

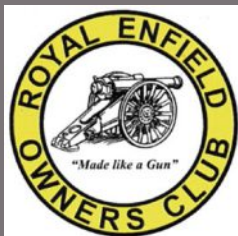
THE GUN

The magazine of the Royal Enfield Owners Club

royalenfield.org.uk



ISSUE
No.296



Aug/Sep
2023

ROYAL ENFIELD



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Contributions for publication

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

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Front Cover:

Lydia Hurley on her Royal Enfield 1939 dispatch riders CM350
(see pages 6/7)

Editorial.

Welcome to the Aug/Sep edition of the Gun. Apologies for the late arrival of Gun 295, but this was outside of my or the magazine distributors control. A very full magazine this time, so much so that I have two very large contributions to carry over to the next issue. So if you are one of those contributors, do not despair, they will be published. John our MAG rep has informed us that MAG has a petition to get the pothole problem debated in Parliament. The petition needs to reach 100,000 signatures to be debated. The link to the petition is, <https://petition.parliament.uk/petitions/634995> I shall certainly sign, as the Kent road network is abysmal. REgards, Alan.



All contributions for the next issue to reach the Editor

by the **1st Sept 2023**

Next issue published October 2023

Obituary

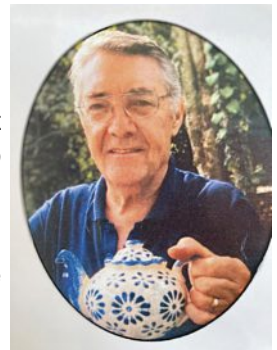
In Memory of David Miller

It is with great sadness that the Devon Branch would like to announce the recent passing of David Miller who was a very longstanding and devoted member of the branch and club and we wish to pass on our sincerest condolences to David's wife Pat and family.

Some of the branch, new and old members, were able to attend his funeral at the Exeter and Devon crematorium, a lovely setting in the most beautiful grounds.

David was a keen motorcyclist and Enfield owner and had been with the club for many years, contributing at times as branch scribe and being a great friend to many as well as a devoted family man, music fan and talented harmonica player.

We are most sorry to lose a fellow Enfielder and we shall certainly miss him. Jezz Scott (12366)



Roger Boss remembered

I first met Roger when he and Brian Crow gave a talk at the Bromsgrove Motor Cycle Club, somewhere around the early 2000s. He and Brian had been testers for the Enfield Cycle Company. Motor cycling clothing was extremely basic – no health and safety in those days! – and of course there were many injuries sustained, so much so that seeing the company nurse so many times, Roger decided it was a good idea to marry her. Roger went into sales and was eventually promoted to Sales Manager for the home market. At the time, I had a Honda CB500, but due to their enthusiasm, I decided I needed a Royal Enfield motor cycle. Then at my local (car) garage, there was a nearly new Royal Enfield behind the chain link fencing. Dave and Dave, who were the proprietors, asked if I was interested in buying it and I said I would have to sell the Honda first. They were prepared to do a deal straightaway and would buy the Honda. I was now the proud owner of a Royal Enfield Bullet 65.

This motor cycle changed my life! Firstly, I joined the Royal Enfield Owners Club, and did a rally in Norfolk with the Norfolk branch. I would not have considered a rally on a Honda!



I also did research into the Enfield Cycle Company, from its beginnings. The Royal Enfield Owners Club South Midlands branch were having a stand at the NEC Classic Car and Bike Show; chairman Graham Bennett asked me – would I take my Enfield? At the NEC, I met Gordon May and purchased many of his travel

books. Fast forward to the launch of the EFI 535 Continental GT, which was a re-run of the Tip to Toe by the original 250 GT, back in 1964, an idea put forward by Roger. Gordon May phoned, inviting me to the opening of the Royal Enfield shop in London to celebrate the completion of the run and would I bring Roger Boss. Andy, Roger's son, brought Roger over to Bromsgrove Railway Station, where we got the train to New Street Station in Birmingham, where we were to meet Gordon May. We set off to London and on the platform waiting for us there was Johnny Brittain, then the four of us took a taxi to the Royal Enfield shop. It was extremely busy and quite overwhelming; exciting times for Royal Enfield! I was thinking I would have to get a taxi back to the station, then unexpectedly Andy's business partner asked if I would

like a lift all the way back to Bromsgrove! So now I am in the back of the car with Roger and I had chapter and verse about his time at the Enfield Cycle Company, including its demise. I invited Roger to a South Midlands branch meeting; again, he told us about his time at the company, featuring very humorous stories including the big fish story, and answered questions from members of the branch. Finally, Tim at Midlife Classics wanted us to celebrate 120 years of Royal Enfield at his emporium at the Chateau Impney in Droitwich and Tim had invited Roger. He was now in a wheelchair but his daughter was able to bring him.

We put on a display of Royal Enfields, but I have to say that all makes and models of motor cycles were invited. The day before, I rode my J2 over to Tim's premises and he very kindly cleared a space inside to display it. Roger was delighted to see it; he even got out of his wheelchair to get a closer look. Still an Enfield man through and through!

At Roger's funeral, Brian Tomlinson went ahead to the church in Tardebigge; Bob Adams and myself followed the funeral cortege with Andy on Enfields, of course, for his final destination. John Budgen 11349

Hello dearest "Gun" readers! Long time reader but first-time writer here, so go easy on me! I shall begin by telling you a little summary of how I came to be an Enfield owner, and thus, a member of your wonderful club and reader of your magazine!

It all started when I was around 19 years old, and I first became involved in the 1940s/WWII re-enactment scene. When I came to learn of all the wonderful vehicles that were used, I was utterly enthralled. I immediately started researching what vehicles were used and by whom, and that's when I found out about the ATS, or Auxiliary Territorial Service. This was the women's section of the army, and had the girls filling in for all sort of jobs that men who had gone to serve on the frontline had left behind. One particular job that interested me the most was that of a dispatch rider. These women, armed with their trusty motorcycles, were sent all over the country to deliver important messages that could not be sent by any other means. I found some wartime images of girls on bikes, and I just knew that I had to do an impression of them.

