

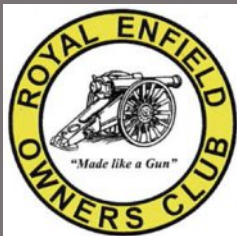
THE GUN

The magazine of the Royal Enfield Owners Club

royalenfield.org.uk



ISSUE
No.294



Apr/May
2023

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Contributions for publication

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

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Front Cover:-

A Royal Enfield Bullet competing in the Taverners trials in January
(see pages 6-8)

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Editorial. Welcome to the April/May edition of the Gun. Lots of interesting news for this edition. A first report on riding the new 650 Super Meteor. I tried to get my local dealer to swap my 1957 version for a new one but they declined the offer. An article on the Carberry Metisse x3 (how many Carberrys does one rider need?) Also a report on riding in Spain By Roger Brown. It must be good because he keeps going back. Can I remind all members that submissions to the Gun should be accompanied by membership number and contact details. This includes branch reports. It may seem pedantic, but is necessary as I sometimes need to contact contributors to clarify details. Meanwhile ride safe. REgards, Alan.



All contributions for the next issue to reach the Editor

by the **1st May 2023**

Next issue published June 2023

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.



'Trials' Royal Enfield's premier motor-sport success story.

If we consider the most widely known model name from the one hundred and twenty year history of Royal Enfield motorcycle production most of surely default to the Bullet models. Post war Bullet developments progressed into the use of swing arm frames setting the model apart from the field as much as its star riders ever did. The thoroughbred credentials of the road going Bullet were born from the many trials successes of its off-road forebears. If you want to know more about that fact or even if you simply have an interest in Royal Enfield history, you need to own a copy of Gordon May's book of RE related exerts from Don Morley's publication on various British Trials machines. Buy a copy and your pride in Royal Enfield ownership will swell. Furthermore you are highly likely to gain a new insight into yet another reason why the Bullet is such a great and enduring motorcycle.

Here is the good news; the glory is not all consigned to the history books! Regardless of the fact that the company no longer sponsors a works trials team RE riders across the country campaign their machines in events ranging from technical trials to road trials every weekend. Albeit an amateur pursuit these days there are some notable names out there riding trials with aplomb; the affable and talented Ian Brittain, son of RE works rider Pat, wins trials in the BMCA leagues and does so against the ubiquitous Drayton Bantams, a near impossibility for us mere mortals. Our very own Andy Berry, Bullet genius, mine of RE information and all round good egg successfully campaigns both 250 and 350 REs as well as preserving important ex-works bikes for posterity. The pre-65 trials scene positively vibrates with the presence of RE thumpers, still capable and still victorious.

The accompanying photographs offer the uninitiated as a small window into our own corner of the world of pre-65 trials. Hopefully you will be enticed to at least go and spectate at a pre-65 trials event or better still give it a try. It really is the cheapest motor sport to enter and a lot safer than road riding. A tumble in the mud at walking speed it rarely a matter for concern. If you are interested then offering your services as a 'section observer' would be welcome at virtually any pre-65 trial and there is a lot to be learned by watching the good guys.

A few of us Midshires Branch Members regularly compete in the VMCC Taverners trials amongst others. The events are located in the glorious undulating countryside to the east of Leicester. An area that guarantees a pleasure-drive to an event that will be backed up by decades of experience. Not only are the Taverners a very welcoming group but they ride their fair

share of REs competitively. The club's mantra is to keep the trials accessible to pre-57 machines'. They actively discourage trick machinery and discount entry fees in support of older motorcycles. Long may it last.

On Sunday January the eighth Committee Member and Webmaster Sean accompanied Ray Barrett and I to the Taverners trial at Eaton, Leics. A cool morning presented itself, never a problem given the heat a body generates lugging an old four-stroke single for four or five hours. The rain managed to avoid us for the duration of the event so all in all it was an ideal day for off road motorcycle pursuits. The Taverners trials are as much a one day endurance event as a technical trial. Riders undertake eight laps of eight sections so sixty four sections in total. A six lap option is open for the maturing rider. Sections are less technical than most, a necessity given the target demographic, but in most cases they are longer than the average. The Eaton location benefits from



a disused railway line, a canyon of about twenty feet and an utterly horrible swamp area. The swamp is created by the level ground around a permanently running stream. It is bad in the dry season let alone the wet one. On this occasion Clerk of the course Peter had taken the sensible option of avoiding that area. He was heard observing that the swamp had been about chest height the day before. Having previously witnessed a good rider perform a forward roll from his machine leaving it standing vertically in the swamp I was glad of Peter's mercy.



Allow me to make a confession; I am a poor clubman trials rider at best. My regular trials companion Ray has about ten times the experience that I do and makes me look like the village idiot at every outing. No matter.... trials is one of the few sports, motor or otherwise, where ability has little or no bearing on

the level of fun you gain from participation. In fact being blessed with sparse natural aptitude may be an advantage. I say that because when I look around I see that no one seems to be having a better time than me regardless of my regular residence at the bottom of the score card. Old motorbikes, mud and enthusiasts, perfect.

Another joy of trials is that it is of little consequence if your machine is 'original' or whether it looks as though Keith and Bill mackled it together in the shed with little more than hope and a stick welder after a long evening in the pub. Granted there are some well-engineered jewels competing but they are neither a prerequisite nor always an advantage. The sport really is engaging in so many ways. Ride, wash, maintain. We can all do that much.

Trials are mainly a winter sporting activity. Pack a sandwich and a flask and head out to watch. You will be entertained, if nothing else and you will certainly see some interesting Royal Enfields.

JD

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First Impressions and running in the Royal Enfield Super Meteor 650.

Having previously owned a Triumph America middle weight cruiser style motorcycle and a Royal Enfield Interceptor, when the Super Meteor 650 was on display at the NEC Live Motorcycle Show at Birmingham in November 2022, I felt that this was going to be my ideal bike.

From the second I sat astride this marvellous looking bike in the gorgeous Interstellar Green, I instantly knew that I was going to have to buy one. The very next day, I placed my order with my local RE dealer.

I took delivery of my new bike on 4 February 2023, but unfortunately couldn't ride it straight away. I had issues with arranging my insurance due to my bike not being on the DVLA database and the Insurance company not being able to find the (brand-new) model on the system. As I also had work commitments, I didn't ride the bike for a week.

When this was all sorted, I took my first ride from Portland Bill Lighthouse along the Dorset Jurassic Coastal Road to West Bay, Lyme Regis and Seaton. I took to the bike like it was an old friend. It was comfortable as an old pair of slippers and I felt very confident with it's handling around the bends (in slightly damp conditions in places). The seat is certainly more comfortable than the Triumph America, the RE Interceptor and other cruisers I have owned. I'm sure the touring seat will be an improvement, but I don't know at this stage if it will be an accessory that can be fitted to the standard model.

I continued across Dartmoor to Tavistock and returned home via Okehampton and Exeter completing 200 miles on my first ride. I didn't suffer any back pain, sciatica or any issues with my legs. It really is a comfortable riding position. After 175 miles the reserve petrol light came on and the trip meter goes automatically onto the 'F' meter. This tells you how many miles you are doing on reserve. I think it will do 200 miles on the 15.7 litre tank, but I wasn't prepared to take the risk and filled up at Bridport.

The next day, I took a small ride to West Bay with a friend (Alan Robinson) from my local RE group, to get the mileage up to the 300 required before it's first service.

The suspension

This is an improvement on the Interceptor and certainly a lot better than my old Triumph America. For me, it feels a bit on the firm side, which I really felt

when riding over any uneven surfaces such as small potholes and inspection covers (manholes in old money)! Having said that, I do have a couple of worn out discs in my back, and probably feel it more than most.

The brakes

They are very good. Again. A big improvement on the Interceptor both front and rear.

Tyres and handling

I had no concerns or issues and I felt very confident that it was up to the job.

Negatives

Weight and moving about

Although the Super Meteor is a bit heavier than the Interceptor/Continental, the centre of gravity is a lot lower and doesn't feel so heavy to me. I found it easier to push around (particularly backwards).

Difficult to find too much wrong with it, but I would have liked an easy quick release seat. The standard seat comes in two parts and you have to undo two 5mm hex bolts which are tucked in between the front and back seat. I found it fiddly and I nearly cross threaded one putting it back on. The relays are

located under the front seat and these are smaller than the Interceptor and don't appear to be smothered in grease!

The nearside panel is easily opened using the ignition key, which gives access to the tools and the USB port. Unfortunately, the offside one requires the removal on two 5mm hex bolts which is just a little more faff! This houses the battery. Unfortunately, I wasn't given an owner's manual and service book. The dealership informed me that they are being translated and I will



receive one in the post in due course! Luckily you can download one online.

Apart from that, I have nothing but praise for the designers and think that they have got it pretty much spot on.

