly formed Gloucester branch at the Pit Stop lorry park at junction 17 on the M4. It was an event we were all really looking forward to and we were not disappointed. After helping those who participated in the 'Lorry drivers' breakfast' mount their steeds Gail took twenty-two of us on picturesque tour of local Wiltshire villages, ending up at Petroliana Classic Car Auctions near Chippenham. There we were able to have a real chat to our new friends from Gloucestershire.

Russ Williams invited us to attend the Gloucester Branch event at Piffs Elm. This was a really well organised day rally, and the efforts of his team were very much appreciated. Dave took us (twice) to the steam railway station at Winchcombe on our ride there and back. A great experience, we were all really 'Chuffed'

Saturday the 10th. September saw a pod of sixteen riders led by Malcolm and supervised by our club president, head off to the Dolphin pub in Gillingham Dorset for an inter branch meet. Another great day out to have under the belt as the days shorten and winter approaches.

This will be our last report this year, so on behalf of the Wiltshire Branch we wish you all a very merry Christmas and a peaceful New Year. Keep smiling.

Steve Higgs. 15334.

## Branch reports

### Gloucestershire Branch

**Contact; Russ Williams 0758 7065 007 or [REOCglos@hotmail.com](mailto:REOCglos@hotmail.com)  
Meet; 2<sup>nd</sup> Thursday of each month, 1900hrs, The Gloucester Old Spot,  
Piffs Elm, Tewkesbury Road, Cheltenham. GL51 9SY.**

#### **Autumn - Season of Mist and Mellow Fruitfulness**

Although I am sure Keats would have ridden an Enfield if they had been invented, the branch was invited to a quintessential village fete at the beginning of this season and were given pride of place in the centre of the village green.

This was a prelude to the main event, **Gloucestershire Branch Open Day & Rally at the Gloucester Old Spot, Cheltenham on Saturday 17<sup>th</sup> September 2022.**

What a day! As our inaugural Open Day we were anticipating up to thirty bikes and making a small profit from the donated prizes in aid of Cancer Research. How wrong we were, blessed with fine weather we had over 60 bikes and side cars equating to hundreds of riders, pillions and passers-by and making a sizeable contributions to our chosen charity because of the generosity of members; thank you very much.

The event got off to a fantastic start with Biggles stopping by on his way to a photography shoot .

Member's started arriving shortly afterwards with the longest travelled (I think) being Mike Ward from the Somerset & Dorset Branch who braved the ride in only his t-shirt under his jacket.

Other branches represented were South Midlands, Midshires, South Wiltshire, Wiltshire, Bristol and South Wales. The event was supported by Fraser's of Gloucester RE dealers and the waitresses and staff at the pub did us proud.

The branch really appreciates the support provided and I do hope that this will become an annual event. I also hope that the friendships and commitments made on the day will continue and whenever possible we will support each others branches.



## Branch reports

### Devon Branch

The branch meets at the Swans Nest, Exminster, near Exeter, the third Thursday of the month, 7.30 for 8pm start.

#### THE REPORT.

Our club has long been regarded as one for the older staid members only interested in veteran and vintage bikes. We know that is not true, with an active following of the new models, that many manufacturers are envious of, and long may that continue. Our branch organised ride demonstrates this ethos.

8 riders met up at the Devon Hotel on Sunday 4th Sept – 4 branch members and 4 additional members of the Exeter British MCC. As it happens there was only one REOC branch member (Jezz) who was not also an Exeter British MCC member! Bikes included 1 modern Meteor, 2 modern Interceptors, 1 modern Bullet, 2 modern 1200 Triumph Bonneville's, a 350 AJS and a 350 Velocette. It has to be said that the Bullet, the Aja and the Velo sounded magnificent!

During the ride across the moor to Princetown for lunch, the waterproofs got a good testing, a novelty (but not lately!) Nobody drowned (always a possibility in Princetown)

From there they embraced the mist and avoided the sheep all the way to Moretonhamptead and then to Whiddon Down for fuel, then back along to old A30 again to Exeter where every one waved and tooted their goodbyes. All in all, a most enjoyable day's ride.

Now I hate to do this, but Christmas is on its way. We can actually advertise a event in the Gun! 😊

The annual Christmas Dinner has been booked for Thursday 15th December 2022, at the Swans Nest, 7pm for 7.30. Please let Andy, know numbers ASAP, so he can tell John who has booked it on our behalf. Hopefully, we will have a great time.

As always, keep a eye on your emails, or if a user of Facebook, the Devon Branch page, as those are the methods I use to keep everyone updated.