There began my search for the perfect motorcycle. At first, I was very convinced I wanted a Matchless G3L. I am quite short in stature, but physically strong, and I had been riding for a few years at this point so felt fairly capable around motorcycles. Even with help from friends, and friends of friends, nothing that ticked all the boxes came up. Then life got in the way and thoughts of a bike were put on the back burner. Until, in 2020, a passing comment to a friend resulted in a find. A 1939 model Royal Enfield CM350! Being sold by a wonderful chap called Bill Danks, and not too far from my

home town. Communications began and as soon as I saw photos of her, I was in love. Alas! Lockdown struck, I had recently moved to Essex and could not come home to view the bike. (We were in 'tier 3' so unable to leave the county, if you care to remember all that nonsense!). My step father was sent on the mission to go and view the Enfield and he said "Well if you don't buy it, I will!"

That was all the threat I needed. I had enough money in my savings to purchase the bike, and a deal was made. It wasn't until lockdown was lifted that I was able to return to my home county of Worcestershire and collect the bike (along with my modern Honda CBR500!) in a van I borrowed from work.

She was a beauty. I couldn't wait to get her home and ride her! I was sent off with two saddle bags full to the gunnels of spares, and a promise that if I ever needed anything, I could contact Bill at any time. Then, imagine my surprise as I was leaving, and Bill hands me a pair of his father's original dispatch rider gloves. I could have cried; I don't think that I have anything in my collection that is so dear to me as those gloves. There were also stacks of paperwork and history with the bike, including its service number during the war and original buff log book. This hasn't yet alluded to much, but I have some more research to do. The bike is also made all the more special as it was manufactured in the town where I was born, just a couple of miles from the hospital where I took my first breath. If only my mother knew then what a petrol head I would become! What I enjoy most about riding an old motorcycle is whenever you stop and pull up, there is always someone with an interesting story to tell about their parents or grandparents, and as a young person I think it is so important that we cherish and remember these anecdotes,

because one day, they will be gone.

What you see in the photos I have included of myself



(and my BSA owning friend!) is entirely original WWII dispatch rider kit, some of it was made specifically for women, but most of it is men's clothing that was re-purposed. It has taken me quite a few years (and more money than I care to divulge) to put together this uniform. I hope that every time I put on the uniform and ride my beautiful Enfield, I am honouring those women who undertook incredibly important roles during this countries most difficult years. If not for them, I think that we would be living in a very different country right now .

Lydia Hurley 18094 lydia.hurley@hotmail.co.uk



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Burlaouen – Roger & Linda's Retreat

After a shortish ride of 120 miles from home to Portsmouth docks, an overnight ferry to St Malo and 75 miles the other side, we arrived at Roger and Linda's Motorcycle Retreat in Brittany. Sue and I both ride 350 Meteors and they were faultless for the whole trip. Most roads in rural France are 45mph or 50mph, so the bikes were easily able to keep up and not hold anyone else up.

The welcome was very nice, tea, coffee; cakes and introductions were all dealt with. We met up with a nice chap called Tim who we saw on the ferry but didn't get to meet him until our arrival.

We were shown our accommodation for the next week; they have a stone gite which sleeps 5, a wooden house which sleeps 6 and our log cabin which sleeps 2. The last 2 are in a secluded glade with the only sounds being the many birds that reside there which made for many hours of peace and solitude.

Due to the retreat being quite far from amenities and restaurants etc., Roger and Linda regularly provide food in the communal barn type building in the evening. They are joined usually by their friends who help to cook, serve and generally look after us punters. Once you get settled in and find out where the supermarkets, bakers and butchers are you can cook your own food, if you want or go out to a restaurant in nearby St Nicolas du Pelem.

We had an easy day the day after our arrival, went shopping and listened to the silence, mainly.

On the Wednesday, Linda suggested to Sue, my wife, to visit Rochefort-en-Terre and the 'medieval town and chateau' and moving art exhibition. It was a hot journey but 2 hours later we weren't disappointed, plenty to see and do and the art exhibition was brilliant.

The following day we joined all the other clients, 4 in the gite, 2 in the wooden house and Roger and Linda took us out for a group ride, initially to the Valley of the Saints, then onto a large standing stone and finally a Druids Seat. It was taken at a reasonable pace and no speed limits were broken. This suited me and Sue down to the ground; we prefer to ride more sedately, you get to see more of the scenery and usually arrive less stressed than those who ride more briskly.

Friday was another day of rest for us both and then on Saturday and Sunday we went out and rode for 60 to 70 miles each day, on Saturday to

Guingamp to the north and then Pontivy to the south on Sunday.



Friday evening, R & L taxied us and Bob (a semi-permanent Dutch resident of theirs) to a



pub in a nearby ville for an evening of Karaoke. This was a battle between us English and the local French women, I think we pipped them in our own little Eurovision Song Contest.

After a great week, it was with great regret that we left for home and we hope that we can return, sooner rather than later to sample simple, quiet, rural French life with an English slant with Roger and Linda. Many thanks to you both.

Phil Burnham & Sue Nicholls (15985)

P.S. Burlaouen translates to A Happy Place.

www.countrysideholidaysinfrance.co.uk

Here's a job recently completed on my 1930's Britannia lathe. The alloy fork sliders were machined, after careful setting up, using my home made micrometre boring head. Oilite bushes then machined to give 1/16" wall thickness & a minute sliding fit.