Running In

It is recommended that you don't exceed 4000 rpm for the first 300 miles. Easy on the Interceptor which is fitted with a tachometer (rev counter), but not so on the Super Meteor. Having said that, I got a feel for the bike and found that 55mph in top gear was where it seemed to be at a sweet spot and occasionally taking it up to 60mph. Now this is fine on the flat, but when I was negotiating some steep hills, I found that I had to ease off slightly in 5th gear so it didn't over rev and not go up into 6th gear otherwise the engine would labour. On one occasion when I was overtaking slow vehicles on a three lane carriageway going uphill, I was travelling at 60mph, but found it better (once I had passed the slow moving vehicles), to pull back in and slow to 55mph

My bike has now covered it's first 300 miles and is awaiting it's first service. I intend to fit the hard panniers to it when it becomes available and will be touring around France in June 2023. If this article is published, and readers want it, I will write an article about the tour and give my thoughts on how the Super Meteor is on longer rides.

Thank you for reading this article. REgards, Graham Philip (18904)

Oil modification.

I read with interest the Mick Sweeney oil modification in the 291 issue of the Gun. Please Mick could you add a few more details

- 1) Where did you get the oil filter adaptor from ?
- 2) What type of screw on filter is it . I think you can get full flow or I think some have a valve in them that closes when stopped and holds the oil in ready for next start up ?? ?
- 3) Do you remove the original felt filter in the timing cover .?

Please contact me if you would , as the time this is entered in the mag it could be a couple of months before your reply gets round .Thanks

Colin House 3115 confield@ntlworld.com 07926564221

Tech Talk

The bullet clutch

Dismantling, reassembling, adjusting and modifying

the Bullet clutch for four speed models.

Some riders find the Bullet clutch temperamental; either dragging, creating problems for gear selection or slipping, with consequent loss of power to the drive. There are many possible causes for these problems, among them poor adjustment; worn or buckled clutch plates and unsuitable lubrication in the primary drive.

Dismantling and rebuilding the Bullet clutch is quite straightforward and should take no more than a couple of hours. (Much of what follows applies to Redditch Bullets, Twins and five speed models.) There are a few special tools that will make the job easier: clutch holding tool (ST25104), clutch centre extractor (ST25099) and possibly the engine sprocket extractor (ST25098).



Firstly, remove the left hand foot rest and the rear brake rod adjusting nut to allow the brake pedal to drop out of the way. Place an oil tray below the primary chain case cover. Remove the primary chain case cover by undoing the large hexagon nut and washer in the centre of the chain case (photo 1). Loosen the cover and allow the oil to flow out, then remove the cover. Because the

primary drive uses an 'endless' chain, both the engine and clutch sprockets must be withdrawn together with the chain, as one complete assembly. To facilitate this it is necessary to remove the alternator stator and rotor. Remove the stator by undoing the three holding nuts (photo 2) then lift the stator away, placing it out of harm's way on the top of the crankcase. Remove the three spacers from their studs. Also remove the large hexagon nut, with its locking washer, at the centre of the rotor and draw the rotor from its shaft. Remove the woodruff key and the large spacer from the shaft (photo 3).





4 Slacken and remove the three clutch spring pins. Lift away the springs, the outer clutch plate and clutch pad, ensuring that any ball bearing, if fitted, does not drop out of the end of the gearbox mainshaft (photo 4).

Remove the clutch plates—lay out the plates carefully in the exact sequence of fitting, this will help when reassembling. Carefully remove

the large retaining circlip with the aid of a blunt screwdriver, from the clutch hub.

Now the engine and clutch sprockets can be withdrawn together with the primary drive chain (photo 5). Normally the engine sprocket should slide off the crankshaft with no special tools required, but the special extractor, part ST25098 may be required. Hold the clutch centre with the special tool, remove the large



nut and washer (photo 6). The clutch centre is easily removed with the



clutch centre extractor (photo 7). Before we begin reassembly **keep in mind that there are a range of special parts available to improve the operation and performance of the Bullet clutch. Some of these we will list at the end of this article.**

Before refitting the clutch centre, check the splines where the clutch plates locate are smooth and free from wear and that the backplate is not warped. Replace the clutch centre with its large nut and washer, use the clutch holding tool, tighten the nut to 40lbs/ft. torque. Replace the two sprockets and primary drive chain assembly. Install the large circlip in its groove on the clutch centre (photo 8).

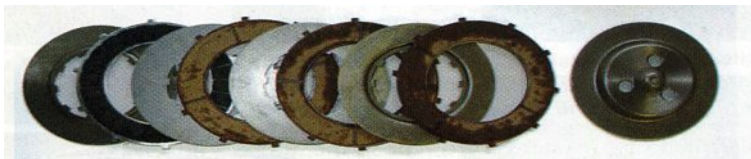


Before replacing the rotor, slide the rotor spacer onto the shaft and replace the rotor woodruff key followed by the rotor. Locate the rotor lock-washer and nut and tighten to 40lb/ft. (photo 9). Position the three stator spacers on their studs and replace the stator, the lock-washers and nuts **before tightening these, ensure you have an equal air gap between the rotor and stator otherwise serious damage may occur.** An alternator clearance gauge makes this task simple—



Hitchcock's part number 98240 or you can use a suitable piece of cut up plastic from an old coke bottle which can be wrapped round the rotor. Once in place the 3 stator nuts can be tightened, the plastic removed and a final check to ensure there is still an air gap. Before replacing the clutch plates, take time to check that the plates are perfectly flat using a straight edge and the friction plates have a working thickness of friction material (the friction discs when new are approx 4.5—4.7mm thick). Clean the discs (carb cleaner is an ideal choice for this) then replace in the correct order, the reverse order in which they were removed.

- 1) dished plate with the **raised centre facing towards you;**
- 2) 24 segment type friction plate
- 3) flat steel plate
- 4) bonded friction plate
- 5) flat steel plate
- 6) bonded friction plate
- 7) dished plate with the **raised centre facing away from you**
- 8) bonded friction plate
- 9) outer pressure plate



The 'three plate' clutch fitted to early 350's does not have plates 4 and

5. Replace the clutch operating pad, the clutch front plate, the six clutch springs (if these are of different strengths, ensure they are fitted alternately), the clutch cap and the three clutch spring pins. Tighten the spring pins (approx 10ft/lbs). Check that the primary drive chain is correctly adjusted— with about 1/2 inch movement at the centre of the top chain run (no more than 1/4 inch in each direction). Check the chain tension in 3 or 4 places. If necessary adjust the chain tension by screwing or unscrewing the adjuster bolt on the tensioner pad.

Replace the primary drive cover, first checking the condition of the large rubber sealing ring, renew if the ring shows any signs of damage. Take care not to overtighten the large chaincase centre nut (approx 12ft/lbs). Replace the oil in primary drive, 420 ml of automatic transmission fluid (ATF) is an ideal lubricant.

The only remaining task is to adjust the clutch and the clutch cable. This can be a bit random! The solution is a trial and error method. Firstly, ensure the cable adjuster (either at the handlebar lever or half-way along the cable) is screwed fully in (i.e. fully slackening off the cable).

Loosen and remove the lower of the two inspection covers on the gearbox cover (photo 10). This uncovers the clutch adjuster and its lock-nut (photo 11). Loosen the lock nut on the adjusting screw—**take great care not to remove the nut from the adjuster.**

Tighten the screw until some resistance is felt. This can be difficult to determine, so slacken the nut off and retry this a number of times, until you sense the position where there is resistance. Slacken the screw off about half a turn. Then tighten the locknut and replace the inspection cover and screw. Adjust the cable free play with the cable adjuster allowing about 5mm free play at the lever. Take your bike for a test ride, if necessary repeat the adjustment procedure until the clutch operates satisfactorily.



The Bullet standard clutch is simple and normally adequate but can, on occasions, be troublesome—slipping, dragging or a combination of both. The good news is that there is a wide range of improvement parts available. In particular **Hitchcock's Motorcycles** offer a 5 friction plate improvement that can be fitted into the standard four plate clutch basket, this will help prevent clutch slip and improve drive (the five plate clutch can be fitted to all 500 Bullets and 350 Bullets which currently have the 4 plate set up).

Also to help avoid clutch slip is a 6 piece spring set, using three light and three heavier springs. A clutch pad with roller bearings will ensure a cleaner lift of the plates to help cure drag. To smooth out the transmission, a clutch cush drive, using rubber shock absorbers, is another option.

At the real 'high end' is a dry clutch assembly and high quality belt primary drive set up. This clutch is also offered as a straight replacement of the Bullet clutch, retaining the standard chain primary drive.

Richard Ross from Gun issue no. 216 April/May 2010

Re -typed by Doug Young 1062

Royal Enfield Constellation 404 FTT

I had a 500cc Bullet as a teenager but always wanted a Constellation. I bought a basket case over 35 years ago and have tinkered with it over the years, splitting the crankcase and examining various components but finally have the time, space and energy to fully restore it.



