

# THE GUN

The magazine of the Royal Enfield Owners Club



ISSUE  
No.289



Jun/Jul  
2022

# Classic parts & accessories for **Royal Enfield**



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## Contributions for publication

ALL articles, letters, statements etc. submitted should end with your name, membership number, contact details telephone number, postal address, email address, any two contact points are acceptable .

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**Printed by** - Printing Services Scotland Ltd. Dunfermline, Fife KY12 9DT

**Published by**– The Royal Enfield Owners Club

### Front Cover:-

Drying riding gear after a very wet 2 1/2 day ride to Colmar by the Kent branch for the French rally in 2016. (None of the boots grew larger)

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Editorial.

Welcome to the June/July issue of your Gun magazine. Now that the weather is improving and we are heading into rally season we should be seeing more RE's out on the road. It has been quite a challenge editing this issue. After a dearth of articles during covid restrictions, I have now struggled to fit in all the submissions, but this is a good problem to have as it means the club is thriving. This edition I have had to leave out two articles, the Scottish Motorcycle Show (sorry Doug) and the MAG report. I will include the S.M.S in the next issue. Jason is doing a sterling job in getting new branches up and running. So much so, that there are now 18 pages of branch reports. Could I ask all branch scribes to try and keep their reports to one page and no more than two photos to give everybody's articles a chance to be aired. Thank you. I hope to see many of the members at the Kent rally in June. Please note the change of venue. Happy riding. REGards, Alan.



All contributions for the next issue to reach the Editor

by the **1st July 2022**

Next issue published August 2022

## ADVANCED NOTICE

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

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

Chairman  
and Two Committee Members

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

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

# Proposals

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

The General Secretary  
Teresa Langley  
Strathaan  
Ardgay IV24 3BG

### Otty Bottom Rally Change of Venue

Owing to problems with our usual campsite, the Otty Bottom (Kent) rally !0th – 12th June 2022 has had to change venue. It will now be held at;- Palace Farm Hostel and Campsite, Down Court Road, Doddington, Sittingbourne, Kent ME9 0AU. The site is run by Graham and Liz Cuthbert, (Graham is a club member). The cost is £12 per night per person, and contact number is 01795 886365.O/S Grid reference TQ 935577

Please find attached photo of some of the motorcycles that provided a motorcade behind Chris Cobbold's hearse on its way to his funeral 21/2/2022.

I knew Chris as a committee member in the 90's and 00's, but never had dealings with him on a personal basis, so can't give an obituary.

12 bikes turned out for the motorcade, but mine was the only Royal Enfield. Leo 18574



### **Electra X Part 3**

OK, here we go. Fuel on, ignition on, air / fuel meter on, give it a kick, and another, and one more for luck; nothing. Checked plug for sparking – nice and healthy. Kicked again, and carb backfired. The pungent smell of burnt ash was in the air. I think the air filter had contained the flame. Phew, got away with it this time...

The normal culprit for this type of behaviour is a blocked carburettor pilot jet. Remember this is a brand-new carb. So removed the float bowl and then unscrewed the jet. Held it up to the sky and had a look. Yeah, as I thought; blocked. Blew it out and cleared it.

This time it started easily and sounded crisp. Let it warm up and adjusted the tick-over. Then while it was ticking over there was a noise from the engine somewhere, so shut it down, went to restart and the kick starter would not turn the engine over, as the clutch was slipping, and the engine felt a bit tight.

Drained the primary casing and removed the cover, slowly kicked it over and could easily see and feel the slippage. Well, it wasn't slipping before the rebuild so what was wrong? Yes, I can hear all you experienced Bullet mechanics shouting! I had assembled the clutch wrong. Had got the metal dished plates the wrong way round and in the wrong order. This is not a scripted and rehearsed YouTube video, I tell it as it is, warts and all!

## Write Away

Measured the friction plates with my vernier gauge, all well within spec so reused and reassembled the clutch (correctly this time).

OK, here we go again. Yet another carb backfire - fire being the operative word, but the flame was contained by the air filter. Stripped out pilot jet .... blocked..... (bike has new petrol pipe and filter). Getting the hump with this now! Removed carb from bike and dismantled. I thought it might be swarf from machining, so cleaned it in my ultrasonic bath for 20 mins. The cleaning solution turned a horrible grey colour. I'm really not sure what this carb is made of! A visual inspection revealed some of the internal drillings look poorly machined and not very good at all. Anyway, refitted and bike started second kick and ran. Then I heard that noise again, noisy rockers!!!! Stopped engine immediately. Suspect no oil feed. Is the oil pump shaft rotating? Questioned whether the newly fitted timing cover gasket is the wrong thickness (got that tip from the Bullet Whisperers excellent videos). Thanks Paul, you saved me an engine! Drained the oil and removed the timing cover. Could see a witness

mark on the oil pump quill where it hit the worm drive (gasket too thin). Scraped off the gasket and ordered one from Hitchcocks. This duly arrived and was fitted. It did the trick, and I cracked open a rocker banjo bolt to prove oil flow with the engine running. Success!

Now we are getting somewhere. So I need to test ride, but bike is now out of MOT and on SORN. Booked up for the test, and on the day, bike started easily enough. Took the long route to my testing station. Haven't ridden this one for a while, seems to have more poke than I remember. Kickstarting a motorbike is a dying skill, especially a 500cc single. I asked the MOT tester if he wanted me to start the bike, he declined, and could not start it. After several attempts he gave up, and I had to do the honours. Bike was now flooded, but backfired AGAIN.... I got it running, and it passed with no advisories. The headlight dipped beam was slightly high, as it is every time I get it tested, but there is no provision for adjustment.

When I got it home, I removed the float bowl of the carb, and the rubber seal perished in my hand. That was the last straw! Refitted the original carb and pod filter and seems to be running well. I will be road taxing the bike on the first of May, so can check the accuracy of the air/fuel meter against the spark plug reading. This has been jetting to suit and is a nice chocolate brown. I would still like to replace the carb for something bigger and am saving up for an Amal conversion.

## Write Away

In conclusion, what have I achieved?

- Found Hawser cable wrapped round drive sprocket
- Sprag clutch was removed
- Primary drive casing 'hump' cut off and made good
- Found gearbox rusting and full of water
- Discovered it has a 19T drive sprocket (std 18T)
- Rebuilt engine, checked big end and bore wear
- Blended exhaust port to match pipe diameter
- Fitted an air/fuel meter gauge
- Experimented with a cheap knock-off carb.

All above were successful, apart from the carburettor fiasco.

### So, what does it go like mister?

While this bike was off the road, I needed another to use. What to buy? I bought a 2018 Bullet C5 Classic 500 in **Stealth Black**, with only 400 miles showing on the clock. I was patiently waiting for a second-hand Euro 4 bike to come on the market, as it has a rear disc brake and dual channel ABS. This has now covered over 4,500 miles and is just about "run in" as we used to say. I was thinking about replacing the silencer with something a bit "less restrictive" but that would defeat the object of buying a Stealth.....What I intend to do is a back-to-back testing with the two bikes. Weight, braking, accelerating, roadholding, top speed, etc (except I lied about the top speed test). Watch this space!

Pat Daly 18308 Kent Branch

### 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);

## Write Away

### From The Archives

#### Post War Trials Developments

Soon after peace returned to the UK in 1945, so did motorcycling sport. Successful names in trials competition from the 1930s were topping the score sheets once more.

This line-up at the 1946 West of England trial represents three size classes of motorcycle entered by the Redditch factory, each one based upon a 1930s design, but continually evolving to maintain a competitive edge. Almost overnight the new Enfield telescopic forks replaced the girders, while the rear wheel remained rigidly fixed.



*Jack Booker on a works 250*

All round competition rider and R-E Sales Manager Jack Booker on the right of the photo preferred light weight trials bikes - on this occasion an OHC 250 - which resembles a Model-S type. Next to him in the centre is AWP 205, the usual 500cc Model-J machine of the highly successful Len Holdsworth, who has been replaced by an unknown rider on this occasion. Can anyone identify

him? The third and most significant machine is a 350cc all aluminium-alloy Model G "Bullet" which would extensively influence the design of the all-new competition Bullet of 1948. The seated rider, C. Rogers, together with Booker would play a big part in its development in the months that followed.

Archivist

*The 1946 West of England works entry*



## Write Away

### Stafford Classic Bike Show

This year's Stafford Classic Bike Show took place over the weekend of 23/24 April. Last year we won two prizes (unheard of for the REOC in the history of the event!) Could we carry on our winning streak this year?

The weather was reasonable on both days but the number of stands was down on previous years as was the number of attendees. Perhaps because of ongoing fears about Covid or maybe due to the increasing cost of fuel etc. Probably a combination of both.

On the stand this year we had my electric start Interceptor and my 1070cc Double Bullet Carbberly. Ed Barnes brought his Constellation project, Allan Hitchcock supplied his 1934 4 valve 500 Bullet and Nick Hempshall brought his Crusader Trails. Don Raybould provided three bikes – a Flying Flea, a Turbo Twin and a Crusader Sports and we had two bikes from the twenties, Mike Garbut's 1926 Flat Tanker and Steve Stott's 1929 Model A



We were due to have a couple more bikes but, unfortunately, John Budgen was unable to attend with his J2 due to unforeseen circumstances and Dave Hollyman's Meteor Minor was repatriated for his own Sunbeam Club stand due to some late cancelations there. Which actually worked out just fine with the space we had – ten bikes was about right for the size of stand that we had.