Retainer applied, the bushes fitted & the stanchions inserted after a thorough degreasing. After setting the fit is perfect & the cost of the bushes £6! David Bower
bower0317@gmail.com



AGENDA FOR THE 45th AGM OF THE ROYAL ENFIELD OWNERS CLUB

Saturday 16 September 2023

The Drum & Monkey, Newbridge Green, Upton On Severn

11:00 hrs PROMPT

1. Apologies
2. Minutes of the previous AGM held on Saturday 24th September 2022
3. Matters Arising
4. Chairman's Address
5. Treasurer's Report
6. Adoption of Accounts
7. REOC Club Officer Reports
- 8a. Proposal from John Dove (15126) and seconded by Sean Keogh (16793)
That members who have served 10 years or more on the Committee be offered a free lifetime membership of the REOC
- 8b. Proposal from Bob Murdoch (06397) and seconded by John Dove (15126)
That the club would approach overseas Royal Enfield Owners Groups with a view to forming recognised affiliations. Each affiliation would be analysed and agreed by the Committee.
9. Any other business (no motions accepted on the day)
10. Election of 2 Committee Members
 - a) Teresa Langley Standing Down
 - b) David Langley Standing Down
- 10a. Election of General Secretary
 - a) Teresa Langley Standing Down
11. Presentation of Trophies
12. Close of meeting

Tea/coffee and a midday buffet lunch provided free to those attending

It was 20 years ago today Gun issue 173 February 2003

Crusader oil cooler

Two years ago Jim Chalk (*Jim Chalk was the Crusader specialist for the club who sadly passed away in 2020*) and I discussed the merits of increasing the oil capacity and cooling possibilities for the 250 Crusader models.

Apparently the internal oil reservoir on this model, and presumably other bikes in the range, was a deliberate design feature to warm the oil quickly, which it does only too well. Jim says that Redditch research at the time showed that most journeys made with these bikes were only a few miles. This is certainly good news for people like me who use their Crusaders in the winter.

Ducati design philosophy at this time however, was quite different, opting for a wet sump of higher capacity and hung beneath the engine for effective cooling. I suppose this arrangement was deemed necessary in the Italian summer weather. Interestingly the experimental Royal Enfield 75/200cc OHC single of 1960 copied this layout, but it wasn't until the MK2 Interceptor that a wet sump system saw production.

On a long ride the 3 pints of engine oil in a Crusader model get very hot, with no direct way of dissipating the heat, so that the individual oil molecules take a real hammering. This reduces the efficiency of its lubricating qualities.

An improvement would be to somehow increase the capacity of the engine oil, effectively asking less work from more molecules, but if this could be cooled as well, the oil and engine temperature would really benefit.

I looked closely at the lubrication circuit of the engine to see the possibilities for introducing an extra oil reservoir that could be exposed to the airflow. The most obvious place to tap into is the only external oil pipe, the rocker feed, but this is far from ideal. Most of the scavenge oil from the crankcase passes up this pipe into the rocker box, so that very little passes the ball valve just inside the oil filler cap. Any cooling or diluting with cold oil before the feed reaches the rocker box would be wasted, since this would be 'fried' almost immediately upon contact with the cylinder head internals.

This may cool the cylinder head very slightly, but would do nothing for reducing the temperature of the oil feeding the big end and engine internals, which is where it would benefit most.

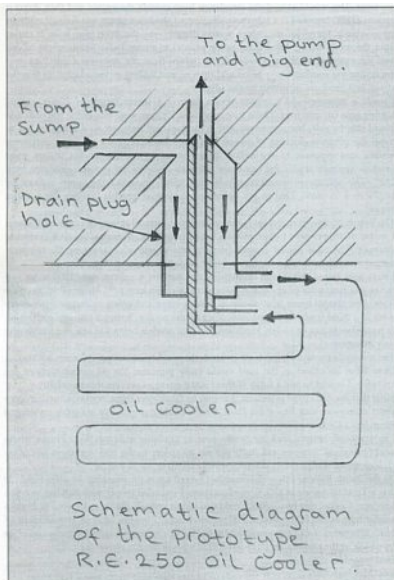
I really wanted to locate the 'oil cooler/reservoir' low and central, ideally directly underneath the crankcases. This would now offer another possibility, what about gravity feed with no pressure involved? Studying a spare set of stripped crankcases revealed an intriguing possibility, the drilling for the oil drain plug has a central 3/16" diameter hole rising vertically to the feed pump and big end. Just below and offset to one side of this hole is another oil way from the bottom of the reservoir.

Crusader oil cooler

When the drain plug is in place, oil from the very bottom of the reservoir passes through this 'side' hole up to the central feed hole, completing the oil circuit. In fact the oil is not so much sucked up the feed drilling as delivered to the pump by gravity, since the 'head' or surface of the oil tank is approximately 1.1/2" higher than the oil pump.

It is worth mentioning how important it is to have the upper oil level maintained at all times. If the level is allowed to drop too low, there may be a few vital seconds during start-up of the engine before oil reaches the pump and big end.

If I could find a way of tapping into and separating the two oil ways in the drain plug drilling and duct them externally to the crankcase, I could introduce an external reservoir. This would extend the circulation loop outside the engine and then direct it back in again.



Attached is a schematic diagram of the brass insert and fittings made by my machinist friend for me, which screws directly into the drain plug hole. It drains from the sump through filed flutes in the adapter to a large banjo union where oil can feed the external reservoir.

Meanwhile the return from the reservoir feeds back into the engine via another banjo union and up a central drilling in the adapter so that the 'drain' and 'feed' are separated by the adapter.

I made a prototype oil reservoir/cooler from a 1 metre length of 22mm central heating pipe cut into four. These four lengths of 250mm were blanked at the ends and joined side by side, but interconnected at the tops and bottoms so that the oil has to travel the effective distance of 1 metre !

In this arrangement, the oil gets maximum surface area exposure to the airflow beneath the engine.

