

THE GUN

The magazine of the Royal Enfield Owners Club



ISSUE
No.291



Oct/Nov
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 - Warners Midlands, The Maltings, Manor Lane, Bourne PE10 9PH

Published by– The Royal Enfield Owners Club

Front Cover:-
The 1951 Indian Army Order

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Editorial.

Welcome to another edition of your “Gun” magazine. Many thanks to all those who have contributed articles for this issue. I have managed to include everything (I think) which has made for a jam packed magazine. Could I just remind all contributors of articles/adverts/branch reports that they must be accompanied by name and membership number. Also branch reports must include meeting details, as it is the only way that new members can contact their local branch. It is good to see that all branches have been organising lots of ride outs in the fine weather. We certainly have in Kent. An itinerary and route for attending the International rally in Greece next year has been drawn up and is being evaluated. It should appear in the December issue.

Regards,
 Alan



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

OBITUARY

Bill Soltau 1929 - 2022

Bill Soltau, known to many members has sadly died at the age of 93 after living a long and interesting life. Until the age of 11 Bill lived in Antwerp, with his English father and Belgian mother. One morning in May 1940 the family were woken by German bombs falling on the city and hastily packed up and fled to Ostend,



crossing to Newhaven just in the nick of time. Following his education Bill became a design engineer, initially in the aviation industry before progressing into electrical power generation. His interest in motorcycles and improving them started early. At the tender age of 21 he competed in the 1950 Lands End Trial on an Enfield twin,of course with his own modifications.

His machining and electrical skills were well displayed in both the lovely model steam locomotives that he made (Brunel broad gauge) and his Enfield touring bikes, a Meteor Minor and then a Super Meteor, both of them converted to electric start to save his arthritic leg the grief of kick-starting. Bill and his Super Meteor 'Olive' are shown in the photo, happily Olive is now in the safe hands of Bob Murdoch, still clocking up the miles.

Bill was an early joiner of both the REOC and VMCC and an enthusiastic long distance rider, attending rallies, meetings and organising continental tours until the big twin got too heavy to manage easily. Undaunted, he modified a unit 250 engine with a longer stroke crank to take it to over 300cc and made a valve lifter so that kicking it over wouldn't trouble his knee.

Some club members may remember the breather that he offered for sale in the magazine?

With a one way rubber diaphragm it flowed much more air than the factory job, worked better and looked the part too.

Bill fell and broke his hip in March this year. Although it was successfully pinned, he didn't recover his strength and gradually became increasingly immobile and frail. He died on 17th August 2022.

A kind and generous man, he will be sadly missed by his family and motorcycling friends far and wide. Mike Allen

New REOC T-Shirts

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

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

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

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

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

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

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

shaunwinter12@gmail.com

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



Write Away

I'm not one for writing letters to the Editor of any publication but when the last issue of the Gun arrived I was surprised and pleased to see the picture on the front cover of John Fletcher and Garth Weldon working on a bike in the Comp Shop at the Redditch factory.

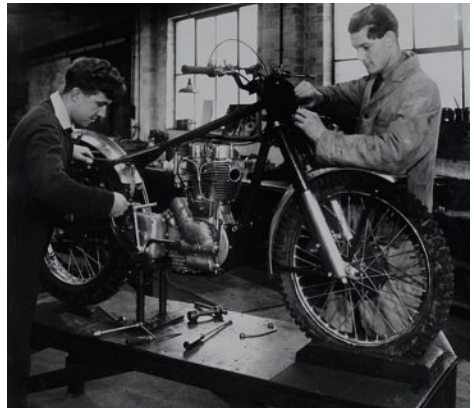
He had tales of life at the factory and working for Charlie Rogers

I met John in 1958 when he did some work on my Velocette Venom and we have been friends ever since. He was a very good mechanic and engineer as well as a hard rider. Seeing him balancing crankshafts and building engines was an education, he was pretty handy with a welding torch as well

Initially he rode trials on Bullet and then went road racing at circuits around the country as well as the Manx GP. He told me it got to the point where it was a decision to go racing seriously, buying a pair of Manx Nortons or giving up the racing and he stopped.

Later on I bought a scrambler and went to John for advice and the next thing John decided to have a go as well. Naturally the bike was an Enfield, a 500 Bullet which was quick in a straight line but had more neutrals than gears which could be a problem. I could write a page or two just about that bike, it had a habit of putting him in hospital.

It was scrambles in the summer and trials in the winter. John taught me pretty well everything I know about building and preparing bikes. The term "that will do" didn't apply, bikes coming out of his garage had to be right. I could write lots about our travels and escapades we got up to but they were great times.



We were both in the Redditch Club (I'm still involved) after the Rollwood problems and helped rescue the club. Later we got involved with the ACU scrutineering at off road events up to MX GP level and John was a Centre Steward and Permit Secretary

John was 90 in May but age is catching up with him and recently he has had to go into a Care Home. I took my copy of the Gun and gave it to John and he was pleased to see the front cover but he couldn't remember the photo being taken but it was sixty eight years ago.

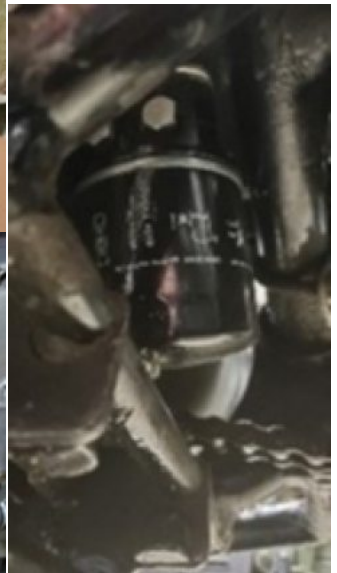
Bikes and motorcycling was huge part of John's life.

Eddie Jones. 14686

Write Away

From Mick Sweeney

I recently disassembled my constellation engine, it had a number of oil leaks, it sometimes smoked a little at tick over when hot (I suspected the valve guides were worn) and I didn't know how old the conrods were. The bike has over 53,000 miles on the clock. I replaced the conrods, big end shells, main bearings, valves and guides, piston rings, clutch plates and chains. I also did a small mod where the worst oil leak was. I blocked the oilway where it crosses the crankcase join to feed the left-hand rockers and made up a pipe, fed from the righthand case, that now feeds both heads. When I first split the crankcase, I was appalled by the level of sludge in the oil tank and rock-hard debris in the crank sludge trap, I was amazed the bike ran! I was jealous of owners' other British twins who could fit oil filters in the return to the oil tank which would catch sludge to be thrown away each oil change. After much head scratching and a couple of false starts, I have managed to fit a 'car spin on filter' in my oil return. To do this I have piped the oil return out of the side of the oil filler tube, over the gear box, through a filter mounted between the gearbox and swinging arm, back over the gear box and back into the side of the oil filler tube. The bike's back on the road and all's well. It should now run with oil that is filtered through a modern paper filter and the engine should run a little cooler due to the increased oil capacity and oil that is pumped through a tin can out in the breeze.



Write Away

From The Archives

African Adventures by Royal Enfield

The earliest documented R-E safari adventure that I could find was the 1929 four-man Swedish expedition which set off from Stockholm to Cape Town, via London on two 975cc sidecar combinations. Journalist Bertil Hult was accompanied by a wireless operator, a mechanic and a photographic journalist on a trip which would take them 25,000 miles across many countries. I'm told that their story was published in a book.



Four years later K.S. Jones proved that a large capacity machine wasn't necessary for trans-African travel and completed the journey in a reverse direction on a Model-A 225cc two stroke. Starting from Pretoria, Jones arrived 12,000 miles later in time for the opening of the Olympia Motorcycle show in London, having suffered only a broken piston ring.



Back in 1991 The Gun No.96 told the amazing story of Benno and Thecia Graas who set off to Cape Town from the Netherlands on a 1982 Bullet 350 pulling their home-made

trailer. Their journey clocked another 22,000 on top of the 100,000 miles already recorded on the first of many Africa trips. It seems, from recent photos of the Netherlands R-E Rally that this combination (or should that be both combinations ?) are still doing well, with more than 300,000 miles under their wheels.

Archivist



Tech Talk

Fork oil seal and spring replacement

Indian Built Bullets after 1988

First obtain the new parts that you will need:

4 x fork seals, part 144468

2 x fork spring stud copper washers for bottom nuts, part 144601

400ml of fork oil: SAE20 for normal use or SAE5 for a softer fork action.

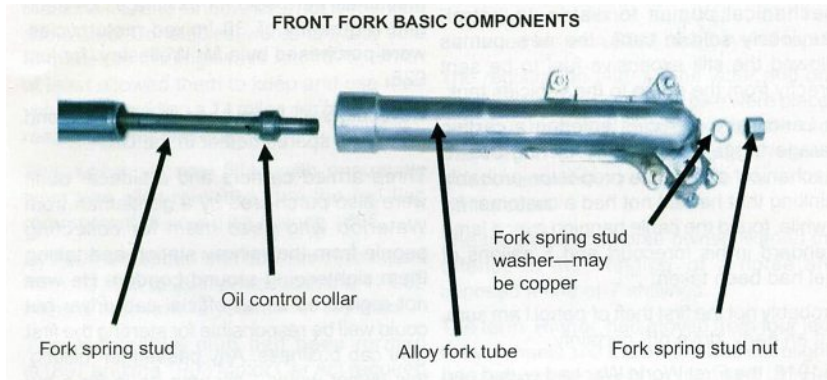
Tools needed:

Whitworth ring spanners (1/4 + 3/8)

Thin nosed pliers

Rubber Mallet (Can be found in most owner's toolkit)!