Happy Riding.

Andy L.(17057)

Mobile no. 07866696381

EMAIL, [andylobb57@gmail.com](mailto:andylobb57@gmail.com)

## Branch reports

### Cambridge (The Fen's) Branch.

Chairman: Ted Dore. 01366 383941/ 07500 148900.

Club Contact: Carl Rolfe. 07788 427360

rolfe.rolfe@btconnect.com.

Meetings; Every third Saturday 11am at Haywards, Girton Garage, Huntingdon Road, Cambridge CB3 0LQ.

First of all, I must introduce myself. My name is Mick Goody and I will be writing the report for Cambridge branch for a little while. I have ridden motorcycles for fifty eight years and owned my first Royal Enfield in the 1960s.

On the 17<sup>th</sup> September our usual 3<sup>rd</sup> Saturday of month meeting was another lovely day and very busy. As was 15<sup>th</sup> October, unseasonable sunshine and warmth resulted in another high turnout. Our hosts, 'Hayward's Motorcycle's', kept us supplied with tea, coffee plus delicious bacon butties prepared on the barbecue by Andrew Chapman, Haywards general manager.

In September our esteemed Branch Chairman, Ted Dore who has held this position for sixteen years, decided out of respect for the passing of Her Majesty, that he should wear his military medals. Very smartly turned out as you can see from the photo.

He would really like to attend the International Rally in Greece next June but feels the distance too great for him and wondered if anyone is taking a minibus with a spare seat.

A couple of events attended worth a mention, 3<sup>rd</sup> September 'Northwold Classic Car & Bike Show'. This was a really enjoyable event with a large motorcycle presence, great fish & chips plus tea and cakes.

The other was the 'Royal Enfield One Ride', on September 18<sup>th</sup>. After a minute of silence for our late Queen at 11 am around sixty bikes set out on the ride. Starting from Hayward's we rode through the counties of Cambridgeshire, Essex and Hertfordshire to finish at 'The Silver Ball Cafe' at Reed near Royston. I rode near the back of the pack and the sight of the snake of bikes around hills and bends in the countryside will live long in my memory.

Next meetings; 17<sup>th</sup> December. 21<sup>st</sup> January. See you there ?

Mick Goody. 18296.



## Branch Reports

### Suffolk Branch

Our club remains active with excellent turn outs for our monthly Saturday meetings.

Sunday 21<sup>st</sup> August saw members visiting totally free of charge. The Mid Suffolk Light Railway. (Which funnily enough is in the middle of Suffolk). Where we were invited to form a line-up of Royal Enfield's. Six bikes and eight members were able to seize the opportunity to enjoy the hospitality of the M.S.L.R. organisation. Free tea, coffee and train rides. Not to mention nice weather.



An excellent day enjoyed by all that were there.

A huge annual event in Suffolk. The Copdock Bike show saw The Suffolk Branch putting on a superb display of R/Es, old and current models. This year thanks to the hard work of Neal and Sue we were given a prime display spot under cover.

Unprecedented interest saw us run out of membership forms the branch. There was immense interest from visitor's and a nice friendly atmosphere, with lots of interesting people calling in to chat. Several visitors have joined us at The White Horse since.

Unfortunately, none of us won the raffle prize of a new motorcycle.

The breakfast club continues well with our next breakfast meeting on Tuesday 01<sup>st</sup> November.

Our next meeting is as usual at The White Horse pub Tattingstone near Ipswich on the first Saturday of the month the 05<sup>th</sup> of November 2022. 12:00-15:00 that meeting should defiantly go with a bang! New members and visitors of course are assured of a friendly welcome.

Photo from the M.S.L.R.

Stephen Backhouse

Contact No 07939351740 [stephenjbackhouse@hotmail.com](mailto:stephenjbackhouse@hotmail.com)

## New Forest Branch

Contact Debbie Martin [deborahrose.martin@gmail.com](mailto:deborahrose.martin@gmail.com)

Meetings 1st Mondays 7:30 at The Cat and Fiddle, Lyndhurst Rd, Hinton, New Forest national Park, Hampshire BH23 7DS

The 5<sup>th</sup> September Branch meeting was held as usual at the Cat & Fiddle although we will need to find a new venue at least temporarily as the pub is shutting soon for a re-fit. Several venues are being investigated, more news next month. We compared the various merits of the several autojumbles in the area, it seems as if everyone has their favourites. There were three new faces this month and very welcome they were. Saturday 10<sup>th</sup> saw a Breakfast Ride-out to Gillingham (Dorset). The group met at the Furlong car park in Ringwood. At 8.15am the small group, Debbie (our Branch Sec) Mike and John Sartain from Andover set off on a route through Dorset's snaking lanes and beautiful countryside. Unfortunately some of the roads were still strewn with debris left after the storms earlier in the week.