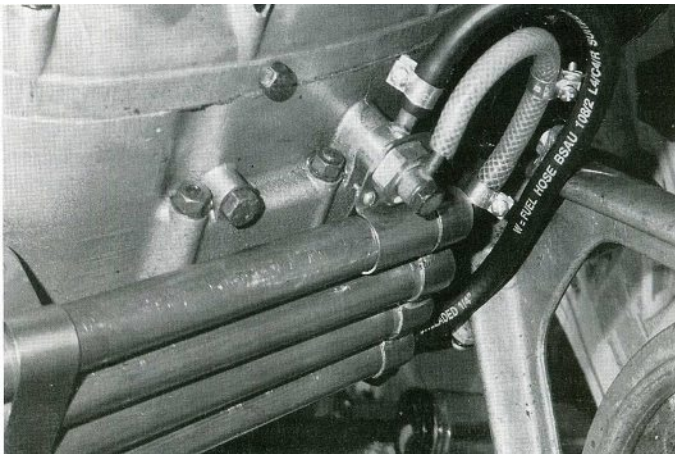
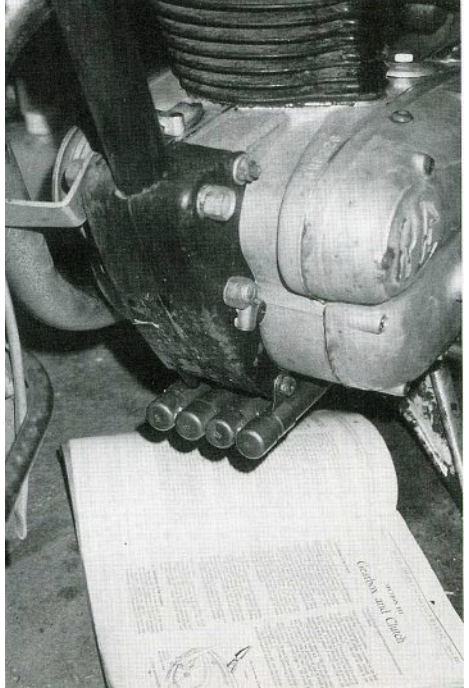
The cooler fits on three brackets centrally under the crankcase and only reduces the ground clearance by 1.1/2". The volume is approximately 1/2 pint which increases the sump volume by 16.5% to 3.1/2 pints. That in my opinion is a more acceptable capacity for a 250cc engine.

Crusader oil cooler

The beauty of this arrangement is that gravity circulates all returning sump oil through 1 metre of copper pipe before passing back up into the oil pump/big end/crankcase internals. The oil is cooled at each circuit of the system while reducing the temperature of internal parts upon its return to the engine.

I have now tested this design throughout the summer for more than 1000 miles and the engine runs noticeably cooler, particularly during a long run, where oil of 'deep fat fryer' type temperatures is normally as thin as water and trying to escape from every joint.

If a hand is placed on the four pipes of the cooler during a run, the graduation in temperature can be clearly identified, the first section being hot and the fourth one only lukewarm.



The vulnerability of the pipe-work beneath the crankcases is a point I must address. A blow from an object in the road could easily puncture the oil circuit without me knowing. I intend to add a form of sheet metal guard to prevent this

possibility. Now that the prototype is proven, I intend to fabricate a more aesthetic version from sheet alloy with fins at the front, which would more closely resemble an integral sump like a Ducati.

Bob Murdoch (6397) RE-typed by Doug Young (1062)

Cable Making

After watching a YouTube video by 'Venhill' about a tool for forming what they called a 'bird cage' on the end of an inner cable before soldering into the cable nipple I could see that it would form a more reliable fixing for the nipple than simply splaying the ends out before soldering. I made my own tool to form the 'cage' (see photos).

The first photo shows two aluminium blocks which have been drilled for two sizes of cable (throttle/choke cable and clutch/brake cable). The narrow in the middle of the blocks is sized to grip the cable when the blocks are held together in a vice. The end of the cable should stand 4 or 5 mm above the narrow hole when clamped. The larger holes are the diameter of the larger hole in the nipple where the cage will sit. There's a steel tool sized for each hole. The bottom of the hole and the end of the tool are countersunk with just the angle of a drill point.

The second photo shows one of steel tools in its hole. This should be tapped lightly to form the cage.

The third photo shows the cable with the 'cage' formed on the end.

The fourth photo shows the 'cage' in place in the nipple ready to be soldered



Mick Sweeny

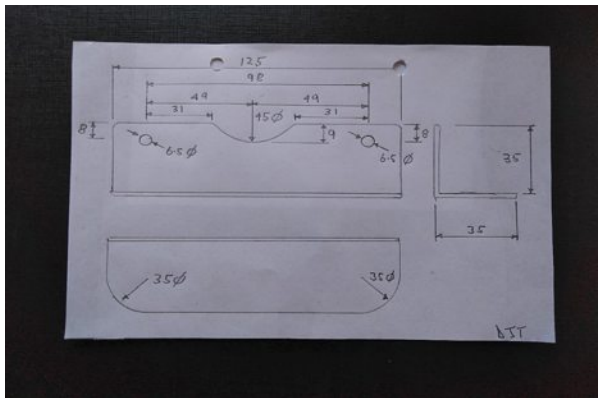
More Himalayan modifications.

If you have a RE Himalayan, have you ever wondered why it has a very short recommended service interval of 3,000 miles for the headstock bearings when other motorcycles can go tens of thousands of miles?

The answer is the top mud guard directs mud and water from the road straight to the bottom bearing contaminating the grease which induces rusting; also the seal for this bearing is very poor and only enters into the head stock tube by 3mm so is not much help in keeping the water out.

Having fitted the Pyramid plastics lower mudguard extender and eliminated the muddy streak on the top mud guard heading towards the lower bearing I turned my thoughts towards a way of keeping direct rain away from it and came up with a design for a "rain deflector".

I then made eight for our branch to try and I thought you might also like to copy it. It is made from B&Q 35 x 35 x 1.5mm alloy angle and is held in place on the bottom yoke by the 6mm bolt holding the speedo cable guide and an additional 6mm bolt in an unused tapped hole on the other side of the yoke.



This hole has a small blanking plug pressed into it which must be removed.

A word of warning here! Do not try to lever it out. Use a sharp point to push the plug around and unscrew it as the head will break off leaving you to try and remove the remaining part stuck in the threads accompanied with lots of bad language!

Indian Himalayans have a crossways number plate that uses both of these threaded holes and probably acts as a rain deflector and might be the reason RE never found this problem when road testing the first ones. After painting with black paint, I installed it with a small amount of silicone sealant between it and the bottom yoke just to eliminate the chance of water finding away under it to the bottom bearing.



