

THE GUN

The magazine of the Royal Enfield Owners Club

royalenfield.org.uk



ISSUE
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Feb/Mar
2023

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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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Touring in Spain by Jean-Frederic Andre

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Editorial. Happy New Year to all our members, and welcome to your next issue of the Gun magazine. An extremely full edition this time but I have managed to squeeze in everything except one letter. I would just like to remind all contributors (including branch scribes) that ALL reports/articles should have membership number and points of contact appended. This is important as I sometimes need to make contact to ask if it is possible to edit a contribution to fit it in. You will also have noticed that the front cover has changed colour. This is because several members have requested that the colour changes each year, so that they have blocks of colour on the bookshelf. Finally, as the weather changes and hopefully becomes drier and warmer, lets get out there and ride those lovely Royal Enfield bikes. REgards, Alan.



All contributions for the next issue to reach the Editor
 by the **1st March 2023**
 Next issue published April 2023

Desperately Seeking 913BOD...

For as long as I can remember, I have wanted to learn how to ride a motorcycle. This summer I actually went and did it at the age of 36. In the space of four and a half weeks, I went from doing my CBT, all the necessary exams, to then



picking up my own bike. Around the same time, I started sorting through a load of old stuff cluttering the spare room and came across old photos that once belonged to my grandmother on my father's side of the family. Amongst all the musty and dusty images, I found a packet of photos of my dad at the Isle of Man TT in 1961, and pictures of him with his bike and 'gang' out and about in their stomping ground of the Peak District circa early 60s. Out of curiosity, I put the bike's registration plate into a MOT checker, and to my surprise got a result! Dad's 1959 Royal Enfield Bullet 500 was still out there, taxed until May 2023. I started to cry. Dad passed away when he was 41 from a heart attack. I was 4 months old. The only thing I have of him (other than inheriting his chin, ears and wavy hair) are a few photographs; one of which I keep in the pocket of my motorcycle jacket for luck. I started to wonder what it would be like to find this machine and see it for myself; perhaps even have a cheeky sit on it – park my bum where he once did. I took to Facebook, messaging all the regional RE, vintage and classic bike clubs I could find. Interesting things I was told about the bike were that the panniers were Rodark and quite something back in the day, and that the bike was registered new in North Devon. But despite so much kindness and helpfulness from people up and down the UK, we didn't get lucky on an owner. I even wrote a heart-wrenching letter to the DVLA to see if they would give up the owner's details, but (quite understandably) they would not. Neither have the National Motorcycle Museum come across this Bullet.

So here we are, writing an article that I desperately hope will be printed in The Gun in the hope the owner might just see it and get in touch. As you can see, the registration plate is 913BOD. If nothing else, I hope, Dear Reader, that you enjoy the photos of my dad and his friends, and some blurry images from the 1961 TT. I'd like to think dad's up there, looking down on me and saying 'That's my girl'.

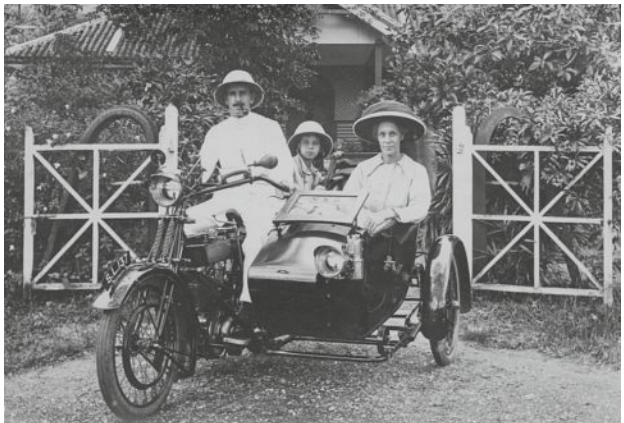
If you have any further information about this motorcycle or are the current owner, please do get in touch.

Hayley Younes-Wild



hayley-wild86@hotmail.co.uk 07873669028

This sidecar combination was ridden and probably owned by an "Uncle Howard" in Malaysia, presumably between 1912-1928, and probably, given the SL, registered in Selangor. I am trying to find out who Uncle Howard was i.e. full name. He took many photographs and we



think he worked for the railway. Thanks in advance. Kind regards, Trevor Sharot 93 Cashew Rd, #12-02 Cashew Heights, Singapore 679664 trevor.sharot@outlook.com

Vacant Positions

Club Treasurer

Can you find time to fill a key role in your club? You will need to communicate regularly with other committee members managing our regular expenditure and incomes. Issues of The Gun may not be published if we don't find a volunteer soon!

Contact: reoc.archive34@gmail.com

Club Sales Officer

Your club needs someone to manage all aspects of selling club merchandise, such as sweatshirts, badges, and Gun binders. Also, some inspiration would be useful to think of new items which could be popular to the membership.

Contact: reoc.archive34@gmail.com

Chat with Committee members by Video-call

It would be fun for the Committee to meet club members for informal chats about news, views, or any subject you'd like; particularly with those who live a long way from organised social events, or from the UK, but all are welcome. We've tested several popular video-call apps, and Google Meet seems to be the easiest to operate. Time zones will need to be considered.

Watch the EVENTS menu on our website for meeting details.

It has been some time, well a few years since I purchased a new motor vehicle of any description and probably even longer where I was induced into an alcoholic fog of buying a personalised number plate.



Now I am not one to pretend as some that the vehicle I am riding is older than it actually is, I leave that to those that do and go further by displaying black and white registration plates, aiding the deception. But I do like to have a number I can remember, and to encourage me to hang onto my vehicles for longer periods of time. (And to encourage me to behave whilst riding.) 😊

So, recently I looked into the subject, and found that prices for a basic plate has remained the same, £250 to include the transfer fee. OK for something a bit more individual much more, but a basic number £250, the same as years ago!

So my advice is if you fancy adorning your pride and joy with a unique number, get onto the DVLA website, because chances are prices will no doubt increase soon.

<https://www.gov.uk/personalised-vehicle-registration-numbers>

Andy Lobb member 17057

Why not fly-ride to the

Royal Enfield Owners Club

International Rally?

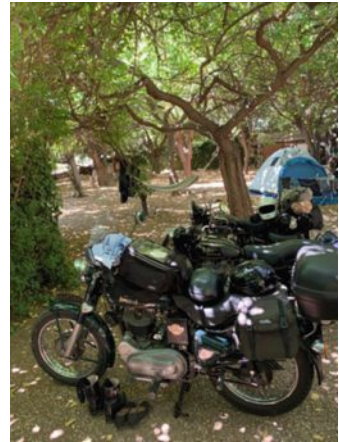
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A route suggestion for travel the to REOC International Rally 2023

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. 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 26th May

Sailing Harwich, England to Hook of Holland (www.stenaline.co.uk 11.00pm departure).

Saturday 27th May

Riding Hook of Holland to Nassau, Germany 251 miles.

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

Monday 29th 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 10th 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

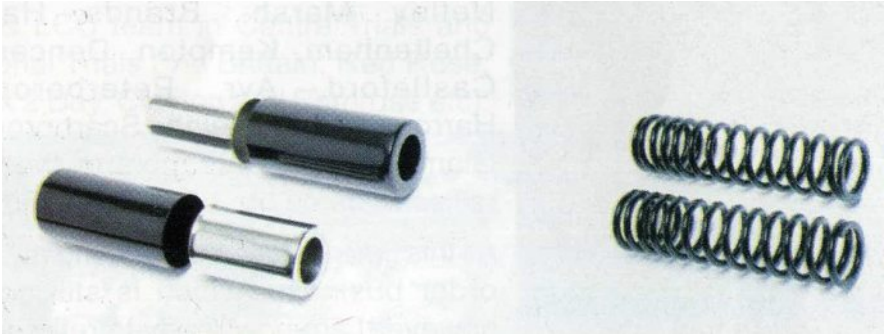
shaunwinter12@gmail.com

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



Dismantling shock absorbers

Shock absorbers require very little attention. They support the machine and iron out the bumps without need for regular servicing. However, even though damper units are not serviceable, there are occasions when it is necessary to dismantle the units. You may decide to fit covers different from standard, chrome and black covers are available. You may remove the covers altogether, leaving the springs exposed.



Another option is to fit dual rate springs, available for certain models. These springs give a softer ride and improved road holding. New springs ought to be fitted when the springs have "set" by more than 1/4" inch. Any of these jobs will



A spring compressor fitted to a shock absorber, showing cloth wrapped round the unit to prevent damage to paintwork. A useful but expensive tool — in most cases a good strong arm will be able to compress the springs sufficiently without this device!

require dismantling the shock absorber units. There are three basic methods for dismantling shock absorbers fitted to Royal Enfields. The first is to dismantle the unit by removing a single collar or pair of collets from the top of the upper shrouds. The second method involves slackening off a locknut, out of sight under the top shroud. The third method apply to very first Enfield units. Remember, Royal Enfield were the pioneers of the swinging arm rear suspension set up and developed the spring box shock absorber as part of that project. We'll return to these early types of units later in this article.

