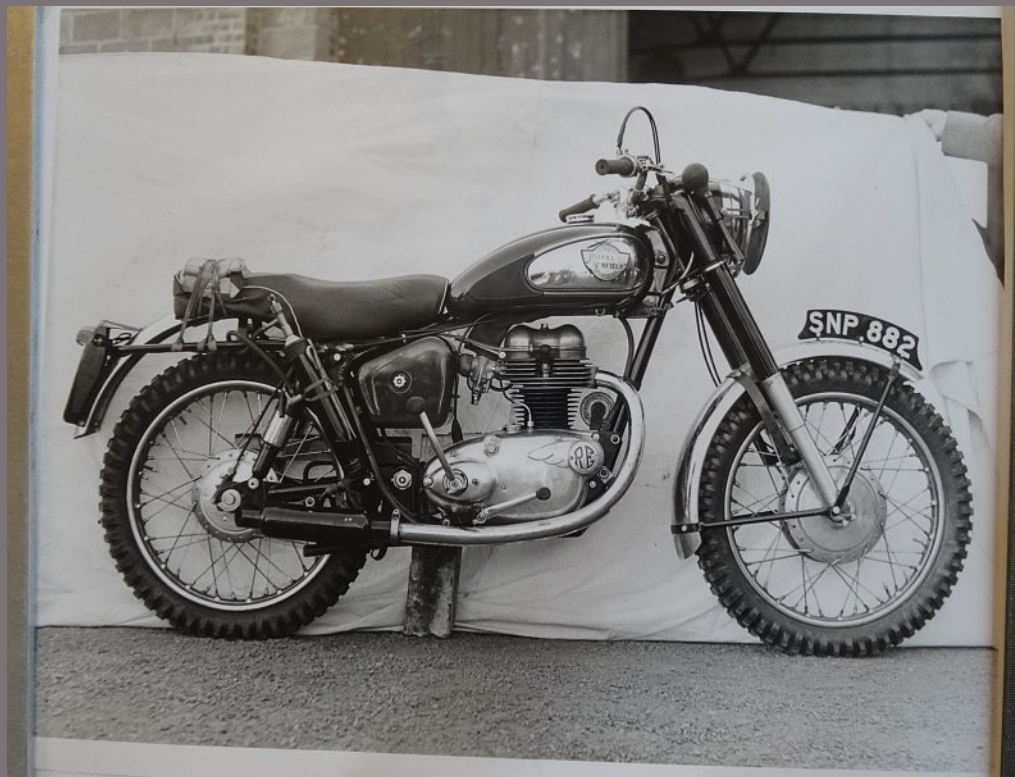


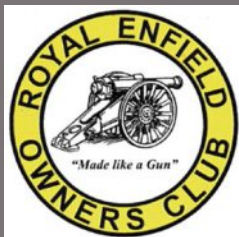
THE GUN

The magazine of the Royal Enfield Owners Club

royalenfield.org.uk



ISSUE
No.295



Jun/Jul
2023

ROYAL ENFIELD



*Genuine & aftermarket parts & accessories
for Classic Royal Enfield Motorcycles*

web: www.hitchcocksmotorcycles.com email: info@hitchcocksmotorcycles.com



Hitchcocks Motorcycles

Tel: 01564 783192

Rosemary Court, Oldwich Lane West, Chadwick End, Solihull B93 0EY



email: info@ncmc.co.uk
www.ncmc.co.uk



TELEPHONE
01288 355162

NORTH CORNWALL MOTORCYCLES

UNITS 1 - 4 KINGS HILL INDUSTRIAL ESTATE, BUDE, CORNWALL, EX23 8QN

We are an award winning Royal Enfield Dealer offering sales, servicing and customisation including exhaust & ECU upgrades. We stock all new models and we also offer used U.K. & Indian manufactured machines.

Demo Royal Enfields are available on request.

Our spacious showroom houses over 150 classic & modern motorcycles of all makes for you to peruse at your leisure.

The Kickstart Café serves a range of hot & cold food & beverages for your enjoyment.

NCM is situated just minutes from the beautiful North Cornish coastline so why not make a day of your visit.

We look forward to welcoming you soon.

Showroom & workshop open Mon – Fri 9.00am – 5.00pm
Saturday 9.00am – 2.30pm. Sundays by appointment

Kickstart Café open Thurs – Sat 10.00am – 2.30pm



Contents



Page	2	Adverts
	4	Editorial /Social
	5	Obituaries
	6	AGM & appointments
	7	From the Archives
	8/9	RE 800/MAG
	10	Mumbai Rally
	11/15	Riding Himalayas
	16/19	Stafford Show
	20	Advert
	21/22	Market Place
	23	New Members
	24	Himalayan by AI
	25/27	Club Calendar
	28	Kiwi Line Up
	29/46	Branch Reports
	47	Crossword
	48	Adverts

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 .

Magazine production

Editor - Alan Barringer 13 Temple Way, Worth, Deal., Kent . CT14 0DA
Tel:- 01304 615061 e-mail theguneditor@royalenfield.org.uk

Magazine Distribution Officer - Graham Scarth,
39 North Moor Road, Huntington, York. YO32 9QN Tel:- 07485 649017
email :- magazinedistribution@royalenfield.org.uk

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

Printed by - Warners Midlands, The Maltings, Manor Lane, Bourne PE10 9PH

Published by– The Royal Enfield Owners Club

Front Cover:-

A Royal Enfield Crusader Trials Bike for the 1958 ISDT in Germany
(see page 7)

Editorial.

Belated Happy Easter to all our members. Now that the weather is brighter and we are in rally season, we may get some actual riding in. The weather has been truly awful for getting out. Here in Kent we had two and a half times normal April rain and I'm sure we were not unique in that. An interesting write up from the Stafford Show where Royal Enfield won best stand. Well done to all involved. Also a very colourful picture from a rally in Mumbai that I thought worth reproducing from the Kiwi bulletin I was sent. Safe riding.

REgards, Alan.



All contributions for the next issue to reach the Editor

by the **1st July 2023**

Next issue published August 2023

As the Social Secretary, I have sympathy for the struggle the Club's Rally Organisers who are hoping for the numbers to turn up are having. There seems to be a decline in attendance over the last ten or so years though whether this compares to the Club Membership numbers as a whole I doubt, as that appears to remain consistent. Anyway, as a Rally Organiser myself, I understand the problem, and quite an extent is down to the Camp Sites which mostly follow the same pattern, by demanding a non returnable deposit for each pitch in advance, and when they request the numbers we hope will attend are baffled by our negative responses because we have no idea until they actually arrive on site.

Anyway, most of the rallies have been re-established and I for one will be supporting as many as I can. From my own experience it has been very rewarding, I have made very firm friends from all over the country who I meet each year, and I always have this to look forward to. Generally, about 30 or so attend a rally, with the same members each year meaning we all know each other. If worrying as to whether you'll be made welcome is the problem, don't, but just take the plunge and I'm sure you will be made very comfortable, as myself and my wife were on our first rally.

So, good luck and best wishes,

John

Obituary

Chris Overton

Royal Enfield Owners Club member Chris Overton, 65, of Rossland, British Columbia, Canada, died in hospital March 23, 2023, after a short illness. He will be missed by the many Royal Enfield owners around the world who benefitted from the knowledge he contributed to multiple Royal Enfield forums. Chris owned Royal Enfields modern and vintage, including Interceptors and what he called "the remains" of a 1960 Fury. He provided his iconic 1966 Royal Enfield Continental GT as an example of the original factory cafe racer for Royal Enfield's 2018 introduction of the Continental GT 650 in Santa Cruz, California. He later regretted that he hadn't thought to offer Royal Enfield boss Siddhartha Lal a chance to ride it. (A video did emerge that showed Lal posed on the stationary motorcycle.) Chris enjoyed analyzing photographs of historic Royal Enfields. He completed a detailed list of the serial numbers partially visible on the Interceptor shipping boxes seen in the background of the famous Royal Enfield "We Only Supply the Motorcycle" advertisement. He humorously described himself as a student of all the Royal Enfield history that wasn't important enough to write down at the time. With the REOC's Graham Scarth he joined in efforts to help owners identify their vintage Royal Enfields. Chris is survived by wife Elaine,



Obituary

Ieuan Davis.