Stand wise, Ed and I decided to stick with the painted backdrop and artificial grass that we used last year but this year added LED lighting under the bikes which was very effective (although you probably won't appreciate that from the photos!)

It was enough to win us another prize though. Best British Bike Club Stand this year – we're on a roll!

So the planning for next year starts – when we'll be looking to complete a hat trick of prizes! If you have an interesting machine that you'd like to see on the stand next year you can message Ed on 07956 525752 or me on 07976 317529 Neil Finney (15251)

## A TALE OF TWO ENFIELD 350s

( And a brief mention of a Classic 500 & 650 Interceptor)

Why on Earth have you bought another bike? Came the exasperated groan from my long suffering better half towards my latest acquisition. Funnily enough, that was exactly the same reaction I got from my previous 2 purchases, a Classic 500 and Interceptor 650. On that occasion she went on, "every year you seem to buy bigger and bigger motorcycles.

Perhaps with hindsight my reply of "it's only fair darling, every year you buy bigger and bigger dresses" was not appropriate, but it did give the paramedic something to laugh about whilst admitting me to hospital. But in my minds eye there was a perfectly good reason to buy those 2 bikes.

My trusty old 1990 Bullet 350 was always slow and was getting slower with age, so much so that even fully loaded petrol tankers were overtaking me, leaving me feeling vulnerable on HM's highways and byways.

Solution, Classic 500. Bigger engine, more power and fuel injection. Being similar in style, surely getting used to the gear and rear brake levers being on the wrong side would be all I needed to master to become accustomed to the bike. Problem solved? No. As you get older, more luxury items find their way into your luggage. That and the extra girth around my midriff, (the good lady is not the only one to need bigger and bigger dresses, ( whoops, may have let out my drag secret there), means extra weight. That extra weight cancels out the extra power and fully laden petrol tankers were still overtaking me. It was just talking them a little longer to get past. Hence the Interceptor 650. More than capable to absorb the extra weight and now it's my turn to overtake Mr fully loaded petrol tanker.

I found out about the 650 Interceptors from my friend Mark when I told him about my problems with petrol tankers. Of course I had to argue that Interceptors have not been made since 1970/71 and were of 750cc capacity.

Google it he said. Okay, Interceptor 650 search, my word I stand corrected. Of course I had to have a black and chrome to match my Classic Chrome and Bullet De-Lux. And that should be where this item ends, except when you Google something you keep getting articles on it in your g-mail. There were articles about the Himalayas, not in the market for an adventure bike, a new OHC 350 to replace the 500s, already have a 350 so don't need another, and a particular item on a 650 twin based Cruiser in matt black livery.

Riding past my local dealer one day, I noticed a new matt black 650 Cruiser sitting on their forecourt. I didn't even know that they had entered production, never mind being imported to the U K. This needed further examination. On pulling up alongside, there was a couple of things that weren't adding up. Firstly, that looks suspiciously like a single cylinder engine, secondly, Meteor 350 is emblazoned on the side panels.

## Write Away

The dealer explained, this is the new 350 that replaces the 500s, it's the first they have taken delivery of and it is being registered as their demonstrator. Don't know how it happened, but I had booked a test ride for 5 days time.

On turning up for the test ride, the dealer explained that apart from the PDI, I was the first to introduce its rubber to the tarmac. So could I keep it to 40mph. Ho, and you only have half an hour and that's the next test rider waiting to get his leg over, (we've all been there), standing there. Restricted to 40mph and 30 minutes means you will not get much of an impression of the bike, but I knew a nice little back lane test route with lots of twisty bits and a moderately steep hill that requires at least one down change on my Bullet. But almost from take off the bike started to impress. The clutch was light and with only 6 miles on the clock, the gear change was both precise and smooth, and as a veteran of many miles on an Honda CD175, the heel / toe gear leaver was no mystery to me. The Harris inspired frame dealt easily with bends, turns and roundabouts and although restricting myself to the requested 40mph, the engine pulled well out of the bends.

The next test, the hill. I was unable to take a run up as there was a car ahead of me, so I had to feed the power in as I climbed the hill. And I managed this without the need to change down or put a load on the engine. But the most impressive thing? How smooth the engine was. Hardly a tingle. Now my Bullet is only 2 horses down on power and this is distributed evenly. Through the handlebars, footrests and seat base. But there was no sign of this on the Meteor. Two weeks later I blagged a ride to a gathering to judge the reaction of like minded Royal Enfield owners. The reaction was in the positive. And on the longer journey the impression I had on the test ride was enhanced.

So did I buy one? No. Years ago I had a Kawasaki VN 800. On local to medium trips it was like riding my favourite armchair. But anything over 60 miles and my back started to ache. 100 miles and I could hardly walk. The same journey on my other bikes resulted in no repeat of back pain, even on my bum thumping, foot tingling finger numbing Bullet. I put the back pain down to the feet forward swept back handlebars riding position of the VN. Although the handlebars are not as radical on the Meteor as they were on the Kawasaki, I worry about the feet forward stance causing back ache on longer journeys. But then Royal Enfield introduced the new Classic 350 OHC.

Have I bought one of those? YES!!! Can I make a comparison between the Bullet and Classic 350? Not really. The Bullet was manufactured from a 1950s design whilst the Classic has been developed. They are different bikes from a different age. But is the Classic as good as the Meteor? Every bit. The quality of finish on both bikes is top class for the price you pay. So is the Classic the perfect bike? No, there are a few things I don't like. The raised Royal Enfield lettering on the tank, I would have preferred a transfer, the hinged recessed tear drop filler cap, would have preferred a raised round removable one, the badge to the right of the speedometer where the tripper would fit, would have preferred an Ammeter. Leo Nelson (18574)

## Branching Out

The Sammy Miller event was fantastic. I spoke to so many people that I didn't even make it to the main car park till the afternoon and there were still bikes everywhere..

Since taking on the role of Branch Coordinator I've had the pleasure of meeting many people.



It has been very interesting to see the different personalities and how many variations there are in how people would like their local branch to operate.

Generally whatever variation works for most of the group is, of course the correct method.

There is however, one universal stumbling factor in setting up all new branches. It wasn't obvious to begin with but, I've gradually realised it does exist. We could call it the factor of fear.

I didn't realise the true extent of this fear until somebody recently made a confession to me.

Just one word can strike terror into the toughest of people and cause them to go into hiding for a while.

It's such an innocent word which seems to cause such anguish that I wonder if I should even write it here. Meeting. There, I did it. I said meeting.

People have been eager to see a local branch set up in their area. They are very keen to participate once the branch is running and they are very pleased to hear that a new branch is on the cards.

Recently I gave someone the news that we've planned a meeting to set up their local branch.

"Ooh no. I can't do meetings. They're terrible things. Let me know when it's all set up though. I want to participate in the local branch but, I won't go anywhere near a meeting" was the reply.

I have no idea what people imagine we get up to at these meetings. Perhaps we should call them rendezvous, or other words, to ease their fear.

Can I assure you that there is nothing formal let alone frightening about the get togethers (meetings) for setting up new branches?

Nobody wears a sergeant major uniform (unless that's your thing) at the social event (meeting). We have informal friendly discussions about venues, convenient dates, possible activities, destinations, favourite roads, and any number of other topics.

The end goal of the parties (meetings) is to give you the maximum possible enjoyment from your membership of the REOC via a local branch.

The best opportunity to end up with the perfect branch arrangement is to join the celebration (meeting) and meet the friendly likeminded people right at the beginning.

By the time we've arranged a confab (meeting) somebody has already agreed to be a branch contact. So, there is no danger of ending up with unintended responsibilities.

So, if you get invited to an audience (meeting) for a local branch, please be assured that you have nothing to fear, only benefits to gain.

### **New Branches**

**Gloucester Branch** 2<sup>nd</sup> Thursdays, The Gloucester Old Spot, Piffs Elm, Tewkesbury Road, Cheltenham GL51 9SY

Contact Russ Williams [russnkate@hotmail.com](mailto:russnkate@hotmail.com)

**New Forest Branch** 1st Mondays at The Cat And Fiddle, Lyndhurst Rd, Hinton, New Forest National Park, Hampshire BH23 7DS Contact Debbie Martin [deborahrose.martin@gmail.com](mailto:deborahrose.martin@gmail.com)

Many thanks go to Debbie and Russ for their efforts to launch these new branches

### **Updates**

**Somerset & Dorset Branch** have a new contact. Mike Ward [r49mw@hotmail.com](mailto:r49mw@hotmail.com). Their meetings are 2<sup>nd</sup> Mondays 7:30 Lydford Parish Hall, West Lydford TA11 7DH

**South Wiltshire Branch** have returned to a refurbished premises at White Horse Country Park, Westbury BA13 4LX Contact Paul Adams 07880733228 [peacho1967@yahoo.co.uk](mailto:peacho1967@yahoo.co.uk)

Please get in contact if your branch has any details which need updating or if you would like to form a new local branch

Jason Reeves [branchcoordinator@royalenfield.org.uk](mailto:branchcoordinator@royalenfield.org.uk) 07773 353522