It must be kept in mind that spring force is considerable in shock absorber units and care should be taken to avoid damage or injury when dismantling.

Place the lower end of the unit in a vice, be careful not to damage the paintwork.

Compress the shock absorber and withdraw the collets. Photo 1 shows this being done using a shock absorber compressor tool.



If fitted, the spring covers may be removed, along with the main spring (photo 2).

Reassembly of the units is the reverse of this procedure.

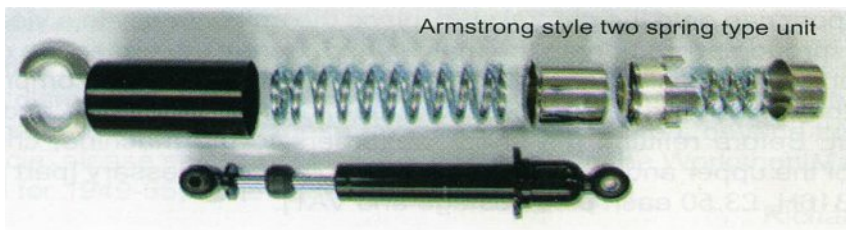
Some units (including those used on Electra X and new EFi models) have a single collar, with a radial slot cutaway (see photo 3), rather than two split collets.

These are dismantled in a similar way to those just described. The only difference being that a single collar is withdrawn, rather than two collets (see photo 3). One type of Armstrong style unit uses two springs.

These units are a little more complicated than the standard items but the method for dismantling them is the same—once the split collets have been removed the entire unit is easily dismantled.

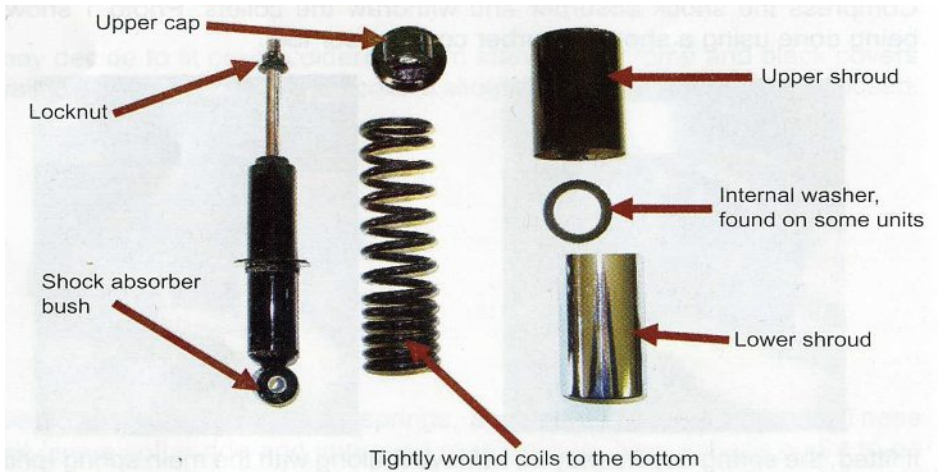


Slot cutaway in collar



Armstrong style two spring type unit

Some Indian style shock absorbers, offer an attractive and less expensive option to the Hagon units. These are 300 mm long and suitable for many classic bikes, not only Royal Enfields. The components of these units are illustrated in the picture below.



To dismantle these units, a concealed locknut, on the central stud, must first be loosened. The locknut is located under the upper shock absorber shroud, which must be lowered to give access to the locknut.

Grip the lower end of the bottom casting in a vice (using soft jaws and cloth to protect paintwork). Compress the spring to gain access to the locknut, and with a suitable bar through the eye of the shock absorber and the correct spanner slacken the locknut. The shock absorber may now be dismantled by unscrewing the upper cap. This will allow the components to be easily removed, by lifting the upper shroud, the spring and the lower shroud.

Reassemble by placing the lower shroud on the damper unit, make sure the washer (if fitted) is located in the base of the shroud. Position the spring, tight coils downwards, and the upper shroud.

To fit the upper cap onto the central stud, place the unit carefully in a vice, grasp the upper shroud and compress the main spring. Screw the upper cap onto the central stud. This job is easier with an assistant: one person to compress the unit, the other to start the cap on the stud thread. Compress the unit, and tighten the locknut. Before refitting the shock absorbers to the machine, check the condition of the upper and lower bushes and replace if necessary (part number GR/9054/316H, £3.50 each plus postage and VAT).

Finally, we will look at the very early Royal Enfield shock absorbers fitted in the late 40's and early 50's. These differ in many respects from the later designs and are dismantled differently.

Hold the unit in a vice by the lower end of the bottom casting. Insert a bar through the eye in the top casting and unscrew the top casting, normally



requiring no more than half a turn clockwise (see photo 4). The spring will remain attached to either the top or bottom of the casting. If the spring is attached to the bottom casting, unscrew the bottom cover tube and unscrew the spring from its scroll, again a half turn in a clockwise direction. The main components can now be laid out for cleaning.

To reassemble the unit, grip the bottom casting in a vice and screw the main spring tightly into the bottom scroll (counter clockwise).

Slide the lower cover over the spring, slide the upper cover over the lower cover. Insert the inner main tube in the spring. With a suitable bar through the top bush eye, screw the spring tightly into the upper scroll (counter clockwise). Screw the upper and lower covers in position.



Unlike the previously mentioned shock absorbers, the damper units in these can be dismantled (unfortunately parts are no longer available off the shelf).

The thorough servicing of these units is an involved job, beyond the scope of this article, please see the comprehensive guide in the Workshop Maintenance Manual for 1949—55 Bullets (section H1 pages 2 -5).

Words and pictures by Richard C. Ross from Gun issue no. 215 Feb/ March 2010

Re -typed by

Doug Young 1062

Electra X part 4

At the end of part 3 I had thrown away the cheap knock-off carb and had refitted the original Mikuni CV carb. Took the bike out for a test run, the engine was spitting-back through the carb, and was running lean, so lean that it wasn't even registering on my air/fuel ratio gauge. I thought that the engine might seize, so I put the choke on, and I could see the mixture change on the gauge. It was still a bit weak but got me safely home. It wasn't running weak before the rebuild so why now?

Well, I think it's because I gas-flowed the heavily restricted exhaust port on the cylinder head. To be honest I was rather pleased with this as it showed my tuning work is going in the right direction.

This episode clearly indicated that it was time to order the Hitchcock's Amal conversion kit, which arrived the very next day. Unboxing and examining the contents, one-word springs to mind; quality. The carb is a 32mm MK1 Premier Concentric, supplied with all the fittings, cables, cone filter and manifold.

Fitting the kit was straightforward with no problems. Time to give it its first start. I seem to remember it started 2nd kick, and the revs dropped and was going to cut out. I gave it just a smidgin of throttle and the revs picked up cleanly and instantly. Remember this engine was stone cold. Once warm I adjusted the tick-over to that magical beat that can only be had with a big single.

Even though the carb kit comes with a choke, I have not used it yet, I just tickle the carb and swing on the Kickstarter.

I may even remove the choke slide /cable / lever etc and fit a blank in the carb top. I do like an uncluttered look on the handlebar (and think of the weight saving!).

Checked tyre pressures (when was the last time you checked yours?), got toggged up and out for a test run. Hitchcock's spent a lot of time on the dyno getting this carb kit dialled in, and it shows, a nice smooth linier power delivery. The previous owner fitted a 19T gearbox sprocket (18T standard), and now at last the engine has the power to pull it. And pull it does! It absolutely lopes along at 70mph, the motor is "on the cam" and wants to go. Bored with 70 in top? Then change down and do it in 4th gear. This is no problem! Try to accelerate from this speed and the clutch slips, again, this shows how much power the engine is now making. This is now in the upper

envelope of the Bullet's design and certain aspects are beginning to come to light: -

Clutch slip as mentioned above

Front disc brake now feels "wooden"

The front tyre although legal, needs replacing.

Another job I've been wanting to do is repair the valve lifter, (which broke years ago). The lever on the lefthand switch gear is made of plastic and it's a weak point. I'm told it's a choke lever on other models and can't take the extra force. I bought a new switchgear and cable and it's as good as new and I can now ease the piston over TDC before starting and use it to stop the engine.

As I have my 2018 Euro 4 Classic Stealth C5 to ride. I have taken the Electra X off the road for the winter to sort out the above faults and concerns. So how do the two bikes compare?