It is with sadness I wish to inform the Club of the passing on March 8th of long-time member Ieuan Davis. He lived in west Wales with no branch near by but attended numerous Rallies and events over many years, also being a keen supporter of the VMCC.

A keen collector and rider of Royal Enfields he owned various models from the Ensign to the Crusader, Constellation and Interceptor.

He attended many South Wales branch rallies with his wife, Doreen until the pandemic intervened. I will always remember his exclamation, when being told something new he would say "Oh by damn!!"

Rest in peace, Ieuan. Dave Hollyman 2703

PROPOSALS FOR THE ANNUAL GENERAL MEETING 2023

To be held on Saturday 16th September

Venue to be notified

All proposals for inclusion on the agenda must be submitted to the General Secretary at least 90 days before the meeting.

The cut off date is therefore Saturday 17th June and submissions received at the address below after this date will not be accepted.

Teresa Langley, Strathaan, ARDGAY. IV24 3BG

Appointments

Treasurer

Joe Cowley stepped forward to take on the position of Treasurer from Graham Scarth, who had been care-taking the club finances for a few years, alongside many other club duties. Thankyou Graham! Joe is a regular participant in Bristol and South Wales branch events, and has treasury experience with another motorcycle club, which is making the handover very straightforward.

Club Sales

We owe Adrian and Cherry Saunders our gratitude for handling all the club sales for seventeen years, and I wish them every happiness in their new home.

I'm pleased to report that Barbara Harrison has volunteered to take over the position. She has plenty of experience in marketing motorcycling accessories, so we will be in safe hands.

Branch Co-ordinator

This role has been taken on by John Barnham, who is a self-confessed clean hands motorcyclist and a serving Committee Member. John explained to the Committee our two types of club members; those who ride new Royal Enfields (clean hands) and those of us who tinker with older Redditch models (dirty hands) but didn't elaborate on those with a foot in each camp.

A big thanks to Jason, the previous co-ordinator who put in so much effort to help establish new club branches.

From The Archives

An International Six-Day Crusader

Royal Enfield fielded regular medal winners in the International Six Day Trial (ISDT) until lighter two strokes began to dominate the event.



In 1958 a specially prepared version of the new Crusader 250 was debuted in the West German-hosted event by works rider Terry Cheshire with entry number 61. Among the trick extras visible in the photo, are a compressed air bottle with tyre levers and doubled-up control cables to aid rapid roadside maintenance during the gruelling 1200-mile trial. An aluminium alloy cylinder head suggests that this machine would have been the inspiration for the new Crusader Sports of the following year. Terry lost sixty marks, apparently due to ignition problems, winning an F.I.M Bronze medal.

Terry is seated on the Crusader with Bullet riders, J Brittain, P Fletcher and P Sterland by the Thames at Caversham.

Archivist.

Royal Enfield 800

Until I read Peter Crawford's excellent book " Production Racers of the 1960s I didn't realise that Royal Enfield had had some success in production racing. One of the most notable was 2nd place in 1958 Thruxton 500 with Bob MacIntyre riding a 700 Super Meteor.

Throughout the sixties their star dimmed although there was a small glimmer of hope with the 250 Continental G.T. There was another 2nd place in 1963 Thruxton 500. Unfortunately that was never repeated and Enfields time in the spotlight was over. The big three, Triumph, Norton and BSA, were the brand's of choice.

Development engineer and road tester, come racer, Richard Stevens, helped develop the Series 2 Interceptor and talks about developing, riding and racing an Interceptor 800 in late 1969/early 1970. It was timed through the speed trap at MIRA at 128mph which was going some back then.

In addition, the well know 60s production racer and journalist Rex Knight was favourable impressed with the bike in that "it was a near equal to the Bonneville". He finishes his article by saying " after our hard races there was not a trace of oil on the outside. "The Oilfield was dead"

Obviously, this all happened just prior to Royal Enfield closing for good. Another "if only".

I find the story fascinating. Does anyone have any further info on this small piece of Enfield history? Regards Trevor Hampson (18368)

News from the Motorcycle Action Group (MAG)

Greater London MAG on the warpath over Islington parking charges
Greater London MAG is set to meet Islington Council to oppose more motorcycle parking charges. Unannounced charges were rolled out in early February with no prior engagement or consultation with riders. Islington Borough Council rolled out a new £1 charge for motorcycles parking in the borough's motorcycle bays in early February.

The council claims that they didn't need to consult because it was a change to existing charges. This is not true; previously it was free to park in bays in Islington. If you wanted to park outside of the bays you had to buy a resident's permit. No changes have been made to the residents permit but a new charge of £1 a day for the bays has been

introduced.

The council did not publicize their intention to charge: instead, they buried the decision in a 300-page document on the council's general finances. Motorcycle representative organisations were not contacted about a consultation. When Hackney consulted on their parking charges they received thousands of responses. Islington has confirmed that there were no responses to their process.

GL MAG and Save London Motorcycling have already persuaded the council to rectify one flaw in the policy. Residents with motorcycles couldn't use their passes in the bays and were unable to make block bookings for more than one day. This meant that a resident would have been paying £365 a year and having to get up before 8am every day to book a new parking session. GL MAG got Islington to back down and allow residents to use their passes, but MAG is arguing that this is a totally unacceptable way to treat their resident motorcyclists and people who ride to work in the borough.

Further issues with the poorly handled roll-out saw MAG asking for the roll-out to be paused, but the council refused, and is delaying dealing with the issues raised.

A GL MAG spokesman said:

"This is a clear attempt by the council to bypass democratic scrutiny. They have seen what happened in Hackney and wanted to avoid the uproar. This is a sign that our campaigning is working, but we need to be on the lookout for other councils doing the same. Cock-up or conspiracy? Either way it's a totally unacceptable way for a democratic organisation to behave, and it goes against all democratic norms. No other council has taken such an underhand approach"

Local MAG reps are working hard to try and engage with the council to get them to listen. A meeting with the Council is now scheduled for 27th March.

How to decorate a Royal Enfield. India Womens Royal Enfield Rally, Mumbai



The Himalayas on Himalayans – a tour of Nepal 2023

In late March 2023, two couples flew out from the UK to Kathmandu in Nepal to start an adventure in the Himalayas. Two of us were to travel on two wheels. The wheels were on Royal Enfield Himalayans. We were going to ride over 1000km, including on a lot of unmade roads, whereas, our partners were to follow in a backup vehicle, which also carried the luggage. We were being led by Deepak Chandrashekar, who had also led us across Southern India in 2019, that journey being on 500cc Bullets. Let the adventure begin!

After a day sightseeing in Kathmandu, we left the city early on Sunday morning. Our destination was the National Park at Chitwan, some 170km southwest of the capital. The sun was shining and we were keen to get moving. However, the traffic and road conditions meant our 'movement' was less than rapid. The main west/east highway was undergoing a series of upgrades. This meant it had been dug up and left as rough hardcore for many kilometres. We had our first experience of Nepal off roading – whilst still being on the road! After some hours fun getting round the manic buses and other traffic, we left the highway and enjoyed some wonderful country roads, with little traffic and smooth tarmac. Deepak told us that he first rode on the highway route seven years ago, and the conditions were unchanged in all that time, something to do with promised Chinese funding.....

We arrived at our lodgings sweaty and dusty. After washing the dust off me in a hot shower we went on a short walk to watch the sun set over the National park, while the crocodiles watched us from the bank of the river.