Tyre lever or strong screwdriver



With someone holding the bike, and before placing it on the centre stand, start by loosening the domed 'fork spring stud nuts' at the bottom of each fork end. The weight of the machine pressing down on the 'spring stud' will help to prevent the stud turning in the alloy fork tubes while unscrewing this nut. If the stud starts to turn, put more pressure on the forks and tap the spanner sharply with a rubber mallet, this should be sufficient to free the nut. Occasionally, these nuts will not come undone and you may have to resort to carefully cutting the nut off.

Place the machine on its centre stand and support the front of the engine on a strong box to lift the front wheel clear of the ground. Disconnect the speedo and brake cables. Unscrew the 4 shouldered nuts and remove the 2 'fork spindle clamps' and remove the wheel. Unscrew the 6 nuts holding the mudguard stays to the alloy fork ends. Pull the stays off the studs, twist and drop the mudguard out of the forks.

A tray should be placed under the forks to catch the oil that will spill from the forks when the domed 'spring stud nuts' and washers are removed. Pull the alloy fork tube down and off the fork main tubes. The alloy fork tube may need a little encouragement with a rubber mallet to release from the fork spring stud. Take careful note of the oil control collar on the end of the fork spring studs. These may drop off, or may already have fallen down in the alloy fork tube.

It will now be possible to see the fork oil seal in the top of the alloy fork end. With a pair of pliers, pull out the retaining circlip.

For the next step, we strongly recommend the use of the special tool, part ST25114 'Fork oil seal removal sleeve'. This tool slips over the top of the alloy fork end and prevents excess leverage cracking the alloy whilst removing the seals. With this sleeve in place, use an old tyre lever or strong screwdriver to lever out the first fork seal, then the nylon spacer and finally the second fork seal. These fork seals can be tight, heat or hot water applied locally to the fork end may help.



Please note that 1988 to late 1990's use a dust seal that is no longer required. These are replaced with the 2nd oil seal. You will also need to order 2 x nylon spacers, part 140895.

To remove the fork springs, it will be helpful to have the special spanner part ST25105. Slacken off and remove the fork valve port and fork spring stud. (Due to variances between this tool and the slots in the valve port, it may be necessary to dress the castellation pegs to ensure that they locate correctly). The fork spring should now simply fall out, however, these can be wedged in place, so a carefully guided screwdriver or similar can be used to prise out the end of the spring.



Before reassembly, clean out the fork ends, removing all the old oil. Now is a good time to check for play between the fork end and the main tube. There are no bushes fitted to this type of fork, so if the play is excessive you will need to replace the fork ends. Also make sure the main tube is not scratched or rusty, as this will damage the fork seals and create oil leaks if left unattended. Smooth out any imperfections using 1000 grade wet & dry paper with a little oil.



Check the fork springs for sag - 20-1/2" is the correct new length; if they are shorter than 19-1/2" the springs should be replaced. One worthwhile modification, that will improve the ride and handling, is to replace the standard springs with the softer, more progressive spring (part 144219A).

Slide the springs into the fork tubes, insert the fork spring stud with the fork valve port, tighten the valve port using the special spanner already referred to.

The new forks seals can now be fitted -smearing the seals with suitable grease will aid assembly. Tap the seals in to place, using the special tool (part ST25113). These seals must be fitted the correct way up - with the open end pointing downwards. Fit the first seal on each fork end, followed by the spacer, then the second seal and the circlip.

Fit the oil control collar on to the fork spring stud, with taper facing upwards (see photo on the left). Again, a little grease will help to hold it in place on the spring stud.

The alloy fork tube is now ready to be pushed on to the fork main tube.



The special tool (part ST25112), fork oil seal expander, will make this job easier and prevent damaging the seals on the edges of the main tube and castellated valve port. A useable substitute can be made from a piece of strong polythene coated in grease, pulling this out as the seals slide over the end of the main tubes.



Push the fork end up until the fork spring stud protrudes through the bottom. This simple task can be a tedious and frustrating business! The drilling in the bottom of the alloy fork tube is a very tight fit against the thread on the end of the fork spring stud to help eliminate oil leaks. The tight fit also helps to prevent the stud turning during assembly and removal. The stud will, therefore, need to be encouraged to pass through the drilling in the bottom of the alloy fork tube. It can help to lie on the floor, using a torch, to see exactly where the fork spring stud thread is in relation to the hole in the alloy fork tube. It will also help if the stud is guided into the hole by means of a screwdriver from underneath. When sufficient thread is showing, place the nut and washer on the thread and tighten. If the stud seems to turn before the nut is tight, you will need to put some weight on the forks in the same way as when you disassembled them.

Remove the slotted fork plug screws from the top of the fork legs and refill with 200ml of oil in each. Refit the mudguard. Refit the front wheel ensuring that the brake plate anchor lug is fully located in to the brake plate. Replace the 4 spindle clamp nuts; do not over-tighten, or you will break the alloy clamps. (The correct torque is 9 lb-ft [1.30 Kg-m]). Reconnect the speedo cable and reconnect and adjust the brake cable. Check the brake and fork action before going back on the road.

Words and pictures by Allan Hitchcock From Gun Issue no. 212 Aug/Sept 2009
RE-typed by Doug Young 1062

Branching Out

Despite having no new branches to announce, the past couple of months have been busy as usual. Also much hotter than usual but, that may have changed by the time this goes to print.

We had a couple of false starts with some new branches, due to health reasons. Life likes to throw a curved ball from time to time. We've had some interest in a few areas such as Cheshire and Peterborough but no volunteers to be Branch Contact yet. Maybe these will materialise in the near future?



Jason on world first production motorcycle 1901 (replica)

Whilst there was a slight lull, I decided to "bring the mountain to Muhammad" and get in touch with some Royal Enfield contacts, to organise a nationwide event which got slightly scuppered last year. The idea being to give people in slightly more remote areas a chance to join in. Again by the time this goes to print, we'll know whether anything materialised.

Of course that will depend if I'm still Branch Coordinator, following on from the AGM. In much more exciting news I got to sit on the first Royal Enfield / first production motorcycle. There is now a working replica of the 1901 model and it was ridden in Redditch for the opening ceremony of the Commonwealth Games. Gordon May had the honour of carrying the baton whilst riding the bike. Just sitting on the bike took a certain amount of concentration as it's very top heavy. The bike is beautifully crafted, sounds wonderful, and is worthy of a write up of its own. It can be seen and heard in a short video on the South Wiltshire branch website

royalenfieldclubssouthwiltshirebranch.com/gallery

We were also looked after by the South Midlands branch. They created an excellent exhibition, of the story of Royal Enfield, at Forge Mill, Redditch. The setting was very appropriate as the Mill is also the National Needle Museum and very similar to the origin of Royal Enfield.

Well that was more writing than I expected. Please get in touch if you're interested in starting up a branch or need any help or ideas. Jason Reeves 07773 353522 branchcoordinator@royalenfield.org.uk

Technical Help Required.

Could you pass this one to your technical help team please. The bike belongs to Dennis Harris (18135) and I am doing some bits to help him out. The machine is a 1956 350 Bullet, 440 FEV, engine/frame number G238201 (that's on the log book, the stamp on the frame appears more like G2/38201), gearbox number HDG502. There is a problem keeping the oil in the gearbox, as soon as you fill it it drips from both ends; kickstart/gearchange shaft, and mainshaft behind the sprocket. Is there a conventional (modern) oil seal behind the sprocket that can be changed from the clutch end, or have I to strip out the whole gearbox (and engine?) to remove the mainshaft bearing and replace it with one with seals (which I have done successfully on my 1940's BSA). How about the kickstart end, are seals/O rings available there, I have tried asking Hitchcocks without much joy, just being offered felt washers, someone must have updated this area.

I would be grateful for any advice. Thank you. Peter Elliott

Works Replica I thought members may be interested in the "Johnny Brittain works replica" put together during lockdown, rules permitting, by Gordon and Richard, two Cornwall Branch members.

It's based on a 1977 350 Indian Bullet, keeping most of the original frame and engine, single-sided hubs laced to new rims, new forks, tank, seat and alloy mudguards.



An upswept exhaust and trials silencer add the finishing touches, and with the help of the club's dating officer an appropriate age-related registration was obtained.



Once up and running reliably this impressive machine will be sold to make way for a 250 Continental, next in the workshop!

Regards, Richard Islip (15790)

My 2022 National Rally.

In the words of the Rolling Stone's, 'This could be the last time, I don't know.' This might well apply to my recent ride on the 2022 BMF/ACU National Road Rally.

During the 1990s and into the 2000s I took part in many National's, gaining Special Gold and Platinum awards on the English Rally plus awards on the Welsh and Scottish Rally's for which I gained the Three Nations Challenge Trophy. Most of these rides I did on my BMW R80RT with my wife Diane riding pillion. We had a great time cooking meals at the side of the road and riding through the night.

Then for some years I gave the event a rest until last year when a somewhat older and not so fit me decided to try again. I managed to get a Daytime Bronze with which I was quite pleased.