The factory records show it is the correct engine in the frame. No colour recorded for this bike, but the one before and the one after were both blue. It was shipped to Lake Barnstable on 12th July 1960 and registered as 404 FTT by Ron Lake of Bideford on 20th July 1960. I have no original paperwork, but hope to recover the original registration number. Advice, please? It seems to be in reasonable condition without a lot of wear and tear so I am wondering why it was dismantled. Does anyone know the history of this machine?

I would like it to end up exactly as it was the day it rolled out of the factory. So my approach to this restoration is to keep as much of the original bike as possible, but is this wise? For example, is it better to replace the brake levers or re-chrome the originals? I would really appreciate feedback on the best approach to all aspects of this restoration.

Some modifications I do plan are:

1. Upgrade to 12 volts
2. Install electronic ignition.

Are there any other modifications that are recommended, especially to the engine or gearbox?

I am not particularly gifted with the mechanics, so if you have any recommendations for someone who can help put the engine back together and overhaul the gearbox, I would be grateful. Feedback on any other service providers, who have helped in similar restorations ... good and bad, would be helpful.

Over the years I have come across all sorts of renovation shortcuts and would like if they really work. Should I set up a bath to remove the chrome or is a dishwasher the best way to clean crankcases? Other ideas that work?

I will be scouring back copies of The Gun for articles and am grateful for the recent ones on painting and shock absorbers. I have all the copies from number 261 on my computer but no longer have the older ones. If there are any useful articles before then, I would be very grateful for a copy.

If you have a 1960 Constellation and do not mind the odd question about the detail, especially what colour blue it would have been, it would be great to hear from you.

I have been riding modern bikes for the last 20 years and cannot wait to get back on a Royal Enfield again. Just hope I can get used to the gearbox difference!?

If you have any information or ideas that would help me with this project, please email them to Connie404FTT@gmail.com

Many thanks for your help, Nigel SD [4432]



The **R.E. SOUTH DORSET BRANCH** will be hosting our own **Royal Enfield Day** at **The Trumpet Major Pub**. Alington Avenue. Dorchester. Dorset.

D.T.1. 2.A.B. on **Bank Holiday 29th May 2023**, from 10am., where you will also be able to order a cooked breakfast from 10am, along with other food.

Should you require directions, please contact me via messenger or mobile 07787 945929. We look forward to seeing you on the day.

Kindest REgards, Richard Lucas. 10773.

Club Sales

Code	Item description (see website for photos)	UK	Overseas
S1	Machine badge - stainless steel	£9.50	
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S3b	Screen sticker (inside screen)	£1.80	
S4	Sew-on patch	£3.10	
S5	Key fob - with red / yellow / green / blue badge	£3.20	
S11	Gun magazine binder - red or blue	£7.00	
S16	40th REOC anniversary badge	£2.50	
S20	Sweatshirt Small to Large	£14.20	
S20	Sweatshirt XL & XXL	£15.00	
S21	Teeshirt Small to XXL	£7.30	
S24	Polo shirt (embroidered logo) Small to XXL	£18.50	

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

Halcyon Days

My childhood memory is of an old motorcycle that lived in a tired, leaking shed at the bottom of my Nana's garden in Thornaby-on-Tees. The machine was finished in gloss black. He wore a heavy, grey army blanket. I used to visit him once in a while – spiders scuttled to their sentry posts. I knew nothing of his name or history. It's a wonder the old chap survived such disagreeable conditions. My Nana owned the Federal jointly with my grandad's friend 'Mac' McArthur until my uncle bought each of the shares. There were grand plans but sadly the Federal found himself in long-term storage.

Spring 2014 – the C.W.S. Federal 269cc Lightweight (1922) was looking for a new home and I had the good fortune of being able to purchase and accommodate him, thereby keeping 'Fed' in the family. Restoration followed which completed in February 2015 thanks to Terry Ives and a talented team at Stotfold Engineering in Biggleswade. However, starting difficulties would see Fed doze until 2022.

2022 – with time pressures starting to abate the objective was to source a paddock starter, recommission Fed in his centenary year, and back onto the road. Riding would also necessitate obtaining a DVLA full motorcycle license and exploring the options for a regular ride.

After 6mths of hunting a tidy paddock starter popped-up in Dorset which afforded reason for a pleasant 220mile drive to collect it.

In Search of a Regular Ride

I thoroughly enjoyed the CBT experience and emerged wondering about a regular ride. This would be needed to maintain skill and confidence as Fed is necessarily for high days and holidays. First thoughts entertained a Yamaha XSR-125 – red or yellow – but it was laden with plastic and the heart favours an older feel. The BSA Bantam has curvaceous, uncluttered lines which would gleefully grace a VMCC meet. However, senior bikes require regular attention and they cannot hope to offer modern safety tech, inc. ABS.

Lessons at Warwickshire and West Midlands Motorcycle Training provided the opportunity to try 4 machines: a Kawasaki Z650 for lessons which was a capable pleasure to ride, complemented by free! solo practice on a Yamaha YBR125, Honda CB125F and the Kawasaki Z125.

All great experience but I was still drawn to the classic look 'n feel. Helpfully,

Royal Enfield has reinvented their 1950s icon by offering the single-stroke, thumping Classic 350 (2022) which chimes well with the Royal Enfield V-Twin that my Grandad rode in the 1930's . Initially, I toyed with a Classic 350 Halcyon Grey machine but visiting Watsonian Squire changed all that. The Chrome Bronze edition stole the biscuit and is a welcome addition. Registered in August 2022, we now have two 22 plates in the stable. 1922 – 2022.

Mods 'n Sods

Rory looks far better as solo- so Watsonian helpfully removed the pillion seat and fitted a chrome set of rider springs.

The gear shifter pedal required a tweak – up one spline – and I changed the headlamp bulb to a brighter Philips H4 Premium (+30%). Spanners out, a Royal Enfield sump guard and Airfly EVO engine guard were fitted for additional protection, and mudguards undersealed to deter the devilish tin worm. A touring seat completes the look and the embossed, leather tool roll contains a few running essentials. Fitting the DNA high performance filter doubles the air intake to 1900 lit/min and adds a pleasing oomph! Stephen Hartley (18784) 07858-689523

Market Place

For Sale:. Royal Enfield 250 Clipper, 1963 Maroon, Recent Avon tyres, shock absorbers, ignition switch. Small, Low and light (the crusader range have 17" wheels) easy to start and handle. owned for 26 years, this is a well sorted bike. £2750. Pat Daly (18308) Tel:-07717 118249 , email x7racing@hotmail.com. Medway Towns, Kent J4 M2

For Sale. Electra EFI, 2010 red, 12640 miles 12 months mot. New battery, front tyre, chain. hitchcocks down pipe & silencer, rack. Laurence White (17655) £2150ono or swap Himmy 07767671960 ljw@thwhite.co.uk oxon

For Sale. , Royal Enfield 1932 Model K with V5c Fully restored and running with new stainless rims and spokes . Offers in the region of £19000,00 for more call 01580 850238 . Peter Kingsnorth (16729) ,Bankside farm ,Standen Street , Benenden ,Cranbrook ,Kent .

For Sale 1961 Meteor Minor Airflow .Well known and owned by many of the older members Reliable, easy to start oil tight very good condition.£3750 Pictures available . Colin House (3115) confield@ntlworld.com 07926564221

For Sale. 2012 Royal Enfield 500cc EFI Fury Immaculate condition 3950 miles .Under 100 built by Watsonian side car company. MOT till Sept 2023 Just serviced .Tel 07444392827. email pmcginley@sky.com for pictures Paul McGinley (18978) Glasgow

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

For Sale. 1957 Super Meteor, electronic ignition, 12v, s/s wheels, avon fairing , panniers. £3950. Alan Barringer, Tel:-01304 615061 or 07804442966. e-mail alan.barringer@btinternet.com for photos.

For Sale. I have an ECU fully working order from a 2014 INDIAN MARKET bullet bought because I had a fault that was indicating the ECU. Turned out to be another fault. The ECU was fitted and found to be working, bought from India from a low mileage machine. Cost £200 Will accept £100 to get some money back. Ivan Williamson (15232) ivan.williamson@btinternet.com

For Sale. early 50's 500cc j2 engine. new alpha big end and 1/4 rollers in timing and drive side, new cams (bullet), piston rings, inlet valve. magneto just done with digital capacitor and dynamo working ok. some damage to fins on barrel but easily fixed, engine is ready to go. £700.00 plus postage. photos available if required. Brian Moore (7850) 07584021717.

For Sale. Large single saddle, light brown, embossed with R.E. in the centre and Built like a Gun and goes like a Bullet. Springs included. Very good condition. Removed from 2004 Bullet 500 so should fit similar. Text/call for pics. £30. Steve Ball (18645) Tel:- 07811918212.

For Sale. R. E. Electra X 500 Classic deluxe 2008, black/chrome, one owner 31000 miles, current MOT, factory rear brake upgrade, amal premiere concentric carb. Good condition, £2150 o.n.o. Richard Mabbot (12884) Tel:-01159556145 or 07724816127. Notts.