The next day was spent in the Chitwan National Park. We took a couple of safaris, one in a canoe, getting precariously close to some large crocs, and another in a Jeep. Chitwan park is home to the very rare greater one-horned rhinoceros. These huge rhinos were in serious decline; by the start of the 20th century, only 200 wild rhinos remained, but their numbers are starting to rise again. We saw five of these magnificent beasts

on the jeep safari. Wonderful.

Day 3 saw another 170 km ride, heading further west. As we were in the Terai region of Nepal, which is close to North India, the temperatures were high. I was glad of my vented jacket to allow some air movement as we rode. The roads were in quite good condition and so we rattled on to our next destination, Lumbini, the birthplace of Buddha. The bikes performed well on the roads, 170 km being covered in a few hours, including the inevitable chiya stops. The hot, slightly spicy and very sweet tea cleared any dust from the throat. Lumbini seems to be turning into a Buddhist monastery city. A new road and canal plan has been set out with Buddhist temples at every turn. Many countries appear to be building new, bigger, better temples than the existing ones, with huge statues of Buddha and vast amounts of gaudy decorations.

The next day we rode from Lumbini to Pokhara, heading north towards the Himalayas. Pokhara is 900m above sea level and so the temperature started to drop. The anticipation started to increase as we saw snow clad mountains of the Annapurna range in the distance for the first time. The road conditions to Pokhara had been okay, with only a few sections of roadworks. Traffic lights around roadworks are unheard of, so we weaved around the JCBs digging up the road, avoiding swinging buckets and falling rocks. All part of the experience. Pokhara is the trekking centre for the area, so I took advantage of the shops and bought a 'genuine' North Face fleece for £5. I was very glad of this in the next few days!

Deepak told us that the road conditions would deteriorate a lot on day five. He wasn't wrong. We were heading to a place called Morpha, famed for its apple orchards. After a few kilometres of reasonable roads (by Nepal standards), we reached Beni Bazar. This was where the road conditions got worse, or, more accurately, the road ceased to exist. We were now off roading, along with cars, minibuses, lorries and many other small bikes. This was fun, in a weird sort of way. The road was sometimes gravel, sometimes clay dust, had deep potholes,

Some of which were full of water. No place for the faint-hearted. We charged on, enjoying the challenges, bouncing from rock to rock and moving much quicker than the four-wheeled traffic. Then we hit the roadworks and were brought to a halt as the road was closed for four hours. Lunch was a leisurely affair. We rode past the queue of traffic to the front and waited with the other bikes for the road to open. Then it started to rain. After a while, the word came through that the road was open. The first 50m was up a steep rocky section, now very wet. It was like the start of the wacky races! Dick Dastardly and Muttley were right behind me in a large jeep; there was no option but to go for it and get some momentum. My rear wheel spun a bit then found grip and off I went. Over the brow of the hill we were in the roadworks. The diggers had converted the track into a stony base with a 10cm layer of porridge-like mud on top. Ignoring the long drop to my right to the valley bottom, I slid through the mud. We reached the end result of the roadworks; smooth tarmac. Bliss, even in the rain! The rain stopped and we reached Marpha in late afternoon sunshine. By now we were at 2650m altitude and the temperature was near freezing. Deepak, who lives in Bengaluru in India, certainly felt the cold and wore gloves and woolly hat from then on.

Marpha is a little village which had been bypassed by the road and so had survived development. We had a very pleasant wander through the narrow streets the following morning before starting the final ride north. Today was just 30km to Muktinath, so the ride was unhurried. The weather was good, the roads were good and life was good. After a couple of photo and brew stops, we reached Muktinath. By now we were at 3750m and the bikes had a noticeable drop in power briefly. The electronic wizardry kicked in and normal service resumed. No tweaking the jets on the carbs! Muktinath is an important pilgrimage site for both Hindus and Bhuddists, so we walked up the hill to visit the temples and see the pilgrims walking under the icy water spurting out of 108 bull shaped spouts. I wasn't tempted to join them!

After a night where the temperatures dropped well below freezing point, and I needed my expensive fleece bought earlier, our bike seats were defrosted with warm water. I was pleased

About this, as I'm told testicular frostbite is rather nasty. We were now heading back to the roadworks, but had an early start to get through them before they closed the road in the afternoon and to avoid any possibility of rain. Another great ride both on and off tarmac and we reached our overnight stop at Tatopani, where we had lunch a few days before. Here we had a dip in some natural hot springs. We were in an area of geological turmoil, with frequent destructive earthquakes, so the Earth's internal heat sometimes comes close enough to the surface to heat the water. The pools were hot!

We were now approaching the end of the trip, which seemed to have gone in a flash, although it had been 12 days. However, Deepak had one last little experience for us. We followed him through to a small village which seemed to be on the edge of a deep gorge. Turning a corner, we saw our proposed route. The Kushma suspension bridge. 334m long and over 130m high, it was a scary prospect. The bridge was about one metre wide, with a polished metal platform and wire mesh sides. It was a long way down looking through the mesh sides. Locals walked and rode over it every day, so why should we be worried? Deepak went first. The access to the bridge for pedestrians was 4 steep concrete steps before reaching the platform of the bridge. Bikes went down a 10cm strip of concrete in the middle of the steps. This meant you couldn't really put your feet down until you were on the bridge. I just kept telling myself to look straight forward and keep going. A group of giggling schoolgirls coming the other way meant I had to stop to let them pass. On again, I approached the end and realised that I had to go up the steps at the end of the bridge. Give it some gun and I flew off the bridge onto solid tarmac again. Done it! Exhilaration and relief flowed through me. After a strong chiya our nerves had settled enough for us to continue the ride to Pokhara.

After a day sightseeing in Pokhara, we reached the last day of riding; the longest ride of 205km back to Kathmandu

With the confidence of someone who had spent the last

10 days riding in all conditions, we rode the last journey with enthusiasm and had more fun. Traffic levels increased as we reached the city outskirts and all too soon we were back at the hotel, tired, but on a high.

A few days later we flew back to the UK, with more memories than I can recollect at any one time. A fantastic trip on some great bikes. Where next? Deepak says Colombia is a good place to ride.....

The tour was organised through Deepak Chandrashekar and his company, Motorcycle Escapades. I'm not linked to the company in any way other than as a customer, but can highly recommend them for motorcycle tours in India and Nepal. They also do trips in other South Asian countries.



STAFFORD CLASSIC BIKE SHOW 2023

Driving down from Glossop to Stafford on the Friday morning thinking I'd be better off in a boat rather than a van, things were looking ominous for the weekend attendance figures. On arriving at Stafford however the rain eased and things were looking up again. Once we'd set the stand up and had a chance to look around the site it became clear that there were a lot of gaps around the showground where in previous years there were stalls. In particular there seemed to be far fewer auto jumble stalls than usual. The number of traders appears to have been declining steadily over the past few years for whatever reason. This in turn affects the number of attendees, many of whom will not return if they feel they are not getting value for money. And so on. Whilst Saturday was reasonably busy, Sunday was probably the quietest I've ever known. It makes me wonder how many more years the show will be sustainable for.

Anyhow, we had ten lovely machines on the stand this year. Mike Garbut's 1926 350cc was again on the stand as was John Budgen's J2. We also had Mark Mumford's Series 2 Interceptor, a previous prize winner no less and Don Raybould's Turbo Twin. Allan Hitchcock provided a Bullet engined Woodsman and I took along my Double Bullet Carberry and electric start Series 1 Interceptor. Ed Barnes brought his recently (about a five year project) restored Connie. Well worth the wait. The two smaller bikes at the front of the display were Steve Stott's Flying Flea on the left of picture and James Boaden's Royal Baby on the right.

I never had the chance to meet James but Mark Mumford did. The following paragraph is in Mark's words.