## WELCOME TO OUR NEW

### MEMBERS March/April 2022

Simon Goodwin Corsham

Wayne Rogers Gosport

Robert Dalton Gravesend

Thomas Liechti SWITZERLAND

John Allin Nottingham

Richard Warr Yeovil

Leo Nelson Clacton-On-Sea

Christakis Antoni JERSEY

Jonathan Crawford Somerton

Mark Palmer Radstock

Paul Bonser Langholm

David Ward Shifnal

Percy Sargeant Maidstone

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Dave Cross Kettering

Michael Clarke Yeovil

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Phil Hutton Maidstone

Stephen Wills Milton Keynes

Martin France Biggleswade

Gareth Rees Caerphilly

Simon Conner Norwich

David Biggs St. Albans

Terence Favre-Broadly London

Andy Snook Devises

Kevin Kelly Peterborough

Tony Morgan Chislehurst

## Club Sales

Code	Item description (see web site for photos)	U.K.	Overseas
S1	Machine Badge - stainless steel	£9.50	Email a list of your requirements for a quote
S2c	REOC enamel lapel badge - red / yellow / blue / green	£2.50	
S2e	Cannon pin badge - chrome	£2.50	
S3a	Sticker - silver with 'Cannon' + 'Made like a Gun'	£1.50	
S3b	Screen sticker (inside screen)	£1.80	
S4	Sew-on patch	£3.10	
S5	Key fob - with red / yellow / blue / green badge	£3.20	
S11	Gun magazine binder - red or blue	£7.00	
S15	Tie - royal blue (printed - very few left)	£2.00	
S16	40th Anniversary of REOC, enamel lapel badge	£2.50	
S20	Sweatshirts - Small to Large	£14.20	
S20	Sweatshirts - XL to XXL	£15.00	
S21	T-shirts - Small to XXL	£7.30	
S24	Polo shirt - embroidered logo - Small to XXL	£18.50	

**All UK prices include postage and packing.**  
**Overseas (non-UK) customers, please email for a quote**  
**Always order using the current issue of 'The Gun'**

Garment colours are as follows:-

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

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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 be available.

Enquire by phone, or email to [clubsales@royalenfield.org.uk](mailto:clubsales@royalenfield.org.uk)  
**For security, phone calls are not answered from unknown overseas numbers**

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

Adrian & Cherry Saunders

12 Straidhaven Road, Nutts Corner, CRUMLIN, BT29 4SN

Make cheques payable to "Royal Enfield Owners Club"

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

£10 minimum order for credit/debit card orders

PayPal accepted (£10 minimum order) - email for details of how to pay

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

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

Royal Enfield Owners Club - Est. 1977

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See the full range of our Royal Enfield parts & accessories on: [www.hitchcocksmotorcycles.com](http://www.hitchcocksmotorcycles.com)

# My Baby



So, I am sat in my kitchen passing the time of day on Google when I spot a very strange motorcycle being advertised, according to the advert it is a 1939 Royal Enfield Royal Baby. If the advert is true it is a very rare motorcycle but it has sat there for six months and looking at the pictures is clearly a late forties RE125 dressed up as a wartime Flying Flea.....or is it.

In 1934 DKW of Germany launched a new, small motorcycle at a very moderate price, the RT 100 (ReichsTyp 100cc). The RT was also very popular with the Hitler Youth. In the autumn of 1938, the Dutch importers Stokvis en Zonen were facing a problem as their board of directors contained Jews, the Nazis arranged that Stokvis lost their DKW motorcycle franchise overnight. Stokvis weren't happy and they started looking for a replacement for their best seller.

After rejection at Velocette in Hall Green, Stokvis put the proposition to Tony Wilson-Jones at Royal Enfield and in less than 6 months Enfield had measured up the whole motorcycle and built a prototype for approval by Stokvis.



In April 1939, two hand-built prototypes were shipped to Rotterdam to show to the Dutch public. The orders started to come in. In July 1939 the Royal Enfield factory in Redditch started production of the Royal Baby. Approximately 190 RBs were made from July 1939 until the spring of 1940, but on the 10<sup>th</sup> of May Germany invaded the Low Countries.

In 1942 the Air Landing Brigade made orders for two RB type motorcycles, and these were the basis for the development of the WD/RE Flying Flea which was parachuted into Arnhem and Normandy amongst other war zones.

Although few survive, a lot of historical information is available on the thousands of Redditch made Flying Fleas built for airborne operations and the parachuting frames made for them at Royal Enfield in Calton Hill, Edinburgh but very little information exists on the original RB.

Enough history and back to the present, the motorcycle is in Holland and Covid restrictions make it rather difficult to just go and take a look, it should have been time to forget about it, but I keep being drawn back to it and decide to do some research. From the pictures I can get huge amounts of information on the construction of the motorcycle, and it also seems to have matching frame and engine numbers so the REOC should be able to help.

A few calls to Graham Scarth (REOC Chairman), Bob Murdoch (REOC Archivist) and Don McKeand (REOC Specialist) give me all the information I need as the numbers claim that it is an RB delivered to Stokvis in July 1939, unfortunately the frame number has clearly been scratched on at a later date and the engine number photograph looks dodgy too, quite clearly a fake.

My problem now was with the factory pictures of the RB as there were a number of clear indicators.

The motorcycle is presumably a fake but what is it? It is not a Flying Flea or even a post-war RE125, could somebody, just possibly, have dressed up a genuine RB as an RB without realising what they had? Although the dealer selling the motorcycle is totally reputable, I am fearful of asking too many questions as it may drive the price up or bring further interest, more research is required.

Discussions with owners of WD/RE motorcycles revealed a slight difference in the engine which would confirm it was an RB engine, this could clearly be seen in the photographs and was much more conclusive than a later fitted cover or the like, the engine was definitely from an RB.



Further research on Google revealed that the RB had a VIN plate mounted on the front of the frame to mimic the plate fitted to the RT100 motorcycle.

From the photographs this could possibly still be present but covered with paint, I bravely asked the dealer to rub the area with paint stripper to see what was revealed, I also promised to buy it if what was revealed confirmed the details.

The result, although not conclusive triggered my purchase.



After two weeks a pallet turns up with a motorcycle on it and I nervously start looking at it.

The photograph of the engine number was a bad picture, and the number is clear to see, further checks revealed that the factory stamped number on the rear engine lug is also correct. The frame number has, as thought, been scratched on but upon removing the petrol tank the same number original stamp is revealed.

My illogical thoughts from a few months earlier have led to ownership of the earliest recorded Royal Enfield Royal Baby which left Redditch on July 31<sup>st</sup> 1939 and one of the rarest Royal Enfield motorcycles on the planet, there are times when you should trust your heart not just your head.

James Boaden

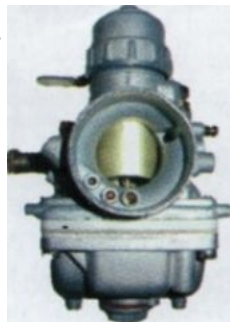
17798

james@snakepit.info

## Tech Talk      Tuning and using bullet Mikarb carburettors

The standard carburettor fitted to 350 and 500 Royal Enfield India Bullets is a Mikcarb, a copy, made under licence, of the popular Japanese Mikuni.

The 350 Bullet uses a flange-mounted 24mm bore version and the 500 Bullet uses a 28mm bore, mounted on a rubber stub. The other details are similar for both.



Because of the way the Mikcarbs are originally jetted any colder UK climate, normally make it necessary to alter the carburettor settings.

Before blaming the carburettor for poor performance, hard starting, back-firing etc. a few simple checks should be done. Engines need a supply of clean, fresh petrol. Pull the fuel supply pipe off the carb, turn on the fuel tap and run off a small amount of petrol into a clean glass jar. Stale petrol has an unmistakable smell; rust or water will quickly settle to the bottom of the jar.

A common fault is an air leak due to a perished intake rubber or over-tightened flange. Check by spraying the inlet hose (or flange) with WD40 whilst running the engine at tick-over - leaks will cause the exhaust to smoke and engine speed to rise.

Next stage is to check on the ignition. After a short run, remove the plug and check the colour and condition of the tip. A sooty plug shows an over-rich mixture, a 'hot' nearly white plug tip shows a weak mixture and a hot running engine.



The firing-ends shown in the photograph above are all considered 'good' by NGK technicians. Our experience is that on Bullets ideally the plug tip should be slightly sooty, indicating a slightly rich mixture.

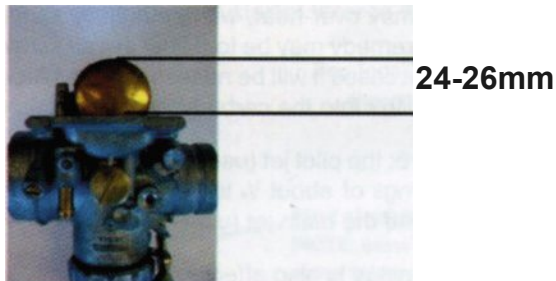
Now test the spark, which should be blue, snappy and strong. A low battery, dirty or worn points or a weak condenser will all give a weak, yellow spark and produce similar symptoms to carburetion problems. A new spark plug (short reach for a 350 or long reach for the 500) might be all you need. When fitting the spark plug, lightly smear the threads with copper grease, replace the plug with your fingers, screwing in the plug with your fingers until it is 'seated', tighten no more than a quarter turn with a plug spanner. Take care not to over-tighten the plug—overtightening spark plugs is a common cause of thread damage, which can be costly to repair.

## Tuning and using bullet Mikarb carburettors

If none of these steps cure your bike's problems then turn off the fuel, and unscrew the carb top from the body. Carefully lift out the slide.

Remove the carb — but beware as petrol will spill from the float chamber, so be certain that there is nothing to cause a fire. Working on a clean surface, turn the carb over and remove the four screws which hold the float bowl.