I was diagnosed with stage four prostate cancer in 2019 and was told I might only have a very few years left. In 2020 I purchased my Interceptor 650, not wishing to give in yet. I love it and I am always saying I would have loved something like it when I was in my teens but could never have afforded it.

The National presented a challenge which I could not ignore, gaining the Bronze last year was great but could this 'Old Codger' manage a Gold. Well, It was difficult to get on and off the bike at the last checkpoints after 300 miles but I made it.



The picture shows me and 'Teddy Edward' my mascot along with the Interceptor that never missed a beat.

Maybe I will ride next year, possibly on the large saddle of my Classic 500 and not so far. I don't know.

Mick Goody. 18296

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	

**Email a list of your requirements
for a quote**

All UK prices include post and packing

Overseas (non-UK) customers please email for a quote

Always order using the current issue of The GUN

Garment colours are as follows:

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

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

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

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

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

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

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WELCOME TO OUR NEW
MEMBERS

July/August 2022

John Baxendale	Hebden Bridge	Donald Glover	Liverpool
Harry Noakes	Northampton	Guillaume Payan	FRANCE
Kevin Willis	Skelmersdale	Ginette Philpott	Swindon
John Winder	Wareham	David Marsh	Newport
James Walsh	Wigan	Richard Claydon	Aylesbury
Terry Bullard	Leyland	Robin Bartlett	Dorchester
Mark Lepkowski	Leamington Spa	Mervyn Panting	Droitwich
Gary Agutter	Northampton	Tim Maskell	Rugby
Edward Lawrence	Shrewsbury	Bruce Wallace	Aylesbury
Raymond White	USA	James Boylan	Northampton
Pieter Clarysse	BELGIUM	Andy Chambers	Arundel
Florian Plenk	GERMANY	Linden Allen	Exeter
John Horton	Worcester Park	Clive Turk	Calne
John Barnard	Stockport	Noel Roberson	Chippingham
Alan Mepham	Hailsham	Stephen Brown	Swindon
Nigel Essenhigh	Fareham	Pierre Le Roux	Swindon
John Wright	North Shields	Jack Garbett	Rushden
Malcolm Baker	Ashford	Dean Roizer	Spalding
Graham Bainton	Bolton	Geoffrey Brown	Huntingdon
Matthew Odolphie	Radstock	Chris Moore	Bicester
Simon Quarendon	Twickenham	Stewart Lewthwaite	PORTUGAL
Mark Mallatratt	Durham	Christopher Bannatyne	Oldham
Victor Chestney	Fakenham	Barry Chard	Cinderford
Derek Brown	Coventry	Steve Gibson	Louth
David Allen	Bolton	Christopher Edwards	Penzance
Colin Fitzmaurice	Whitchurch	Richard Greig	Northwich
Darren Waite	Glossop	Antonios Avgoullas	GREECE
Steven Thorpe	Goole	Geoff Salter	Cardiff
Nicholas Lojik	Leeds	Edd Bush	Great Yarmouth
David Saunt	Nuneaton	Clark Dawson	Canonbie
		Michael Swidrak	Ilkley
		Eva Stuetzenberger	Marlborough
		Andrew Stevens	Bury St.Edmunds

Colin Hammond	Marlborough	Nigel Thorpe	Inverness
Charles Mansell	Cinderford	Glen Cordner	Gravesend
Frederick Allen	Washington	Roger Gray	Leicester
Kevin Smith	Berkhamsted	James Tibbatts	Telford
David Moxham	Hassocks	Neil Rooke	Lowestoft
Andy Gough	Bournemouth	Brian Readshaw	Middlesbrough
Nigel Fisher	St. Helens	Nicholas Beddoes	Newtown
Andrew Roberts	Warrington	Bob Wegierski	Luton
Robert Charters	Sandwich		

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

Although clairvoyancy has not been part of my repertoire to now, I am now able to claim it.

For all those members who send me a cheque in an envelope with nothing else, no address, postcode or God forbid even a membership number written on the reverse of the cheque or the envelope.

Heaven help us if your name is SMITH.

Teresa Langley 16049 Membership Secretary

Enfield Tricycles.

I am a member in the US and I had never seen one of these before. Then in the space of a couple of weeks I see two of them. The red one was being ridden around the jumble at a local show. I showed the picture to my son and his friends father owns the blue one. Not sure if magazine worthy but they were interesting to see. Thanks, Ken Maguire (10070).



On Sun, Aug 21, 2022 at 9:10 PM andrew papadakis
<andrew-pap@hotmail.com> wrote:

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, omelettes , homemade pies, and fresh fruits.

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

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

A traditional bakery is 5 min from there also.

Make sure you will fall in love with that place!

If you have any queries please let me know.

Andreas Papadakis Secretary REOC Greek branch



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

This is the last instalment of my Tale of 2 Enfield 350s and unlike Douglas Adams or Spike Milligan, my trilogy will not run to four, or more, parts.

In part 1, Gun No 289, we dealt with the circumstances that lead to the purchase of the Classic 350.

Part 2, Gun No 290 we covered my preferences of the older model over the new 350 and how the Classic improves your mental arithmetic. I also finished the article saying I might make a comparison between the 500Classic and 350Classic. The 350 is now run in and the speedo has been replaced and I don't need to pull any leaves or branches from the machine where my maths let me down.

So why the 500Classic and not the 1990 Bullet? As stated in part 1, the Bullet is a continuation of the 1940 / 50s original. Mine also has the bracket on the left hand side for the left hand exhaust for the 500/700 twins. The replacement model for the 350 Bullet would be the pre-unit 500 which was developed into such models as the Lighting, Electra and 65 etc whilst the 350 stayed pretty much unchanged before being virtually dropped from the UK market.

The pre-unit 500 was replaced by the unit construction 500 Bullet / Classic EFI's, and it is this model the new 350's replaced.

As my 500Classic is one of the last batch imported and my 350Classic one of the first into the UK, this must be the obvious comparison.

Style and Cycle parts :-

With the twin pilot single headlight instrument housing casquette, long fork shrouds, elongated curved tank, separate rider saddle and pillion pad and triangular toolbox lids, both bikes give a nod to the original 1940 / 50s design.

The 500 has two toolboxes, the left hand containing the electrics the right housing the air filter. Ahead of the left toolbox is the battery tray with a lockable square cover and on the right is an oval fake air filter box.

The 350 has an across the frame plastic toolbox with lockable metal triangular lids, the battery is contained on the right and air filter in the left. Ahead of the toolbox on both sides of the frame is a fake oval air filter box.

Frame and Suspension :-

Both machines have conventional telescopic front forks, 110mm 500, 130mm 350 travel hydraulic damping. Twin shocks rear gas filled on the 500 with 5 step adjustment, emulsion on the 350 with 6 step adjustment.

The 500 has a tubular steel open diamond frame with the engine as a stress member, the 350 is a full cradle duplex tubular steel frame housing the engine.

Engine and Gearbox :-

The 500 engine is a single cylinder 499cc ohv making 27bhp and 41.3 Nm of torque coupled to a 5 speed gearbox in unit construction.

The 350 engine is a single cylinder 349cc sohc producing 20.2bhp and 27Nm of torque coupled to a 5 speed gearbox, again in unit construction.

Drive to the rear wheels is by conventional multi plate wet clutch with final drive by chain, right side for the 500, left the 350.

Performance and Handling :-

Top speed. Honestly can't tell you as I have never held the 500 to the stop. I have taken it to an indicated 75mph with a bit more to go. However, I have held the 350 fully open for a short burst and obtained an indicated 70mph, (on my new speedo), with no sign of the speed increasing. If I wanted to go faster I would use my Interceptor.

Acceleration. The 500 with 7 more horses wins here, but there's not much in it.

Acceleration out of bends. Surprisingly and despite being 7 horses down and giving 14Nm away, the 350 feels faster and more responsive. This may have something to do with the ohc engine being able to rev faster.

Handling :- Here the 350 is the winner. The 500 is reassuring enough and is able to enter / exit bends with confidence, but the duplex 350 feels that much more stable and I go into the twisties with that much more confidence.

Comfort :- Here there is no clear winner. Both bikes can and are ridden for long distance / hours with very little discomfort. Both have separate rider, (sprung on the 500 / fixed on the 350), saddle and pillion pads.

The 350 saddle seems to compensate for the lack of springing by having extra padding.

Keep off motorways and both bikes are a pleasure to ride. If you are on fast roads, both machines feel at their best at an indicated 60mph. The smoothness and lack of vibration on the 350 means that it is the least tiring to ride.

Final Conclusion :- The finish of the 350 is better than that of the 500, which isn't that bad compared to the 1990 Bullet.

But the big difference is the frame and smooth running of the 350.

To sum up, with its ohv engine, fuel injection, ABS brakes and single down tube frame, the 500 is an old bike that is trying to be new.

With its shoc engine and development, the 350 is a new bike trying to be old.

Of course, you may have a different opinion.

Safe riding. Leo Nelson 18574



From The Kiwi Bulletin.

Circa 1960s. Twin-Engined Royal Enfield Land Speed Racer – The First Naked Bike To exceed 200 Mph This highly unusual twin Interceptor engine Royal Enfield motorcycle was designed and built by Jimmy Enz of Lynwood, California in the late 1960s with one specific purpose in mind – to be the first man to go faster than 200 mph on an unfaired (naked) motorcycle.