Regards, Dave
Titcombe REOC
Wiltshire branch
15688.

davidtitcombe@swindonwilts.plus.com

Royal Enfields sold by Vincent motorcycles?

As a 'modern' RE rider here on the Isle of Man I occasionally come across fellow owners who have a more dedicated enthusiasm over many years for Royal Enfields. One such showed me this 'vintage' advert. Did Vincent's actually sell RE machines and if so, how many?, I am sure many members will be surprised to learn this, and if so, in what numbers. Perhaps you could reproduce this in the 'Gun' and surprise members!

kingb@manx.net

Back-tracking slightly, in the month before the 1936 Olympia Motorcycle Show, Vincent H.R.D. further expanded its activities by becoming retail agents for the Royal Enfield range that included models 'to suit all pockets ... from £28/10/- to £75'.

**The 1937
ROYAL ENFIELDS
are here!**



1937 Royal Enfield Model 5.5, 198 c.c.
O.H.V. De-Luxe, £27/10/- complete!

Go to offer you more local convenience we have made arrangements at Swindon, Wiltshire, to stock a comprehensive range of the Vincent Royal Enfield range, cycle, equipment etc. as your group they offer reasonable value for money and a wide comprehensive experience. If you are here on motor cycles, even if you are not contemplating the purchase of one we invite you to call and inspect them in person. They will not be perfect in line with the Vincent H.R.D. Ltd. standard.

Price to you all pocket range from £28/10/- to £75.

Your number to 5.5 or 1.5 and see Vincent, 100, 102, 104, 106, 108, 110, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.

★ Each machine sold is backed by the incomparable Vincent H.R.D. Service.

THE VINCENT H.R.D. CO., LTD., STEVENAGE, HERTS.

Little is known of Vincent H.R.D.'s sales activities with Royal Enfields and there were few advertisements featuring the Redditch machines.



in a class
on their own—

AND YEARS AHEAD IN DESIGN

Since 1925 over a million of our motorcycles have been sold in every part of the world. They are the most reliable, most powerful, most economical, most comfortable, most practical, most modern, most up-to-date motorcycles ever made. They are the most popular, most widely used, most successful motorcycles in the world. They are the most reliable, most powerful, most economical, most comfortable, most practical, most modern, most up-to-date motorcycles ever made. They are the most popular, most widely used, most successful motorcycles in the world.

VINCENT—H.R.D.

VINCENT H.R.D. CO. LTD.
STEVENAGE, HERTS, ENGLAND.

Phone number: "The Golden Lion" Area, 15688.

Although this advertisement appeared in the December 1936 issue of 'The Expert Trader' it made no mention of the Series A Rapide

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17

Scottish Motorcycle Show 2023

Well, the Show came round again, and although it is still cold in March, the Show still attracts a lot of punters and exhibitors. We were in the Lowland Hall again in the same spot as last year. We had space allocated for 4 bikes, which we managed to fill no problem. We could have got more bikes to display, but the organisers restricted our space to 4, due to the number of machines on display.

Friday saw us setting up the stand, with the factory scene backdrop behind the stand and the display boards at either side. The 4 machines were Willie Corners '59 Connie, Graham Kirks '60 Meteor Minor and my own 59' Connie and '60 Crusader Sports. The stand looked spick and span, tidy and ready for action!

Unfortunately, Dougie Young couldn't make the stand this year, so his Bullet was absent for the first time in many years. Many people were asking for him over the 2 days, his knowledge was obviously missed! I believe it was the 29th year that I have been part of the club stand with Dougie, and Paula of course, time flies!

Both days were busy, with a steady stream of people interested in the stand. The most popular question was, 'Are the new ones as good as the old ones?' The answer was always diplomatic, but went along the lines of, 'Well, the new ones have electric starters, they start, they go and they stop, which can't always be said of the old ones.'

The largest trade stand in the main hall was the Royal Enfield stand. They had a large selection of new bikes, including a Super Meteor, and the stand attracted a great deal of attention. The Promotional Manager came across to the Club Stand and was very interested in our old bikes, and we had a long chat about the history of the old Redditch factory.

Sunday soon came around and time to pack up after a busy weekend. So, before next year comes around, if there are any members in the Central Belt area who are interested in helping out with the stand, please let me know. Many hands make light work!

Once again, many thanks to all who helped with the stand this year!

Adam Claxton (03852)



LANCASTER INSURANCE
CLASSIC MOTOR SHOW
2023

TO BOOK TICKETS, SCAN ME
NECLASSICMOTORSHOW.COM

THE UK'S BIGGEST & BEST
10-12 NOVEMBER | NEC, BIRMINGHAM

3000 CLASSIC CARS | **THE UK'S LARGEST INDOOR AUTOJUMBLE** | **300 CLASSIC VEHICLE CLUBS** | **SILVERSTONE AUCTIONS & DEALERS CAR SALES** | **350+ EXHIBITORS & TRADERS**

See Royal Enfield at Stand 5-635

EXCLUSIVE £4 DISCOUNT ON ADULT DAY TICKETS WITH YOUR CLUB CODE* **N23BC109**

*Exclusive discount code is for club members use only. Applicable to advanced adult day tickets booked online before midnight Thursday 9 November 2023. Code also offers £2 discount on family, child and multi-day tickets. Full terms information: www.necclassicmotorshow.com/terms

Invitation to join the Norfolk branch of the Enfield club

From the past, there may be some club members that remember the last attempt to create a Norfolk branch. The initial meeting was at Mc Donald's on the junction of the A47 and Hall road. At that time it was agreed future meetings would be held at Goodies farm and restaurant on the A140 south of Long Stratton. Unfortunately, I was taken ill in 2016 and the branch just died! Well, as there is now a good number of RE owners in Norfolk a restart would stand a good chance. So, any interested riders with or without an Enfield are invited to attend an inaugural meeting to be held at Goodies on Sat afternoon 7th October Looking forward to seeing those interested. Peter Holden