Ease the float bowl away from the main carb body (a quick tap with the handle of your screwdriver will release the gasket's hold). Tap the float spindle out, lift the float assembly away and tip the float needle out. Check the float for leaks - a quick shake will show if there is petrol inside the float. Clean the float needle with a spray of carb cleaner. The spring-loaded plunger must be free moving. Replace the float needle, float assembly and spindle. With the carb held upside down and the float chamber gasket removed measure from the carb body surface to the top of the float, as shown below. The standard measurement is



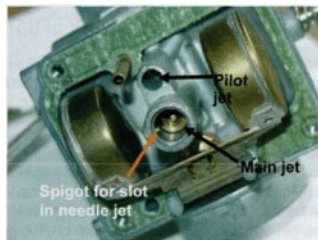
If necessary the float height can be adjusted by gently bending the tangs located between the two brass floats.

With the float bowl removed the jets will be seen in the centre of the carburettor -see the picture on the next page. Now is the time to remove the pilot and main jets, to clean them, check their sizes or change them.

With a suitable screwdriver carefully unscrew and remove the main jet with its washer - the washer may need to be carefully prised out of its housing. The main jet screws into the base of the needle jet. The needle jet cannot be removed from this end of the carb.

To remove the needle jet, detach the carb top and remove slide, unscrew the main jet (as just described) and tap the needle jet up into the carb body. Refitting is the reverse of this procedure. Be careful on refitting that the slot in the bottom end of the needle jet locates in the spigot in the base of the jet housing (see picture) - it may help to use long-nose pliers. Take care not to cross-thread the main jet in the needle jet and don't over-tighten.

## Tuning and using bullet Mikarb carburettors



The pilot jet is the small jet located in the deep drilling next to the main jet (see the picture). To remove the pilot jet unscrew it carefully with an appropriate flat blade screwdriver and gently shake it out of its housing.

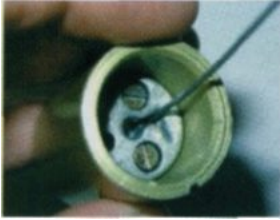
If you have made changes to the air filter or exhaust system now is the time to fit new jets. Different air filters or silencers affect the amount of air the engine is able to 'breathe'. As more air is drawn into the engine the ratio of petrol to air decreases, the result is a mixture weaker than the ideal of about 14 parts air to 1 part petrol. If the mixture is too weak the engine performance will be adversely affected—the engine may over-heat, with potentially serious damage to crucial engine components. The remedy may be to adjust the air screw and/or move the throttle needle clip but in most cases it will be necessary to replace the jets—the higher numbered jets let more petrol into the carburettor, giving a richer mixture.

There are three jets in the Mikcarb: the pilot jet (used at small throttle openings), the needle jet (used at throttle openings of about 1/4 to 3/4 - this jet is only available in a standard size for 350 engines) and the main jet (used from 3/4 to full throttle).

The mixture at small throttle openings is also affected by the size of the cutaway in the throttle slide. The larger the cutaway (the higher the throttle slide number) the weaker the mixture, as more air is allowed into the carburettor. A smaller cutaway will, of course, give a richer mixture.

Fine adjustment to the mid-range may be made by raising or lowering the throttle needle. Release the throttle cable from the alloy block inside the slide. There is a small plate that prevents the cable from accidentally detaching itself from the slide, note how the tag and slots are fitted. (The picture over the page shows how to refit the throttle cable.) Unscrew the two screws, lift out the block and the needle will drop out. By refitting the clip in a lower groove you will richen the mixture (this raises the needle and so allows more fuel through the needle jet). Placing the clip in a higher groove weakens the mixture. When reassembling be sure the slide locates in the peg projecting from the side of the carb (see the picture over the page). Take care that the throttle cable is routed without sharp kinks and has enough free-play for the slide to drop fully - even on full lock with the petrol tank in place. Replace the fuel pipe and check for leaks.



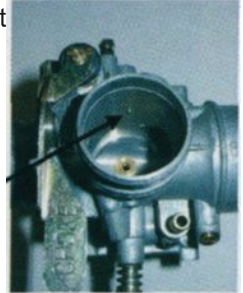


To fit the throttle cable — insert the cable nipple in the centre hole in the slide block; move the cable to the vertex of the L shape slot (see picture left) — now place the retaining plate in position as illustrated in the picture right.



Setting the tick-over requires patient sequential adjustment of the pilot air screw and the throttle stop screw (see photo below). Turn the pilot air screw fully in and then out one and a half complete turns. Start the engine and allow it to warm-up thoroughly.

When the engine will run cleanly without the enrichment of the mixture provided by Peg locating the the use of the cold start plunger, close the throttle slide — starting jet by lifting the cold starter lever to its horizontal position.



Pilot Air Screw

(Note: some Bullets have a second, auxilliary air screw on the manifold, possibly to cope with Indian atmospheric conditions. In the UK it may safely be left screwed full in and ignored.)

Adjust the **throttle stop screw** so the engine runs at a fast tick-over, say about 20% above the idle speed you wish to achieve >Unscrew the **pilot air screw** to **increase** the engine speed to its fastest possible >Gradually unscrew the **throttle stop screw** to **reduce** engine speed to the target idle speed >Again unscrew the **pilot air screw** to **increase** engine to the highest tick over possible >Finally, gradually unscrew the **throttle stop screw** to **reduce** engine speed to the correct idle speed.

(Usually this process carried out twice - as described - will be sufficient to achieve a correct tick-over.)

NB - sequence: **pilot air screw out** = fast **throttle stop screw out** = slow  
Make a final check to see that all is well and the job is done.

This technical article was printed in Gun issue 209 Feb/March 2009

Thanks to Richard Ross for sending it in.

RE—typed by Doug Young (1062)

# **Club Calendar 2022**

## **Issue 13/03/2022**

### **Official Club Rallies**

#### **Devon Rally**

May 20<sup>th</sup>-23<sup>rd</sup> 2022

Webber Park

Castle Lane, Woodbury, EX5 1EA

Please phone and book direct with Site 01395 232276 or Web site, [www.webberspark.co.uk](http://www.webberspark.co.uk)

and mention "The Bike Rally" We have negotiated a price of £20 per pitch per night, Inc electric hook up. Hardstandings available. For those hardy ones camping who do not require electric, the fee is £15 per pitch per night. On the Saturday there will be the normal ride out.

Any queries, call Andy Lobb  
07866696381

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

#### **Otty Bottom Kent Rally**

#### **Address Changed owing to circumstances**

June 10<sup>th</sup>- 12<sup>th</sup> 2022

Palace Farm Hostel and Campsite

Down Court Road

Kent ME9 0AU

Site Phone 01795 886365

Contact Mick Connolly 01304 205233

[reoc.kent@talktalk.net](mailto:reoc.kent@talktalk.net)

#### **Yellow Belly Rally**

June 24<sup>th</sup> to 27<sup>th</sup> 2022

Campsite behind the pub

Rose & Crown, 1 Low Road,

Holbeach Hurn, PE12 8QA

£10 tents £20 Campers hook up £5.

Contact Carl Lemon 07939724080

[Winchester.taxi@btinternet.com](mailto:Winchester.taxi@btinternet.com)

#### **Powers the Pot**

August 5<sup>th</sup> to the 7<sup>th</sup> 2022

Please book with Nial at Powers the Pot and also

Inform John B Nicholls if you are attending.

Powers the Pot

Harney's Cross, Via Clonmel

Co. Waterford, E91 F782, Ireland

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

[Powersthepot1@outlook.com](mailto:Powersthepot1@outlook.com)

John B Nicholls (+)353 86195 1137

[thatboyinkerry@hotmail.com](mailto:thatboyinkerry@hotmail.com)

#### **Wobbly's Red Rose Rally**

September 8<sup>th</sup>- 11<sup>th</sup> 2022

Orcaber Camping and Caravanning Site

Orcaber Lane, Austwick, Settle

LA2 8AE

Motorhomes, Campervans and Tents, pitches all £10 / Day plus £5

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

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

Contact John Hamer 07933321135 or [hamer89@btinternet.com](mailto:hamer89@btinternet.com)

### October Fest Rally

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

Island Meadow Caravan and Camping Park, Aston Cantlow ,

Henly in Arden , Warwickshire B95 6JP .

<http://www.islandmeadowcaravan>

email: [holiday@islandmeadowcaravan.par](mailto:holiday@islandmeadowcaravan.par)

Phone Katherine 01789 488273 with your eta.

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

email : [poloenfield700@googlemail.com](mailto:poloenfield700@googlemail.com)

## All Event Organisers

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

John Hamer  
(Social Secretary)

0793 332 1135 or  
01706 360828

[hamer89@btinternet.com](mailto:hamer89@btinternet.com)

## REOC Machine Dating Service.

When applying for an REOC 'Machine Dating Certificate' please follow the process below in full;

Please email clear, colour, side-on digital photos of the completed, MOT ready, motorcycle.

Please email digital photos of the relevant engine and frame numbers along with photos of where the numbers sit on the engine and frame. Please email digital photos of 'brass rubbings' of the engine and frame numbers, preferably with paint removed. Please supply your current REOC membership number, name, as you require it on your certificate, and full postal address in all communications. Please ensure that you provide all of this in a single email to; [jd.service.repair@gmail.com](mailto:jd.service.repair@gmail.com) If email is not possible for you please follow the above process in full by post to:, REOC Machine Dating Service C/O Ainsdale, Sawbridge Rd, Grandborough, Warwickshire. CV23 8DN.