For Sale. Yamaha SR 400, 5242 miles first reg 2014, good condition, kick start only. £2750. Sean Molloy (18810) Tel:-01282 776002

For Sale. Pistons 64mm , 5 of various oversizes £65 each. Set of rings +.020 £15. 7" SLS front brake plate assy £75. 250 Clipper distributor (overhauled) £100. Andrew Denman (16406) Tel:- 07786651903

For Sale. Crusader sports parts. Fork stanchions, springs, bottom yokes, steering stem. Chrome front mudguard, painted rear mudguard, pair of stays. Cush drive holder shell, centre stand, front brake plate, brake pedal, rear mudguard carrier, swinging arm, pair of front footrests, rear sprocket (40 tooth) pair of crank cases, tool box, new dual seat, BSA plunger oil tank. Vic Salmon (6025) Tel:- 01634864555. vrsalmon41@gmail.com

For Sale. 1960 VAX 700 Interceptor for refurbishment/restoration. Frame 11017 engine VAX60142 (original pairing) Rare bike, only 170 made, *cont*

Currently non runner (mag problem) No Papers. £3750. Richard Tunbridge (14455) Tel:- 07594506435 (Kent)

For sale, to fit Interceptor 650. Pair of lextech silencers, lighter and sound better than originals complete with joint covers. Supplied by Hitchcocks for £262.50 or £315 including VAT, so easy to fit. Good condition with little use. £190. Also pair of Givi paniers and frames to fit 650 twins. Again supplied by Hitchcocks for £325 or £390 Inc VAT. Used once £225. Offers considered. Leo 18574. Clacton Essex. Call 07397172447

For Sale. All Parts from an R E 2001 Indian 500 Clubman Café Racer,
(4) Indicators £30. Mikcarb VM28 £200. Air Filter Box £35. Speedo (3000 Miles) £35 .Rear Sets ((R/H Change) £200. Long Silencer (Never Fitted) £90. Horn £10. Front Engine Plates Black £15. Head Steady £10. R Brake Plate £25. All plus Postage Ray Taylor 18968 Tel:- 07896110748 East Yorkshire. email rayt500@yahoo.co.uk

For Sale Bit of a clear out following a restoration of a 1959 constellation. Pair of barrels and pistons. Recent rebore to +60 and new pistons from Hitchcocks. Came off running engine, only done 1000 miles and in good condition with no broken fins or rings. £60 ono. Pair of original conrods from same running engine £50 ono. 2 constellation outer primary cases non scissor clutch type. £100 ono each. Indian copy of 120 mph smiths speedo and cable, fully working and fits 1959 constellation (bought new from Hitchcocks with about 350 miles indicated) £40 ono. Call for details and can email pics if wanted. Gino(16392) 07952721416

Wanted

Wanted any parts for Puch 175 enduro mx 1970s. Contact Bob (11186) email bobwoof41@gmail.com Mob 07919064123.

Wanted. Petrol tank with some chrome, either standard or jelly mould type. Vic Salmon (6025) Tel:- 01634 864555. vicsalmon41@gmail.com

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.

Jan & Feb 2023

Welcome to our New Members

David Webb	Cramlington	Ray Sturdy	Worcester
Paul Cooper	Cannock	Carl Russell	Colwyn Bay
Gebhard Seikel	GERMANY	Steve Albon	Huddersfield
Perry Man	Leiston	John Balshaw	Hull
Russell Thomas	Ipswich	Stephen Adlard	Market Rasen
Christopher Hext	Swindon	Robert Curr	Ely
Marina Konstantinidou	GREECE	David Condie	Flint
Allan Summerfield	Bristol	Jurgen Halligan	Newark
Paul De Ruijter	BELGIUM	Clifford Shaw	Dunstable
Stephen Brown	South Shields	Tony Foulger	Brighton
John Podesta	Southampton	Alan Briggs	Didcot
Brian Irwin	Braintree	Darren Withers	Tredegar
Alex Rae	JERSEY	David Duffy	Oldham
Alan Roper	Ilkeston	Terry Millichap	Tenbury Wells
Daniel Guenther	CANADA	Ian Law	New Romney
Michael Dance	Andover	John Shackford	Bristol
Phillip Roberts	Bangor	Dave Glover	Doncaster
Claire Palmer	Bristol	Paul Jarvis	Manchester
John Rust	Romney Marsh	Nikolaos Agas	GREECE
Raymond Taylor	Beverley	Sven Matzat	GERMANY
Nigel Young	Stonehouse	Alan Lemons	FRANCE
Raymond Brown	Abbots Langley	Giorgos Papadopoulos	GREECE
Phillip Digby	Leigh-On-Sea	Gerasimos Gantzias	GREECE
Jayesh Patel	Northwood	David Gray	Bicester
Terence Down	Andover	Dean Paul	Newton Abbot
Theodoros Tsompanidis	GREECE	Wayne Leighfield	Swindon
Peter McBrien	Worthing	Stan Livesey	Newton-Le-Willows
Paul Greenwood	Hope Valley	Peter Gascoigne	Southampton
William Sanders	Southampton	Alan Richardson	Whitstable
Paul McGinley	Airdrie	George Oliver	Scunthorpe
Robert Cooke	Coventry		
David Warner	Ashford		
Mark Ward-Jones	Cwmbran		
Philip Cross	Gillingham		
Neil Powell	Dereham		
Richard Hammett	Bicester		
Peter Leyland	Stoke-on-Trent		
Jeffrey Ellison	Worthing		
Alan Pearman	Cockburnspath		

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



John Stephenson's photo taken during the 1992 Welsh Rally is a reminder that there are plenty of weekend events planned, to warm your tires in 2023. Why not ride along for the day? The Saturdays are usually the best attended.

The 2023 Royal Enfield ride in At Sammy Millers Motor cycle Museum at Bashley Cross Road, New Milton, Hampshire, BH25 5SZ The New Forest will be on Sunday 30 April 2023 from 9am. Museum Closes at 4pm. Refreshments will be available as normal. Museum 01425 620777. Club Contacts Robin Gillingham 01963 251406 or Debbie Martin 07545 566332 We both look forward to meeting you all there next April. The 2023 Gillingham in Gear will be on Saturday 10th June @ The Town Meadows and Red Lion carpark, Gillingham, Dorset. I should be there for 9am setting up. The usual facilities will be available. Club Contact Robin Gillingham 01963 251406

Club Calendar 2023

Official Club Rallies

May 2023

Cornish Rally

Thur 11th to Sun 14th May

Trethiggey Touring Park, Quintrell Downs,

Newquay, TR8 4QR

Contact Bob Read 01326 572032

Confirmation details to follow

Devon Rally

Thur 18th to Sun 21st May

Webbers Park, Castle Lane, Woodbury.

EX5 1EA

Booking Camping Direct with Site. [01395
232276](http://01395232276)

Rally Info Contact Ottery John 07909
746115

June 2023

REOC INTERNATIONAL RALLY

Friday 2nd to Sunday 4th (inclusive)

Ancient Epidaurus, 210 59 Greece

Camping Nicolas 1

Daily rides-REOC Presentations-Live music-Show & Shine by the sea!

Info & registration form: [http://
www.reoc.gr/international-rally-2023](http://www.reoc.gr/international-rally-2023)

Bookings: reocgreece@gmail.com

Contact Andreas Papadakis
+30 6974805700

More details on separate pages of the Gun

Ottery Bottom Kent Rally

Fri 9th to Sun 11th June

Palace Farm Hostel and Campsite

Down Court Road, Kent ME9 0AU

Site Phone 01795 886365

Contact Mick Connolly 07850687700

Reoc.kent@talktalk.net

Wiltshire Moonraker Rally

Fri 30th June to Sun 2nd Jul

The 2023 Wiltshire Branch Moonraker Rally will be held from midday on Friday 30th June to 11.00am on Sunday 2nd July, at the New Inn, Winterbourne Monkton, Wilts, SN4 9NW. This new venue has limited camping by reservation only to <enfieldwilts@gmail.com>. Breakfast, Lunch and Dinner available from The New Inn. There will be toilets and washing facilities on site, but no shower facilities or electric hook-ups. More information available on request. Camping fees, £17.00 per night.

July 2023

Yellow Belly Rally

Fri 7th July to Sun 9th Jul

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

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

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

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

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

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

Tents £10 per night Motorhomes £20 per night Hook up £5 per night

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

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

August 2023

Powers the Pot

11th-13th August 2023

Powers the Pot, Harney's Cross,
Via. Clonmel, Co. Waterford,

Ireland E91 F782

Please book with Nial at Power's the Pot,
also inform me if you are attending .

Nial at Powers the Pot

(+)353 860879855

powersthepot1@outlook.com

John B Nicholls

+)353861951137

thatboyinkerry@hotmail.com.

South Wales Rally

Fri 18th to 20th Aug

Llandovery Campsite SA20 0DJ

Bookings and deposits (£20) are to be arranged directly with the campsite, just say you are with REOC. Please phone Wed to Sat, email anytime. Please let us know you are coming so that we can have an idea on numbers. The campsite is just for us to book until 1st July, when any spaces will be opened to the general public. So book early.