Club Sales

Code	Item description (see website for photos)	UK	Overseas
S1	Machine badge - stainless steel	£9.75	
S2c	REOC lapel - red / yellow / blue / green	£3.00	
S2e	Cannon pin badge - chrome	£2.75	
S3a	Sticker - Silver with Cannon + Made like a Gun	£1.50	
S3b	Screen sticker (inside screen)	£2.00	
S4	Sew-on patch	£3.10	
S5	Key fob - with red / yellow / green / blue badge	£3.20	
S11	Gun magazine binder - red or blue	£8.00	
S16	40th REOC anniversary badge	£3.00	
S20	Sweatshirt Small to Large	£15.20	
S20	Sweatshirt XL & XXL	£16.00	
S21	Teeshirt Small to XXL	£7.75	
S23	Teeshirt M to XL	£18.00	
S24	Polo shirt (embroidered logo) Small to XXL	£19.00	

Email a list of your requirements for a quote

All UK prices include post and packing

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

Garment colours are as follows:

S20 Sweatshirts:- royal blue, jade, maroon, grey or black

S21 Teeshirts:- royal blue, sky blue, maroon, jade, grey or black

S23 Teeshirts:- Cream-Effortless speed or Blue-Revolution (see Gun 295)

S24 Polo Shirts:- royal blue, maroon, black or white

Do NOT order garments without checking size/colour is available

Enquire by phone, or preferably email:- clubsales@royalenfield.org.uk

For security, phone calls are not answered from unknown overseas numbers

Please quote your membership number and a

Contact phone number or email address when ordering from:

Barbara Harrison

Hooks Barn, Saddle Street, Thorncombe, CHARD. TA20 4PY

Make cheques payable to "Royal Enfield Owners Club" or

☎ 07973 721208 with your credit / debit card details

(£10.00 minimum transaction for card orders)

PayPal accepted (£10.00 minimum) - email for details of how to pay

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

Market Place

For Sale: 1954 Royal Enfield Meteor 700cc. Owned for 32 years. Very good condition throughout, h/c pistons, Boyer ignition, stainless exhaust pipes and silencers. Top end overhaul during lockdown. Good runner. £5,350. Phone for more details. Ian (3998) Sandhurst, Berks. 07794 953251.

For Sale: Royal Enfield Model C 1938/40. Good runner and very good condition throughout. Comprehensive rebuild completed recently. £4450. Phone for more details. Ian (3998) Sandhurst Berks. 07794 953251

For sale. 1965 Crusader Olympic. All original and fully restored with rebuilt engine. Owned by me for 10 years. There were only 150 of these bikes, with leading link forks, made, so very rare. Not used since restoration. On sorn. £3.500. Ono. Chris Dutton (8123) Kent. email c.dutt@btinternet.com 01304 828070.

For Sale. Interceptor Series 2, 1970, UK Spec, good condition, health forces sale. £8500 ono N. Yorkshire Andrew Walsh (15694) 07775860888

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, To fit 535 Cont' GT. Used; Hitchcocks rack, £50 New; Fuel Tank (Black) and matching Side Panels, £120 Chris Minter,(18788) 07775737651. e-mail chrispminter@hotmail.com

FOR SALE 1962 Crusader Sport, matching numbers, owned since 1969, club certified, original registration. Complete restoration/re-built 2021 original factory colour. Most original/refurbished parts, new where necessary. £2900 Photos/video available Surrey 07901-553339 Ian Marchant (17643)

For Sale: Post war gearbox for Models G/J2 in very good condition and working order. New kickstart pinion recently fitted during overhaul. £100. Phone for more details. Ian Hiscutt (3998) Sandhurst, Berks. 07794 953251.

For sale 1990 Enfield bullet just done a weekend trip 200 both ways but at 57K miles now needs lots of work. New Minda lights switch and newish tyres 23 years of spares. Great winter project. Please Email for photos and details. Brian Jenner (07914) brianjenner24@gmail.com 07967454581 GL51 8JR

For Sale. Harrison m250 lathe metric screw cutting 415v. 3 and 4 jaw prat Bernard chucks face drive plate suds pump. £1,500 Garry Cunliffe Kent. 07526886305 whatsapp piccys and videos on request. Gcre350bullet@gmail.com

For Sale. 1965 Royal Enfield Crusader Sports 250cc. This is a nice looking machine with new chrome tank and mudguards. Engine runs well and all four gears work. The new tank is not exactly the same as the original and the bike now has a single seat. Offers around £2500. Tel. 07791537705 John Pickering(19144) email pickjohn@gmail.com

For Sale: Enfield (India) Bullet 350. Reg G786MKH. First registered 1989. I have owned and run it since 1997. Runs well. 25200 mostly dry miles. MOT 05.05.2024. Needs some cosmetics. £800 or nearest offer. Buyer collects. Contact David Ward (18456)Tel: 01609 776130. m 07484224248. email: priswatopia42@btinternet.com

For Sale: For early to mid 50's RE 250 Clipper, pair of crankcase halves and iron cylinder head (cracked around plug hole, repairable). Photos available on request. Mick Abraham (17760) 07823 332 815. mick5162@yahoo.co.uk. Northants

For Sale. 1960 Crusader Sports, good running order, petrol tank rechromed, painted, internally coated. Hagon rear shocks, engine rebuilt a number of years ago. £2500. F.H. Shepherd (3699) Tel:- 01522 548023

For Sale. 2022 648cc Interceptor, reg 7/10/22, Euro chrome five. Not yet run in. Colour silver/red. Too heavy for owner, sensible offers, Roger White (18905) Tel:- 01438 832811

For Sale. 1995 Bullet 500cc, restoration finished 2015, not been started since. Stored garaged and covered. £1700 o.n.o.. David Sumerlee(14649) Tel:- 01440 786739 David.sumerlee928@btinternet.com

For Sale. 1950's heavyweight gearbox with neutral finder. Fully overhauled, new bearings. £150 plus carriage. Mike Macleod (17682) Tel:-01307 830318

For Sale. Black 2012 Royal Enfield Bullet EFI, 2158 miles, 12 months tax MOT October, new battery . £1800 o.n.o. Bill Buckley (14563) Tel:- 01457 855639 buckley@fairfield75.plus.com