### Market Place

**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.

FOR SALE; Maroon classic 500 EFI C5 2011, E/S, 17000 miles, one owner. good condition, recent new exhaust system, air filter, spark plug, battery, oil change, tyres good, owners handbook, manual, dual seat, spare keys. MOT until Aug 22. £2,500 ONO. Contact Gail Baker (11463) 07825 513046 [gailbaker45@gmail.com](mailto:gailbaker45@gmail.com) Corsham, Wilts

FOR SALE New centre stand Crusader/Bullet. Brand new, still boxed, never used. £80 PHIL COLE (16955.) Telephone 07837372843 / 01253 886276

FOR SALE. 1957 Ariel VH Red Hunter 500cc with tradesman box sidecar, starts easily and rides very nicely £5000 ono Tel 07909914345 Warwickshire

FOR SALE Royal Enfield Bullet 500cc Electra, year 2008, the rare 'Woodsmen' version, built by Watsonian, in silver with lovely 1950's sounding high level exhaust. 15,000 miles only, full recent service, new tyres and new TCI. Price £3,250. Peter O'Brien (17045) Tel:- 01758 613401

FOR SALE.. Timing cover complete with pumps, oil filter type to fit J2/J/G/CO £50-00. Chris Brady (07170) 01280-848491 North Bucks

FOR SALE. 1961 Crusader 250cc Maroon tank, Black side panels and chrome. Price £2,600 ovno Starts and runs well. However, still needs final sorting. In good overall condition. Devon. e-mail [nick@biggs.es](mailto:nick@biggs.es) Nicholas Biggs (17820) 07484375998

FOR SALE.2020 classic 500, 45 miles on the clock attached to a Cozy sidecar. Ready for touring with 20 litre Jerry can attached to the rear of the sidecar, two top boxes and a Givi pair of panniers. Price £9,000. I've found my age has crept up on me and so long distance touring on the combo. David Stokes Phone 07739370320 Drstokes@btinternet.com

FOR SALE.1955 500CC Redditch Bullet, Matching frame and engine nos. Original buff log book Very original bike, has original dunlop wheel rims and burgess silencer. Engine runs quietly and does not smoke. Mag/dynamo was rebuilt and converted to 12 volt, new chains, new wiring harness, and speedo rebuilt. All in, a very original and reliable motorcycle. **£4,250. ovno** Ted Rose (07380) Telephone: 01929 552555 Email: modelwdg@aol.com

FOR SALE. Post-war Model G gearbox in very good condition, just rebuilt and ready to go! £100 (buyer to collect if possible.) Phone for more details. Ian (3998) Sandhurst, Berks. 07794 953251.

FOR SALE.1959 Big head Bullet, Recent restoration including professional re-chrome and respray in polychromatic burgundy. Cherished reg + V5. Rides well and looks great. £5250 ono. For details and viewing please contact Mr Anderson(16392) Hertfordshire on 07952721416 or email [Ironhorserida@outlook.com](mailto:Ironhorserida@outlook.com)

**For Sale** due to ill health. Royal Enfield 250 Track Bike. Engine built to Gander & Grey racing specification. The bike is immaculate and goes really well. Has only been used for Classic Bike track days at Cadwell Park. Loads of spares included with the bike - £3200.00 the lot. Full details from John Stones(13461) Mid Lincs - Tel 07477398393 - [jcanddms@btinternet.com](mailto:jcanddms@btinternet.com)

**For Sale.** Set of two silencers and both down pipes to fit 650 Interceptor. Like new £125 buyer collects. Ray Clarke (08421) Tel:- 07582369827 Nottingham.

FOR SALE. Smith's copy 120mph speedo, Hitchcocks part number SM1014 complete with drive cable. Bought new as stop gap for my 1958 Connie restoration till I sourced an original item. Excellent condition, works fine and only has 396 miles on it. £40.00. Call or email me for details Mr Anderson (16392) Hertfordshire on 07952721416 or email Ironhorserida@outlook.com

FOR SALE Near immaculate 1949 Enfield J2 500 Single (twin port). Very recently finished total restoration. Complete engine rebuild. Prof. help with the magdyno and some of the gearbox. Stove enamelled cycle parts. Too much work done to list. Not yet turned over so no oil in and the pipes are unblued. Gorgeous motorcycle. Not much work for concours condition I think. Loads of pics plus manuals books, tools. david.crompton@hotmail.co.uk

FOR SALE. 500cc 1949 BSA A7 Star twin. Starts and runs well. But with patina: brightwork, tank and cycle parts are tacky. Hence £2900 david.crompton@hotmail.com.uk

FOR SALE. 1960 Royal Enfield 350 Bullet. Part restored with some spares. Engine and frame numbers confirmed by the Royal Enfield owners club. All reasonable offers considered. John Tyson (15506) 07814 061 975, North West Lancashire LA5

FOR SALE. New ladies clothing from unfulfilled dream. Latina jacket, Stellar trousers Viper, size 16. Spada helmet f/f (L) . Spada boots(40), XSO gloves (L). Never worn, cost over £300. £200 ono. Tony Royston.(13620) Tel 01268 766139.

FOR SALE. Yamaha FZS600 Fazer. r/w/b. 2001. MOT. 21000 miles. Used regularly 20+ miles. Phone for further details. £1700 or p/ex + cash for Continental GT535 in red or yellow. Paul Davenport (18496) 01902 276738. paul\_aesuk@yahoo.com (Wolverhampton).

### WANTED

WANTED Clutch or brake lever for handlebars, with welded pivot points (early Crusader ) Any condition considered. Didn't realise how difficult they are to find. Advice or help would be appreciated. Thank you. PHIL COLE (16955) Telephone 07837372843 / 01253 886276

WANTED. Prince/Ensign 3 parts. I have got some parts to swop. Chris Brady (07170) 01280848491 North Bucks

WANTED. For Model A 225cc two stroke - induction pipe between cylinder and carburettor. John Blake, (16732) Selby, North Yorkshire Tel: 01757 709762 jl.blake22@btinternet.com

**Wanted** information please regarding Enfield clubman AF02URY my first new Enfield and if possible I would love to buy it back regardless of condition, please contact Alan Reed membership number 16434 Kettering Northamptonshire mobile 07719793074 alanandalison23@yahoo.co.uk

Wanted. Rear alloy 6" brake plate for Crusader. Dave Gunn 18522 Tel. No 01650531658. Machynlleth. e. mail Ja.gunn50@btinternet.com

## Branch Reports

### West Riding REOC Club

Contact Kevin Moore 07736775211 [sidecarkevin@ntlworld.com](mailto:sidecarkevin@ntlworld.com)

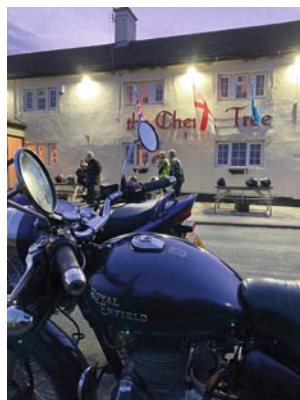
We have now resumed our monthly meeting at the Reindeer Inn, Old Road, Overton, Wakefield WF4 4RL at 8.00pm 1<sup>st</sup> Thursday of each month. In addition, from Spring to Late Autumn we also aim to have a 3<sup>rd</sup> Tuesday ride out leaving the Reindeer at 7.30 p.m. (To avoid disappointment,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

Now, that's more like it! A bit of sunny weather in God's own county, lovely country lanes and we get two ride-outs inside a week. Cold and poor weather had limited the turnout to our March and April meetings at The Reindeer, to those partial to noggin and natter, most, however, preferring the comfort and warmth of four wheels. Well done, though, to the hardy souls who persevered on two wheels. March 3<sup>rd</sup> saw 9 attendees and one RE Bullet, April saw 14 attendees and a smattering of associated steeds. Saturday 16<sup>th</sup> April started out a little foggy on the tops but developed into a grand day fit for a ride to t'coast! Chris T (Big Head Bullet) and myself (Tribute Classic) met at Three Nuns and rode together to Squires Motorbike Cafe at Sherburn-In-Elmet, there we met up with Steve S (Electra), Dar (Meteor 350) and Steve R (Interceptor) the intention being to meet up with another REOC Branch ride to Seaways Cafe, Fridaythorpe. Not that we are antisocial, but we decided 5 was an ideal number to meander off the beaten track through the most wonderful of East/North Yorkshire scenery with a likelihood of meeting fellow RE Clans-people (PC) en-route. We enjoyed a little refreshment at Seaways before continuing to the cliff tops of Filey. There we were treated to the



most amazing spectacle of a large Kestrel hanging on the not insubstantial air currents (strong wind), head rock steady, as it sought its lunch, body articulating the changing pressures (bit like watching Steve S ride

actually) and only a few feet in front of us. Magnificent! It was only a little unfortunate that it wasn't present to prey upon the electrical gremlins afflicting the Bighead Bullet en-route. Then, only two days later, we enjoyed our first Tuesday evening run as nine bikes played follow my leader as Kevin M led eight of us on a wonderful meander of the West and South Yorkshire ex-pit villages to finish at The Cherry Tree PH, Copthorne. My 14 year old grandson, Sam, certainly enjoyed his birthday treat as pillion on his first WR REOC ride out. He for one doesn't think much of the prospect of the battery alternative to carbon fuel. Here's 'til next time, ride safe! Dudley Martin



## Branch Reports

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

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

Saturday morning Meetings at above 11am.

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### ***Branch Report***

#### **June/July.**

Excellent gathering of many owners and their Royal Enfield motorcycles at the March Saturday meeting at Girton garage. Haywards have a wonderful display of the latest models, well worth the visit and great friendly hospitality.