The Signpost Find

A few years ago, I visited an old friend in Tynemouth. He knows I like old motorcycles and had some old photographs that he had collected for me. I looked at them and put them in an envelope and forgot about them. A couple of years later I came across them in a draw in my office and when I looked closely at one of them, I realised that the towns on the signposts were not too far away from where I live. Yarm, Middlesbrough and Redcar are only about 50 miles from Cullercoats.

So, using paper maps, Microsoft Autoroute and Google Earth, I started to work out where the signpost was located. It took quite a bit of time but I eventually found the location. It is between High Worsall and Low Worsall on the B1264, between Darlington and Yarm near Middlesbrough.

In the spring of 2012, I was looking for somewhere to ride to so I could test out my Indian Trailblazer (Super Meteor 1955), as I was going to ride it to a rally in Poland in the summer.

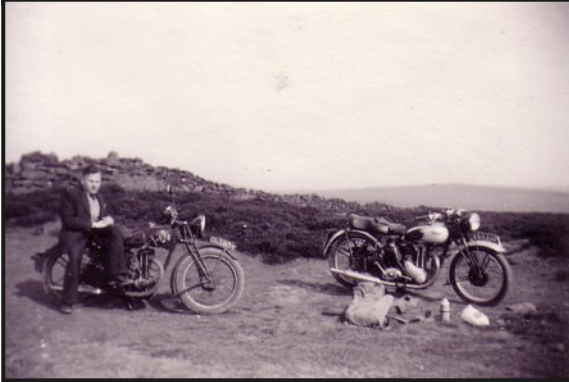


So, on a bright Saturday morning I set off with my maps and directions, to see if I could find the exact location of the signpost. As you can see from the picture below, I found the right place.



The signpost has long gone, but the cottage is still there and it is called "Corner Cottage".

When I got back, a round trip of 105 miles, the motorcycle performed well. I looked closely at the two motorcycles and using the other picture below, I think that the one on the left is an AJS and the one on the right is a Triumph. I do not know enough about AJSs and Triumphs to guess at the years and models. Who the people in the photographs are, I have no idea, but they live on in the story? John Wright - 18714



Interceptor Tyres.

My Interceptor has covered nearly 5000 miles and the concessionaire advised I shall need a new rear tyre in about 1500-2000 more.

I've nothing against the Pirelli Phantom standard fitment, although that does seem rather low mileage given the modest power and my modest (dry) riding. Yes, I'm aware that factory-fitted tyres have less tread to start-with than 'normal' Pirelli stock.

Notwithstanding, can members suggest a better tyre for the machine? I see I can choose from the usual Avon, Dunlop (even the K81 TT100), Michelin, Bridgestone, Metzler, etc., plus a plethora of marques of which I've never heard.

I ride for fun only and therefore not if it's wet or winter. I have no urge to 'get my knee down' and the only times it's happened, the rest of me followed in quick succession. I'd be interested to know other riders' experiences of different tyres. Andrew N. Woods 1862

MAG backs strong majority of riders in opposing ICE ban

MAG Chair, Neil Liversidge, has reaffirmed that the organisation backs the vast majority of motorcyclists in opposing the proposed ICE ban.

The Department for Transport (DfT) launched its delayed consultation on the phaseout of non-zero emission motorcycles on 14th July. The consultation, entitled 'L-category vehicles: ending sales of new non-zero emission models', proposes the end of sales of all new combustion engine motorcycles by 2035, with sales of smaller petrol motorcycles up to 125cc to be banned by 2030.

MAG Chair, Neil Liversidge, said:

“MAG totally opposes the proposed ban on the sale of internal combustion-engine vehicles (ICEVs), whether it be from 2035, the originally mooted 2040, or any other date. MAG likewise opposes any policy that leads to increased fuel costs or the reduced availability of fuels for ICEVs.”

Explaining the reason for this robust position, Neil went on to say:

“Our own survey showed that at least 80% of motorcyclists oppose it, despite green activists having targeted our survey to skew the result.

We estimate that the real proportion of motorcyclists who oppose the ban is well over 90%. We shall faithfully represent the views of our constituency. A survey in the European Union produced similar numbers and we expect FEMA to likewise represent faithfully the views of motorcyclists across Europe. We also oppose the ban on the sale of ICE cars proposed from 2030 and stand resolutely with the Alliance of British Drivers (ABD) with whom we are working through our umbrella organisation, Transport Reality.

We note that the consultation asks from ‘when’ the ban should come about? Our answer is “Never!” We demand a dialogue on whether it should come about at all.”

MAG plans to respond robustly to the consultation. Additionally, MAG is seeking direct representation with Government Ministers, despite the current leadership race. If necessary, MAG will demand to speak to the new Prime Minister.

MAG’s Director of Campaigns & Political Engagement, Colin Brown, said:

“We have already made representations to the Department’s decarbonisation team over the last year. Officials are constrained by the existing Net Zero policy and its timetables. These are clearly beyond the scope of this consultation. We need to take dialogue to a much more strategic level in order to properly represent the strength of feeling on this issue. We do not expect this to be an easy discussion, but we would be failing the trust of our members by not taking this course of action.”

Club Calendar 2022

Issue 13/03/2022

Wobbly's Red Rose Rally

September 8th- 11th 2022

Orcaber Camping and Caravanning Site

Orcaber Lane, Austwick, Settle

LA2 8AE

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

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

Contact John Hamer 07933321135 or hamer89@btinternet.com

October Fest Rally

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

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

<http://www.islandmeadowcaravan>

email: holiday@islandmeadowcaravanpar

Phone Katherine 01789 488273

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

email : poloenfield700@googlemail.com

All Event Organisers

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

John Hamer (Social Secretary)

0793 332 1135 or 01706 360828

hamer89@btinternet.com

Market Place

Royal Enfield 1964 Clipper Cafe Racer Project, Reg Mark,1308KR.Sold at auction, 2019. I would still be interested in possible purchase of this machine, if considered by present owner. Contact Simon. 01284 753974 or 07783277629.Email swhitnall93@gmail.com

For Sale. Oil filler neck with cap £15. Alloy cover for Airflow £12 Gearbox shell for twins as new £25. Horn for twins £25. Side stand for twins £50. 1953 wing type right hand metal tank badge £25. Flywheel cover plate with magneto for 125cc Flea £15. Sidecar fork legs £20. Instruction books for single and twin diesel engines. Tel 01239682205 email ieuananddoreen@btinternet.com Ieuan Davies 3370

For Sale. 1978 Honda 250 N Dream Project. Some new parts. Engine needs looking at. Lost interest, £600. R. Clarke (08421) Tel:-07582396827

For Sale. 1995 Royal Enfield 500cc Bullet. No MOT, restored in 2014, has not been run since. In excellent condition 11,116 miles £1700 David Summerlee (14649) Tel:- 01440786739

For Sale. 1948 Model "G" frame on DVLA NOVA £280. Bob Woof Tel:- 01524735039. mob 07919064123 e-mail bobwoof41@gmail.com

For Sale. 700 twin rear primary chaincase NOS, complete with new seal, oil deflector and screws, rear brake pedal, rear hub, rear sprocket cush drive assembly, casquette. E. Berry (4015) Tel:-01695732675 mob 07387658377

For Sale. 1934 Royal Enfield Model "B" 250cc side valve. Reg VV3282, High quality restoration, runs well, very original and reliable. Realistically priced at £4500. Elwyn Jose (18521) Tel:-01209713386 e-mail mbjkernow@yahoo.co.uk

For Sale. Royal Enfield Crusader Sports 250cc, 1964, B reg. Excellent condition, many new parts V5C and original logbook, please call for further info and photos, £3950. Robert Dandy (17542) Tel:- 07564979284

For Sale.. 1965 Crusader Sports 250cc. Painted in original Clipper Cherry Red & cream. New clutch. £2,500. Bike located in Twickenham. Simon Quarendon. (18718) Tel: 07850 618418. Email: simon@keencomms.com

For Sale. 250 five speed cluster plus selector forks, damage to second gear £130, Interceptor con rods £80 pair, Interceptor splined clutch, no plates £120, 1140 KX tappet and oil pump covers £40 set. Andy Berry (1262) Tel:-07715917361

For Sale. 1958 Royal Enfield clipper engine, almost complete, further restoration needed. Good gearbox. £225ono, 250cc cylinder head with rocker assembly no valves £40, Pair spoke wheels, 1960s, 17inch. Front wheel with brake drum, Rear wheel with brake drum assembly £75, Rare 5 plate clutch plate holder, £75, Royal Enfield stat assembly. 12volt ac/dc, fitted after 06/99 four wires, part no. 143633. New never fitted £45, Two centre stands, one alloy, £15 each. Plus pair engine mount brackets £12 Other small parts eg foot rests gear lever, drop handle bars. Alan Pearson (18177) Tel:-01388776156 776250

For Sale. RE 1962 250cc Cafe Racer motorbike. Sports crusader engine, rare super 5 frame, total engine rebuild, 4 speed gearbox. Stored 42 yrs, decent working order, ring details £3250 ono Alan Pearson (18177) 01388776156/776250

Wanted

Wanted: 250cc or less bike, any make in oily rag condition for recommissioning, not looking for concours or major restoration, something to ride around the country lanes, can collect. Mick Abraham (17760) mick5162@yahoo.co.uk 07823 332 815 Northants

Wanted. Cobra nech exhaust and 55mph speedo. Anthony Opie (17192) Tel:-07811135261 or 01326 314184

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.