Next to rugby club. Access is through to the back of the small industrial units, turn left.

With electric - £22 caravan/motorhome, £18 tent.

Without electric - £20 caravan/motorhome, £15 tent

Food/bar will be available on site and the town is a short distance away.

This is our first attempt at a camp, so please bring a huge amount of humour and patience. Any questions please ask and I hope to welcome you there.

September 2023

Wobbly's Red Rose Rally

Thurs 7th to Sun 10th Sep

Orcaber Camping and Caravanning Site.

Orcaber Lane, Austwick, Settle

LA2 8AE

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

Contact John Hamer 07933321135 or hamer89@btinternet.com

Worcestershire Rally and AGM Fri 15th to Sun 17th Sep

Details to follow.

October 2023

October Fest Rally

Fri 6th to Sun 8th Oct

Island Meadow Caravan and Camping Site, Aston Cantlow,

Henly in Arden, B95 6JP

www.islandmeadowcaravanpark.co.uk

Email

holiday@islandmeadowcaravanpark.co.uk

Phone Katherine 01789 488273 with your ETA

Fees 1 person Tent £8 per night, 2 person Tent £15 per night

Campervans & Caravans 1 person £23 per night 2 persons £29 per night. Rates apply for extended periods.

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

A Word from the Chairman. I'm trying to encourage our members to use and contribute to our website, which should complement the club magazine.



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;

Rickman Carberry Metisse

“Modern Techniques – Classic Fun”

Metisse is a word used by industry leading motorcycle manufacturer Rickman Bros for their bikes that were married to power plants manufactured by other motorcycle companies. Metisse is French for “mongrel” or “woman of mixed racial heritage”.

This motorcycle uses a 1971 Rickman frame that was originally fitted with a 750 Royal Enfield series 2 Interceptor engine. The engine is an Australian designed and manufactured Carberry.

The “Rickman Carberry Metisse” is my dream combination (Mick’s Ultimate Ride (MUR)). The dream was born by a life long association with Royal Enfields and admiration of both Rickman frames and the Carberry engine.

My loyalty to Royal Enfields started with my first bike, a 1949 350 Royal Enfield Bullet, assembled as a teenager from a mixture of parts with guidance from my Father. I got my learners licence on that bike when I was 16. After joining the RAN, I met a friend of my Father, Charlie Duffill in Perth, Western Australia, who owned a 1971 Rickman Interceptor. As a 16 year old – that bike seemed like the ultimate!.

Roll on many years later to 2010. Paul Carberry had built the Ian Drysdale designed prototype V twin engine in Melbourne and was forming a company to go into production. The concept was Paul Carberry’s and the engine used many readily available Royal Enfield components such as cylinders, heads, conrods, gearbox and primary. Other readily available parts were used where possible such as Mitsubishi starter motor, Yanmar gear oil pumps, and Nissan hydraulic valve lifters.

I rode the Carberry prototype and was impressed. I considered becoming a shareholder in the new company, but made the call not to. I did however maintain a keen interest in the Carberry product.

12 production Carberry bikes/engines were made, plus another was delivered to Royal Enfield in India with the objective of the concept/design being picked up by them. Some engines were sold on their own, but most were fitted to modified and engineered Indian made Royal Enfield frames and running gear. The frames were lengthened and strengthened. The company was disbanded in 2012 and Paul took the patterns to India with the intent to manufacture there.

In 2020 two more opportunities came to me. Firstly I managed to purchase approximately 1.5 Rickman Interceptors from an estate in NSW – all in parts. Secondly, I got the opportunity to purchase the left over parts from the Australian Carberry operation. After building 1 Rickman Interceptor out of the parts, I started to think about how I could marry the Rickman left over parts with the Carberry parts of which there were 10 of some parts and none of others and no drawings or parts listings.

As you can imagine there were many difficulties in building a custom bike that was never designed to end up as 1 piece!. The first thing I did was lie the frame on the floor with a set of empty Carberry cases roughly in position. They sat there for about 2 weeks with me walking past them thinking about options and possibilities! I figured it was possible. So then the searches started for parts across the globe. Not a quick or cheap exercise. At the same time I was playing with 350 and 500 Bullet race bikes and talking to Tom Lyons (“Ace”) in the US as I have one of his Bighead heads with roller rocker assemblies. It came to light that there were 2 sets of the rocker assemblies made for the standard bullet head that were never fully machined and were still at the machinist. Long story short, I bought them for the Rickman Carberry. There were only 5 sets of these rockers assemblies made and the Rickman Carberry is fitted with 2 of them.

The frame, gearbox , fork yokes and crankcases went to Verex. The frame was bolted to a frame jig /strongback. Once the gearbox was positioned (the gearbox sprocket is as close to the swing arm pivot as you could possibly get!) the frame was cut to accommodate the crankcases. The original Carberry has the gearbox mounted directly to the crankcases in a similar way to the pre unit Royal Enfields. On this build the engine is little lower and moved forward using an adaptor plate between the box and crankcases. New chrome moly down tubes were made and brazed – just like Rickman did. I decided to get the frame powder coat painted instead of nickel plated as the cost was beyond my budget (estimates were about \$5000 to remove old plating and replat).

One of the big issues was what to do for forks. The Rickman Interceptor is fitted with Rickman manufactured forks. Very nice but very rare. The stanchions on the set I had were so badly bent that somebody had cut the springs and stanchions in two to get them off the bike. The stanchions are imperial tubing that is difficult to source. After many enquires, I found a company in Canada that had made a batch of stanchions and I contracted them to build up a set using Maxton cartridge inners and my sliders. I won't name the supplier – as their work was nothing short of terrible. All hot air and

talk. Anyway I fixed what was required – so a happy ending. This was the only bad experience I had on this build (other than my own reworks/ rethinks etc!!)

The fibreglass petrol tank was in poor condition and need repairs. The tank had to be shortened at the front /bottom as the tank and frame down tubes wanted to be in the same place. This was done and the tank lined. The seat base and rear guard only needed minor repairs. The seat was upholstered by a Mate. The front guard was sourced from Rickman in UK.

The engine build was not too difficult as I had most parts NOS. A local Vincent guru threw his expertise at the crank alignment. The biggest issue was the timing case. The only one I had was an original “reject” that that not been in the machining jig incorrectly and all machining was about 2mm out relative to the casting. After considering various fixes – the best pathway was to source a new timing cover from Carberry in India. Issues with that were that there were some design changes with timing gears and ignition pickups that made them incompatible. Anyway – long story short – we resolved all issues over time.

MotoGadget electrics and speedo were used. These are just FANTASTIC!. I have a simple single instrument and wiring with speed, revs, oil pressure, warning lights etc etc. The bike electrics have circuit breakers for each circuit, inbuilt relays (although I had to add an extra relay for the high current starter motor), programmable indicators/lights etc, no key (my mobile phone activates ignition when I am in close proximity to the bike) and the bike is alarmed. Now I have the full suite – a reasonably original Rickman Interceptor, An original Australian made Carberry and MUR – the Rickman Carberry. The questions that may be asked may include

- which do I like best
- which is the best bike
- why do you need three

They are all great bikes – but for different purposes. I explain to my Wife – they are like shoes – you need different shoes for different occasions (actually work boots cover most occasions don't they ?!)

This is the result!

_Frame – modified 1971 Rickman Interceptor chrome moly frame. Original steering angle and wheelbase maintained, Adapted to take Carberry engine with new chrome moly down tubes joining into the original frame tubing under the gearbox. Frame modifications carried out by Verex in Tasmania. Powder coated paint.

Wheels – Rickman 18” sourced from different sellers in different parts of the world. Re spoked with stainless steel spokes.

Swing arm – second hand Rickman (but not Interceptor version). Powder coated paint.

Forks – Original Rickman sliders and yokes. New stanchions manufactured and fitted with latest technology Maxton cartridge internals with adjustable damping (both spring and return).

Rear suspension – Ikon progressive with adjustable damping.

Brakes – Original Lockheed AP racing calipers. 10” Rickman cast iron discs front and rear.

Bodywork – Original Rickman (tank modified to fit frame). Paintwork by Tabboo Restorations in Tasmania.

Engine – 1070cc 55 degree V twin. NOS Carberry crankcases and bottom end. Royal Enfield 535 alloy cylinders. Modified and ported Royal Enfield heads (by Headworks in Melbourne) fitted with “Ace” custom roller rocker arrangement increasing valve lift 45%, large valves and beehive springs. JP high compression pistons.

Gearbox – Royal Enfield 5 speed (a gearbox that was developed in UK in about 2002 to replace the original Albion designed gearbox in the last pre unit construction Indian made models)

Clutch/primary – Bob Newby clutch and 32mm toothed belt. Custom primary inner and outer cases. (Outer made using 2 cases from 2 different model Royal Enfields welded together).

Ignition system – Ignitech electronic programmable.



Carburettors - 34mm Mikuni round bore.