We have had notification of one more town motorcycle fair. Details are as follows. Holbeach Town and Country Fair, Kings Field, Fen Road, Holbeach. Lincs PE12 8QH Sat 18th & Sun 19th on the B1168. To find venue, leave Wisbech on the B1165 and follow it past Sutton St. James to crossroads. Turn right onto B1168 to Holbeach. Alternative route follow A1101 to T junction with A17, turn left through Gedney and Fleet Hargate then left to Holbeach B1515.

If you want free entry and to show your bike, apply to Mark Rodgers, 169 Bourne Road, Spalding PE11 3LJ

I am thinking of a Thursday bike night or a Sunday pit stop to Iron Horse Ranch House at Market Deeping PE6 8EB 01778346952. Any interest in a ride out? Ted Dore (892

#### **Cornwall Branch Report.**

On Sunday 20th March, four of us met at Smokey Joe's in Scorrier for a ride out. We rode through Mithian and Perranporth to Crantock to take a look at a possible campsite for our next rally. But there was no one at home. We then tried Trethiggey, which is under new management, but found it no longer suitable. So we headed up to 'Music Water' near St Merryn. Once again not quite our thing. But on the way home Richard and Vini called in at 'Carvynick Holiday Park near Summercourt, and that seemed quite favourable. So possibly next years venue, as it is just off the main A30.

On Sunday 10<sup>th</sup> April, ten of us, on nine bikes turned up at Smokey Joe's in fine weather for a ride out.

We rode down to Portreath for a coffee break before heading down the North Cliffs, through Hayle, and up through the back lanes to Halestown, and to the top of St Ives. Where we branched off onto the B3306 Lands End road,

## Branch Reports

through Zennor, Morvah and Pendeen to our lunch stop at St Just (pasties at Warrens Bakery in the Square). Suitably refreshed we continued our journey towards Lands End, and took a left turn just past Sennen, and followed the B3315 down to Lamorna. In Lamorna we turned off onto a steep and narrow back lane, which brought us out near the village of Paul, where we then turned right, riding down to Mousehole, with magnificent views over Mounts Bay, then on through Newlyn and Penzance. We stopped for while at Marazion before heading back via Goldsithney, Townsend, Praze-an-Beeble, up to Black Rock, to Redruth and home. A nice ride in good company, and amazingly reasonable weather. Bob Reed (6167A)

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

*Well now, not much in the way of ideas of where to go for runs this summer. There will be a run on Saturday 28<sup>th</sup> May and I hope on Saturdays 25<sup>th</sup> June & 30<sup>th</sup> July, I have an idea from Roland but I need others input for venues for the rest of the summer, I don't mind sorting out a route and/or leading if required.*

The March meeting was held at Lochter Activity Centre, our last 'winter' meet, had a very good welcome and a pleasant lunch. It was well attended by current members and a few past members were also invited along, together with family members, 14 of us in total. Think this venue will be next winters meeting place, we are made very welcome.

The April meeting undertook a few changes as it approached. The meeting place changed to a charity auto-jumble being held in Keith. Think we all managed a purchase before leaving and heading to Craigston Castle just outside Turriff.

One of our members lives within the grounds and supplied filled rolls and cakes, along with tea or coffee for lunch, sitting in the sunshine in the garden. We then took the rare opportunity to have a guided tour of the castle itself.

It was built at the beginning of the 17<sup>th</sup> century and pretty much remaining in the Urquhart family since. Being a 'private' castle it was a change to see evidence of somewhere being lived in, both by family and as hired out, rather than as a museum.

Another cuppa, then dispersing in different directions, rain threatening!

Fortunately for me John was following me home. The drain plug came unscrewed from the base of my bikes carburetor, bike stopped but the plug was lost! My first experience on the back of a trike, he took me home to get a replacement and then the return trip to repair and collect my bike. Of course it was now raining!  
REtrialer (07404)



## Branch Reports

### Gloucestershire Branch; Inaugural Meeting 28<sup>th</sup> April 2022

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.

The inaugural meeting of this new branch was very well attended by existing and future members of the REOC. Some apologies were also received.

Many members arrived on their bikes and from all points of the county and beyond.

A big thank you to Jason Reeves for getting the club off the ground (no problem for a pilot) and supporting this meeting.

Branch business was brisk but constructive and the aims of the club were quickly established, as was the wealth of experience and knowledge of the members. Discussions ranged from wiring looms to helmet polishing.

Roles and responsibilities established, all that remains is to see if it works.

The formation of the branch sees the creation of an oasis in the desert of Gloucestershire. Bordering with branches from South Wales, Bristol, Wiltshire, Mid-Shires, South Midlands to name a few we hope to be in contact with you all soon to arrange meets at convenient locations. Hopefully my next report will contain more exciting information concerning rides out, events, adventures and thrills!



Finally, two pleas from me; if you know of anyone interested please ask them to contact me, or, bring them on the next ride / meet, and, please check your Junk email folder as this is where some of REOC glos emails are ending up. Who knew Outlook was so intelligent?

## Branch Reports

### **South Wiltshire Branch**

Contact Paul Adams [07880733228](tel:07880733228) [peacho19670@yahoo.co.uk](mailto:peacho19670@yahoo.co.uk)

Meetings 1st Thursdays 19:30hrs at The View, Coach Road, Westbury, Wiltshire. BA134LX

Things are now finally getting back to normal and we have now finally returned back to our original base, The View (formerly known as the White horse country park) and the beautiful views that it has to offer. Things are slowly starting to happen again with ride outs and it is looking to get a lot busier with a rapidly filling calendar! We had a good ride out via Gillingham and back to the Frome showground where there is a regular monthly auction and classic vehicle show which is highly recommended if you are in the area. As many of you know the REOC had it's annual meet at the Sammy Miller motorcycle museum which was very well attended and we travelled down as ten bikes and a car. On the trip down I took the wrong turn for the second year running and we found ourselves heading in the opposite direction to all the other Enfields due to a new road layout (that's my excuse and I'm sticking to it) but once there it was good to catch up with some friendly faces and thank you for a very well organised event. We celebrated a year since our first ride out this month and we are steadily growing in membership which is fantastic news. We have some busy months ahead of us now so hopefully loads more pictures as well. If you are at a loose end then please feel free to visit our webpage and browse through pictures and our upcoming events.

[www.royalenfieldownersclubsouthwiltshirebranch.com](http://www.royalenfieldownersclubsouthwiltshirebranch.com)



## Branch Reports

Royal Enfield's Ireland Co Kerry spring lunch.

The 20<sup>th</sup> of March was a date set for the Co Kerry Spring lunch, that saw eight of the group meeting at Sherwood's/Ulick's

of Faranfore Co Kerry, we had two more visiting on the way to Killarney on Enfield and Harly.

Our group were on a variety of bikes with my Bullet flying the flag and a lovely classic MG belonging to Neil this attracted allot of attention from us all and others.

The lunch as always was a lovely opportunity to get together for old friends and meet some new and interested members over nice food but spectacular bread and butter pudding. Plenty of motorcycle talk and some of the events that we have planed for the year with the Adare camp next on the horizon for May the 13<sup>th</sup>-15<sup>th</sup> and Powers the Pot for 5<sup>th</sup>-7<sup>th</sup>

of August. We hope to get another in July sorted and will announce when sorted out the details.

A short ride out followed along country lanes with farmyards included.

Quite a few of the group are doing ride outs in their own counties of Waterford, Wicklow, Cork and Galway along with our friends in the North. If anybody who wants to contact me about a ride out etc please do so by text, email or phone. John B Nicholls 10710 thatboyinkerry@hotmail.com 086 1951137



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## 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*

IMPORTANT:- The Otty Bottom Kent Rally this year (10th - 12th June) will be based at our new location, Palace Farm Campsite & Hostel, Doddington, Kent. ME9 0AU Tel:- 01795 886200 ([www.palacefarm.com](http://www.palacefarm.com)) .

Still few rides yet but a number of members attended the Ashford Classic Show where we had a display of bikes including a customised Meteor (Joe) & Interceptor (Dave) Excellent show which as always managed to persuade me to open my wallet!

The April Party/Quiz night was very well supported (always is when there's free food) which replaced last years planned Christmas Party which Covid removed from our calendar. Keith's 'movie' quiz resulted in joint winners & £50 for club funds was raised in the raffle. Thanks to Richard & his wife for again organising the buffet.

We have a stand booked at the West Kent Run & are also signed in for the Ramsgate (Betteshanger Park) speed trials again, an event that was a great success last year. My Flying Flea has again been tuned to perfection (that means I've actually persuaded it to start) so am personally confident of victory against the assembled ranks of Japanese & Italian machinery!

As I am informed of other events & rides I shall let members know in the normal way.

Looking forward to seeing you all in June.

Pic:- Interceptor at our clubhouse.

REgards, Mick



## Branch Reports.

### Somerset and Dorset Branch

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

The March meeting was our AGM where Robin Gillingham stepped down as Chairman having kept everything going over a difficult 2 years . There was a vote of thanks from the branch for our treasurer Dave Reed who also stood down and Phil Bradshaw stepped forward to fill this role.

We had our first ride-out of the year around the Mendip Hills and Cheddar Gorge on a chilly but bright day that rewarded us with fantastic views. Six hardy riders and one pillion braved the elements and thanks to Bruce Hamblin for organising this.