Branch Reports

South Wiltshire..

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

We've made the most of the extraordinary weather over the past couple of months. We even reached the point where we agreed not to go anywhere for one weekend, in order to have a bit of a break.

We attended an event named Rona Rally, near Lyneham. The event got it's name because it kept being cancelled before it could start, during the Corona pandemic.

We saw a procession of vehicles, totalling a weight of approximately 60 tons being towed by one steam tractor.

The same compere got to meet us again at Market Lavington Vintage Meet on both days of the following weekend. This is due to a number of us being part of the event in other ways. The arena display was dominated by Royal Enfields.

Next on the list was the greatly attended Calne Bike Meet, With members from both Wiltshire branches, Somerset & Dorset branch, Wessex, and probably from further afield.

There was a little bit of discussion, via social media, over the next week or so, as to whether or not to get the bike gear on for the predicted hottest weekend on record. Quite a few of us couldn't resist the temptation to ride to Cheddar Gorge in search of a shady spot.

It was certainly warm, and a cool pint was greatly appreciated when we returned to White Horse County Park.

Our next event will involve us hosting a stand again at the country park. It will have already happened by the time you're reading this, so we'll report on it next issue. Paul Adams (17441)

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).

Hello! I'm the new Mid-Shires branch scribe, before I briefly introduce myself, I would like to thank Simon for scribbling away so valiantly on behalf of the branch over the past few years. For those of you who don't know me, I'm the guy who normally arrives late at the monthly meetings (+ often the Saturday morning breakfast meets) on one of the dirty, oily old bikes with pitiful 6v electrics that I've dragged out of the back of my shed.

The beautiful weather has led to a fantastic attendance at both the VMCC Taverner's Founders Day and Himalayan Base Camp weekends, I wasn't able to attend the former because of prior commitments yet I can personally vouch for the fun had by all at the latter event. Rather than being an official REOC event the 4th Annual



Himalayan Base Camp is arranged by the *Royal Enfield Himalayan & Scram 411 Owners UK* Facebook group, it has an all-inclusive friendly feel where riders can choose to either go on a purely road-based ride-out or take to Salisbury Plain for some off-road fun. The camping style is very back-to-basics with traditional camp-cooking and beers being chilled in the fast flowing river that meanders through the campsite.

Cheers Matt (16561)

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

Somerset and Dorset Branch

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

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

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

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

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

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

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

Mike Ward

New Forest Branch

Contact Debbie Martin deborahrose.martin@gmail.com

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

Our 1st August meeting was held as usual at the Cat & Fiddle on a nice warm evening so we conducted business outdoors to make the most of it.

We had a good turnout, numbers still increasing, 14 this month which was rewarding as some of our regulars are away on holiday.

There was no “official” business discussed other than the ordering of New Forest Branch polo shirts but plenty of experiences recounted and the various merits of RE models presented as well as the best places to get various services performed.



The group are mostly “Modern Enfield” riders although there was a Reddich Enfield in trials trim with us. It would be nice to see a few more Reddich bikes to make running vintage ride outs viable too.
Vince Sutherland



Branch Reports

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

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

Saturday morning Meetings at above 11am.

Branch Report

October/November

Saturday 20th August was again a bright sunny day, glad to see many new faces (riders) for the free tea, coffee, bacon butties and biccies all ably served up by Andrew Chapman, general manager of Haywards of Cambridge, Royal Enfield dealer for the area. Please visit on October 15th Saturday morning, you will find a warm welcome.

Future gatherings, third Saturday mornings at 11 a.m. are: November 19th and December 17th. Come and see the new Scram 411, you will love it. (See launch write up in the More Bikes September2022 free issue. Ted Dore (8926)

South Dorset. Hi all, and what a glorious summer we have all had. As for our Branch, perhaps not so many ride-outs as we'd have liked. Though having said that, there was the exceptional multi branch meet-up at Sammy Miller Day, back in April, and, oh yes., the fantastic Gillingham in Gear event, with multiple Branches attending, which resulted in 39 Royal Enfield bikes putting in an appearance. Which was then followed by a ride-out to Dunkeswell Airfield near Honiton, where we met up with the awesome Andy Lobb and Co. from the Devon Branch., which was most enjoyable.

Then, a meet up with the delightful Debbie Martin and Co. from the, New Forest Branch, with a ride to stunning Swanage. Dorset in mid August. Followed by a terrific lunch at The Kings Arms in Stoborough, Wareham, Dorset.

We have further fantastic news, where we have welcomed over six new members to our Branch this summer alone, of which all have attended our monthly meet up's, at our now firmly established and accepted new venue, at The Trumpet Major Pub. Alington Avenue. Dorchester. D.T.1. 2.A.B.

I am delighted and inspired to still be at the helm of our Branch after all these year's, thanks to your support and so vital input. Please do come along to one of our, (informal & laidback), monthly meet-up's, where you can be sure of a very warm welcome. Please feel free to contact me on, 07787 945929. Or e-mail me at, reocrich@aol.co.uk We can also be found on Facebook. With my kindest REgards, Richard Lucas 10773.

The Scottish Motorcycle Show March 2022



The Scottish Motorcycle Show was held after a two year “Covid 19” hiatus in the Royal Highland Show Ground Ingliston next to Edinburgh Airport.

This year, as the rules for Covid had been relaxed somewhat, the organisers decided the show could proceed but with reduced space for the exhibitors and more space for the public. This had a knock on effect space wise, so we only had room for 4 bikes. William Corner (right) brought his 2019 650 Interceptor and Adam Claxton (second right) brought his 1967 750 Interceptor, so the old and the new could be seen together. Graham Kirk (left) brought his 1960 Meteor Minor Airflow fitted with his new pannier frames and bags. I had my 2003 Clubman 500 Bullet sporting a new “bespoke” petrol tank cover. Paula brought all the stand bits and pieces in her car including the gazebo that we tried out as part of the display. (Even she was amazed at how much her “wee car” could hold!)

The Saturday morning opening to the public started slowly but it did pick up by midday. Sunday was much the same. Some of the big named manufacturers did not attend but Royal Enfield were there and were very busy when I went to the main hall to say hello. I even had a wee sit on the matt black Classic which I thought was very tempting. Hopefully next year we will be back to “normal” and be allocated more space for the Club Stand, allowing us to show off more Royal Enfields! Doug Young (1062)

Branch Reports

NE SCOTLAND contact Bob (REtrialer), email- bob.nes@btinternet.com (preferred) or tel 01651 851569. John is going to lead us on a local run on 24th September. Robert is sorting out a run for us towards the end of October, please note it will probably NOT be on the 29 October! The winter meetings will commence with the 26th November meeting. The recent feedback is to have 2 or 3 venues over the winter, but I have no confirmed ideas! I will have circulated something for the winter venue(s) before the November meeting, also an idea for a Christmas lunch.

The July meeting was to be an indirect run from Rhynie, along to the Hungry Highlander at Braemar for lunch and a return to the Burn O' Vat site for a look in better weather! (It was a glorious day.) However there were only 3 of us and Chethan got a call from our local RE supplier to take his bike in before 2.00pm to be 'looked at'. Quick change of plan and a run along Deeside and we all arrived about midday. Whilst the bike was being sorted (sensor change) a look about the new machines in the showroom was undertaken, first time I had seen the 'Scram' for real. We then proceeded to the seafront to get some lunch in one of the many cafes, then going our separate ways.

The August run, Gary led Robert by a scenic route to Newtonmore where I joined them (I had been further south and camped overnight). Having fueled ready for the return journey, we had a light lunch at the 'The Wild Flour' cafe (that is spelt right) before moving along the road to visit the Highland Folk Museum. This is an open air museum where several buildings have been saved too, subsequently finished / furnished as they would have been in their heyday. After a couple of hours into the heat of the afternoon an ice cream or drink was taken before the return ride home. With Aviemore hosting 'Thunder in the Glens' this weekend, there were apparently some 3000 bikes around! Seems the parade was riding towards us as we headed for Grantown-on-Spey. Quite a sight (and sound). REtrialer (07404)

West Riding REOC Club

Contact Kevin Moore 07736775211 sidecarkevin@ntlworld.com

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

As I sit preparing to write this report I have just received the very sad news that on Friday 26th August, our very good friend and regular branch supporter, Steve Bradbury died suddenly and unexpectedly at his home. It is a great shock to all branch members as Steve is a well known and much loved biker and long term trader in the local motorcycle scene. He was a great character with a real zest for life and for all things mechanical. RIP Steve!

Branch Reports

I am told our meeting of 7th July was well attended once again, but I was attending the Christian Motorcyclist National Rally at Quinta, Oswestry where over 130 supporters enjoyed a wonderful weekend of sunny weather and great fellowship. Buying a new motorcycle brings with it a certain amount of excitement, even if the purchaser is not yourself. So it was a rare pleasure to accompany one of our branch supporters, Peter Jackson, when he collected his brand new Royal Enfield 350 Classic in chrome and red on 25th July from the dealer in Tadcaster. His initial assessment, like every other I've read, is very positive. I trust now we can persuade him to become a full member.