Exhausts and intakes – Stainless (by Verex in Tasmania). 2 into 1 exhaust system.

Electrical and Instruments – Motogadget.

A Spanish Trip

Having been before I was looking forward to my latest trip with Classic Moto Tours, as advertised in our magazine.

After being collected by Steve from Malaga airport and taken to Salobrena along the coast to our excellent hotel for the week (airport transport & daily bike fuel is part of the package)

Our group consisted of English me - 72 year old, Welsh Alan in his 60's, Scottish Jason & Rob in their 30's with our guide Irish Steve - so a real UK mixture, everyone got along very well with the usual biker banter. This was a second trip for all of us except Alan, who is planning to rebook for this year.

The quality and selection of of Enfield's to ride in the Spanish mountains included Himalayan/Interceptor and a mixture of various Bullets, I choose to ride a different bike every day, which wasn't a problem. The Himalayan is lowered for the shorter legged customer.

Our various routes took us to different areas every day, the many coffee & lunch stops were all totally Spanish, most of these were pre booked by Steve, all of which were very reasonably priced with very good local food, most three coursed lunches were around 13 euros including a drink, really good value.

For those of you that haven't ridden in this area it is a motorcyclist's heaven - no pot holes/ no traffic/ no cameras / warm weather & great roads with wonderful views, with Steve as our most accommodating guide I really cannot imagine anyone doing it better. I've never ridden so many bends in a day as we did, one of the local routes is known as the road of 1000 bends, absolutely brilliant.

It really is difficult for me to put into words how great the roads and the group atmosphere is, the experience really is outstanding, I recommend it to anyone.

Just to add I have no connection to Steve or his company, just a very happy repeat customer.

I'm happy to answer questions via my email address rjb146@yahoo.co.uk

Happy motorcycling to all.

Roger Brown

Kent member

Branch Reports

Dear REOC members,

I would like to share with you my happiness!

On September 3rd I got married with my lovely wife Antigoni in Syros island!

My trusty Royal Enfield was there to that important moment and carried me to the church!

We had great time there and I wanted to personally thank David Blackwell who travelled from Monkton, UK for this occasion.

Also Greek REOC members George Mitsos, Aggelos Patrikios and Arman Daniel who participated also.

Best Regards

Andreas Papadakis

General Secretary REOC Greek branch



Branch Reports

Ireland.

Stan Harvey.

It is with great sadness that I let the club know of the passing of Stan Harvey of Kinvara, Co Galway. Stan was at one time a member of the REOC but was not well for the last couple of years, Eventually lung cancer took Stan on 12/2/23. Stan lived a full life with many a motorcycle always Royal Enfield were the main passion. In recent years he married Elfin his long time soul mate and best friend. Stan was eighty years when he passed, originally from England but lived many years in his beloved Ireland.

Just a note of a few things that happened over the season. Firstly many of the group joined the many toy



runs around the country this Christmas myself included. The Tralee run had over one hundred and fifty bikes including five from the group. Just before Christmas we had a lunch for members and friends in Sherwood's of Faranfore, Co Kerry. We had fifteen present on the day with a large mix of bikes but Silver flew the flag with her Effy classic army, I was on my other baby my A50 BSA, a mix of Harley and Honda

also a few cars and a dog joined in the festive fun. We did enjoy the Christmas spirit with a good blast on the ride out home.

We have dates for the Mountshannon camp and Powers the Pot and are as follows.

Lakesid, mountshannon Co Clare, &-9th of July.

Powers the Pot, 11th-12th of August.

John Nicholls, 10710

thatboyinkerry@hotmail.com

0861951137 for UK 00353861951137



Branch Reports

Airedale and Wharfedale Branch



On the left, Eight branch members gathered in Otley on a range of RE machines, (you might spot the odd Triumph here as well) for our first group ride out of 2023. We rode the 40 miles to Squires Cafe to meet up with Millie who co-ordinates the RE Yorkshire Facebook page. the day was bright and a bit cold but at least it dry and the roads were reasonably free of salt. On the right we have all those who came along for a good natter and a bacon sarni. .Thanks Millie for the invite, it was good to meet up again

As spring slowly pokes its head out from behind clouds and under hedges we have stories of individuals braving the muddy country lanes. I was one such person who spotted Daffodils, snowdrops and 3 new born lambs all in the space of half a mile or so. Of course these trips are a joy which are only enhanced by the hours of cleaning back at home.

As a branch we must thank Paul who entertained us at our last meeting with a fund of stories and pictures of his solo road trip to Istanbul - exciting and sometimes a bit scary - but what an adventure!

By the time you read this we will be looking forward to an Easter weekend ride out - probably to the coast and the mandatory fish and chips. so check the oil, the cables, battery and chain and enjoy the rides and the company you meet along the way.

Peter Jackson 17222

Branch Reports.

NE SCOTLAND

contact Bob (REtrialer), email- bob.nes@btinternet.com (preferred) or tel 01651 851569. The winter meetings will over by the time you get to read this! Time to go nomadic for the summer. Our first trip will nominally be 29th April, not quite sure yet where that will be to. I will issue an email shortly about a possible trip away to the Fort William area to watch the trials that weekend.. Thinking about a trip along Deeside for 24th May along with a visit to Metal Polishing Aberdeen after lunch. (Drumoak) John will be organising a visit to the Montrose Air Station Heritage Centre for the 27th June. Further ideas required for trips out during the rest of the summer!

In the end we didn't have a meeting in December, our Christmas lunch will now be in March!

The January and February meetings were for lunch and a chat at Lochter. Nothing to report in-particular from these. It was good to catch up though. Hope we can keep the numbers up for the summer runs.

Following on from the February meeting, on Sunday I went to see one of the Buckie boys who failed to complete the trip to Lochter with a significant oil leak. Unfortunately the latch for the tool box on my Bullet fell apart and deposited my tool kit etc. on the road, but I didn't find out till I got to Buckie. Somewhat dejected, my spirits were raised by both the Buckie boys trying to assemble a piston and barrel onto a Bantam engine. They did eventually manage to get it assembled with both the piston and barrel the correct way round. I am sure there is a future for them as a comedy double act!

Although partly dismantled, the leaking RE engine is to be investigated further. I did manage to find part of my toolkit on the way home, I also acquired a thin replacement spanner (for tightening the speedo gearbox nut) from an older former branch founder member I visited on the way home.

Thanks

Stephen.

REtrialer (07404)

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Branch reports

Kent Branch

Contact *Mick Connolly* Tel:-07850687700

reoc.kent@talktalk.net Meetings 2nd Tuesday each month 7.30 p.m. at the Cock Inn, Henley Street, Luddesdown, DA13 OXB

Well, we finally managed to get a social evening together after previous cancellations. Well attended event with as always an excellent & comprehensive buffet enjoyed with a local beer or a nice warming ginger mulled wine. The ever popular raffle raised £65.00 for club funds with a great selection of quality donated 'mystery' prizes. Needless to say I (and Martin) managed to maintain our 100% record of winning nothing! Thanks as before to those who helped to make the event possible.

The new season is getting underway now. & particular mention has to go to our annual 'Otty Bottom' Kent Rally & Camping weekend (9th-11th June). Just a reminder to previous attendees that we are not currently at the Kingsdown location but instead at club member Graham Cuthberts excellent 'Palace Farm' venue at Doddington, a site very much enjoyed last year (ad. elsewhere in Gun). Look forward to meeting up with the old & new faces for a fun event with Micks hot food stand & the nearby pub catering to all our other needs.

That's it, I've finally bitten the bullet (so to speak - though I've kept the old ones) & treated myself to a new 350 classic. Electric start is great but gear change on the 'wrong side' takes a little getting used to and the novelty of brakes that actually work is something new to behold!

Details of upcoming rides/events as now detailed in John P's log will be forwarded on to members if not already received.

Right, lets get out & enjoy our bikes & hopefully the rest of you will not have to cope with the tedious 'running in' period.

Keep safe. REgards, Mick Connolly

Royal Enfield Owners Club Kent

e:- reoc.kent@talktalk.net tel:- 07850 687700

facebook:- Royal Enfield Owners Club - Kent

Branch reports

West Riding

Contact Kevin Moore 07736775211 sidecarkevin@ntworld.com

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

The first meeting of the New Year on January 5th was very much a cerebral affair with much deep discussion on a number of practical topics. If there was a theme, it could be said to have been the failure of modern motorcycle design to incorporate sensible but unspectacular features. It was claimed that some 1950s Enfields were equipped with QD (quickly detachable) rear wheels which obviated the necessity of messing about with the chain when say fixing a puncture in the middle of a field in Bulgaria or even Lancashire. This led to some discussion on the benefits of the interchangeability of wheels – most notable on the Ural outfits. It was noted too that another sensible feature of many early bikes was the fully enclosed rear chain which it was argued, increased the lifespan of the chain by several hundred percent. Even Honda 50s and 90s had these. Who needs to see the chain revolving around a sprocket at the cost of the early demise of both? **(Does anyone know if there are any chain cases available for modern Enfields?-Ed)**

For no apparent reason, conversation then drifted into areas normally proscribed amongst men of mature years. Not religion, not politics, but even more sensitive – Electric Cars! The conversation then morphed into a lively debate on the belief held by some that it was the aim of governments (here, there and everywhere) to limit the right to travel as a means of limiting human rights under the guise of protecting the planet. I will draw a veil at this point as strong points of view were forcefully vented. No consensus as reached. Stuart Fillingham what have you done?