At our April meeting we had a fascinating talk from Tim Rowntree who is a branch member on the History and Operation of the Tornado aircraft. It was very well received and he was thanked for his presentation.

The 24<sup>th</sup> of April was again a branch ride out to the Sammy Miller Museum in the New Forest for the Royal Enfield Day, starting at Wells and collecting riders at Wincanton to join the REOC representative Robin and Regional Co-ordinator Jason Reeves. A nice ride out in dry and sunny conditions, once again thanks to all those who organised the event.

Upcoming events include Gillingham In Gear on Saturday the 11<sup>th</sup> of June and various ride outs that are still a work in progress mainly in the evening through the summer but weekday ride-outs are being considered as well for those with more leisure time. A summer gathering is being organised by Phil Bradshaw , provisionally the 15<sup>th</sup> of July at The Quarry at Keinton Mandeville , booking required.

We are hoping to meet up with the South Wiltshire Branch at the Frome Classics show on a date still to be confirmed.

A selection of speakers are hoped for the autumn and winter meetings.

We hope to see new and existing members at our gatherings soon.

Mike Ward

## Branch reports

### Wessex branch .

We are still meeting at the Wyke down pub, but now on the second Thursday of the month around 7, possibly earlier for a ride out with additional rides also planned for the fourth Thursdays. Contact for info.

Dave, Paul and John had a good time helping man the club stand and display their bikes at the Bristol Classic bike show.

Club run on Sunday 6th March to see the new 350 Classic at the Enfield dealer in Brokenhurst.

The first evening ride out took place on the April club night, a nice tour along the local lanes.

St George's day, eight bikes ventured over to the Isle of Wight, where we had an enjoyable day in the company of IOW Branch member Ron Wallis. A beach side cafe opened early to serve us delicious breakfasts, before we rode around parts of the island that we had never seen before taking in the Aviation and Shipwreck museums as well as a tasty lunch at the Propeller inn. Many thanks Ron, a return visit is already being planned.

The following day branch members ventured down to the club event at Sammy Millers. Excellent turnout of Enfield's, Sam's '56 ISDT Enfield and a mid sixties unit 250 converted to DOHC being amongst the highlights.

Wessex branch recently had a ride over to the Isle of Wight where we met up with some of the local branch members. Took this photo along the military road on our way back to the ferry.

Doug Hopkins (12683)  
doughopkins@hotmail.com.



## 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)).*

I thought it was meant to be getting warmer, but I shouldn't complain really, it was a beautiful morning to be on a breakfast run down through the Cotswolds for an inter Branch meet with couple of the Bristol branch members. I was certainly glad of the heated grips, though they weren't needed for the return journey, as the day warmed up nicely. As is the norm now, Saturday mornings are well attended and we are still finding and trying new venues for our breakfast runs. The better weather is also meaning that the regular evening bike meets are again underway and it's good to see the Enfields in attendance amongst the usual pocket rockets at these venues.

For the 8th year running we had a club run down to the RE day at Sammy Miller's and the weather was much kinder on the way home than last year's, thank goodness!

Three of our members attended another VMCC pre 65 and pre 57 trials and seem to be growing in confidence with their performances, well done guys.

We're going to be dropping in on the Classic Show in Stoney Stratford in June. After attending the winter event a few times, it will be nice to see it in the summer. It should certainly be warmer and hopefully dry.

And from there we will start some camping weekend events, which will include Founders Day, Basecamp 4 and later in the year The Overland Event, where the Himalayan element had a really good turnout last year. We'll have to see if we can better it this year and really show that the Himalayan can hold its own amongst the bigger branded adventure bikes.

Simon Edler (16783)

Picture from the  
VMCC trial



## Branch reports

### Suffolk Branch

The Suffolk Branch continues its popular monthly meetings as always.

We have now formed The Suffolk Branch WhatsApp group to run alongside our email club contact.

We have begun 'The Suffolk Branch Breakfast Club' already popular this will certainly grow. Our first breakfast club ride proved to be very successful. Of course, there's always room for more so any Enfield owners in Suffolk who would like to join us for breakfast, please get in touch.

A special mention to our member Peter Gosling who



although running late and missing the rendezvous at the White House, joined us at the Craft Garden Centre Restaurant for what looked to be the biggest mushroom omelette in Essex, arriving on his Continental GT 535 to increase the number of bikes to 6 Royal Enfield's.

With several rides out planned for this summer it's going to be an

enjoyable and busy summer.

We meet as usual on the first Saturday of each month at The White Horse, Tattingstone, near Ipswich 12:00-15:00. All are welcome.

Stephen Backhouse (16476)  
Mobile number 07939351740



## Branch reports

**Bristol Branch.** Winter quarter report.

*Meets every first Wednesday of each month 8pm at:-*

*The Fox, Easter Compton, Bristol. BS35 5RA*

*Contact, Andy Ward. [andy.ward2@btinternet.com](mailto:andy.ward2@btinternet.com)*

Shortly before Christmas the group visited the Bristol Historic Bus Group on their open day where we were treated to a group of bus's dating from the 1930's to 1970's which we were able to climb all over, there were welcome snacks and drinks for a small donation to their charity and then we were given a ride around Bristol in a 1935 Bristol Bus in its original nicely restored livery recently repainted by our own branch member Phil. it was agreed that it was a good run out and well worth considering again when they hold their next event.

At our December meeting we had our annual dinner with a good turnout with partners welcome which was thoroughly enjoyed unfortunately I forgot to take a photo, next time hopefully.

Due to the enthusiasm of the members being a little dampened by the weather we decided to hold our next two run outs at indoor events where those who wished could go in the comfort of there cars, although 5 bikes turned up and one electric pushbike, and we were joined by members of the newly formed South Wales Branch, well done. the first was at a local 20th Century museum Oakham Treasures they have a splendid café and a remarkable collection of items on display ranging from Tractors, cars and motorcycles to reconstructed shop windows and counters on display, its somewhere that when you go you see things that you identify when growing up, remembering items in your grandparent's houses and sheds, I've been before and you recognise something different every time.

Our second trip was to the Helicopter Museum at the former RAF Locking at Weston Super Mare, we split into two groups and our group were fortunate to be shown around by a tour guide who's own personal experience provided an entertaining humorous and educational couple of hours, and of course the obligatory well catered café was on site. The museum also provides pre-arranged helicopter flights, but the weather was bad with storm's and high winds it were cancelled, so a rearrange visit later in the year will I'm sure be welcomed.

In April a inter-branch meet was arranged by Bob Murdoch at the Cotswold village of Northleach were it was a planned to meet up with members of the Midshire branch, unfortunately Bob showed positive along with a few others with that dreaded Covid a day or two before which reduced the numbers but we had a good old chinwag with nice company, again a nice Café was involved, I think I'm going to start putting weight on soon.

## Branch reports



As I write this we are rapidly approaching May and what I hope will be our most active period with respect to meets and ride outs, which is something we all look forward to.

New members are always very welcome, please come along to our regular meetings and introduce yourself which will give you information on branch activities which are not on the clubs main website.

Andy Ward 02590 Bristol Branch Contact

## Isle of Wight

Contact Ron Wallis 01983 752861 [ron.wallis10@gmail.com](mailto:ron.wallis10@gmail.com)

Our little branch is still suffering from growing pains, but it is growing, and managed to get six of us across the sea to the Sammy Miller Ride-in, on four new and two old Enfields. The previous day had been spent leading a group from the Wessex branch around our Island, enjoying our special scenery.

The future programme is still a bit loose, with Club Night Ride-ins on the first Thursday of each month, plus participation in an Autojumble on Sandown Airfield for 16<sup>th</sup>. July, and a group ride to Popham Megga meet in August. There are other items in the pipeline



If you are a member on this Island and not getting regular email up-dates, please contact Ron ASAP.

## Branch Reports

### WILTSHIRE BRANCH REPORT

Contact: [enfieldwilts@gmail.com](mailto:enfieldwilts@gmail.com)

*Meet: Second Thursday of month*

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

Since I last put pen to paper (or should that be - finger to key), it's been a pretty active time here in the Wiltshire Branch.

March came and went with the usual branch meeting and three enjoyable rides, being memorable for various reasons. The usual Sunday ride immediately after the branch meeting was brought forward to Saturday, on account of a poor weather forecast. Of course, Saturday was wet and Sunday was generally dry!

Next, we had a ten bike turn out for a scenic route to Tintern Abbey via Monmouth led by John Lyne, who in my opinion, spends more time in the saddle than off. Our time in Monmouth was enhanced by John leading us on a mystery tour round the car park - because he couldn't find the exit! Such fun.

Due to Mother's Day, we had another Saturday ride, this time to Clanfield, though not without problems. With 23 bikes assembled for the ride, and just as we started out, new member Charlie unfortunately had a gear lever failure on her Meteor, but managed to recover from the setback with a little help.

It also became apparent from these two rides that we needed to work on how the drop-off system works when riding in a large group, as both rides failed to keep together on the return journeys. Probably understandable considering how many new members the branch has gained.

With the arrival of April we can now thank John, again, and Gail Baker for organising another 4 rides to various places of interest, and of course, watering holes.

The end of April is approaching and I'm writing this the day following the Royal Enfield Day at Sammy Miller's Museum. The weather was perfect as was the turn out of 19 Bikes, all RE's bar two. Special thanks to Dave Thorpe for leading the ride there and back. It was an additional bonus that on this occasion the drop-off system worked well and we all stayed together.

With summer fast approaching the branch has quite an extensive list of rides, events and displays on it's "to do" list, and just for a change I can now write about what's coming up, rather than what's history.