After riding for a little over an hour and approximately 32miles they reached their destination. Being the first to arrive they were greeted by a solitary figure sitting in the middle of the car park, Robin from the Somerset and Dorset Branch. With bikes parked and introductions made it was time for a coffee and at £2 for a cup that could be refilled as often as you wished was very welcome on a cold morning. Being first to arrive our group were at the front of the queue for the very good breakfast being served while the other riders arrived.

As the weather warmed up another 25 bikes arrived, mostly Himalayans, Meteors and Interceptors, non RE's included a couple of Guzzi's a Sinnis and a Triumph.

Over too soon but with contact details exchanged everyone headed home. Debbie has been approached to take over the organisation of the annual Sammy Miller RE ride-in. Apparently she's looking forward to doing it!

Unable to join the ride out, on Sunday I did my own solo tour of the Forest on my Velo making a late afternoon stop at Mudeford Quay for a drink. Among other bikes there were a couple of RE's there so I spread the gospel about the Branch meetings, they were not members of the owners club so they weren't aware of us. I am sure there is a large resource out there at other informal ride ins so a few membership forms in the saddle bag could be worthwhile.

Vince Sutherland

## Branch Reports

### Royal Enfield's Ireland Mountshannon Camp.

It was the afternoon of July, the 9<sup>th</sup> Royal Enfield's, Jawa and other motorcycles from all over Ireland were heading for Mountshannon Co Clare for the return of this popular camp. As will all the events we put on this year we were blessed with perfect weather and good company of dear friends on their beautiful motorcycles. Tom the owner of The Lakeside campsite provided us with perfect pitches on the banks of lough Derg also cabins for those who wished.

Friday night saw fun and laughter down by the Lough with food and drinks shared, old friends catching up. This all felt so good after the past couple of Covid years restrictions, even though caution was present we all enjoyed.

Saturday dawned bright and beautiful again with a lovely ride-out planned around the shore line of the Lough.

Eighty miles of a ride out with myself leading, unusual as I am usually tail end Charlie. On through Scariff to Killaloe and the viewing park to follow after a few miles. Lunch was enjoyed at Dromineer and meet up with our old friend Mike Temple. suitably refreshed we road on to Portumna for supplies , beer, wine and food for the last nights festivities.



Chatter went into the early hours for some, great weekend with lovely friends' classic motorcycles good weather and scenery.

The oldest bike was Jason Full Monty's Royal Enfield 1939-52 side valve. Steve from the Northern Monkeys came down from the North with his faithful hounds Holly and Kipper in the camper along with his lovely bullet EFI, Mick from Dublin with his classsy Jawa 250. Plenty more

classic Enfield's with friends who always support.

This camp will be going ahead next year again as all agreed it was worth the email booking process that could be a bit frustrating, but all decided will be back next year.

John B Nicholls, 10710 thatboyinkerry@hotmail.com

## Branch Reports

### South Midlands

Following the loss of our scribe to pastures new, I have been tasked with taking up the mantel. Well here goes,

What a comeback after the dreaded Covid situation, in 2019 we had 32 events on the calendar cut sadly short. As we stand here today we have 13 events now back in place and many already book in for 2023.

April saw us present at the Stafford with the bikes magnificently supported by a world war two Spitfire in all its glory. This was followed in May by the first of our visits to The Forge Mill Needle Museum in Redditch for the 40's themed Event Weekend. Lots of bikes, music and re-enactment personnel, and military vehicles. Following on the next weekend with a ride out returning to our dear member John Hulse's farm for a jolly good afternoon barbeque. Many thanks to John and all his family.

June saw some of our members attend the Motorbike and Sidecar Rally at Aston Cantlow – sorry for the weather chaps especially as you were camping out. Next came the Himbleton School Fete, great little event but again the weather was not the best. But the village cricket team still managed to entertain as well as all the stalls selling their local produce. At last sunshine as we attended the Feckenhan Wake Car Show. What a turn out from some very beautiful classic cars and steam engines and not least of all a great display of bikes.

July was a little quieter but never the less a great weekend at The Green Fair organised by the Redditch Lions. This is a large show with all services represented as well as entertainment and craft stall. Due to our continued support of the even we had pride of place at the show. Good job as well it was well shaded very and a very kind breeze off the local arrow valley lake meant we were well protected from one of the hottest days of the year.