For Sale. 1957 Super Meteor, s/s wheels, boyer ignition and power box, 5 plate clutch, new chain, panniers, original reg. £3950. Alan Barringer (12923) Tel: 07804442966 alan.barringer@btinternet.com

For Sale. 1956 250cc Clipper, pre unit, matching numbers, new tyres, battery, rectifier, easy starter. £2750 o.n.o. Peter Ebbs (18908) Tel:- 07884098156 BELINDAC1972@hotmail.com

For Sale. Crusader 1961 250cc for sale very low milage very good condition not used very much , its an age thing !! low milage , anyone interested please get in touch . location Lincs near Woodhall spa poole130@btinternet.com

For Sale. 2018 Royal Enfield Classic 500 EFI E4 Redditch edition in red, Low milage 2230 & comes with racks and bags, alarm, crash bars, blue side lights and custom exhaust pipe, two keys , Clive Angel Bridgwater Tel:- 07891049391 email beanengineerom1@googlemail.com

Wanted

Wanted: A pair of Model WD/CO rear frame sections (Part Nos. 29462 and 29463) please; and also, a WD/CO rear stand (Part No. 28548) or similar pre-war item. Please phone to discuss if you have anything suitable Ian (3998) Sandhurst, Berks. 07794 953251.

Wanted: Grab Rails for 1962 Super Meteor Airflow Graham Winch (19157) Essex grahamwinch@btinternet.com 07501 774028

Wanted, any parts for 1930 through 1934 heavyweight enfield singles, i.e Models G, J, JA, LF H and HA. I have just acquired a 1930 Model J missing a gearbox, clutch and tank (among other things) so a Sturmey Archer LS box or period Enfield four speed and/or clutch would be helpful! Although it comes with a Lucas MDB1 magdyno it is very incomplete, so any bits or complete one of those are also sought.....even access to the parts so accurate dimensions can be taken and photos would help. I have some spare LF/JF/S model engines and parts with which to trade. Please call Peter on 07837169542 if you can help." Peter Craig (17704)

Wanted. Any information on Crusader Olympic BPV182C Peter Ebbs, (18908) Tel:- 07884098156, e-mail BELINDAC1972@hotmail.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

Does any member know of this bike, (the ES Royal Enfield) reg 940BXD or was it just a one off . With its paired instruments from a Constellation and polychromatic orange paintwork it would certainly stand out from the crowd.. Found by Peter Ebbs in a box of old paper-work.



May/ June 2023 Welcome to our New Members

Keith Oldfield	Redcar
Keith Ambridge	GREECE
Michael Coleman	Whitley Bay
Tim Gilmore	Redhill
Cliff Jenkinson	Heriot
William Holmes	Nottingham
Mick Panter	Oxford
Michael Exeter	Gainsborough
Ernest Winter	Woodhall Spa
Anne Gillon	Cheltenham
Daniel Briscoe	Polegate
Jennifer Ker	Barnstaple
Philip Spencer	Pulborough
Eric Boudinet	FRANCE
Leonardo Abbate	ITALY
Rob Houlston	York
Robert Gray	Southport
Paul Buckley	Southport
Vasileios Petrogiannis	GREECE
Paul Wenlock	Warrington
Stephen West	Lutterworth
Mark Garnett	Bolton
Stuart Woodward	Swindon
Martin Reynolds	Pembroke Dock
Trevor Catling	Clacton-On-Sea
Ian Robinson	Redditch
Tony Patrick	Woodbridge
Graham Green	Great Yarmouth
Barry Daniel	Lymington
Richard Tupman	Paignton
Kevin Williams	Devizes
Jonathan Elgerton	Stourbridge
Sean Quigley	Manchester
Nathan Symons	Swindon
Paul Kirk	Lincoln
Simon Carlow	Sittingbourne
Adrian Bull	Rochester
Alberto Gariazzo	ITALY
Pavlos Vasileiadis	GREECE
Stephen Foss	Beccles
Tim Bloch	Lechlade
Peter Gee	Rochdale
Kostas Papagiannopoulos	GREECE
Paul Thompson	Cirencester
Dennis Caygill	Daventry
David Blenkinship	Leyland

Paul Dickinson	Burnham-On-Sea
Jeff Cousins	Swindon
Colin Paul	Ely
Mike Curnyn	Peterborough
Graeme Warr	Swindon
Steven Edwards	Newport
David McAdoo	Dungannon
John Pickering	Chesterfield
Jamie Norris	Morpeth
Robert Hardy-Pickering	Liverpool
Bryan Smyth	Daventry
Hafsteinn Nielsson	ICELAND
Derek Foard	Dingwall
Jason Thompson	Gillingham
Panagiotis Vagiakakos	GREECE
Alistair Castle	Devizes
Chris Aubrey	Salisbury
Adrian Sach	Durham
Robert Woolford	Falkirk
Kishore Cherupalli	Wokingham
Graham Winch	Grays
Andrew Stevens	Chippenham
Andrew Kirk	Swindon
Robert McDonnell	Lincoln
Nigel Preest	Lydney
John Sowerby	Jersey
Gary Kirk	Nottingham
James Nicholas Powell	Jersey
Frank Miller	Chelmsford
Chris Cambray	Didcot
Peter Norman	Fowey
Bruce Deacon	Clacton-On-Sea
Andy Hewitt	Chesterfield
Marcos Coelljo	BRAZIL
Paul Taylor	Gillingham
Alan Bayliss	Tamworth
James Padley	Grimsby
Tony Marris	Worcester
Christopher Brown	Bournemouth
Antony Richards	Caersws

<p>Membership Secretary Teresa Langley Strathaan, Ardgay. IV24 3BG tel:- 01863 766431 email:- membershipsecretary@royalensfield.org.uk</p>
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Club Calendar 2023

Official Club Rallies

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

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 holi-
day@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 Sliowski 0773 0110 158

Email poloenfield700@googlemail.com

WORCESTERSHIRE RALLY AND AGM
THE DRUM AND MONKEY, UPTON UPON SEVERN

**COME FOR THE SATURDAY
OR THE WEEKEND**



SEPTEMBER 15/ 16/ 17

SEE THE EVENTS CALENDAR FOR DETAILS

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

REOC National Facebook Page

The REOC FB page has two purposes, or two core values if you like. "To paint Royal Enfield Motorcycles new and old in a positive light and to promote the Royal Enfield owners Club".