" James Boaden was an enthusiast for Royal Enfield's 2-strokes, initially the post war "Flying Flea" derived models but as he became more interested he added the pre-War machines to his collection. Of particular interest to him was the 1939-40 "Royal Baby", copied from the DKW RT100 by Royal Enfield for the Dutch importers when the Nazis cut off supplies of this best selling model having discovered the firm were Jewish owned. James unearthed a very early example of the bike, the oldest one known it seems, in Holland disguised as a wartime Model WD/RE, probably because the owner thought that's what it was! He was so intrigued by the story he wrote a book, "My Royal Baby" and published it himself. Sadly James was taken ill and was not able to present the bike and the book at shows so we agreed to do it for him. He died of an extremely aggressive cancer on the 11th of March. The bike has gathered a lot of interest at shows so far this year and

the book sold well at Stafford making £120 for Jame's chosen charity Macmillan Cancer Care. The book is available from Mark Mumford or on Gordon May's website.”

Last year we won the prize for ‘Best British Bike Club Stand’ so could we win anything this year? Yes – we did! Best British Bike Club Stand again. Now then, I wasn't going to mention this but since, I guess, some of you will already know and the rest of you will no doubt find out anyway I might as well admit to what happened at the Trophy presentation. Ed sent me to collect this year as he picked up the trophy last year – in hindsight not the best decision we've ever come to. Presenting the trophies was the legendary Giacomo Agostini and as he handed it over and I shook his hand the trophy slipped out of my other hand and hit the floor. It was made of glass. It is now in several **pieces**. If you look closely at the photo (assuming the Ed publishes it!) you can see both of us in focus and the trophy blurred – it was on it's way down!

But...

Agostini had handed me the wrong trophy! Our trophy was still intact – happy days! The trophy I dropped? It was destined for the MV Augusta Club – oh the irony! I'll make it up to them next year – I'll gift them a tube of super glue...

Neil
Finney







Giacomo Agostini hands over the glass trophy which got dropped and broken.

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



Market Place

For Sale. 1939 250cc s.v. model "D". On the road, pannier frames and some spares. £4000. Also Vango tent 300 Galaxy, used only twice. £100
Les Carter (1332) Tel:- 01935 429814

For Sale. Royal Enfield 350 Thunderbird. Private import from India.2011 model Very low mileage, MOT and Tax until January 2024. £3000. Kevin Smith, (16680) Essex, 07810 621883.

For Sale Kawasaki W650 2002, Green/Silver, 36520 miles. MOT 23.03.24. New battery. Predator stainless exhaust. Avon Roadriders, Crash bars, Carrier, Top-box, Handbook, Manual. £2800 ono. Chris Warland (04150) 01923285902, 07889484901 Rickmansworth.

For Sale Girder fork front wheel WM2x19 , 5 inch brake, to fit early 1930's bike without a speedometer. This fits five and a half inch wide girders. £50-00 or swap for Indian made twin leading shoe front wheel, I modify these to give a good front brake so you can ride a pre-war bike in modern traffic. Chris Brady (07170) Buckinghamshire 01280-848491.

For Sale. 2002 Bullet 500ES Silver-Grey. Owned from new. Kickstart only conversion. MOT 06/09/23 12000mls Scramble seat plus carry rack. Buyer collect. £1100 Bury St Edmunds Suffolk. Roger Pearson (No 9210)Tel 07821174579 Email rogerpearson647@btinternet.com

For Sale. 1965 Royal Enfield Crusader Sports. Matching frame and engine numbers. 12v electrics with Boyer Powerbox and new loom. New piston (original size), new AMAL carburettor. Stainless rims, chrome mudguards, most parts renewed or upgraded. Engine and bodywork in good condition.. £2,750 ono. Email Jim at birdboot@btinternet.com for info and photos. Jim Whitton (14641) Tel:- 07802738455

For Sale. 1959 Royal Enfield Bullet 350. Original paint, 12V electrics, decent chrome. Original transferable registration number. Keith Hoare(16053), Wolverhampton, Tel: 01902756769, e-mail: keithhoare@tiscali.co.uk Offers over £2000.

For Sale: 2007 Classic Indian 500 Bullet, now has 5 speed Gearbox, Electronic ignition, Dunlop TT100s, Gold Star Exhaust, Carrier. 12 Months MOT, Low mileage. Steve Marsden (14543) 01420 89659 Hampshire gandsmarsden@btinternet.com

For Sale 1992 Bullet 500cc, 1040 miles only, garaged for years, SORN, no MOT, all original, black, runs but needs adjusting, ace condition, 2 owners, offers please. Tel:- 07579798984, e-mail burchett100@aol.com

FOR SALE. 1959 Royal Enfield Bullet 350. Original paint, 12V electrics, decent chrome. Original transferable registration number. Keith Hoare (16053), Wolverhampton, Tel: 01902756769, e-mail: keithhoare@tiscali.co.uk Offers over £2000.

For Sale. 2002 Bullet 500ES Grey kickstart only conversion MOT 06/09/23 12000 miles single scrambles seat plus carrier owned from new buyer collects £1100. Tel 07821174579 email rogerpearson647@btinternet.com Roger Pearson (9210) Bury St Edmunds Suffolk

For Sale: On behalf of the late Ieuan Davies, for sale: 250cc Crusader Sports rebuilt to Concours standard. Offers in the region of £3,500. Contact: Evan Edward Davies at ieuananddoreen@btinternet.com for photos etc.

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 panniers 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

Wanted. Royal Enfield Prince or Ensign frame or restoration project, anything considered. Chris Brady (07170) Buckinghamshire 01280-848491.

Wanted. Still seeking a dual seat (or even a seat base) and/or single saddle plus exhaust system (even badly worn to provide a pattern) for my 1956 RE 250 pre-unit restoration project." john4tune@gmail.com John Fortune, 18278 tel 07799 491005 Huddersfield

Wanted Bullet 350cc Classic [4 speed] 2004-2008 very good mechanical / cosmetic condition, low mileage example sought . Cash or consider exchange with my immaculate low mileage Euro 4 Himalayan. Andrew Titcombe (17028)TEL 07951504154

Wanted. For 70s Harley Ironhead Sportster. Standard footrests and R/H gear and L/H rear brake pedals. Please call Ivor (15116) Tel:- 07798601997. Warwickshire.

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.

March/April 2023

Welcome to our New Members

Dawn Poulter	Bakewell	Bob Doolan	Faringdon
Bruce Gipson	U.S.A.	Stuart Cantellow	Chelmsford
Jeff Horrell	Exeter	Gary Colwill	U.S.A.
Lloyd Barwick	Lampeter	David Hodges	Chippenham
Alan Bragg	Solihull	Dean Larkins	Sittingbourne
Andrew Hutchinson	Stafford	Dave Lycett	Sandbach
Theo Guy	Bridgwater	Colin Shippey	Eastbourne
Anthony Turner	Bexley	Anthony Smith	Whitstable
Barry Yeatman	Salisbury	Sailbh Foraouis	Craigavon
Howard Johnston	U.S.A.	Tim Hammerich	SOUTH AFRICA
Paul Rogers	Swindon	Stephen Andrews	Ipswich
Jonathan Holt	Manchester	Fergus Haggart	Perth
Allen Jones	Nottingham	Billy Crombie	Turriff
Keith Harvey	Colchester	Keith Shaw	Spilsby
Terry Craighill	Reading	William Sharpley	Rainham
Tony Hopwood	Blackburn	Gerald Unwin	Southam
Martin Chandler	Tewkesbury	Ray Payne	Chippingham
James Bayne	Bonnybridge	Steve D'Giacoma	Newport I.O.W
Bob Tilley	Bromsgrove	Chris Barker	Newport I.O.W
Philip Valvona	Deal	Jonathan Hoffman	Filey
Scotty McBride	Peterhead	Bruce Ephgrave	Swindon
Gareth Clark	Dawlish	Gerard Whelan	Ossett
Ivan Congreve	Spalding	David Hess	Stockbridge
Adrian Stone	Dorchester	Michael Evans	Gloucester
Alan Johnson	Melksham	Maurice Haines	Warwick
Philip Simmons	Alcester	David Roberts	Marlborough
Arthur Westlake	Dorchester	Kurt Munro	Brockenhurst
Alan Wedgwood	Nottingham	Harry Sturgess	AUSTRALIA
Tom Parker	Castle Douglas	Michal Pluta	POLAND
Andrew Hooper	Nuneaton		
Timothy Smith	Weymouth		
Brad Moralee	U.S.A.		
Robyn Benson	Buckie		
Anthony Spencer	Alcester		
Russell Horton	Bedford		
Martin Hughes	Swindon		
Stuart Clarke	Mansfield		
Mark Fox	Royal Wootton Bassett		
John Mason-Morris	Newport		
Tony Eyre	King's Lynn		
Roy Bowden	Bridgwater		
David Gibbons	Peterborough		

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

A Himalayan through the eyes of an AI

Hi there,

I've written before with something useful, now I've got something you might find funny. Or at least mildly amusing.