Well, the Electra X is noticeably lighter and narrower, almost spindle-like, and in my opinion looks better with the big alloy engine and separate gearbox. It could be because the Classic Stealth does what it says on the Tin being all Matt Black. When I look at chrome or the wonderful Trials models, they look so good. Performance is better (mine is tuned).

Classic Stealth: - bigger, heavier, more bulbous petrol tank, fuel injection, high seat height. Much better brakes (disc brake on both wheels, and dual channel ABS). Reliable electric start. Difficult to keep clean with no plated surfaces, only black paint. More engine vibration, my R/H mirror head fractured and hit me in the chest (I thought it was a bird strike). Better road-holding (more planted) wider back tyre, and a more modern feel to it.

Which one is best?

Depends on what you're doing and what mood you are in. I took the Stealth on a 250-mile run to a MAG rally (as a club we are affiliated), loaded up with camping gear, and it didn't miss a beat and can mix it with modern traffic, but for a summer evening bike meet, it's got to be the Electra X.

Pat Daly 18308 x7racing@hotmail.com

Club Sales

Code	Item description (see website for photos)	UK	Overseas
S1	Machine badge - stainless steel	£9.50	
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	

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All UK prices include post and packing

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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

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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



Tech Talk

Brush Painting

Brush painting a motorcycle frame is a whole lot more satisfying than painting a window frame, or any other household woodwork, I think. Adding personal craftsmanship to the aesthetics of your motorcycle is satisfying and will save you money.

The golden rule for brush painting has always been to buy the best quality brush to produce a good finish and this advice still stands. Picking loose brush bristles from your freshly applied paint work is soul destroying yet a certainty if you buy cheap brushes. For me, the best brush is no longer the traditional decorating brush made of bristle, they're just too stiff and coarse for applying enamel smoothly onto metalwork. Water colour artists use broad soft brushes to apply a watery 'wash' as a foundation to landscape paintings and they're also perfect for our needs. Some are still made from animal hair, but synthetic hairs are more the norm, and probably cheaper. In a moment of intrigue, I took a micrometer to one of my favourite Daler-Rowney water colour brushes; the hair diameter measures 0.002" (two thou') which is about the thickness of human hair, whereas the bristles of the top-quality Hamilton brush are unsurprisingly four times thicker. The lighter flex of these brushes allows a more delicate control of the paint, and unlike the bristle counterparts, leave no trace of brush marks in the surface finish.

Tekaloid 318 Coach Enamel is well known to those who still enjoy the old fashioned way of applying paint to motorcycles. Smith and Allan are able to mix this to your colour requirements as well as the ever-popular regular gloss black, and more recently I've discovered Paragon Enamel Paints which cure a little quicker and bit harder. I like to use Blackfriar metal oxide primer because it can be effortlessly sanded down to a smooth finish within a couple of hours of application, which unfortunately cannot be said about the gloss enamel top coat. There are plenty of other similar products available, but I tend to stick with what I know.

These durable enamels don't quite harden like the cellulose or stove enamel of olden days, but may provide a better resistance to chipping, which can in any case be re-touched years after the original application. The downside to this durability is its lengthy full curing time of two weeks or more, before being able to rub down a bad finish. The messy alternative is scraping it all off while it's still tacky.

Starting at the beginning with surface preparation is a good idea. Bare metal is fine, but not necessary. I've never understood the need to remove all existing paint, sometimes by grit blasting, if a large portion of original factory enamel remains intact. Paint which has clung on tenaciously for several decades will do so for a few more. Simply feather the edges of patchy paintwork to blend it seamlessly to bare metal. If the frame is cracked it will be as visible through

the well-hardened old paint as on bare tubing. You can touch up the bare patches with primer or it may be worthwhile giving the whole subject an all-over foundation coat or two, rubbed down. If the origin of your bike is unknown, it's a good idea to test a hidden area of paint for compatibility; I remember that oil-based enamels reacted like curdled milk when applied on top of a cellulose finish. Wet and dry abrasive paper comes in many grades, and as the name implies, can be used wetted with water. Grades of between 600 and the finer 1000 are usually enough for my needs, and it works out very cheap if you use the sheets wet so that they can be reused. An hour or two spent in the garden with a bucket of soapy water and some garnet paper on a bright day will produce good results. Rinsing the abrasive paper in water prevents it from becoming clogged with paint particles.

Lightly pock-marked areas of metal can be filled with more than one coat of rubbed down primer until you're happy with a smooth finish which should be finally cleaned with a lint free (dust-free) cloth, moistened with solvent/brush cleaner. A quality kitchen cloth can fill this role, but Tack-Cloths from the local auto shop are made for the job. Don't be tempted to use one of your old tea shirts from the rags box because an invisible forest of fluff will have sprung up in the cured paint when you admire your completed work in sunshine. Having cleaned your work piece, you should now consider your workplace to apply the top coat(s) for the same reason, preferably away from where you've been sanding. Years of invisible dust finds its way into my paintwork when disturbed by the opening of the big up-and-over garage door. This isn't critical on primer that will be rubbed down, but is to be avoided during the final enamel work.

Painting in the garden provides the best light source, particularly when applying black paint, but the necessary calm conditions increase the risk of small flies and insects becoming a feature of your handiwork, as do cat and dog hairs in any location. Moving the portable workbench to the spare bedroom works well for me, where I can close the door and leave the parts to dry undisturbed for a day or two.

The technique for brushing paint will vary depending on the viscosity and the drying time of the paint, so experimentation is the only way. I like to load the brush well with paint, then spread it out over a large area with long slow strokes in the same direction until the paint is of a uniform smooth thickness. Too much paint in one coat will run into dribbles. It's better to apply a second coat on top of a thin but uniform first coat. A sizeable surface can be worked while wet if the tin is freshly opened, but you'll need to work quicker after the lid has been off a few times and the spirit has evaporated as the volume decreases. Don't be tempted to return to areas of already drying paint, the brush will drag the tacky finish into horrid ripples which can only be resolved by scraping it all off with an old bank card, wiping clean and starting again.

To prevent air entering the tin, ensure that the lid is replaced in the same position each time by marking it against the rim, then give it a shake to form a

seal around the lid. Some people store paint tins upside down for this reason and to force any skin forming at the bottom of the tin. It also gives you a head start to stir it when turned upright again. If you're starting out on the frame, practice your technique on areas that will be hidden from view on the assembled bike, then move onto the more visible areas when you've gained confidence. There's not a lot of point in producing a good finish on hidden parts, where corrosion protection should be the priority. Many manufacturers including Royal Enfield had a similar view, probably to reduce labour costs by dipping small items in the paint and hanging them to drip dry.

Large prominent surfaces such as mudguards and tool boxes are best attempted when some confidence and experience has been gained, and a petrol tank may require a giant leap of faith. To paint the centrepiece of your motorcycle in one shot without error would be quite an achievement, but with a harder drying paint, can be corrected as many times as necessary by rubbing down and retouching. In this case, your only limitation is time.

Ageing paint can be thinned to a workable consistency once more by diluting it with barrettine (brush cleaner) but once diluted it can't be stored, or it will separate and solidify in a few hours, so only mix what you need. The makers will recommend specific solvents which will surely be longer lasting. This separation is handy for saving some more pennies when it's time to clean your brushes. If left for a week to settle in a bottle, a sediment of jellified paint will cling to the bottom, leaving perfectly clear brush cleaner which can be poured off and reused again and again. Which brings me onto brush cleaning.

It's too easy to spoil your expensive brushes by cutting corners. After use, you need to rinse your brush several times until the cleaner is gin-clear. I keep several jars for this purpose, each one rinsing the brush hairs cleaner than the previous, and all to be recycled. Allow the brush to dry in an upright position, but not supported on the hairs. You can drill a hole in the handle to suspend it on wire. The most diluted paint will accumulate in the metal ferrule, causing an irreversible stiffening of the hair which will alter the brush action. If you're painting over a long period, when you stop for a break, the brush cleaning can be postponed to the end of the day or even overnight by wrapping the end tightly in cling film to prevent hardening. This prevents lots of tedious brush-cleaning on your painting day.