Like many other branches, I suspect, we have a WhatsApp ride group the idea being that anyone fancying company for a last minute ride out can post details so anyone available can join in. Notwithstanding I was officially on holiday albeit a 'stay-cation', I managed to illicit consent from my dearly beloved for a 3 hour pass to enjoy a tootle round the local lanes. Thankfully, I thought to post the details and I am so pleased I did. Little did I (and the others attending) realize, it would be our last ride out with Steve B! He, in his usual cheerful manner, gate crashed the event bringing six of his riding buddies from another local bike group. We enjoyed a wonderful ride over the Strines and Snake Pass to a little cafe in Glossop. Unbelievably, several of Steve's mates had never ridden those roads before (well they were from over Bradford way)! One of the visitors machines sustained slight gravel rash when the rider lost his footing on the cobbled car park. We enjoyed breakfast and great Italian coffee to the jokes and laughter of Steve B, who admitted he'd had to change bikes that morning following a similar mis-stepping with his BMW. The moral of this tale is, enjoy your time with your biking buddies, they won't always be there. RIP Steve!

The following evening was our August meet at the Reindeer Inn. The weather was great but night was drawing in already. It was probably the largest turn out I have seen at our branch meeting as we were pleased to welcome a visit from the West Riding Triumph Owners Club. There were 37 bikes, predominantly Royal Enfields and Triumphs (unsurprisingly). Both clubs enjoy the similar benefit of very old and new models so there was much to look at and kal over! Steve B was there too and Peter J on his new 350 Classic. It was interesting to compare my 500 Classic next to the 350. Peter and I enjoyed a ride the following Wednesday to Keswick and back covering 200 miles at 40 mph (as he was running in) or thereabouts. I was on the 500 classic and, interestingly, we both achieved 99 mpg. Ride safe until next time!
Dudley Martin (15010)



Branch Reports

Devon Branch

It is surprising just how quickly the submission date for 'The Gun' comes around. Typing something relevant for at least a months time is problematic, but all 'scribes' face the same problem. We are not fortune tellers, but sometimes I wish!

Here in Devon, we are fortunate to live in one of the most scenic parts of the country, yet we probably least appreciate it. Perhaps, that is the reason why members do not forward photos to me for circulation?

At our most recent branch meeting, which I could not attend, 8 members gathered, including one not seen for a while, and a new member, Stewart, on a new scrambler. Welcome. You were probably quizzed quite heavily about it.

A recent joint branch meeting with the South Dorset Branch at Dunkerswell, was discussed and the census of opinion was it was a great success. A few non biker members even swelled our numbers. It certainly shows if it is arranged, members will come! That is unless the met office issue an amber weather warning, for heavy rain, in which case most, unless your name is Jezz, will heed that warning. OK, Jezz, you can be the hero this month.

Various other topics were aired, including recent charity rides. I know I publicised a couple of events to club members. The Exeter Classic Dartmoor and Taunton Classic clubs Exmoor ride. Even with my limitations, I managed to do both, (there was an underlying challenge for me.) There were plenty of RE's in evidence, but not club members? There could well have been, but just not noticeable. Well I enjoyed both rides, the Dartmoor one a little damp, well done Alan but the Exmoor one was rather warm. Exactly what I was saying about bi monthly articles.



A Devon Branch specific ride planned for Sunday 4th September to meet at Devon Hotel car park, Matford, Exeter at 10.00 I haven't a clue where they went. but sure they had a good time

Members have been doing the usual rides combined to a greater or lesser extent with the Exeter British Bike club. By the time you read this, the RE Europe ride out event on Sunday 18th September will have been and gone, but the plan was to combine it with Exeter British Bike Club's memorial run which is the same day. The RE contingent, the plan was to leave from CMS in Exeter at 10.00am to rendezvous with the Exeter club at Tedburn St Mary a bit later for a 60-70 mile ride. I hope it all went well.

That's all for now, may your wheels remain round and inflated. Andy L

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*

Three more successful & well attended ride-outs & now we move into autumn. I'm sure I echo the thoughts of all in asking where did the year go!



The International VMCC run weekend was a great success in gloriously hot conditions. The main run on Saturday was sadly not without incident when one of the leading competitors on his century old bike was badly injured when involved in an awful crash shortly after the start (I have just been informed that he is recovering but will be in hospital for sometime yet).

Many of the routes were then closed leaving 375 entrants scattered over a large area though they did eventually make it to the first coffee stop at Tenterden station albeit hours late! Despite the heat my little Flea covered the 87 miles back with only a change of plug along the way. John, Roger & our editor Alan also completed the run without incident. Well done to the organisers for re-routing us across Kent in a well organised way.



On 'Show' day had a chance to view the bike of international visitor Olaf Pobantz 1930 Royal Enfield HS31 complete with sidecar (see pic) My little machine was awarded best 1940s bike so proudly wore its rosette for rest of events. Its on YouTube if you would like to see (search 'Flying High VMCC') Thanks to Simon for that. Journey home for me was not good & I ended up in Moorfields Hospital in London though I'm hoping to be back on the bike again well before this report appears.

At the Heritage Sprint event at Betteshanger we again had a display stand & from the photos & comments to me looks like it was another successful event though with the temperature nudging 95 deg. F some competitors were really cooking in their leathers. (see pic of some Kent early arrivals)

As I type this today (Sat.) I believe Kent members are on a ride to yet another Kent destination. We've certainly been making up for the last couple of 'plague' years, and I should like to welcome the new Kent members travelling along. Keep safe. REgards, Mick Connolly

Branch Reports.

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

It's been a long time coming but we held our first branch rally since lock down on Saturday 23rd July with camping on Friday and Saturday night. Due to covid the branch decided to scale this event down this year and treat it as a trial run for the future restricting it to a local inter branch event. The new venue at Winterbourne Monkton was first class and the staff at the New Inn worked hard to ensure the event was a great success. It was however tinged with sadness as we held a memorial ride out to celebrate the life of John Wells who sadly passed away on the 12th. July last year, this being the first opportunity we had to remember John and celebrate his life.

John was a talented and accomplished engineer. I first met him when he was responsible for the maintenance of the Wiltshire Constabulary motor cycle fleet in the 1960's. Triumph Thunderbirds, Saints and remember these, Tigress scooters (used by police women at that time) were all well within his capabilities. He bore his illness with humour and fortitude and as an active member of our branch will be sadly missed.

The ride out was led by John's son Rob with his granddaughter Rosie riding shotgun Thirty bikes left the camp site and rode off like a herd of angry wildebeest, out through the ancient stone circle at Avebury into the Wiltshire countryside, eventually arriving at John's family home in Trowbridge. Where his family supported by numerous helpers had prepared afternoon tea and cakes for us all. It was then back to camp for a very entertaining and enjoyable afternoon and evening of fun and games cumulating with a special award to John Lyne the branch Mile Muncher who has completed over 20000 miles on his special edition Bullet Scrambler. A total of over £200.00 was collected for the Wiltshire Air ambulance.

A few days respite then the branch was off to the Calne Bike Meet on Saturday 30th.July. Calne is probably one of the biggest bike meets in Europe and we made sure that the REOC was well represented. Our stand and display created a tremendous amount of interest with Enfields old and new including a diesel twin combination being displayed. It was the first time we have had any close cross pollination with the South Wiltshire branch and it was great to catch up with old friends. The vast number of members who turned up with their machines meticulously prepared totally overwhelmed the area we had been allocated by the organisers but I think we managed to squeeze every one in.

As a branch we are very fortunate to have Charlie who maintains a very professional video record of her adventures on YouTube where we can view and experience first hand some of the branch events including those outlined in this report. Thank you Charlie. To every one else who made a contribution big or small to making a success of these events a big thankyou.

Keep smiling. Steve Higgs. 15334.

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

SUMMER:

Meetings were great: Outside in the sun, chatting about the bikes or whatever. Good to welcome several new people who have attended, as well as those who have been around a long time. The LE event at Astley colliery went down very well, with a good turnout by Royal Enfield.



The photo shows a good range of Enfields outside the Birch. Anybody got a Redditch machine or a 650 to help complete the set?

YOUTUBE: Links to show some of the bikes. (Type the code into a You tube search)

Astley Colliery Museum, LE Velo Club: jcOZm9a5Js

Blue the terrier is one of our oldest members: ZdD22UdpkDo

Coming into the Birch car park, Bullet/Watsonian chair: QEhr3vp7qhM

Dismantling Bullet 4-speed gearbox... ties in to last month's Gun: mYu34eP8Mzw

Exploring country lanes on a Meteor 350: jw5k1KedL94

Fun chats and super videos, Himalayan & Classic: v0C60ReZngU

DATES:

Tuesday, 1st November: Meeting at the Birch as usual

Tuesday, 6th December: Christmas meal & Prize Quiz (As usual, we'll need to book in advance)

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

Branch reports

Royal Enfielder's Ireland Power's the Pot 2022

This was the fourteenth REI Power's The Pot and another classic with thirty-four attending, and twenty on the ride-out by Ger Duhig (many thanks Ger).

We had people from the UK and Ireland who supported and enjoyed and as always Nial, Laura and family providing us with a friendly welcome.

I set off on the ride from Tralee in the sunshine that continued all weekend to bring a extra sparkle to this lovely event of Royal Enfield and other motorcycles. I was welcomed to the site by the sound of chatter and good-hearted laughter the familiar sound of old friends and voices of new friends yet to meet a big hug and fuss from Kipper and Holly.

A good few had arrived on Thursday and enjoyed and good night, Friday was the usual lovely meet up and catch up, in the pub and on site.