Scribe Peter Jackson

Branch reports

South Wales Branch: January – February 2023.

Branch contact details: Gary (Ted) Edwards; tededwards68@gmail.com Tel. 07900 070717 (text or email and Ted will respond). Meetings: 1st Thursday of the month, 1930hrs The Gaer Inn, 37 Gaer Road, Newport NP20 3GY Facebook: South Wales Royal Enfield Owners Club (REOC)

The January meeting was attended by a few stalwarts. Some sound advice dished out from Dave and Ted which hopefully has helped Andy with his Model G; all efforts being made to get it on the road this Summer. Good luck Andy. I couldn't make the meeting, one thing is for sure, my assistance would have been to make the run to the bar rather than offer mechanical advice!

Ted planned a run to the campsite in Llandovery which has been chosen for our Summer Inaugural Branch Rally in August. More information should be in the events section of this issue of The Gun.

Plans to ride in January were tricky, but a few members managed to get out on the odd dry and sunny day; some on very new bikes! Some lovely scenic photos on our Facebook page. I managed to meet up with Kev L, Mandy and Jon and made my first visit with them to The Dean Heritage Café – note, one for another group ride!

The February meeting was somewhat livelier, the highlight of which was South Wales REOC Branch T Shirts and a new model to show them off. Andy doesn't need much persuasion to get his kit on or off!

We saw Paul and Mark on new Meteors, Ted, Dave, Andy (probably more than we should have), Phil, Gerald and Tapan.

Some other venues and dates were planned and confirmed at the meeting but please keep an eye on the FB page for new dates/venues and amendments.

Sunday the 5th Feb saw a mixed group of 8 meet at Baffle HQ and make a ride up to The Honey Pot Café. Nice to see Kevin join the rest of the group; Mark, Mandy, Kev L, Paul S and Andy. Not many RE's but all with an interest in the marque.

Saturday 11th Ted and I met for a quick unplanned spin and a lovely Valentine's Heart Shaped Doughnut at The Brockweir & Hewelsfield Village Shop, not far from Tintern. Ted, my apologies of Claire reads The Gun and finds out!

Sunday 19th Feb lined up all the planets and 15 initially met for coffee and 14 continued to ride to Talybont on Usk Café and then past Talybont and Pontsticil Reservoirs. A marvellous site with lots of RE's and other bikes snaking their way from coffee to lunch to viewing spots. Some lovely scenery

Branch reports

and great company: Jane, Mandy, Kev L, Kev the Kit, Ted, Fudge, Paul, Phil, Martin and guest, Andy, Gerald, Mark.

Thanks to all who help to make our ride outs so relaxed and enjoyable. Some of our confirmed diary dates:

Sunday 23rd March: Dean Heritage Café

Sunday 16th April: Toddington Steam Railway.

Sunday 14th May: South Wales Aviation Museum.

Saturday 10th June: Anniversary meeting, ride out and event.

Saturday 15th July: N Wales overnighter.

Friday 18th August: 2 night camp Llandovery Inaugural Rally.

Other branch members: Please let us know if you see some biking activity planned on our FB page and want to join in. The more the merrier. Ted will put out official invites to Branches for our Rally, but please make contact for more information on any event. 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. Richard Hallaran Member 18106



Cornwall Branch

Contact (bob.reed946@btinternet.com) 07379 781998.

Meetings at the Plume of Feathers, Scorrier, Redruth TR16 5BN, on the first Wednesday of the month 7.30pm.

On Sunday 29th January, three of us met at Smokey Joe's in Scorrier for a morning ride. We rode up to Quintrell Downs, and into Trethiggey Touring Park, where we had a chat with the receptionist about our Cornish Rally which will be held in May, 11th to the 14th. And this has since been confirmed by the site owner. We then rode on up to Mawgan Porth, where we had a coffee stop. The weather had turned a bit drizzly, so we headed back down the coast and home.

We are still having our branch meetings at the Plume of Feathers in Scorrier, on the first Wednesday of each month, and seem to be welcomed, and have settled in very well.

The weather has been against us most weekends. So there have been very little in the way of ride outs so far this year. Although a few of us have managed to get out on the odd day. Let's hope that the weather improves soon, and we can all enjoy riding in the sunshine. Bob Reed (6167A)

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

Blue the terrier and twenty-three humans met up at The Birch on Tuesday, February 7th... the first meeting of 2023. New members (Welcome!) and old.

Peter (Lanes Explorer) and Heather came down from Morecambe, exchanging filming experiences with James (Ainsworth Rider). Expect a lot more motorcycle engineering and rides from them soon on You tube.

Rob, Mike and Paul, owners of new RE Scrams, report plans for a round-Britain trip later in the year. Looking forward to eventual tales about this.

Aldo, the Birch chef, did a good job as usual, of feeding several of us who arrived well before the usual starting time. Excellent as ever.

Murat has worked at the Birch for ages and looks after us extremely well. A couple of us had a quiet chat with him about the Turkish earthquake. We should all spare a thought for him and those affected by the extremely cat astrophic situation.

David has a very lovely-looking Super5; would be great to see it. Lighter evenings will enable us to spend time outside with a good number of machines - all ages. At the time of writing, news is ongoing regarding several members' new bikes. There's talk of a classic Fury attending soon; looking forward to seeing that! Plans are for pleasant, sunny weather from now on.

Chris



Branch Reports

Mid-Shires Branch

Meeting at the Friendly Inn, Main St, Frankton, Rugby CV23 9NY, on the first Monday of every month at 7:30pm (www.facebook.com/reocmidshires).

The move to the Blue Lias for our regular monthly meetings didn't go to plan, thankfully our old meeting location, the Friendly has remained open for 2023 so we will be returning there from March onwards.

The multi-branch (Mid-Shires + Gloucester, Bristol & Wiltshire) breakfast meet in the Cotswolds was well attended, given the wintry conditions on the day it was no surprise that Himalayan's outnumbered all other bikes in attendance by a considerable margin. There were however two Redditch-bikes at the meet, both 250cc Crusader-series machines, the 1961 Crusader Sports that I've had since I was at school and a Crusader Airflow that Bob-the-Chairman rode up from Bristol.

Riders are now planning and looking forward to longer rides when the weather improves, a few of us from the Mid-Shires branch will be making the pilgrimage to Greece for the International Rally in June. Personally I am very excited by this as it's 15+yrs since I last attended an REOC International. Riders who plan to take the overnight boat from Italy to Greece will have minimal paperwork and re-tape to content with, those who plan to take the Adriatic Coast route will require an International Driving Permit (1968 type) for Albania and Montenegro, they may also need to arrange temporary insurance cover if their annual policies can't be extended to cover these countries. Obtaining these documents isn't normally difficult as a 3yr International Driving Permit can be purchased from the Post Office for a nominal fee of £5.50 and insurance can usually be purchased at or near the border.

Cheers

Matt (16561)



Branch Reports

Cambridge Branch

Chairman: Ted Dore. 01366 383941/ 07500 148900. Club Contact: Carl Rolfe. 07788 427360 rolfe.rolfe@btconnect.com.

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

You may have noticed ,well I know that the regulars at Cambridge section have, that there was no report from me in the last 'Gun'.

The reason for this omission is a bit of a mystery as I definitely sent it but Alan our editor certainly did not receive it.

Thing's have been fairly quiet as you would expect over the winter, the 17th December meeting was cold with a sprinkle of snow but the few of us that turned up celebrated Christmas in Hayward's showroom in a very small way. Despite this we had a heap of sausage rolls and mince pies, thanks to Diane, to go with the mugs of hot tea.

It was also very cold in January with a layer of frost in the yard. Despite the temperatures at both of these get togethers it was heartening to welcome some new faces.

On 18th February It was a great deal warmer and the Cambridge motorcycling community once more sprung into life. Of course there were a great many Enfields of various types and also several other make's including Japanese and Austrian. As always we were very well looked after by Andrew the General Manager with bacon butties and mugs of tea.

Lets hope this is the start of a better season of weather and some 'Ride Outs' might be considered to add the interest for the members. May I appeal to our branch members to come up with some idea's for places to ride to and routes to get there and please if someone would like to organise a ride, that would be great..



My picture shows one of our long standing members, Ron, on his new acquisition. Yes it's a Super Meteor 650. I was talking to him a couple of weeks ago and he said he was going to take a look at the machine and before you could say 'Built like a Gun' he has bought one. I hope you have some memorable rides on it Ron.