You might have heard about ChatGPT. It's what they're calling an A.I. (artificial intelligence). It isn't, really it's a Large Language Model, which has been trained on just about all human text available. So while it isn't intelligent - at least to my definition - it does know how to string a story together and it creates quite impressive results.

I asked it just this:

At motorbike shows people sometimes write a few sentences about the history of their bike. Can you write this for a royal Enfield Himalayan 2021 model as a tongue in cheek poster.

It came up with something very close to the attached PDF. I did edit it to make it shorter and tweaked it here and there. I hope you find its joke about the monks funny, I find it surprising that a machine is capable of word play.

All the best, Mathew Waters
18379



OV21 XXR

Behold, the mighty Euro 4 Royal Enfield Himalayan!

A bike so rugged, it makes the mountains tremble.

Legend has it that the first Himalayan was crafted by the gods themselves, using the finest steel and infused with the essence of adventure. It was then ridden down from the highest peak in the Himalayas by a fearless warrior, who left a trail of fire in her wake.

Over the years, this 2021 Himalayan has undergone a few transformations, but its spirit remains unchanged. It's a bike that's built to conquer any terrain, whether it's a rocky mountain pass or a potholed road. It's got more horsepower than a herd of yaks, and more torque than a monk in meditation.

Take a ride on a Royal Enfield Himalayan and experience the thrill of conquering the world.

- ChatGPT 😊

Club Calendar 2023

Official Club Rallies

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>

Bookings: reocgreece@gmail.com

Contact Andreas Papadakis
+30 6974805700

More details on separate pages of the Gun

Otty Bottom Kent Rally

Fri 9th to Sun 11th June

Palace Farm Hostel and Campsite

Down Court Road, Doddington, Kent ME9 0AU

Site Phone 01795 886365
www.palacefarm.com

Camping (tent) £10 per night for REOC members

Hostel accommodation book direct with palace farm.

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>](mailto: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 any-time. 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



Otty Bottom Kent rally, Palace Farm hostel and Campsite,
Doddington, Faversham ME9 0AU June 9th—11th 2023

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;



May 2023

No. 115

THE KIWI BULLETIN

NZREOR Website <https://royalenfield.co.nz/>

Secretary: Phil Marsh, New Plymouth

phil.marsh@rocketmail.com

Treasurer: William Smith, Alexandra.

w.smith@avion.nz

Membership Secretary/Editor: Lew Martin, New Plymouth

lewmartin.re@gmail.com



WANGANUI --- ROYAL ENFIELD DAY

April 15 - 16

Thames Valley Branch

Contact Max Fowler 07415458555 max.fowler1946g@gmail.com

We hold our monthly meeting at the Weathervane Pub, Arlington Square, Wokingham Road, Bracknell RG42 1NA on the third Wednesday of each month starting at 7pm.

The Thames Valley Branch is very small with approximately 13 members (the precise number varies since many potential members contact the secretary (the scribe for this report) to record interest and may attend a meeting but then do not return, in spite of being put on our distribution list and reminded of our meetings each month. Currently there is a core membership of 8 regular attendees, some of whom are nearing or have already reached pensionable age, and I would like to encourage younger joiners. However, if any readers of this report, whatever their age, live in the Reading area or closer to London in Surrey or Middlesex and are looking for a suitable Branch to join please give me a call. You are assured of a very warm welcome should you choose to visit! Also, please don't be put off if your current bike is not an RE; the only criterion of importance is a love of the marque!

Branch members have discussed whether to change our venue or the day of the week in order to improve membership but there are no obvious solutions. The Branch has been in existence for a number of years, based in various locations in the past but all have been centred around Bracknell and membership reflects this history. The effect is that some newer members have to travel long distances but some live in Bracknell which is very convenient for them. The geography of the Thames Valley has a catchment "hole" in the middle!

There is a fair spread of RE machines among members and a mix of vintage and new models are being ridden. The vintage riders are a source of fascinating stories and can talk in detail about the engineering and handling characteristics of their mounts. Discussion at our meetings is not in any way restricted to bikes. There have been some heated conversations about climate change for example! New joiners will find that their views and interests are often shared with our members and our meetings are never dull. The time to go home arrives all too quickly!

One of the reasons for preparing this report is that the Branch was contacted by a local RE dealer (Hatfield's in Crowthorne) with a wonderful offer. They would set aside Sunday 26th March to open their premises and allow our members to test ride any (or many) bikes of their choice from the entire new range of RE machines! This was an unprecedented opportunity for all the

a group photograph taken by Martin Hatfield which is reproduced below.



Attendees at Hatfield Open Day. L-R, Mick, Rob, John, Ian, Max Fowler, and Simon with some of the beautiful new Royal Enfield motorcycles.

In addition to Hatfield's many kindnesses on the day, we have received an offer to join their team of riders going to the Sammy Miller bike museum (a REOC calendar item) on 30th April. This could encourage the Thames Valley members to start undertaking Branch ride-outs. Hitherto individual members have undertaken their own visits to local beauty spots in Surrey and elsewhere with no cohesion of activities. Perhaps this will change if new joiners to Thames Valley are amenable to starting ride-outs. Watch this space!

Max Fowler 17359.

{Secretary Postal Address: 24, Cherry Orchard Gardens, West Molesey, Surrey KT8 1QY}

Branch Reports

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.

Four of us met at Smokey Joe's in Scorrier for a ride out on Sunday 19th March. Unbelievably the weather was reasonable for a change. Almost every weekend this year has been poor weather, and what with the slippery mud on the roads from tractors, we have done very little in the way of rides out.



We rode up to Mawgan Porth for a coffee stop and a chat. Feeling refreshed we continued on up the coast to Padstow, where we turned inland to Wadebridge and on through Trelights to Port Isaac and Boscastle. We then made our way to the Engine House Cafe at Otterham Station for lunch.

After lunch we set off again. This time heading towards home across Bodmin Moor, through St Breward, Helland and Helland Bridge. On to Bodmin, Lanivet and the A30, where we headed home after a pleasant ride in good company.

We are now looking forward to our Cornish rally. Hopefully the weather will be kind to us.

Bob Reed (6167A)



Branch Reports

Airedale and Wharfedale.

The roads and lanes in our area of Yorkshire are becoming even more exciting as April progresses towards May.

We had a good turnout for our April pre-meeting evening ride when John took us round the Pennine hill villages in the Haworth area, made famous by the Bronte family. The ride crossed the moors and weaved its way through the narrow streets of places such as Goose Eye, Qxenhope and Laycock. definitely a livestock theme here. and to wander from the point for a moment, there will be very few pubs in the country that boast the name "The Boltmakers Arms" a pub in the textile industry town of Keighley (Pronounced Keethley - work that out!). This is an area ideal for bikers and definitely has a character of its own. John planned this run for autumn last year but we abandoned it part way as we couldn't see for the heavy rain. This time the low evening sun was a bit of a problem but one worth putting up with.

we have also had a series of Ad hoc rides organised at short notice that have shown us the possibilities of creating day and half day outings into south Yorkshire and Derbyshire taking in that essential; the bikers cafes.