Saturday dawned bright and warm with the promise of a beautiful day and it delivered upon its promise. The ride-out set off at 11.30, organised by Ger, a good few sunny miles with some mountain single-track roads were enjoyed before a lunch break then on the road again and back to the site for four thirty. Prize giving was next on the agenda with Best classic to Alan and Joyce with the Super Meteor , Long distance to Steve from Huddersfield and other prizes for the other classics and thanks to all who help and support Royal Enfielder's Ireland in many ways.



The evening meal was enjoyed by many as always, the food was top quality, others cooked for themselves in the camping field. Music later was provided by Mick, Sean and Gerry with people enjoying the festivities late into the night.

Sunday was time to say good by and make arrangements for the next meet up before heading home.

Many thanks to all who supported and to Laura, Nial and family. to those who donated prizes and helped with the judging of classics to Ger for the ride-out, Mick for stickers to the Northern Monkeys and all who attended.

John B Nicholls 10710

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

The South Oxfordshire branch has continued to grow over the past few months, with new and aspiring members arriving at the Plum Pudding on a frequent basis to a warm welcome.

Hot topics of conversation have included the various advantages and challenges of the new Meteor, with opinions seemingly strongly divided, particularly re the seating position. I guess time will tell, but there does appear to be quite a few lower mileage examples coming up for sale recently. Perhaps reinforcing the need for a decent test ride before one 'splashes' the cash.



Branch runs (both formal and informally organised) have been frequent, with Choppers bike café, the Apache Café and The Pig Place becoming regular haunts for an early breakfast ride. With representatives attending the Calne bikers meet, the Army Flying Museum, and Newbury show just to mention a few.

Members continue to expand their collection with Alex adding a lovely 500 twin to his burgeoning assortment of 'zero road tax' vehicles, and Alan increasing his stable through the addition of a very shiny 500 chrome bullet. Having been to Banbury Andrew and Simon are now actively in the hunt for a couple of <1931 eligible bikes, with the aim participating in the VMCC rally next year, and Art is decidedly feeling in the shadows for not owning a Bullet.

Looking to the future branch plans re participation in the International Rally in Greece are slowly formulating, with the suitability of various RE bikes being eagerly debated. More local runs are being planned, with the Branch's WhatsApp becoming a hot bed of ideas of ideas as a weekend approaches.

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 the first Thursday of a month.

Branch reports

Wessex branch This photo is of a Wasp framed Constellation as displayed at the BSB race meeting at Thruxton circuit.

10th July three of the regulars took part in the Coast to Coast charity bike run. Early start for the ride down to Lyme Regis in time for a hearty full English, before riding over to Minehead via Sheppys cider farm in Taunton. The section through Quantock common was particularly memorable.

17th five of us rode in the Tortoise and Hare run organised by the Wells classic bike club. Glorious ride down through Cheddar Gorge. Colin won the award for best modern classic with his 535 Continental GT. Great ride home via Gillingham.

20th we met up at the Royal Enfield dealer in Brockenhurst to join in with a ride out to Beaulieu motor museum's 50th anniversary bike meet. High light of the evening was the firing up of the Mike Hailwood TT winning 250 Honda 4.

26th good number of members attended the Crown bike night at Kingsclere

August 10th we ventured over to the Isle of Wight for the second time this year. Another great day exploring the Island ,rode on the Electric train along Ryde Pier, called in to the old rocket testing site and had a blast down the military road.

12/13/14th displayed our bikes at the BSB round at Thruxton circuit, along with Cross Manufacturing and Royal Enfield dealers Hatfield's of Crowthorne. Great weekend, the highlight of which was riding round part of the track on the Enfield's, including the chicane, when leaving.

14th the lads not at Thruxton, displayed their bikes in the Marquee at the Popham mega meet.

23rd mid week ride up to the Classic Motor Hub showrooms near Bibury in the Cotswolds. Eight bikes took the scenic back roads ably led by Bob on his Interceptor.

28th rode to the Uffington white horse country show with my daughter Rachel. First time that she has ridden pillion since she was injured a few years back when we were hit from behind by another bike on a ride out.

We meet at the Wyke Down pub, Walworth road Andover SP116LX.

REgards Doug Hopkins 12683



Branch reports

South Wales Branch: August 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)



July: A few of us (Ted, Tapan, Joe, Gerald and myself) ventured over to meet Andy and local members at the REOC Bristol Branch meeting at the beginning of July. Thank you for the welcome gentlemen. Nice to meet you all, please feel free to come and join us in Newport where there is an open invitation. I am sure we will plan some joint ventures and meetings at 'local' events.

Our August meeting was well attended with numbers on the increase as word gets around. John, Dave, Andy and Martin joined the regulars Ted, Joe, Gerald, Tapan, Kevin and myself. We spent some time discussing a ride out and plans to travel around the Elan Valley area up in Mid-Wales. Many of us had visited the area but Kevin's knowledge soon became evident, and we agreed a route and a date of the 27th August. The date soon came around and apart from a chilly and early start to get to Brecon for 0900hrs (and a minor meeting glitch), we pulled 12 riders into a group at the Elan Valley Visitor Centre. Kevin led the way with a few stops for photos and breaks. We experienced some stunning scenery, roads and am confident to say a great day was had by all. Thanks to all who attended and made the day relaxing and enjoyable. We are lucky to have amongst the group Kevin and Tapan with video capture and editing skills and facilities. By the time you read this in The Gun, there should be evidence on our South Wales Royal Enfield Owners Club (REOC) Facebook page.

We are hoping to get a few of the group together and make our way to another neighbouring group in September, the Gloucester Branch. Russ and the team have invited us to join them at The Gloucester Old Spot for a rally. Got to be worth going just because of the name surely!



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

Gloucestershire Branch – July - August 2022

Contact; Russ Williams 0758 7065 007 or REOCglos@hotmail.com
Meet; 2nd Thursday of each month, 1900hrs, The Gloucester Old Spot,
Piffs Elm, Tewkesbury Road, Cheltenham. GL51 9SY.

Royal Enfield's Have Soul!

Glos first ride in July turned out to be a traumatic event all round; disasters do come in threes!

Disaster 1. John R, who had planned his first ride, was to re-mount his trusty steed after a very long time, had prepped the café, measured and drove the route.....tested positive for Covid, a couple of days before. Naturally, we all send him and his extended family our wished for a speedy recovery. (Please see last entry of this post).

Disaster 2. Kate's Classic suffered uncharacteristically poor performances similar to fuel starvation as the ride commenced. Became worse and so we all paused. Turned bike off, back on; absolutely no power. Very quick diagnosis, negative battery terminal had snapped off! Thanks to Paul and Ian A for their tools and enthusiastic advice, quick fix and off we go again. Only to travel a couple of miles before.....

Disaster 3. Helpful Ian A's clutch cable stretched, untwined and broke. Oh no! I hear you say; end of ride! Not at all, helpful and now, resourceful Ian not only has a spare clutch cable but also an spare accelerator cable with him, latex gloves (so not to get oily hands he says) and a further selection of tools that you can only find in a Christmas Cracker. 20 minutes later, all fixed. And, in the wise words of Paul, 'You want get this on a Honda Owner's Club ride-out'.



Final and very topical quote goes to Tony, 'Thanks everyone for a great ride out. All that fun on less than

a gallon of petrol. Shouldn't be allowed.' **True testament to the good nature of RE owners and riders** was admirably demonstrated on the 7th August when 70-something John R took

The branch out for his carefully planned and researched ride that had to be previously postponed. Aply supported by his family, John took us all around his old courting grounds along the banks of the Severn stopping off at several iconic locations (for him), including Selsey Common View Point (see images).

A short distance further and the branch members were then treated to a lovely lunch; homemade sandwiches, cakes and scones with lashings of lemon squash at Dave and Wendy's home in Nympsfield. Again, ably supported by their family and friends. A very big thank you to you all. The feedback has been fantastic!

I do hope that we can make this an annual event.

Our final ride out was a joint-event with Wiltshire on the 28th August. Having met and breakfasted at the Chippenham Pit Stop, Gail, lead us on a fantastic ride through the beautiful countryside before stopping at Richard Edmonds Auctions. Many thanks to the Wiltshire Branch, and Dave and Steve in particular, for hosting us.

The Gloucestershire branch has also grown with new members, the creation of our Face Book page <https://www.facebook.com/groups/753171522547941> (please visit us) and new branch merchandise.

All our proposed rides, events and meeting dates have been uploaded but I do cordially invite you to a rally day on Saturday 17th September at the Gloucester Old Spot PH, Piffs Elm, Cheltenham GL51 9SY. Again details can be found on the REOC website, our Face Book page or email me for more details. Russ Williams

The Climbers Inn camp June 2022.

This was a one-night camp and meet up with a bit of a ride-out on the way, we usually have two-night events but June was looking empty so we came this camp to fill in a gap.

Jason arrived at my house in Tralee on his 250 side-valve, after tea and cake a ride to meet up with Brendan (Bullet Wanderer) You Tube name, Ron, Cornish Mark and Diarmuid at Milltown Co Kerry. A beautiful twenty-mile ride via Cara Lake shaw followed to the camp to meet up with John and Yvonne with Tom also Sabine coming along soon after. Top quality chat and banter was enjoyed by all over a top class meal. This was a nice little camp and easy to organise for old and new mates to meet up.

We will be back here in September to support our brothers and sisters in the MZEC.