These are only my findings based on many years experimentation and more than a few bad paint jobs. Euan M 6397



Welcome to our New Members Nov/Dec 2022

Alexander Malcolm Ipswich		Robert Powell	Llandysul
Alan Dale	Andover	Marc Bebb	Shrewsbury
Andy Neale	Ledbury	Chris Devrell	Southampton
Wayne Overend	Swindon	John Bailey	Barnsley
Neil Gatehouse	Dorchester	Sophie Bolesworth	Gillingham
Allan Robinson	Weymouth	Hayley Pont	Hunstanton
Sean McGarrigan	Wigan	Colin Mackie	Darlington
Andrew Seeley	Bristol	Robert Harris	Abingdon
Peter Holden	Norwich	Tim Cunningham	Llandudno Junction
Ian Hornsby	Blyth	Mark Taylor	Southampton
Paul Elmes	Redditch	Tim Nash	Swindon
Kevin Miller	Newcastle upon Tyne	Robert Lyford-Smith	Northampton
Graham Evans	Porthcawl	Gary Hemmings	Calne
Jeff Sedlik	U.S.A.	Rob Wilson	Luton
Adrian Shepherd	Colyton	Josh Crutchfield	Hailsham
Andrew Cotton	Stoke-On-Trent	Gavin Finlay	Harpenden
John Morris	Belfast	Demetrius Bountoulas	GREECE
Stephen Powell	Bognor Regis	Kristian Goody	Huntingdon
Andy Browning	Exmouth	Mike Woods	Lancaster
Fraser Blackwood	Edinburgh	Harry Sunderland	Thornton-Cleverleys
Peter Fender	Prestatyn	Doug McCrossan	Kings Lynn
Philip Heard	Rotherham	Ian Funnell	Tonbridge
Simon Biggs	Leicester	Ian Bostock	Evesham
Christopher Dayton	USA	Robert Clarence	Birmingham
Gerry Stark	Haverhill	Graham Higgin	Burnley
Graham Philip	Portland	Keith Pendlebury	FRANCE
Roger White	Hitchin	Zack Parsons	Melton Constable
Simon Griffin	Wilmslow	Garry Parker	Mansfield
Simon Fairclough	Blairgowrie	Robert Parker	Birmingham
Peter Ebbs	Bury St. Edmunds	Adam Patterson	Aylesbury
Anthony Baldwin	Trowbridge	Panagiotis Poulizos	GREECE
Ben Raggett	Reading	Michael Muehldorfer	GERMANY
Nikel Houkh	Leicester	Steve Clack	Dartford
		Geoff Dowling	Birmingham
		Dean Milward	Nottingham
		Jock McComisky	Linlithgow
		Roy Easton	Romford
		Rob Wilson	Luton

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

From The Archives

Making army bikes Civilised

In a recent GUN issue, Doug Penson advertised his Model CO 350cc for sale; one of the ex-military motorcycles which were repurchased by Royal Enfield and sold to satisfy the need for civilian transport after the war.

Andy Ward tells the story of his father's brief experience working for Royal Enfield and his brush with the management.

When my dad was discharged from the Army Airborne Division after the war he got a job with Royal Enfield turning WD models into civilian specification in a factory in Trowbridge close to Bradford on Avon. They each had to convert two bikes a day. They stripped the bikes of all painted panels and refitted them with black parts; some of them different from what were removed. He once said that he had to tap a thread in the fork crown area and if he hadn't done that by 11 o'clock he knew that he would be behind his target at the end of the day. On one occasion they were visited by the area manager who noticed a Triumph in the car park all sprayed black like new, and he demanded to know whose bike it was. No one owned up. The foreman who was the only supervisor on the premises was told that if no one owned up by the end of the day he would be fired. The Foreman was a very long-term employee in his late 50's and had worked there all through the war so my dad decided that the job wasn't what he wanted to do as a long term career so he took the blame for the re-painted Triumph. My father left Royal Enfield but the foreman went on to work for the company until he retired.



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

Club Calendar 2023

Official Club Rallies

June 2023

Wiltshire Moonraker Rally

Fri 30th June to Sun 2nd Jul

"The 2023 Wiltshire Branch Moonraker Rally will be held from midday on Friday 30th June to 11.00am on Sunday 2nd July, at the New Inn, Winterbourne Monkton, Wilts, SN4 9NW. This new venue has limited camping by reservation only to <enfieldwilts@gmail.com>.

Breakfast, Lunch and Dinner available from The New Inn. There will be toilets and washing facilities on site, but no shower facilities or electric hook-ups. More information available on request"

Yellow Belly Rally

Fri 7th July to Sun 9th Jul

The 2023 Yellow Belly will be held on 7th - 9th July 2023.

Once again it will be at the Rose and Crown Holbeach Hurn.

This will be signed from the Lodge Farm Cafe (just east of Holbeach) on the A17.

I would be very grateful if anyone wishing to attend could contact me,

Carl Lemon on 07939 724080 or at winchester.taxi@btinternet.com

More details about the site can be found here <https://rosecrownholbeach.com>

Tents £10 per night

Motorhomes £20 per night

Hook up £5 per night

The pub serves meals and showers and toilets are on the camping field

You MUST book in at the pub and obtain a card to access the site and toilet/shower block. The payment for this is refundable on return of the card

July 2023

September 2023

Wobbly's Red Rose Rally

Thurs 7th to Sun 10th Sep

Orcaber Camping and Caravanning Site.

Orcaber Lane, Austwick, Settle LA2 8AE

Motorhomes, Campervans, Tent Pitches all £10 per day, plus £5 Electric hook up, £5 per adult, per day, plus £1 dog per day. Entrance to camping field on left, see REO C banner.

*Contact John Hamer
07933321135 or
hamer89@btinternet.com*

September 2023

AGM AND Worcestershire Rally

Fri 15th to Sun 17th Sep

Details to follow. .

Official Events

Market Place

For Sale. 2004 Bullet 500, 7000 miles, single trials type seat, MOT, good runner, can e-mail photos etc. £1200 Cornwall. Tel:- 07811918212 e-mail Stevediver56@gmail.com

For Sale. Kawasaki KH125 OOU850Y with boxes of spares see article 'I wish I never sold it' £500 or nearest offer Email for any questions. Brian Jenner (07914) brianjenner24@gmail.com Cheltenham half way between Bristol and Birmingham close to the M5 GL51 Postcode

For Sale. 2019 Interceptor, Baker colour, tasteful upgrades too many to list. Some spares, less than 6000 miles. £4000 o.n.o. S. P. Allen (17654) Tel:- 07804142240 (S. Yorks)

For Sale. Nicely run in Himalayan, 2630 miles. One old slow owner from new. £2,999. Full service history and recall conducted. Balance of warranty and roadside assistance applicable. Mobility scooter required sadly. Don Glover (18728). Tel:- 01514826558 gloverdonaldalfred@gmail.com

For Sale. £3000. Royal Enfield Bullet "Hitchcock's 612cc conversion. Miles: 9,682 Mot: August 2023 Good service history. Improvements: Many! Classic Motorcycles Westgate Road Newcastle upon Tyne "Graham "Owner fitted the following Hitchcock supplied parts to him, Alpha bottom End Roller Big End part only in excess of £1500.0, added subsequent to this fit, Hitchcock's tuned head, alloy pushrods, high-capacity oil pumps. Amal MK1 32 mm carburettor, Bob Newby clutch to handle power! And the lovely Smiths Rev Counter Kit (Hitchcock Ref:92600 these parts add up to close on £3000.00. Then looking at the 70 Hitchcock's in addition to the above totalling £4,500:00 the overall addition spends to make this a lifetime keeper spend is £9000.00 Kevin miller (18890).[Tel:07735 638496](tel:07735638496). Kevin-miller@blueyonder.co.uk

FOR SALE. 18 Litre long range Bullet fuel tank. (See Hitchcocks 92543). No leaks. Good condition inside. Yes, there is rust but not flaky. Very serviceable. Needs painting. Price: £80 Contact Name: Ian Tompkins (15117) Town: Daventry. Telephone: [07766798801](tel:07766798801) Email: ianeloise4@uwclub.net

For Sale: Enfield (India) Bullet 350. Reg G786MKH. First registered 1989. I have owned and run it since 1997. Runs well. 25200 mostly dry miles. MOT 05.05.2023. Needs some cosmetics. £1000 or nearest offer. Buyer collects. Contact David Ward (18456)Tel: 01609 776130. email: priswatopia42@btinternet.com

For Sale. Indian Royal Enfield Bullet 350, 1985, used on road 2021. Reasonable condition for year. Tyres excellent, new battery, box of misc. spares, panniers, front bar needs renovating, leather seat with backrest. Open to offers. Allan Williams (18382) Tel:- 01639 722337, email pandachipswilliams1946@gmail.com

Wanted

Wanted: Crusader Sport parts. Cylinder barrel & piston, front fork stanchions & bottom yoke also steering head races. Cast iron Cush drive holder, footrests & brake pedal, speedo. David Bower. (16224) bower0317@gmail.com tel 07958 776489

Wanted; Model D 1939 248cc engine parts. Barrel, head, valves, springs, etc. I also need cam followers/valve lifters. I need many engine parts and will consider anything in good condition.

Barry Creed. 17298 creedclocks41@yahoo.co.uk Nr Deal 01304 617838.