Finally a recent photo of some of our members crossing the moors from Airedale to Malham Dale. Peter Jackson 17222



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 meeting held at The Reindeer on April 6th was less than memorable. Anyone passing the said hostelry could have been forgiven for thinking that this must have been a meeting of Enfield owners as that was the only marque on show in the front car park – both Redditch and Madras incarnations. Usually there are a number of non-Enfields - but not this time. At 7.00pm, the sun was out giving the illusion of a Spring evening but as time went on, we were reminded that we were several hundred feet up on what would have at one time been a Yorkshire moorland. Dear Leader Kevin arrived uncharacteristically on four wheels instead as three, wearing a teapot cosy and somehow looking like he had just failed to glue himself to an M1 gantry in an environmental protest. This was the first *al fresco* gathering of the year but as the evening wore on, the cold descended and even the beer got colder. Some went inside and some lingered and finally gave up and went home. Things of great import may well have been discussed inside, but the scribe didn't hang around long enough to witness them.

Peter Jackson 18867

Branch Reports

Isle of Wight.

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

Meeting first Thursday each month at the 8 Bells, High Street, Carisbrooke.
PO30 1NR from 7.00pm

There were all of 4 of us at our first Club evening of the year on 6th April, and we enjoyed the chance to compare notes again, and make plans for our run to Sammy Miller's on 30th. which in turn, was very successful. We joined forces with a few members of the VMCC for that event, which meant that 11 riders braved the elements and the dubious ferry service, for breakfast at a cafe in Highcliffe, before going on to Sammy's. One of our party, on his 1922 2 ¼ hp Model 201, received an award from Sammy as the oldest machine to be ridden to the event. Weather permitting we will start the next 4 evening meetings with a ride-in to the 8 Bells, starting from the car park at Hare and Hounds, at 7.00pm, following a short route around local lanes, with designated leader on the night. We also hope to have a group going to the "Gillingham in Gear" event on 10th June. Ask Ron for details.

Picture of 1922 Model 201, waiting for the Yarmouth ferry, before being ridden to Sammy Miller's Museum on 30th April, with a 1927 Sunbeam 350 to keep it company.



Branch Reports

Suffolk Branch

Saturday 15th April saw a group of Suffolk branch members travel to Cambridge to catch up with our friends from The Cambridge branch who welcomed us at their meeting place at Haywards motorcycles with a BBQ and a cup of tea.

Thanks to Chris a Suffolk branch member who knew the area, the journey was a smooth one.

The days weather was good and Haywards kindly made having a demo ride on a new Super Meteor 650 straightforward and easy. A popular model it seems from the amount of test rides taking place.

We rounded off our day with a coffee stop of the A14 during our journey home. We were briefly battered by an unpredicted hail storm but what the heck it is April after all.

The day after Suffolk branch members joined up with over 200 motorcyclists for TT motorcycles ex Royal Enfield dealers' annual open day. So, a busy weekend for some.

Coming soon on May 06th (Coronation day) is our breakfast club meet up at The Claydon Crown (a very reasonable £5.99 for a full English including a cup of tea) then onwards for our club meet up at The White Horse.

As always, a warm welcome assured for visitors.

So, any Royal Enfield owners in the area please drop by to say hi.

The White Horse Lemons Hill. Tattingstone Ipswich IP9 2NU

Anyone who would like more information about us feel free to contact me

Stephen 07939351740 stephenjbackhouse@hotmail.com

Chris. Leo. Paup and Ian at
The Cambridge branch
meet up



Branch Reports.

Mid-Shires Branch

Meeting at the Cuttle Inn, Southam Rd, Long Itchington, Southam, CV47 9QZ, on the first Monday of every month at 7:30pm
(www.facebook.com/reocmidshires).

We were all delighted to see Ray, a Mid-Shires stalwart on the front cover of the previous edition of The Gun. I can personally confirm that Ray's mid-'50's trials Bullet is a very capable machine to ride, the bike has a wonderful blend of low weight, perfect steering and a very controllable throttle response. Ray never fails to get good results in the VMCC Taverners series on the bike. Now that the trials season has come to an end everyone has the opportunity to work on their machines before the events start up again in the autumn. Personally, I'm working on moving the footpegs rearwards on my bike to aid rear wheel traction, maybe it'll work, maybe it won't – either way I thought it was worth a try!

I took the below photo of John's beautifully mellowed 500 Twin at a Saturday morning breakfast meet on a chilly winter's morning. It's nice that the breakfast meets attract such a wide range of different Enfield's, even on the less sunny days.

There's been further fun and games relating to the change in monthly meeting venue, we are now going to trial the Cuttle Inn, I have it on good authority that this is a great pub. It should be very straight forwards for everybody to find as it's virtually next door to the Long Itch Diner, one of our favourite Saturday morning breakfast venues. Cheers Matt (16561)



“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

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

Walking through the woods today reminded me that in past times the branch has staged a bluebell ride-out, yet the cold & very wet last couple of months seem to have delayed us getting out much. That's about to change as by the time you see this we should have had a couple of outings & geared ourselves for our 'Otty Bottom' Kent Rally over the weekend of June 9th - 11th) (see ad. elsewhere in mag.)

The new location should provide the opportunity for rides in an area most of us have little knowledge of, but guided by campsite owner Graham and our seasoned route planner John P. Lunch & meal stops are now sorted & I've little doubt the now traditional Kentish Bat n Trap will burn off a few calories for those roped in to play!

At club night Roger B gave us an account of his second Spanish trip (see his article in last months 'Gun') then invited us along with a ride to the Sittingbourne Iwade speedway track to 'Dirt Craft' for a demonstration of the 'Himalayan Slide School'. Think my days of sliding deliberately are long gone but always good to see & learn new skills.



Several Kent members (me included) are now getting acquainted with adding recent new models to their stable but I still hear comments that "they are not 'real' Royal Enfields" & "are they fully eligible for club membership?" Of course they are, being produced in much greater numbers & for longer than they ever were in Redditch. Looking forward to the continuing mix of all ages of bikes &

riders that we all enjoy at our club. My new 350 classic is very smart as are my British machines (when I get around to cleaning them) but thought I'd show a pic. that even old Indians can shine again!

The next big event on our calendar is The West Kent run with the main run on Saturday 5th August followed by the show the following day. In the meantime we are looking forward to meeting old & new friends at the Kent rally.

.Keep safe. REgards, Mick Connolly Royal Enfield Owners Club Kent
e-mail reoc.kent@talktalk.net Tel:- 07850 687700

facebook:- Royal Enfield Owners Club - Kent

Branch reports

South Wales Branch: March - April 2023.

Report by: Richard Hallaran Member 18106

Branch contact details: Gary (Ted) Edwards; tededwards68@gmail.com Tel. 07900 070717 (text or email and Ted will respond).

Meetings:

1st Thursday of the month, 1930hrs The Gaer Inn, 37 Gaer Road, Newport NP20 3GY

Facebook: South Wales Royal Enfield Owners Club (REOC)

The March meeting was attended by Ted and Father Ted (sorry Ted, couldn't resist it), Tapan, Phil, Mark, Gareth, Gerald, Andy and Dave. First hot topic on the agenda was the Sunbeam MC Club Motorcycle Show on the 1st and 2nd April. Ted did a sterling job organising the bikes from the branch. The branch was well represented at the event and Andy came away with Highly Recommended rosette for his old Model G; well done Andy for keeping that wonderful old bike running.

Tapan continues to fettle his bike into his dream Continental GT and is doing a great job – a report may well be on another page of this issue of The Gun, so not too much revealed here.

Our official March ride out was to the Dean Heritage Centre Café. Unfortunately the weather and commitments made it a little disjointed, nevertheless, one group rode on Saturday 25th and another on Sunday 26th. Saturday saw Chris, Tapan, Kev the Kit, Paul, Gerald and Mike; a 100% Royal Enfield ride! The ride was replicated on Sunday by myself and Ted, again 100% Royal Enfield. We met up with some regular associate riders at the Café, Mandy, Kev L, and Michael. The weather was not too bad and the destination worth a trip although roads were messy to say the least.