Many thanks to all who supported. John B Nicholls 00353861951137
thatboyinkerry@hotmail.com

Branch Reports

Airedale and Wharfedale Branch *Meets third Thursday of the month at Shipley Conservative club Low Hall*



Apologies Required! Our report for the last "Gun" disappeared up the barrel as it were so some of this report goes back to Spring with a sunny Easter Saturday in Bridlington - lunch outside a friendly café whose owner let us park our bikes outside the shop . And some of branch members ready for a pre- June

meeting ride out.

The branch is now busy with regular Tuesday lunch meets as well as monthly meetings organised and informal ride outs taking place during the week and at weekends. Before the end of June we are escorting a young lady who is going to her school Prom in a Trike! – that should be a refreshing change from the stretch limos!



There is now a FB Royal Enfield Yorkshire page which is proving a useful link and we are inviting riders to join us on July 23rd for "Skipton to Skipton" a 100 mile circular route on some of Yorkshire and Lancashire's finest moorland roads. One of the members who has previewed the route says "It's not the longest of rides but it is a damn good one!" This proved to be a day wetter than forecast but 14 hardy bikers had a great day out and all came safely home.

June 26th saw a fine and warm day for Big Bike Sunday - held in Skipton and one of our members was part of the organising group . June is also "Prom" time for schools and some of our branch joined with others as escort to A stretch Limo NO!!!! to a trike carrying one young lady to her school prom escorted by about 30 bikes.! She had the most noticeable arrival of anyone at Bradford City valley Parade. Our next big event is a South Lakes Tour, 170 miles of great roads and scenery on September 26th . Lets hope that the autumn is colourful and we can continue riding for a good while yet. As write it is August Bank holiday Monday, which means tomorrow is lunch at Route 59 and a ride . . where to? Who cares?? As long as we get back safely

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

Branch Reports

Cornwall Branch

On the morning of Sunday 7th July several of us met at the Cornwall Services in fine weather for a ride across Bodmin Moor. We headed on through Lanivet, then turned off through Nanstallon. After which, we found that our intended route through Helland Bridge was closed, as a truck had damaged the bridge. So we backtracked, and cut up through Bodmin to Helland, Blisland, and St Breward, up to Crowdy reservoir, and across the old



RAF Davidstow airfield, and onto the A39 to Otterham Station, where we stopped at the Engine House Cafe for lunch. After lunch we rode back to Davidstow airfield, and headed across the Moor to Altarnun, and Fivelanes, then joined the A30 heading West for a while before taking a left turn down past Colliford Lake, where we then turned right, and rode some narrow lanes to Warleggan, and on to Mount. We then turned right, and followed the lanes for a while, before crossing the A38. We then followed the back lanes down past Lanhydrock towards Lanivet, and back down the A30.

On Sunday 24th July some of us went on the Cornish Rockers and Ton Up Revival Group run to the old Telstar Cafe at Goonhilly Downs. We met in the morning at Portreath, and rode to Goonhilly via the North Cliffs to Gwithian, over to Gwinear, Carnell Green, Leedstown and Helston where we stopped for a break before continuing on past RNAS Culdrose, and through Garras to the site of the former Telstar Cafe (which is now a private dwelling), where we were warmly welcomed by the present owners. This has now become an annual event. Tea coffee and cakes were provided by the Telstar Cake Angels (our very own Tracey and Karen). Thirty one bikes attended, and a raffle was held. £377.00 Was raised for the 'You Raise Me Up' charity, and a mystery donation. This amount will help to pay for a support group for families and peers who have lost a young adult.



On Sunday 14th August we were invited to join the MZ Riders for a joint ride out. In the morning we met at Smokey Joe's in Scorrier in scorching heat. We rode through lots of back lanes to Blue Hills, where the Lands End trial takes place, near St Agnes. We continued along more lanes until we arrived at Portreath for a lunch break. Several of us then returned home, as it was very hot (31degrees C), especially in the lanes. I believe a few hardy

souls continued on to St Just. A very interesting ride out, especially the Blue Hills bit. We are now having our branch meetings at The Plume of Feathers, in Scorrier near Redruth, TR16 5BN. At 7.30 on the first Wednesday of each month. Bob Reed (6167A)

Branch Reports.

Somerset and Dorset Branch

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

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

Our Dartmoor Run on the 17th July had only four riders; Bruce, Les, Mike Cole and myself. It was a glorious day and an early start from West Somerset Railway at Bishops Lydeard. A good route on minor roads with lots of shade down to Exeter and on to Moretonhampstead for an early lunch and then over the moors to Dartmoor and the Prison Museum. The return was via Okehampton, Tiverton and on to Taunton where we went our separate ways home. I filled up just outside Taunton and was surprised to only need 7 litres for the 155 miles since topping up before the run – 100 MPG on a Continental GT 650.

The low numbers were due to a clash with the popular Wells Club Tortoise and Hare Run, where REOC won an award for the highest number of members attending the run from a single club. The award was presented by the Mayor of Wells to Brian Laitt on behalf of the club at the conclusion of the run.

Our August meeting was our last evening run led by Mike Cole and he will be leading our Exmoor run in September. We welcomed 2 new members John Webb and Sean Brady.

I visited the Calne Bike Day to meet up with the Wiltshire and South Wiltshire branches. A grand day out.

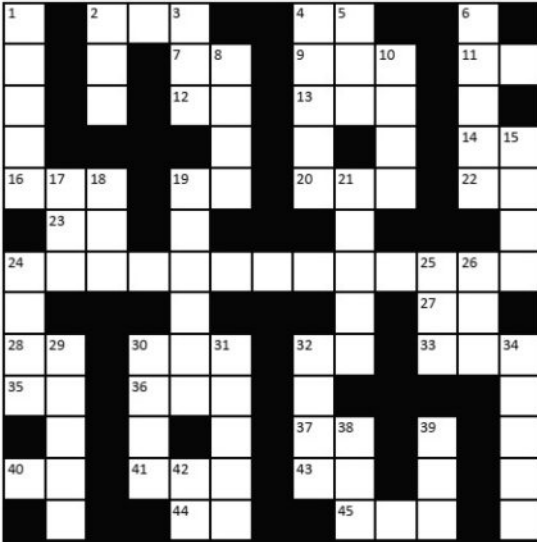
September club night is/was a talk by Jacqui Ferneaux, more about this in the next issue.

October 10th club night is a presentation by Tim Rowntree on “Filling stations in the sky – History and development of Air to Air refuelling”

November 14th club night is a presentation by Bill Southcombe.

December 12th club night is our Christmas buffet and quiz
Mike Ward 17234

The GUN Crossword issue 291

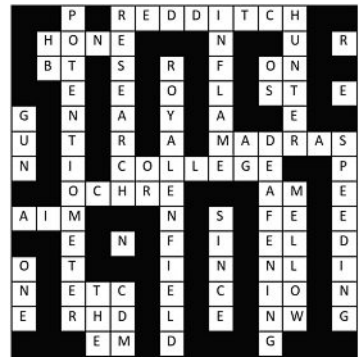


ACROSS

- 2 Our magazine. [4 Element: iron
- 7 If you know Kipling, the answer's here
- 9 Scram, Meteor, Bullet -no. of cylinders
- 11 Sharp, clearly defined video
- 12 Old English: ?? *and behold!* Opp: "hi"
- 13 Well-known Euro broadcaster. 208m
- 14 Southern, central, Australian state
- 16 Yearly roadworthiness test
- 19 Argon. Out. French, old gears: Reverse
- 20 Salty, sounds like "C". [22 Trademark
- 23 Word expressing negation, Number
- 24 Our bikes (5,8). [27 Four (Roman)
- 28 British fellwalker, author & illustrator
- 30 Affirmative answer, used when voting
- 32 To, or not to, sounds like honey insect
- 33 Banned pesticide. [35 Lady ?? Spencer
- 36 Old money. [37 Two, too or ??
- 40 Policeman or computer
- 41 A small, strong insect, and Dec
- 43 Electric from alternator, not battery
- 44 Left Hand. [45 German MOT, tough!

DOWN

- 1 Marc's (reversed) newest RE. Go!
- 2 Mr Fawkes, Mr Martin. First name?
- 3 Zero (football)
- 4 Sounds like Fawkes. Upside-down?
- 5 NET (anagram) Ear, nose & throat
- 6 Spooky, silver, RR motor car
- 8 Vier, Quattro, IV
- 10 Famous lioness
- 15 Amplifiers (abbrev.) Elec. current
- 17 Yoko's surname, oh yes.
- 18 Diminutive dog breed. Plaything
- 19 Mixtures of metals. Some wheels
- 21 Superior ones in a group/society
- 24 It's what we drive/ride on
- 25 Helmet, jar top, eye cover
- 26 Digital versatile/video disc
- 29 Over Pendle Hill on a broomstick
- 30 Scotland (Gaelic). White
- 31 Singer Piaf's first name
- 32 Between Alpha and Gamma
- 34 Rev counter. Sounds Mexican?
- 38 Sounds 8th, but is 10th month
- 39 Month of Poppy Day. [42 Holland



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 **Ian Hampson (16368)**.

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



Contemporary parts & accessories for

Royal Enfield

Silencers

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Fork Adjusters

Big Bore Kits

Shocks

Valves

Carb Kits

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Email: info@hitchcocksmotorcycles.com
Tel: 01564 783 192

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