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;

Branch Reports

The Classic Motor Show NEC Birmingham, November 2022

The organising of our stand at the NEC starts early in the year as we have to inform the NEC that we will be attending the Classic Motor Show. The next step is to ask our members who would be willing to show a motorcycle, bearing in mind that it will be on the stand from possibly the Wednesday afternoon, through to Sunday pm.

Riding into the show hall rather than trailering does help when packing up and getting out of the NEC on the Sunday evening. Out of necessity, I did trailer the Crusader Sport up to the NEC on the Wednesday afternoon, which was much easier than leaving it to the Thursday as it was less congested in the hall. The proviso being that it was going to be left on the trailer, connected to Mike Garbutt's VW caravanette.

We try to get a spread of Royal Enfield models through the years but it will depend on our members' decision and availability. Riding an older model Enfield might be a problem riding home from the NEC in the dark in November! Therefore, using a trailer is more sensible.

This year's collection ranged from Mike Garbutt's 1926 Flat Tanker to three new models, Phil Day's Himalayan, John Mildenhall's Meteor and Derek Brown's Scram. The older models were Derek Moxon's Turbo Twin, my Crusader Sports, Bob Harrison's 350 Bullet, Bob Adams' Model T, Gordon Hallett's New Bullet 350 and finally my Bullet and sidecar, plus two Royal Enfield bicycles. Other members who also took part in the important job of manning the stand and helping with set up and break



down were Brian Tomlinson (Secretary), Dave Medicott, Bill Bubb and Peter Hardwick. Peter Hardwick took on the very important task of liaising with the NEC, which is becoming more complicated.

Finally, there was lots of interest in the new models, as well as in information regarding Redditch Enfields. John Budgen (11349)

Branch Reports

Suffolk Branch

Tuesday 01st of November eight members our breakfast club met at The Claydon Crown pub. Blessed by nice weather saw a great display of Royal Enfield's line up in the car park. A nice breakfast and catch-up chat spread over a couple of hours. There unfortunately the nice weather ended.

Saturday 05th November saw us meet up at The White Horse for our monthly meet up, after a summer of meetings in the pub garden the awful weather forced us unfortunately meet inside. So wet and cold was it that of the ten members there only two were brave enough to use their motorcycles. Anyway, a log fire was burning and a pleasant meeting and lunch for some.

Our December meet up was even worse weather wise. Unfortunately (maybe fortunately ahhem) work commitments prevented me from being there. Our member Leo kindly sent me the meet up report below. Thanks Leo.

A bleak and cold December morning saw twelve members attend the meeting.



Andrew Sherman from Garboldisham, Norfolk on his Blue/Black Meteor, (we may have to rename The Suffolk Branch the blue/black meteor branch, read on).

Attending with Andrew was Derek from Coventry, (yes Coventry!!) a member of the Redditch Branch, on his red Himalayan. Derek was changing Andrews's front sprocket for him and attended the meeting with him.

Other attendees being-

Chris on his blue/black Meteor, Jim on his blue/black meteor. (See what I mean about changing the name of the branch?. Mark on his green Bullet 500, Steve and Sue on their Christmas decorated Classic 350 chrome.



Branch Reports

Also, Chris on his MZ, Frazer on his Suzuki Bandit, Hoppy and Twinkle on a pair of Matchless 350s.

Leo himself has put into storage for the winter his Interceptor and Classic 500. (don't blame him for that, nothing more untidy than dirty motorcycles).

With two members from Norfolk now attending our branch, (And several other R/E owners from Norfolk have contacted me about branch meetings) there may be a case for a Norfolk branch to be formed. Until then we are a welcoming branch and all members from any part of the country, especially from the East Anglia region are more than welcome.

After all, six of our regular members are from north Essex. (No passport/visa/ vaccine certificate required).

Our meetings as always are the first Saturday of the month at The White Horse pub, Tattingstone Nr Ipswich. 12:00-15:00 hrs approx.. Visitors warmly welcomed.

Next meeting Saturday 03rd December.

Please feel free to contact me for club information/news Stephen Backhouse (16476) Contact No 07939351740 stephenjbackhouse@hotmail.com

Somerset and Dorset.

Branch meets at Lydford Parish Hall, West Lydford, TA11 7DH on the 2nd Monday at 7.30pm. Contact Mike Ward on 07970687272.

At the November meeting we had an interesting talk by Bill Southcombe on his motorcycling life including racing at the Manx Grand Prix and promoted his book "The Tuners Of A Golden Age Of Motorcycling" with all proceeds going to the TT Riders association.

After two years of not having a Christmas celebrations we looked forward to the December meeting which was the 'Bring and Share' buffet with a quiz and raffle. Thanks to Maggs & John for organising.

February is our motorcycling related table top jumble – clean items only, no oily bits!!!

The March meeting is our AGM when we will have a new chairperson and secretary to take the branch forward.

The REOC Ride In to the Sammy Miller Museum will be on Sunday 30th April 2023. A great place to meet fellow RE enthusiasts.

The Branch will have a stand at the "Gillingham in Gear" motoring festival at the rear of the Red Lion, Gillingham, Dorset on the 10th June 2023.

Time to get out on your bike Regards Mike Ward 17234

Branch Reports

Wessex Branch

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

Early September saw branch members ride down to Ibsley, in the New Forest, for the annual Perce Simon reunion which celebrates the riders and machines involved in the golden years of offroad competitions. The Day continued with a ride through the forest calling in to Loegria, the RE dealer in Brockenhurst, before taking in the magnificent views of the Isle of Wight whilst passing through Lepe, Exbury, Beaulieu and Keyhaven to Mudeford Quay where we enjoyed Fish and Chips. We were made very welcome when we called in on the New Forest branch at the Cat and Fiddle, Hinton. It was such a great day that even the ride home in a torrential thunder storm was enjoyable.



We had a good turn out for the branch ride out to Bovington tank museum.

An early start on Sunday 18th saw us join the Global Royal Enfield One Ride, after taking up the kind offer by Hatfields of Crowthorne of test riding the Meteor, Classic and Scram. The One Ride took us through the back roads from Crowthorne to Portsdown Hill, over looking Portsmouth, where

we sampled the delights of Micks Monster Burgers. Great day rounded off with a visit to the D day museum at Southsea.

A very enjoyable Mavro run, along the lanes around Salisbury, was well attended by the branch, the highlight of which was the ascent of Zigzag hill near Shaftsbury.

Rod has bitten the Bullet and sold his Johny Britten UCE replica to purchase a Sunset Strip Interceptor.

The photo shows the branch stand at the Ardingley Classic bike show at the end of October.

Early November branch members were invited to Cross Manufacturing, of Bath, where they enjoyed an illustrated talk of the company history, a tour of their museum and a buffet lunch. Very interesting and enjoyable day, especially the work they carried out for Royal Enfield.

Called into Westwood on the way home to view and chat to locals about the old Enfield underground factory.

The following night the annual branch quiz was organized by Paul and

Branch Reports

thoroughly enjoyed by all.

The December club night had us discussing branch Rideout's and events for next year.

The well attended branch Christmas dinner was held at the Wyke Down and the raffle raised over £60 for the air ambulance.

REgards Doug Hopkins (12683) doughopkins@hotmail.com

Airedale and Wharfedale.

Our Lake District run which was reported in the latest Gun magazine turned out to be our last big run of the the year, though our monthly meetings and regular Tuesday lunches have continued. The cold snap weather has brought out more cars than bikes as icy roads and greasy surfaces became commonplace.

Our December, Christmas meeting was well attended and Thanks must go to Eddie, our host at Shipley Conservative Club who provided a "Bikers" buffet of Pork pie and peas followed by Christmas cake and cheese (It's a Yorkshire thing!)

A number of members, myself included, have had, or are waiting for knee surgery or similar threats to biking in the spring and a suggestion was made that Easter 2023 runout should be to Morecambe where there are lots of shelters on the promenade where we can meet to sit and discuss our various ailments! (Joke)

As we look forward to planning our outings in 2023 we look forward to hearing from Paul who made a solo run over 2 months from Yorkshire to Istanbul and is going to tell us all about it at our January meeting.

But...hey, the days will soon get noticeably longer and bike prep will be something to plan....

Best wishes to all for a peaceful, prosperous new year enhanced with safe riding Peter Jackson17222

The 2023 REOC Home Counties All-Makes Autojumble will be at Yardley Gobion Village Hall on Saturday 29th April at YG Village Hall, Chestnut Road, Yardley Gobion, NN12 7TW from 9.30 to 4pm. Entry £4. Stallholders, £5 for an indoor pitch (1 table, 2 chairs) and outdoor van-size pitches £10. Stallholders get 2 passes so bring a friend/helper. Set-up from 8.30, clear by 5.00. Parking restricted to stall holders only at the Hall but plenty of street parking nearby and at the local pub. Refreshments available in the hall, tea coffee biscuits, cake etc. Last years event was a big success so book early! Mark Mumford. (04102)

Branch Reports

London Branch.