Please do not consider the following list as "Set in Stone", but it should give everyone a good idea of where we're going.

June 11 - Gillingham in Gear

June 12 - Lydiard Steam and Vintage Rally

## Branch Reports

19 June - Wessex Mid Summer Vintage Show

July 3 - Heddington Steam Rally

July 10 - Atwell Wilson Motor Museum

July 10 - Chippenham Lions Cherished Vehicle Show

July 17 - Market Lavington Classic Vehicle and Family Day

July 23 - John Wells Memorial Ride and Branch Social Gathering

July 30 - Calne Bike Meet

If I've left anything out, I'm sure someone will let me know - that's what friends are for. That's it for this report, and all the best till the next issue of The Gun.

BFN Mike Davis (16813)



### **Airdale & Wharfedale**

This report is brief because I am away on holiday. This is a shame because we have had a real uplift in activity and next time I will include some pictures.

Easter Saturday eight of us had a 200 mile ride to the Yorkshire coast for fish and chips, calling at Squires cafe on the way out and **Seaways on the way back.**

This is month (April) we had our first evening run followed by our monthly meeting and about 12 of us did an hour ride in Wharfedale. This went well and we will do similar in May.

We are building up a network of contacts with other RE groups and all is going well. And those who don't have to go to work continue to meet at Route 59 cafe most Tuesday lunchtimes for banter and excellent biker food .

Greetings to all RE riders .keep safe

Peter Jackson 17222

## Branch Reports

### SOUTH MIDLANDS BRANCH REPORT

Hello everyone. As I type I've just come back from a ride from the Midlands down to the Severn Valley at Newnham on Severn and back. That's two 100 mile plus rides in two days, and on my return I see the latest copy of The Gun has landed. Alas, my reading of it was delayed as my Himalayan, Webley MK II, has her usual oil leak back again! Tank off, try all the engine top cover bolts, clean it all up and hope! No doubt she will be paying a visit to the dealer again in a few weeks, grrrrr.

Enough of what I've been up to, what about you South Mid's members? Well, going on the responses to my request on the branch Facebook page, nothing, so on with the usuals.

Welcome to new local members Paul Davenport (Wolverhampton), John Wood (Stourport), Andrew Boss (Redditch) and Glen Batchelor (Leamington).

The February 2022 branch meeting saw our Chairman, John Budgen, stand up and yak about one of his other passions, canal boats, namely, how to build one, in half an hour (that's the talk, not the actual building!). I'm told it took 1.5hrs (tee hee). The March 2022 Branch Meeting included a table top sale: Secretary Brian Tomlinson... "Not as many people as we would have liked but plenty of products to choose from. Only one person in the bar. I was told they had all gone to Cheltenham races. Never the less we made over £100 pounds for charity and had a good evening".

Events still to come this year (other than the branch meetings): Feckenham Wake Car Show, 25/06/22. Redditch Band Stand Show Thingy, 16/07/22. Arrow Valley Show, 17/07/22. Tardebigge Show & Fate, 10/09/22. Forge Mill Needle Museum Open Day, 18/09/22. Branch Christmas Meal, 21/12/22. Check the branch Facebook page for the latest info'.



**ROYAL ENFIELD OC SOUTH  
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<https://www.facebook.com/groups/2368867613212479>

## Branch Reports

### South Oxfordshire Branch

*Branch President:* Arthur Chilvers (ART)

*Branch contact details:* Andrew King ([aking.kds@gmail.com](mailto:aking.kds@gmail.com))

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

The South Oxfordshire branch has maintained itself in good stead over the past winter months and is now starting to spread its wings as the spring weather unfolds.

Early runs for a few of the more hardy souls have included a trip to the Classic Motor Hub at Bibury, where Laurence was tempted to invest in a rather nice looking Bentley !

Further afield has seen runs up to the National Motorcycle Museum (via Hitchcocks of course, for those essential maintenance items) and frequent exploration of the back roads, bikers cafes, and coffee houses of the neighbouring counties.



OF COURSE such ventures haven't been completely without incident; Laurence and his son deciding to integrate the front and rear ends of their bikes; and, then Alex wondering why, despite his best efforts, his recently purchased Redditch 350 bullet suddenly decided to give up the ghost, miles from civilisation.

Looking to the immediate future branch runs to the Home Counties autojumble and then the Sammy Miller's RE open day are on the card. In the longer term we will see members polishing their off-road skills through in the Himalayan Odyssey (12-14 Aug), actively participating in Oxfordshire's Overland Event (1-4 Sept), and venturing up to the Wobbly Rose Rally in mid September



So for those within the south Oxfordshire / border areas who are unsure about joining in, just give it a go. Either drop an email to Andrew, or indeed just turn up at the pub and ask for ART – the quiet Geordie in the corner!

## Branch Reports.

### South Lancashire

Contact: [chris.robinson1956@gmail.com](mailto:chris.robinson1956@gmail.com) 0161 4421906 M: 07951 983158

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

*First Tuesday of the month 7.30pm*

Tuesday 1st February got us off to a good start with eleven or 12 attending, including Pete's terrier, *Blue*, who has been coming for well over 6 years. Pete also brought two new ventriloquist friends to entertain us. Great now to be meeting everyone again. Several varied opinions have been expressed regarding the new *Highway Code*, now in force. Is it in print yet?

Simon F, very clearly the Rider of the Month, reported on his trip through the wonderful Trough of Bowland. He survived the cold and ice, arriving safely in Morecambe for a meet up with fellow Meteor man Peter S, at the Midland Hotel. Peter, riding mostly along country lanes, has created a very nicely executed guard for his engine, as shown in the photo. In use it is extremely effective. But, riding mostly in areas without cows, I probably won't be needing one myself...

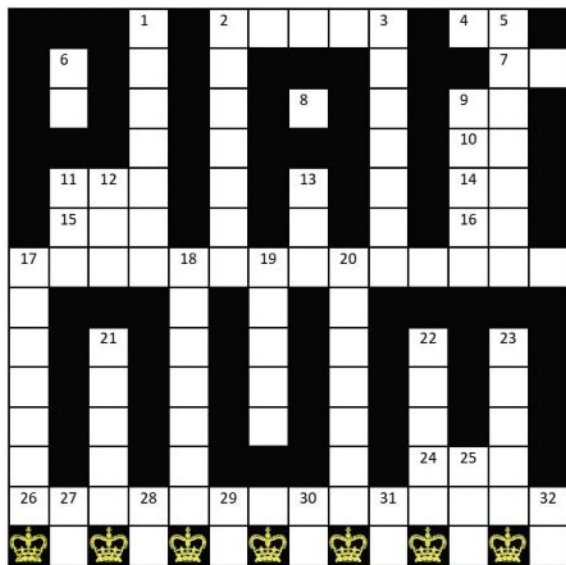
We've been at the Birch Hotel for ten years now: at the April meeting we were met with a wonderful surprise from the Birch chef (happily over his covid now, I'm pleased to report). It made for a truly special evening. James was able to tell us how very good his new RE Classic is, and Jack, how not very good his chain had been. Thankfully, he survived.



The LE Velocette Club has once again booked the Lancashire Mining Museum, Astley Green, for Sunday 3rd July. I hope we can get a good number of Royal Enfields there. It's just off the East Lancs Road, A 580. Once nearly there, you're looking for Higher Green, not Astley itself. LE Club officials say they have booked fine weather for the whole day. Chris (8113)



## The GUN Crossword issue 289



### ACROSS

- 2 Arrangement of sounds, melody, tune
- 4 Similar to the RAC
- 7 It means computing
- 8 Music note between G and B
- 9 British Rail
- 10 Down (opposite)
- 11 Birmingham bike company
- 14 Opposite of stop
- 15 Road surface, black (plus mac)
- 16 HM sometimes drives this 4-W-D car
- 17 The current UK monarch (5,9)
- 24 Johnny Brittain --- many m/c events
- 26 Spiritual, beyond reasoning, meditation

- 1 Short tune introduces VIP / thing
- 2 Royal Canadian Mounted Police member
- 3 Location of the Lake District (County)
- 5 Passengers take off and land here
- 6 Initials of: Elizabeth plus Latin for queen
- 8 Letter for a main road (not motorway)
- 9 Military instrument like trumpet; no keys
- 11 UK unit of heat
- 12 Automotive engineers' society
- 13 Flat wood/plastic on your boot for snow
- 17 An ensemble of four musicians
- 18 Countries. "The four ----- of the UK"
- 19 Roman language
- 20 East of Australia after "New" Danish island
- 21 Engineer Nikola's surname. Electric car
- 22 Royal headdress
- 23 Stadium, coliseum, hippodrome, area
- 25 Extreme, not suitable
- 27 UK bikes, now Indian (*6 Down* reversed)
- 28 Abbreviation for *near*
- 29 Symbol for copper (from Latin, *cuprum*)
- 30 USA code for North Dakota
- 31 Enfield India Bullets: Some have these initials below the headlight
- 32 Velocette small engine bike



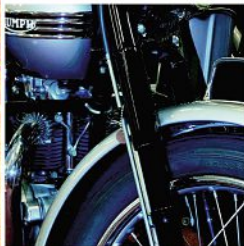
The committee have agreed to a prize of one year's free membership to the winner of the crossword competition. All correct entries will be "placed in the hat" and a winner drawn out. The membership secretary will inform the winner, whose name will appear in the next copy of *The Gun*. Photocopies are 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: **Terence Rigg 17833 (18063)**

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

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