Mick Goody 18296

Branch Reports

Devon Branch

The branch meets at the Swans Nest, Exminster, near Exeter, the third Thursday of the month, 7.30 for 8pm start. (March 16th and April 20th next meetings)

Monthly branch meetings continue at the Swans Nest, Exminster. Attending numbers are presently low but quality is far more important than quantity!

Hopefully my mobility problems will have eased, so I'll be there.

According to our Facebook page, the Devon Rally could be well attended, as several have indicated their intention to attend.

MAY 19TH/20TH could be a busy weekend.

Our organisation continues to plan for it!

Apparently the sales of the new 650 Meteor has seen many dealers being busy as they supply the new owners.



I understand that a few lucky owners have taken delivery already.

As a branch, we will hopefully see some of the new models at the Sammy Millers Royal Enfield day, Sunday 30th April 2023.

Watch out for further details of the organised ride from Devon up to Sammys. It promises to be a good, if a long one.

Details will be sent out by email as well by inclusion on the Devon Facebook page. Talking of which, our facebook group now numbers 52!

Members are not restricted to living locally, as we seem to attract members from all over, especially as many have friends and relatives living in our area. All are welcome to join us at our branch meetings, or at our organised rides. These depart from, on a Sunday, The Imperial Inn in Exeter or a Wednesday from the main Crediton Road large layby, known for its speed camera.

Jon Wrightson our branch leader is only too happy to assist and can be contacted by calling his mobile. 07909746115

Always be prepared by attending with a full tank of petrol and an empty bladder, 10am, gather and 1030am departure either day.

Enjoy your rides by keeping your wheels turning and your bike upright! ☐

Andy. (17057)

Branch Reports

West Riding

Contact Kevin Moore 07736775211 sidecarkevin@ntworld.com

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

The second meeting of the New Year on January 5th saw the arrival of some welcome new faces. Gerry, new to biking, and Scram owner Maurice. Three brave souls arrived on bikes.

There was much talk of the proposed Oxford City “15 Minute City” restrictions. Is this the thin end of a very long wedge that could eventually restrict our freedom of movement in our less fashionable parts of the world? Is there any evidence that so called Clear Air Zones actually result in clean air? Or is all this just a pretext for restricting the rights of free-born Englishmen?

As ever, technical issues were never far below the surface. Preeminent during this session’s discussions was the bizarre practice of replacing the EFI with a carburettor. In what other field of mechanical development would anyone wish to ditch a perfectly working system, which must have been the product of thousands of hours of design by highly qualified engineers for a system which evolved from the primordial swamp early 20th century hit-and-miss guesswork. Are we to expect adverts for hand pumped oil systems, leather belt final drives or carbide lighting “Just like your great grandfather had in the 1920s” in the latest Hitchcock’s advertising brochure?

Many questions remain unanswered but as they say around here, “there nowt so queer as folk”. **Scribe Peter Jackson**

Isle of Wight

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

Meeting on first Thursday of each month at the 8 Bells, High Street, Carisbrooke. PO30 1NR

Our first meeting for this year will be on 6th. April, when if the weather is kind, we can meet up at the Hare and Hounds car park at 7.00pm, and take a gentle ride to the 8 Bells by around 7.45pm. The main subject for discussion will be what time ferry to catch from Yarmouth for those of us going to Sammy Miller’s Museum on 30th. We also need suggestions for more adventures which we can get involved in during the forthcoming year, and hopefully more Island members will feel able to be part of our Branch activities. Maybe some will be up for a day away to the Gillingham in gear, a longer day, but interesting.

Wiltshire Branch

Meet second Thursday of the month at the New Inn Winterbourne Monkton. SN4 9NW. Contact enfieldwilts@gmail.com.

The snowdrops forcing their way up in the garden is always a signal for me to take the covers off my bikes and prepare for the new season of adventures to come. From the decisions made at our AGM held on Thursday 9th. February I know I will not be disappointed.

Kim Gibbons and Dave Thorpe our out going chairman and secretary were extended our thanks and appreciation for their service and commitment to the branch. We go forward now with a new chairman Mike Davis, supported by Gail Baker treasurer, Dave Titcombe membership secretary, Charles Notton ride co-ordinator, all under the watchful eye of our club president Alan Snook.

We now enjoy a membership of seventy eight which has been achieved with the support of our local Enfield dealership Bike Treads at Swindon. Already arranged is a ride to the Rowdy Cow (not a club member!) in Devizes and a trip to the Hook Norton Brewery in April.

Last year unfortunately did not pass without incident and three of our members were involved in road traffic collisions on their Royal Enfields. Battered and bruised they survived. One being hit by a bus, one by a car turning right across his path and finally a van reversing into him and his machine. The names have not been included to protect the innocent, and innocent they all were. Unfortunately all three Enfields were written off. It just demonstrates the risks we take in enjoying a wonderful endeavour at perhaps an age when we no longer bounce !!.

On a lighter note Dave Titcombe was presented with the Chairmans Cup award for his services to the branch. Congratulations to him and a big thankyou to all our members who contributed in making and continue to make the Wiltshire Branch such a success.

Keep smiling
Steve Higgs.
15334.

The REOC Wiltshire Branch Moonrakers Rally 2023

12.00 midday Friday 30th June – 11.00 Sunday 2nd July

The New inn, Winterbourne Monkton, Wiltshire SN4 9NW

New venue, limited camping by reservations only

Breakfasts, lunches and dinners available at the New Inn

Please note there are no showers or electric hook ups

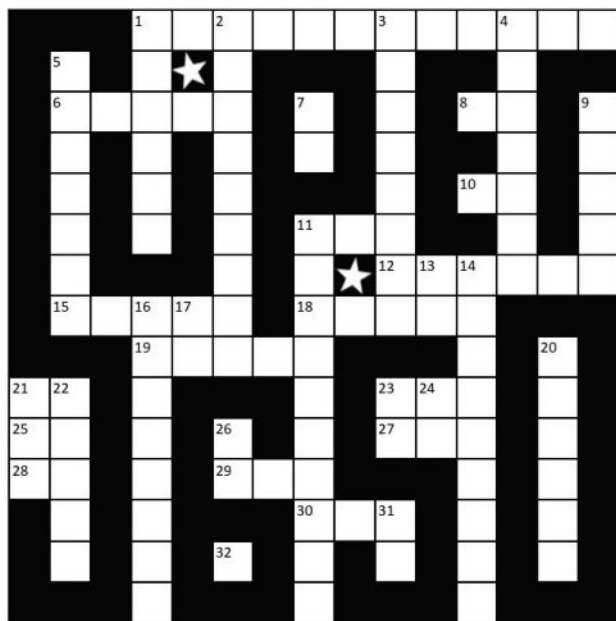
£17.00 per pitch per night, £5.00 adult day visitors

Free tea / coffee / cakes all weekend

Saturday – ride out, raffle, BBQ and music

For reservations contact enfieldwilts@gmail.com

The GUN Crossword issue 294



ACROSS

- 1 Anag: LOYAL REFINED (5,7)
- 6 Ringo's surname
- 8 Now, more usual than *Esq.*
- 10 *Nein* (German) Opposite
- 11 Mineral containing metal
- 12 Opposite of a Mod
- 15 Social activity (Irish)
- 18 Fastest milkman
- 19 Motorcyclist
- 21 USA: NY, LA, ??
- 23 How old a person is
- 25 Looks like eleven
- 27 Brakes that don't lock up
- 28 Luxury Jaguar car
- 29 Acorn-bearing tree
- 30 A pub you can stay in
- 32 Morse: Three dots

DOWN

- 1 Rotary tool makes a hole accurate
- 2 Measure with this 3-foot long wood
- 3 Which Lights of Old Aberdeen?
- 4 A RE MARK (anag.) Keep apart, aside
- 5 CHIC SPY (anag.) Uses ESP
- 7 Twenty-two over this clue number
- 9 Supper with *p* missing. Some petrol
- 11 Passing a car going in same direction
- 13 Informal expression to get attention
- 14 Heavenly being. RE Meteor 650
- 16 Rough personal manner. Sandpaper
- 17 Roman 2. Same as 25 Across
- 20 MORE ET (anag.) New Enfield 650
- 21 VI (6)
- 22 L (50)
- 23 Similar to RAC and Green Flag
- 24 Welsh, Scots, English island
- 26 Green for ??
- 31 Direction: Lancashire, Cumbria
- 32 First letter of 6



The Committee have agreed to a year's free membership for the Competition winner. Entries will be "placed in a hat" and a winner drawn out. The Competition is restricted to Club members, one win per member. The membership secretary will inform the winner, name to appear in the next *Gun*. Send your entry, name & membership no. to arrive before the contribution deadline, as shown in this *Gun*.

Photos to chris.robinson1956@gmail.com
 Originals or photocopies to: **Puzzle Master**,
 63 Shaw Road, Stockport, SK4 4AL

Well done to all who entered last time. Only one can be drawn from the hat, so keep them coming! The Winner **Graham Cuthbert (14073)**

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

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