Seven of us met at the April meeting:

Thoughts and discussions of our rally in August has sparked some interest in camping and the testing of bikes for touring. Kev the Kit and Paul loaded up their Interceptor and Meteor respectively and went off for a one night test. The bikes and equipment were up to it, and saw Kev's tent used as a garage. An expensive and unusual radiator.... No, the engine wasn't running whilst he was in there! I managed to meet them before tents came down and bikes were loaded at the Tallybont on Usk site and experiences were discussed over breakfast. Result was both bikes perfectly capable. Photos and video on our FaceBook page. The campsite location proved useful too with handy café for breakfast and a couple of pubs for dinner although booking seems essential as the guys discovered.

The April ride proved a great success. 12 of us left Newport for Toddington Steam Railway Station; Myself, Ted, Tapan, Paul, Dave, Mike, Chris, Joe,

Branch reports

Gerald, David, Kev and Andy. We met up with Russ and his group from the Gloucester REOC Branch just before the Railway Station. At the station were another 12 from the Wiltshire REOC Branch and another 2 from the South Midlands REOC Branch. It was marvellous to see so many Enfields together and of course other friends on a range of bikes. A great destination and one I will plan to revisit with time for a train ride. Ample parking and onsite café made things easier.

Rally Information:

The South Wales REOC Branch inaugural rally booked for August 18th and 19th continues to be planned: See Events Log in The Gun and on the Branch FB page. As a reminder the venue is the Llandovery Caravan and Camping Park; if you are planning to attend, please arrange your booking by contacting the site by phone on 01550 721065 or mobile 07895 767295. Their email address is Llandoverycaravanpark@gmail.com.

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.

The branch continues to grow with more new faces drifting along to meetings and ride outs. 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. Contact details at the top. Regards, Richard.

Branch reports

South Oxfordshire Branch

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

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

With Spring eventually shaking itself into life, and the weather slowly improving, activity is hotting-up down here in South Oxfordshire. Members winter 'rat bikes' are systematically being replaced by immaculate 'winter closeted' Royal Enfields; the Plum Pudding is becoming increasingly alive with RE banter (first Thursday of the month); and, new members are coming along to join in (welcome Bob and Ben).

Rob (our excursion guru) has been busy planning and leading us around the local delights of the Chilterns. The latest one found us exploring the scenic backroads and highways of Oxon / Bucks. A four hour run, punctuated by the delights of two café stops, just one breakdown (it was Italian !), and a highly convivial end in a country pub.



Future branch plans are well in hand, with members finalising their plans for attending the International Rally, partaking in Sammy Miller's open day, and holding our first ever camping excursion. More local runs are being planned, with the Branch's WhatsApp the DeFacto means of communication as a weekend approaches.

Finally, a "word of warning" to any potential new branch member if I may, there appears to be a powerful virus sweeping through the South Oxfordshire branch - Himmyitus. A virus far more potent than Covid-19, one which makes members loose any sense of reality, and trade perfectly good motorcycles in for this single-pot adventure creator. So far over 50% of members have been so afflicted, including the Interceptor stalwart Simon, just where will it end (only time will tell J).

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 on the first Thursday of a month and introduce yourself. We're a friendly bunch.

Branch reports

Somerset and Dorset Branch

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

Contact Brian Laitt 01749 674488

The March meeting was our AGM with Tim Rowntree elected as chairman and Brian Laitt becoming secretary.

The April meeting had 2 volunteers to organise some Breakfast runs for May, June and July, the dates to be confirmed at the next meeting.

The Branch Anniversary Rally will start in Castle Cary opposite the Fire Station in August, the date still to be confirmed.

The August meeting will be a Bring and Share evening buffet with a raffle and its a "No subs Night".

Mike Coles will organise the Exmoor Run in September TBC.

Mike Ward, (17234) scribe

New Forest Branch

Debbie Martin of the New Forest branch just contacted me to say that their meeting place and time have changed. They have reverted to The Cat and Fiddle pub A35 Lyndhurst road, Hinton. BH23 7DS, and the start time, on the first Monday of every month, is now 7PM.

Branch Reports

Devon Branch

Contact: Andy Lobb, (17057,) my contact details are as follows,

Mobile no. 07866696381 EMAIL, andylobb57@gmail.com

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

I did manage to get to our latest branch meeting at the Swans Nest, Exminster. 😊 I'm still finding driving difficult so it was good to get out for a change. (Thanks to my wife driving)

The Devon rally was obviously discussed and arrangements, going well. With several already booked direct with the site, which this year is the easiest and best way to book. If you haven't already booked call the site,

Webbers caravan park, Castle Lane, Woodbury, Nr Exeter, EX5 1EA 01395 232276 We look forward to seeing you.

Jon Wrightson has left the Exeter British Bike Club. He is no longer leading any rides that depart from The Imperial Inn on a Sunday. He is going to lead motorcycle runs under his own volition including those for the REOC Devon branch. His friends or anyone for that matter can join him, including members of the Royal Enfield Owners Club.

The rides depart from Morrisons at Pinhoe Exeter at 10.30 on Sunday mornings and at present his led rides on a Wednesday from the Speed camera lay bye on the main Exeter Crediton Road, Cowley Bridge Road, will continue as before, but the Wednesday rides may change to Morrisons in the future. Jon Wrightson can be contacted on his mobile on 07909746115."

From what I understand the rides will no longer be in the company of Exeter British Bike Club, and any meeting at The Imperial Inn Exeter on a Sunday will not now take place.

The Wednesday meets at the speed camera lay bye on the main Crediton Road Exeter, were not British bike affiliated so may still take place. Again call Jon on 07909746115 to confirm.

As soon as I am notified of any further changes, I'll let everyone know by the usual channels.

I do understand that negotiations are taking place with the Exeter Classic bike club, who are a more inclusive club, so runs as The Royal Enfield Owners Club, Devon Branch can recommence. They may possibly be in the company of the Exeter Classic Club, but on a monthly basis.

As soon as I know, I'll post further.

In the meantime, a date to remember, Sunday 30th April, Sammy Millers Royal Enfield ride in! Best regards to everyone. ANDY L.

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.

I have to admit that I was unable to attend our March meeting on 18th due to being 400miles away in Scotland. My son Kriss came down through the mists of the fens to Haywards and tells me that the weather was very indifferent and this limited the attendance.

The weather was very much better for April 15th, with a good turnout of Cambridge members and we were also pleased to welcome several members of the Suffolk branch who rode over to join us.

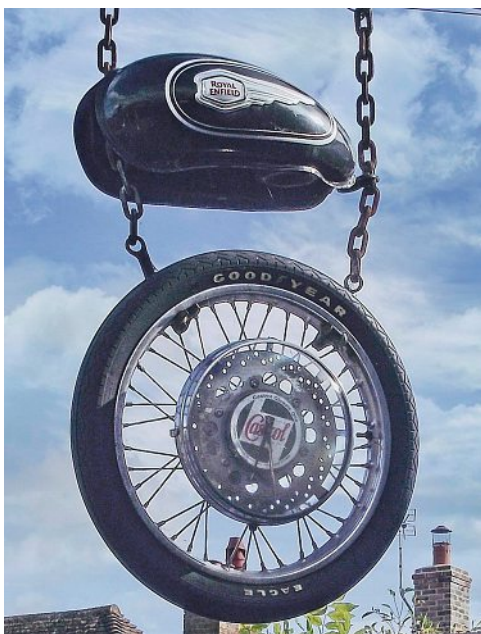
With regard to 'Ride Outs' and other events of which we have talked, Carl and I have discussed the problems involved in getting information to members of the branch to aid the organisation of such events.

We think the best way to achieve this would be for us to collect the email addresses of our branch members, if agreeable.

At the next meeting I will collect the information required.

Mick Goody. 18296.

A good Royal Enfield sign.