Sadly August started with a downer as dear member Malcolm Rose passed away. We were very pleased to support the family request to have the bike follow the cortege from his home to the crematorium for a very moving service. To pick ourselves up we all met up a Mid Life Classics at Chateau Ipney in Droitwich for what is turning out to be an annual event for many bikes not just Royal Enfields. I don't know if it is Tim and his wife's coffees sausage rolls and cakes or the classic cars, Aston Martins and Porsche's, but a great turnout again. Well friends that is us up to date, still more events to come this year. By for now and safe, Brian J Tomlinson

## Branch Reports.

### South Wiltshire

**Meetings 1st Thursdays, Wesley Road Club, Trowbridge, BA14 0AX**  
**Weekend Events from White Horse Country Park, Westbury BA13 4LX**

**Branch contact: Paul Adams 17441**

Once again we had an opportunity to host a stand at our home base in Westbury.

Although the weather was dry for the White Horse Classics show, the strong Autumnal breeze caused a bit of damage to our large marquee. This will be repaired in due course.

After careful positioning of vans to create a windbreak, the weather decided to change to something resembling a calm summer day.

Rob Wells gave a great performance on the main stage and was later joined on stage by Nigel (harmonica player from the band Stamp). little did we know at the time, this would be Nigel's last gig (he passed away 8 days later) but he was incredibly happy to get on stage again, R.I.P. Nigel.

Later in September, a few of us had a visit to the RE Research and development Centre at Bruntingthorpe where we also watched Gordon May ride the 1901 1st production motorcycle replica. Videos are available to view on the REOC South Wiltshire Website.

Another double day weekend was held at the Somerset festival Of Transport where some of us were on stage again.

In October, a ride out was suggested on Saturday for the following Sunday. despite short notice, 11 of us were led by Paul Wilson to a canal side cafe. After a bit of scoff, Martin Gale led us on a tour of the Wiltshire White Horses.

Two weeks later some of us also led the Trowbridge Carnival procession.

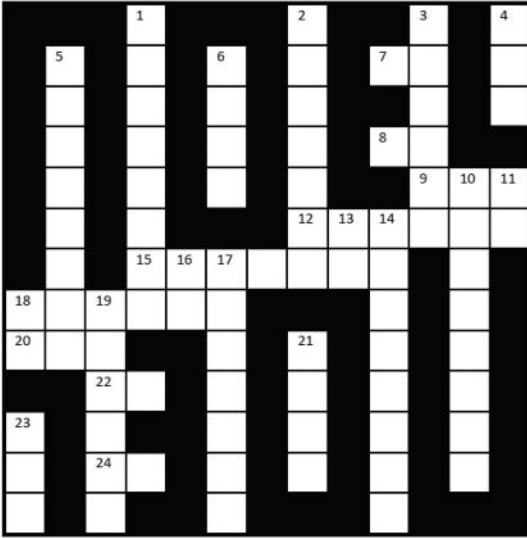
At the time of writing this we are preparing for a Biker Down course and an upcoming Christmas meal.

Looking forward to 2023

Happy New Year to all



# The GUN Crossword issue 292



## ACROSS

- 7 Scale showing acidity
- 8 Symbol for *chromium*. The new King
- 9 After *night* and *baseball*
- 12 On back & front of car at night. On tree?
- 15 Have ice (Anagram)
- 18 Male relative of a monarch. NSU ?
- 20 Big what? Bell (not Bill) in London
- 22 Radio between truck drivers etc. Convoy!
- 24 The late Queen. Or, USA version of A&E

## DOWN

- 1 Slide downhill on it; similar to a *sledge*
- 2 Pointed church tower. Before JACK
- 3 Probable location of midnight mass
- 4 Summit, tip, apex. A spinning one?
- 5 Cairngorms place with MORE than skiing
- 6 Jesus, Joseph and who?
- 10 Water between British Isles and America
- 11 Added after main body of a letter. Or, *HP*
- 13 Between III and V
- 14 French policeman
- 16 Engine size if not litres. Same as  $\text{cm}^3$
- 17 Lids to protect your head
- 18 A heavy metal; was in petrol
- 19 Twelve in a foot, 36 in a yard
- 21 These magazines. Anagram of *SNUG*
- 23 4 Down reversed. If watched, it won't boil



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 Colin J. Houghton (John) (14263)

Do you want to share information, seek technical advice or make contact with other club members? **Royal Enfield Owners Club Est. 1977** Is our own growing and successful 'closed' Facebook group for club members only, policed by club committee members. We look forward to hearing from you!

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