Dave Benson 1947-2022

It is with great sadness that we would like to advise the club membership of the recent passing of Dave Benson who died unexpectedly in October. Dave was a club member and London Branch chairman for over 40 years whilst also being involved with two stroke and vintage motorcycles groups. Over the years Dave owned a variety of different Enfield types but he was particularly fond of the Turbo Twin for which he was a club marque specialist. When it came to matters mechanical there was not much that Dave was not prepared to tackle. Apart from any type of motorcycle Dave also worked on cars, lorries, heavy steel fabricating machinery, mobile cranes and a fork lift truck not to mention friends and neighbours plumbing and wiring etc. Nothing was ever too much trouble for Dave who would come to help at a moments notice and he will be greatly missed for his knowledge and contribution to the free ranging conversation at our lively club meetings.

Peter Rowland REOC (1687)

Dave came to our bi monthly meetings regularly, although he no longer attended rallies in the UK, he came on two trips to Europe:

In July 2017 Dave and I went to Switzerland with an MSL holiday. Dave missed the ferry but we met later in Nancy, and the next day we went to Grindelwald.

In July 2019, Dave, Victoria and I motorcycled in France. We stopped near a road sign for Grandvilliers to recreate a photo that was taken years before. we saw the gardens in Giverny and ended up in Gournay-en-Bray.

Dave liked to books of Nevil Shute and he always had a project going, recently he was restoring an old Meteor. He was fond of going out for meals and meeting new people.

he was a very good motorcycle mechanic; always keen to help others and he will be greatly missed.

Christian Denereaz

Branch Reports

West Riding

Contact Kevin Moore 07736775211 sidecarkevin@ntworld.com

We hold our monthly meeting at the Reindeer Inn, Old Road, Overton, Wakefield WF4 4RL at 8.00 p.m. 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 7.30p.m. (To avoid disappointment please call or text Kevin to confirm a ride is on).

The last two monthly meeting at the Reindeer in Overton nr. Wakefield took place in a period of seismic national and international change, war and rumours of war. Owing to the weather, for the first time since spring, there was no *al fresco* consumption of ale. Only the hardiest member of the congregation came on two wheels. Since the previous meetings, we had seen the loss of our dear monarch Elizabeth and the rise and fall of our less than dear leader Liz Truss. A tank of petrol was now well over £20 – Well I can remember that it was a quid for three gallons and still have change enough for a night out in Huddersfield! (Ed)

There were minimal announcements from Dear Leader Kevin – mostly relating to minor local runouts and then it was determined that Scribe Dudley would be replaced by hapless Peter J in a bloodless palace coup.

The members have been described variously as extras from ‘Last of the Summer Wine’ or refugees from the Four ‘Yorkshirmen’ sketch of Python fame – both naturally being considered complements in these parts. Much was considered, but no conclusions reached. The content of the conversations is of little importance but that it takes place is the main thing. It’s the journey, not the destination. But the REOC as I assume it is in most other regions is largely made up of men of a certain age seeking good company and solace in an age of uncertainty - along with a very well kept pint.

Much is made these days of the pressures on our Mental Health. From what I can see as a newish member, the WRREOC is more than anything else a special sort of therapy session in an age of confusion. We must be saving the NHS a fortune in psychological counselling. It is no coincidence that this group is called the West Riding REOC. The West Riding ceased to exist in 1974 but we are happy to remain safe in its mythological confines – a safe domain where gender fluidity, feminism and Japanese two strokes had yet to emerge – a drinking club with a motorcycle problem.

The annual New Years Day run took place on 1st Jan. No surprise there then. Supreme Being Kevin Moore kindly provided a description of the day: 7 riders (Mark C, Dave P, Kevin, Chris T, Steve R, Paul and John B) braved the mornings heavy rain, which thankfully stopped as most set off from home for the meeting at our "home pub" - The Reindeer. This was out 11th NY Day run out of 12 (only missed 1 due to Covid). We only had 3 RE's on the ride

Branch Reports

(the diesel bullet, Chris T's Big Head bullet and Steve R's Interceptor), the rest were BMW's and Hondas (2 each) so RE's were still the most numerous!

It was dry or at least no longer raining by the time we set off on very wet flooded backroads through West Yorkshire, South Yorkshire (briefly) then Derbyshire. We normally like to keep to minor roads (on our sedate rides) but had to use part of the Woodhead pass, where unsurprisingly all the reservoirs were now full again (after being seriously depleted this summer), and were soon on the B road over to Glossop then Chinley. More minor roads followed to take us to the excellent Whaley Bridge to Buxton Road (A5004), which has great views, interesting corners and today had strong headwinds which knocked the 9hp Diesel's speed down a bit.

We made it around Buxton, going through Millers Dale, then Litton before arriving at our destination, The Yonderman Cafe at Wardlow. It was very busy dealing with a steady stream of Bikers, walkers etc, but we soon had a seat indoors (we were resigned to eating outside), which was relief as some had got v cold on the ride down. It took a while to get out big breakfasts, but they were worth the wait. The usual chat ensued whilst waiting to eat, and snippets heard, were garage electrics, leaky felt roofs, unleaded valve seat conversions, the debate over super unleaded (E5) vs unleaded (E10) and the increased economy of E5 vs its higher price! I dont think any firm conclusions were reached.

We set off back on a more direct route, almost instantly riding through a 6 inch deep flood (feet up!) going to Bamford, Ladybower reservoir, Bradfield, Penistone and then our separate ways. We all stayed dry for most of the day, everyone made it home and NO mechanicals-always a BONUS!

Regards Kevin

*New Years
Day run*



Branch Reports.

Gloucestershire Branch – November – December 2022

Contact; Russ Williams 0758 7065 007 or

REOCglos@hotmail.com

Meet; please see FaceBook page for details or contact Russ.

Metamorphosis

/ˌmɛtəˈmɔːfəʊsɪs, ˌmɛtəˈmɔːˈfəʊsɪs/

Noun; a change of the form or nature of a thing or person into a completely different one. Usually during cold, dark winter months when you can't ride your Enfield.

The purposes of these quips are to explain that, far from being inactive, we have elected a club Treasurer (Ian Hill) and Chairperson (Tony Phelps) to take the club further.

Any resemblance to the Three Wise Men is purely coincidental.



Figure 1 L to R, Ian (Treasurer), Tony (Chair) & Russ (Secretary)

Indoor events such as branch breakfasts and skittles evening have been organised to a great success and well attended. The branch has also formed strong ties with its neighbouring branches with the intention of, and where possible, to share ride outs and to attend and support other branches' events.

By the time this is being read we would have organised and planned various ride outs and events throughout 2023. These events are published on a calendar to which other branch secretaries can have access.

Christmas Brunch, 11th December was very well attended despite the heavy snow fall. Some members did have to cancel but others were Super Heroes

Branch reports

Isle of Wight

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

Meetings from 6th April, first Thursday of each month, at the 8 Bells, High Street, Carisbrooke. PO30 1NR

May be by April the weather will be inviting enough for a few members to meet up at the Hare and Hounds car park at 7.00pm, for a pleasant ride to the 8 Bells for a chat and a pint, and discuss our arrangements for a group ride to Sammy Millers on the 30th. for the RE Ride-in. However, before that date, the Isle of Wight Vintage Boys will be presenting their Annual Classic Show at Ventnor Winter Gardens on 1st April, to which we are all welcome, includes a display of all machines over 25 years old.

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 10th 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

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Branch reports

South Wiltshire Branch

meetings 1st Thursdays, Wesley Road Social Club, Trowbridge, BA14 0AX

Weekend events from White Horse Country Park

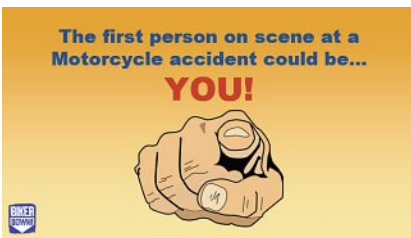
Branch contact; Paul Adams 07880 733228

royalenfieldsouthwiltshire@gmail.com

At the time of writing this, I had just returned from my morning shift where the temperature had been just shy of minus 10. Meanwhile our branch contact was soaking up the sun in Tenerife and others were in Arizona and various other warmer regions. That left me with the responsibility of summarising our recent activities and setting my frozen fingers to the keyboard.