Branch Reports

South Lancashire

Meetings: First Tuesday of the month, 7.30pm

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

chris.robinson1956@gmail.com 0161 4421906 07951983158

Astley Green Mining Museum (¼ mile off the East Lancs, A580) is again hosting the annual LE Velo Rally. All marques, including, hopefully a lot of our Enfields! Food, toilets, mining machinery etc. A really great day. Sunday 2nd July. Check the WhatsApp for details... meet there, meet at the Birch and ride together, etc?

Birch Hotel ~ Healthy numbers continuing to attend: Lighter nights, so we're back and forth between the bikes outside, and inside "our" room.

Classic 350 in the photo, a lovely machine. One of many fabulous bikes parked outside the Hotel. Been waiting for a 650 in the group; a Super Meteor arrived in April. Looks great!

Dave and James are getting competitive again regarding quizzes, crossword competitions etc. But no fisticuffs. Yet.

Enfield took over from Moto GB of Chorley on May 1st.

Facebook announcement by Roughleys: Bike Show ~ Stockport town centre: Sunday 9th July.

Again, check nearer the time for details, confirmation etc.

Great reports coming through of superb ride outs: Holmfirth visit. Events with a bull!? BMW motorcycles!?! Drop-off system to be replaced by a mountaineering rope keeping all bikes together!?! And so on... very happy. Chris (8113)



Branch Reports

Wiltshire Branch

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

Well we have really hit the ground running. Resplendent in our newly issued and designed branch kit and metal club/branch badges one could not fail to recognise who we are. On the 9th. March Steve Coward from the Trail Riders Federation gave the branch a very interesting talk on green lane and trail riding, identifying a number of local off road rides. This was particularly relevant to the Himalayan owners and any other members of the branch who find it difficult to stay on the carriageway!.

Colin Myler's visit to the Hook Norton Brewery was a success and there was a ride to Kemble by the Long Distance Breakfast Group. Twenty plus branch members visited Salisbury Plain's Ghost Village Little Imber on the Down. There has been a settlement there for over 3,000 years until the residents were given notice to evacuate the village in November 1943. Photographs and memorabilia were on display in St Giles church accompanied with light refreshments. The Army only open the village to the public a few times a year. Well worth a visit if you get the opportunity.

Following the success of Steve Cowards talk it was decided to have some more speakers at our monthly meetings. On Thursday 13th. April a presentation was given by Dave Titcombe on the Basics of Electrical Circuits Relays and the mathematical mysteries of Electricity. I would have just called it Current Affairs by a Bright Spark.

Fifteen members of the branch participated in a multi branch ride out to the Toddington Steam Railway in Gloucestershire on Sunday 16th. April. We had the pleasure of meeting REOC members from Gloucester, South Midlands and Wales. I counted over fifty machines mostly Enfields in attendance. A big thank you to Bill and John for getting us there and back via a beautiful Cotswold ride.

Remember every Enfield deserves a good OHM! Keep smiling.
Steve Higgs 15334.

South Wiltshire Branch

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

Weekend events from White Horse Country Park

Branch contact; Paul Adams 07880 733228

royalenfieldsouthwiltshire@gmail.com

It's been a busy month for the South Wiltshire Branch. Many of us were doing various events as individuals. Restoring bikes, Hill racing, and trail riding to name a few. Eventually we all got together and had a ride out on Good Friday to Kemble Airfield.

Having recently passed her test Tracy graced the branch with our first RE Hunter.

The following Sunday, we had another ride out to the Frome auction and classic vehicle show

Between these events Paul has restored a classic bullet whilst I "unrestored" a Himalayan by taking it out with some experienced trail riders.

The South Wiltshire Branch are currently meeting every first Thursday at Wesley Road Social Club, Trowbridge



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

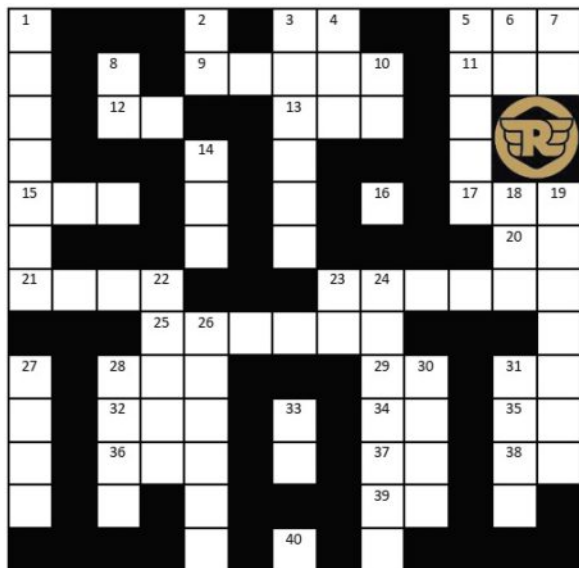
£17.00 per pitch per night, £5.00 adult day visitors

Free tea / coffee / cakes all weekend

Saturday – ride out, raffle, BBQ and music

For reservations contact enfieldwilts@gmail.com

The GUN Crossword issue 295



ACROSS

- 3 Example (abbreviation)
- 5 A vicar, increasing engine speed
- 9 Current home of RE (country)
- 11 1
- 12 Identity (abbreviation)
- 13 RE 650 Same engine as Continental
- 15 Birmingham's exhibition centre
- 16 Pound: £ Shilling: s Penny: ?
- 17 Word before Enfield (Rifles)
- 20 Lane (abbreviation)
- 21 Verb: move slowly. Noun: $\frac{1}{12}$ ft.
- 23 Tax/duty to be paid, eg on imports
- 25 What mighty oaks grow from
- 28 Deoxyribonucleic acid
- 29 Mr Norton, known as....?
- 31 French for THE. Velocette
- 32 One of these to a nightingale
- 34 Common pencil
- 35 Shorter than aluminium
- 36 The letter S. Double curve in road
- 37 Postal abbreviation for Alberta
- 38 Music disc
- 39 Music: Between "So" and "Ti"
- 40 Before "B"

DOWN

- 1 Madras: Current name?
- 2 22 over 7
- 3 Thomas Alva Who? Inventor
- 4 London Dry What? (Drunk in a palace?)
- 5 Before Enfield, Mail, Family, Navy
- 6 Half an "em"
- 7 8th May. Volvo/Eicher commercials
- 8 Yes, the International System, metric
- 10 @
- 14 Sid's reversible surname (Big letters!)
- 16 "L" (learner) plates in Wales ?
- 18 Small Riley car, like Wolseley Hornet
- 19 Extremely well-known motorcycle!
- 22 Horse measurement
- 23 Thoron, Tennessee
- 24 Similar to Tarmac
- 26 Julius Who? C-section birth method
- 27 Now not in petrol. Keep dogs on one.
- 28 This DOES mean female deer (plural)
- 30 Swedish super troupers
- 31 Put spokes on wheel. To secure shoe
- 33 Not the RAC or Green Flag
- 40 This, with 33 down, is USA's AA



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 **KaREN Waters (18379)**

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

Royal Enfield Owners Club - Est. 1977

Royal Enfield Owners Club - Est. 1977
Private group

About
Discussion
Members
Events
Videos
Photos
Group insights
Watch party
Moderate group
Group quality

Search this group

Join the REOC
www.royalenfield.org.uk

Joined ▾ Notifications ▾ Share ▾ More ▾

Admin activity
Scheduled posts
Member requests 12

Member requests

Search by name

Suggested ▾ Questions ▾ Joined Facebook date ▾ Gender ▾ Profile picture ▾

More Filters

ROYAL ENFIELD

Genuine & aftermarket parts & accessories for contemporary Royal Enfield motorcycles

web: www.hitchcocksmotorcycles.com email: info@hitchcocksmotorcycles.com

HMC Hitchcocks Motorcycles
Tel: 01564 783192

Rosemary Court, Oldwich Lane West, Chadwick End, Solihull B93 0EY