There wasn't a lot of bike riding taking place locally but, we've welcomed two more Himalayans to the pack and "projects" have been purchased. Some of us went to NEC to have a look at the new Royal Enfield cruisers

John Spaughton organised a Biker Down course for us. The course was well attended, very interesting and enjoyable.



There are a number of revised approaches regarding moving or not moving casualties, whether to remove crash helmets, updated methods of CPR and a few urban myths which have been dispelled. I think we all left the club that evening with a feeling that we might be in less of a useless panic if something terrible happened whilst we are all out on a run.

With our ability to filter through traffic congestion, the likelihood of arriving at a situation to assist (even to just manage the site) is more likely than if we were just car drivers.

We highly recommend attending a Biker Down course if you have one in your region. We also had our 2nd Christmas meal where we once again took over the restaurant section of The Farmhouse Inn. Excellent and friendly service from the staff as usual. Our next branch trip will probably involve most of us travelling by car for a change. Meanwhile there's all those New Year resolutions to break. Happy New Year to all Jason Reeves

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.

Happy New Year everyone. I hope you all had an enjoyable festive season and everyone got what they wanted. My hints obviously were not heeded, as a new bike has not appeared yet. 😊

Things have been quiet, somewhat, and despite my pleas, I haven't received anything in the way of news. Although I have heard that the weekly rides, on a Sunday from the Imperial in Exeter, departing at 1030am has become popular, when the weather has been kind, likewise the ride on Wednesdays, departing at 1030am from the speed camera lay-by on the Crediton Road in Exeter has also been popular. Both are adhoc rides, the destination decided, between those attending, but will always feature a coffee or tea stop at a suitable venue.

What I have received is some small inexpensive farkles from India for my recently acquired classic 500. Farkles, a term that you may not be familiar with. If like some, and you Google it, please don't take the initial description by Google. I am of course referring to items often purchased as accessories for motorcycles with a useful purpose, but often with a sparkly embellishment.

Now I know that any purchase from India, is often difficult, but, since Brexit, has become a little easier. As ebay, have actually helped as they now provide buyers with a vat invoice, provided the value is below a set amount. They do not collect import duty. I believe that duty is not collected anyway, where the total value of goods, including postage is under the £135 threshold, bur VAT is. All good stuff you may think, but as always, buyers beware, as there are scammers always at work, so sometimes it is best to be aware, but there are some savings to be made, but also some accessories are not available in the

UK. 😊 My farkles amongst them, include a nice light carrier for behind the pillion pad, £30, a pair of rear crash bars, for a similar amount, and a chrome front engine stone and splash guard for the bottom frame section for considerably less. 😊 😊

May we all look forward to a brighter and safer New year.

Regards Andy L. 17057) Mobile no. 07866696381

EMAIL, andylobb57@gmail.com

The attached pics, definitely farkles from the Facebook market place. Both were under £20 inc. delivery. 😊



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

Ring of Red, 13th November: Red clothes, helmets, flags, Royal Enfields and other bikes made a massive red poppy all the way round the M60 Manchester ring road. Bikes, trikes, sidecars... everything you can imagine, on this wonderfully clear day.

Royal Enfield meet-up before the ride was at our regular place the Birch Hotel, then on to the start at Birch services (M62). Have a look on Youtube for *Ainsworth Rider* - excellent videos. Our new WhatsApp made it easy to plan. It continues to be well used to arrange ride-outs and general communication; a great success.

Red-rose mugs, and the now rare RE shot glasses, were awarded to prize winners Dave and Mel at the Christmas meal & quiz on 6th December. Great food as usual, with 15 of us attending. We celebrated ten years of the South Lancashire branch at the Birch Hotel.



Red Hunter 350: This is the latest of our members' new bikes bought recently. Peter is pleased to report that he's extremely happy with it: Great videos on You tube ~ *Lanes Explorer*. Tuesday, 7th February: The first meeting of 2023 being an opportunity to discuss new bikes and all our Christmas presents. Next meeting: Tuesday, 7th March.



Branch reports

South Oxfordshire Branch

Branch contact details: Andrew King (aking.kds@gmail.com)

Meetings: 1st Thursday of the month – 1900 – Plum Pudding, 44 High Street, Milton, Abingdon, OX14 4EJ

So is that it for the year? Time to reflect and ponder? Or is it time to get those heated gloves into action (Phil) and join the more hardy (or perhaps foolhardy) souls experiencing the delight of riding an Enfield on crisp winter days? Alas however, more than often, as the days have started to become shorter, darker and colder bikes have been increasingly placed into hibernation for the winter. Some members even managing to persuade their partners to accommodate 'the classic' through the new French doors.

This changing environment conversely, whilst making recent ride-outs slightly shorter, has given the more 'ard' members the opportunity to explore a range of new cafes. Recent great finds have included a much welcome stop Betsy's Bus Café in Bicester (fantastic value breakfasts), and the Cotswold Café (near Morton-in-March) where yet another 'full English' was consumed by a gaggle of de-frosting bikers

Just because its cold doesn't mean that the fun should stop! Indeed December witnessed the Plum Pudding hosting the Christmas bash with some seventeen in attendance (including Rob with his harem of beauties). A good time was had by all, although I'm not sure whether the dulcet tones of our president's voice reflected well on the ambience of the hostelry as he led us through an enjoyable rendition of a biker's sea shanty.



So for those within the south Oxfordshire / border areas who are unsure about what to do on the first Thursday of a winter's month, then why not just turn up at the pub and enjoy a nice glass of warm mulled wine with us.



Branch Reports

Mid-Shires Branch

Meeting at the Blue Lias Inn, Stockton, Southam CV47 8LD, on the first Monday of every month at 7:30pm (www.facebook.com/reocmidshires).

Regular Saturday morning breakfast meets are continuing throughout the winter months, please *follow* our Facebook page for details as the location changes each week. It's encouraging to see how many wrap-up warm and come on bikes. Neil even braved the elements to come to the traditional Mid-Shires 3-course Christmas Dinner on his Himalayan in sub-zero temperatures, I must confess that I decided to drive the car to that one!

Motorcycle Live returned to its usual November timing at the NEC this year (it was in December last year), the Royal Enfield stand created a lot of interest. The newly-launched Super Meteor 650cc cruiser took pride of place on the stand. Indeed, there was so much interest in the new model that I wasn't able to get a decent selfie on the bike without hordes of people in the background so you'll have to make do with this picture of me trying out a Scram for size instead.

Sadly, the Friendly Inn (where the Mid-Shires Branch have been meeting for many years) is temporarily closed so we've had to find a new venue. Thankfully the Blue Lias has come to our rescue and agreed to host us, it's a wonderful location on the side of the Grand Union Canal

and the Inn has a long history of hosting classic car and motorcycle events so I'm sure we will be made very welcome. The Blue Lias is known locally as the Inn which for many years was home to an Ex-RAF Vampire, amusingly it's often referred to as the pub that had a Spitfire in the beer garden, it's funny how folk law doesn't always get the exact details right...

Cheers Matt (16561)



NE SCOTLAND

contact Bob (REtrialer), email- bob.nes@btinternet.com (preferred) or tel 01651 851569. The winter meetings will continue to be held at Lochter, noon, as an alternative (somewhere along the North coast or Deeside maybe) has not been found. As the Christmas meal did not take place, an alternative branch feast is suggested for 25th March 2023, our last winter meeting.

Report from Robert M who organised the October run held on the 12th November!

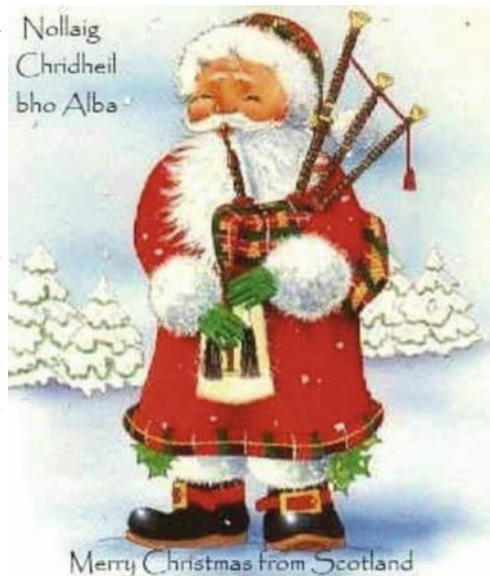
The club run on Saturday 12th November starting early at Huntly on a nice sunny November morning. Six members attended and braved the winter weather.

The route took us to Dufftown on the A920 and A941 via Maggieknockater, Craigellachie and Rothes before heading to Johnston's of Elgin (Woollen Mill). We enjoyed a guided tour of the mill which was very interesting and enlightening. The scenery was great along this route; the back roads were ideal for the Bullet. Approaching lunch time we headed onward to Buckie via Orton, Boat O'Brig and Fochabers. The road from the B9103 to Fochabers is unlisted and although mostly tarmac this was a challenge but good fun! We had a substantial lunch and a chat at my home in Buckie which went down well, thanks go to my wife Kathleen. (Great spread, thanks, Bob.)

In the afternoon, we were treated to a tour led by Sam Groates, proprietor and weaver at Woven in the Bone. Supplying companies in Saville Row and other high end clients overseas, Woven in the Bone is an artisan weaver who provided an excellent and interesting talk on the history and type of looms. Many thanks go to Sam for sharing her passion and taking the time with us. Concluding our run, the group dispersed after what was a fantastic day – thanks to all who attended.

The last Saturday in November saw a small group of us having lunch at Lochter, putting the world to rights, or at least the RE parts of it!

REtrialer (07404)



Branch Reports

South Wales Branch: November-December 2022.

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

Facebook: South Wales Royal Enfield Owners Club (REOC)

The November meeting was changed to a social evening in Cardiff. More bike banter enjoyed, this time over a few ales..... thankfully trains were transport rather than our trusty Royal Enfields. It was lovely to have the chance for partners to be included and given the opportunity to put faces to names and tall-tales! Talk developed plans towards an inaugural overnighter, which, with a bit of luck could turn into an annual rally in the summers to come. Keep your eye on our Facebook page (information above). We are all keen to make it happen, Dave with his previous experience is more than keen and will obviously be a lead organiser!

We set a date for a ride out in the middle of November, and as luck would have it, the weather was on our side. It was a long day but well worth it. Thanks to the early birds for joining me; Tapan, Chris, Andy, Kev T and Gerald. We headed up from Rogerstone towards Merthyr and Pontsticill and Talybont Reservoirs. 2 Interceptors, 2 Continental GTs, a Trials Replica and a Triumph. In fairness, Andy's RE is too precious to bring out on the damp and leafy roads and lanes as they were on the day. We met up with group 2 at the Waterfront Cafe in Brecon. 2nd group comprising of Jon, Kev L, Jane, Mandy and a new face whose name unfortunately I cannot remember - apologies but nice to meet you. The groups parted company temporarily whilst group 1 headed up over Bwlch and some drone shots by Tapan the Drone Wizard. Groups reconvened at a still surprisingly busy Baffle Haus where we also met John and Becky.

Our December meeting was converted to our Christmas Meal at The Gaer Inn; our normal hosts for our monthly Branch meetings. A good time was had by all, with some impressive festive wear – not sure if we announced the winner of the 'best home-made Christmas hat'? The next day was a charity 'Santa's on a Bike Ride' for childrens hospice charity. A last-minute bit of arm-twisting, and maybe a beer, saw Ted and Kev T agree to join me. And what an event it was too. The Continental GT and 2 x Interceptors performed well from meeting in Newport, across the bridge to the outskirts of Bristol and then to Bristol city centre. Thanks for joining me guys, I know at least £500 was raised. There must have been well over a thousand bikes taking part.

With that, we drifted further into December, the weather changed and things

Branch Reports

focussed away from ride outs, although the odd day saw a few regulars gravitate to BH for coffee and cake. It has been a good year for the South Wales Branch. Thanks to everyone for taking part and helping the Branch to grow. We have had some terrific ride outs, and generally, have been very lucky with the weather. I am sure 2023 will see the Branch continue to thrive. Looking forward to it!

I hope you all had a marvellous Christmas, and I am sure we will pull together to make 2023 into a ride-out-packed and enjoyable year.

Lastly, here are some dates already set aside for 2023 in the Branch diary:

June 10th is planned to be our anniversary meeting. This will be at the Baffle Haus again and we are hoping, as we have more time, it will be a bigger event than this year. We hope that fellow branches will hopefully make a day of it as some did this year. Partners are welcome but please expect that there will be a ride out during the day.

July 15th/16th is hopefully a weekend away (probably North Wales) where we can ride out for a day, enjoy an evenings company and return. Destination will be set, but accommodation will be up to the individual. Partners are welcome if they can hang on.

August 18th - 20th. We are hoping to hold a weekend branch meet for families. This will be in the form of camping/caravan in a field (with amenities) or local B&B if required. Site still to be decided, but the more people who attend the better this should be. There will be rides out into the countryside and local attractions plus some other fun stuff. This will also be advertised to other branches later on once things have firmed up a little. This is a big thing to organise, so please be patient and don't expect the world. We will be learning on the job.

Once we are into the so-called riding season, at least one date a month will be allocated to an organised ride out – details on the Facebook page as many are set too close to the event to make use of a bulletin in The Gun.

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.

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

"In The Bleak Mid-Winter, our Party was cancelled again! (sing-along!)." "Snow had fallen snow on snow & blocked all the bl**dy roads. Last time we had an Xmas party seems so, so, long ago!" (see pic of my 8" of snow!) Thanks indeed to Richard for being able to cancel food orders in the nick of time. Given up on the Santa role, looks like will be Easter Bunnies Instead.

At our last club night back in November we had a lively well attended meeting with many thoughts & ideas of what we should do in 2023. John P. has again produced a list (up-datable card) with planned events, the first being the Dunkirk (nr. Canterbury) Village Hall bike-jumble get together in February, a small but well attended seasons opener (check VMCC site for details).



Now as a branch because we have decided to Spend, Spend, Spend, we are awaiting delivery of our new 'feather' flags to add to our normal banners at forthcoming shows. Much discussion took place about the preferred height, print style, colours, & wording before a decision was finally made. (see pic of a couple of early designs)

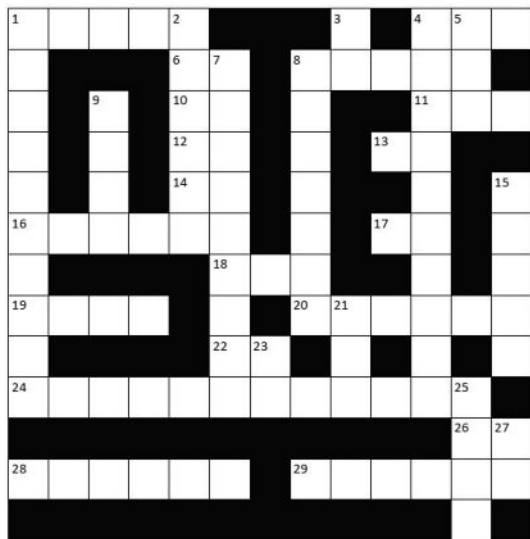
Not a lot else to report currently but I'm sure that will have changed by the next issue as Spring is almost sprung.. Keep safe

REgards,
Mick Connolly

Royal Enfield Owners Club Kent
reockent@talktalk.co.uk
Tel:-01304 205233



The GUN Crossword issue 293



ACROSS

- 1 Country between England and Ireland
- 4 Hit a ball with one. Flying mammal
- 6 Less formal than *thank you* or *thanks*
- 8 Enfields are made in this country now
- 10 Abbreviation for road
- 11 Short for camera: Web ? On a shaft
- 12 Audio-visual, but shorter
- 13 Symbol for *copper*. See you later
- 14 Tubes International eg before Raleigh
- 16 Indian city, now Chennai
- 17 Abbreviation for *foot/feet*. 12"
- 18 French dept. near Switzerland. Scots *own*
- 19 Width of a saw cut
- 20 Anagram: *C RACES*. In short supply
- 22 *The*, French (feminine). Not NY or SF
- 24 Maker of Bullet, Int 650, Hunter etc (5,7)
- 26 The late Queen, eg on a pillar box
- 28 Anagram: *THE RUN*. He chases
- 29 Neat and trim in dress and appearance

DOWN

- 1 Horologist: makes wearable timepieces
- 2 Layers of rock or social class
- 3 Not out. Abbreviation for *inch*
- 4 Relating to 2 distinct cultures
- 5 American equivalent of the AA
- 7 Anagram: *SAAB LIVED*. It's a good idea
- 8 People from India
- 9 Substance turns litmus red, in battery
- 15 Person resisting govt. "Without a cause"
- 21 British business/industry organisation
- 23 "A" but with vowels: A Norton, ?? Enfield
- 25 Opposite of *shallow*. In at the ???? end!
- 27 Expensive car with a flying lady



The Committee have agreed to a year's free membership for the Competition winner.

Entries will be "placed in a hat" and a winner drawn out. The Competition is restricted to Club members, one win per member.

The membership secretary will inform the winner, name to appear in the next *Gun*.

Send your entry, name & membership no. to arrive before the contribution deadline, as shown in this *Gun*.

Photos to chris.robinson1956@gmail.com
 Originals or photocopies to: **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 **DAVE GREEN (17653)**

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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