If you can do either of those in words or pictures or simply just wish to follow others doing so please visit.

www.facebook.com/royalenfieldownersclubUK/Policing;

Branch Reports

East Sussex Branch report May

Probably a bit late but we are almost a year old as a branch meeting in the Kings Arms Rotherfield East Sussex. TN6 3LJ. We meet every 3rd Thursday of the month.

3 of us signed up for the DGR 2023 (Distinguished Gentlemen's Ride) in West Sussex on May 21st where we travelled 26 miles to get to Shoreham by Sea to meet up at a pub. It was fantastic to see nearly 200 bikes waiting for the off. All riders in period dress and tweeds, leathers including partners. It was a blistering hot day too but once on the move was lovely. First stop was Little Hampton, then Bognor Regis and finally on to Chichester where we all parked in the High Street. There was an auction and music so we stopped for a bite to eat whilst there. It was a really good day and my second run with the DGR. Our West Sussex ride raised £36,000 in all. It's a very relaxed ride of 26 miles and varies from area to area but well worth taking part and for a good cause (Prostate Cancer) so look it up next year and join in. Remember it's in May.

So my thanks to branch members John Crawl and Ron Cutbill for coming along for the ride.



*L to R Grant Melton
(branch Co), John Crawl,
Ron Cutbill*



International Rally 2023

The 2023 REOC International Rally was held successfully in Ancient Epidaurus city in Greece!

From June 2nd to June 4th more than 120 participants and 80 Royal Enfields passed from the campsite Nicolas 1.

We had a great time there with many activities every day and a marvellous Greek weather.

I will described it to you as concisely as possible for all those who could not participate.

On Friday early in the morning we were there and set up the REOC rally area. Otherwise, we have been several times and conceived every detail for a special event like that.

We started to meet all the participant who were really excited about the place. With many of them we were social friends last years and with the others we chatted many times before the rally. Wish I had more time with them but all were fantastic!

The first presentation was by Benno and Thecla Grass. That lovely couple had travelled more than 590.000KM worldwide with a 1982 350 Bullet with trailer. It surely must be the most travelled Royal Enfield Bullet of all time! Benno and Thecla recently rode it from their home to Netherland to Greece ,starting middle of May!

Their presentation about their trip to Africa was marvellous including many gorgeous photos.

In the afternoon we had our first ride to the Ancient theatre of Epidaurus. More than 60 Enfields participated there, and two guides waited for us at the entrance of the archaeological site.

All were impressed about the history of Greece and the Sanctuary of Asclepius is a remarkable testament to the healing cults of the Ancient World and witness to the emergence of scientific medicine.

When we returned to the campsite a dinner was waiting for us! We ate nice local dishes to a small taverna by the sea only 10' from our area.

The second day started early in the morning with a ride to Nafplio city!

One of Greece's most romantic cities, Nafplio is famous for its listed architecture and majestic Venetian castles. It was the Venetians' 'Naples of the East' and the first capital of Greece!

We had a great time,relaxed and enjoyed the city.

Around 2pm we must returned because in the afternoon we had our second presentation!

The Greek historian and author Giannis Liapis described to the audience the Classic Motorcycle History in Greece including some Royal Enfield's of course! Many interesting photos presented and nice stories.

There were some reports also from the mid 50's REVS magazines, which are shown Royal Enfields in Greece.

On 7pm we had the Member's dinner inside the restaurant's campsite, by the sea. All participants were there and enjoyed traditional Greek food with a marvellous scenery of the Greek sunset.

The day haven't ended yet, we had the live Greek music.

A nice band entertained the participants until midnight.

We didn't smash plates but we danced and sang all together celebrated that gorgeous day!

On Sunday the ride to Galatas was really beautiful and the combination of the blue sea and the orange trees in our route was memorable.

When we arrived there many of us took the boat taxis to Poros island which was only 3' away and across. A beautiful small island and the greenest of the Argosaronic Gulf.

At noon we took the road back full of beautiful images and experiences.

The Show and Shined started at 4pm.

Shiny Enfields covered thousand of kilometers were standing there proud.

Many categories but one must mention was Bill Grigs award for the longest-distance world traveller of the rally. Bill came from Perth, Scotland and covered more than 4000KM! A great achievement, thank you Bill!

After that was Gordon's May presentation in two parts. As you all know, Gordon is the official brand historian.

-The presentation of the new Super Meteor 650

- The challenges and joys of overland motorcycle travel

Both were gorgeous and very informative!

The end of the rally included a Rock n Roll night at the small bar of the campsite. The Dj set was fantastic, and all the members enjoyed it.

I must say that Benno Graas won the award of the best rally dancer. He never stopped and his energy was unforgettable.

I could write many pages about the rally, and I don't want.

The only thing I would say is a huge "Thank you!" to all the participants!

Especially those from abroad.

The 120 people who created a special and very successful REOC International Rally which we will never forget.

Best Regards, Andreas Papadakis General Secretary REOC Greek branch

Ps I would like to thank also all the Greek REOC members who set up that gorgeous event. Also, REOC UK Chairman Bob Murdoch and the UK committee for their



support.

At the very successful 2023 REOC International Rally we created an amazing poster with the help of REOC members John Stephenson, Dick Hodge and Bob Murdoch!

I asked John to write a speech and I would like to share with all the REOC readers here!

"My Years in the REOC

In 1981 after completing my professional examinations I had a bit of spare time so I decided to smarten up the 1949 Model G I'd been given 10 years earlier.

Struggling to find parts I decided to temporarily join the REOC until I could find the parts I required. On joining I saw that there was a rally being held in Yorkshire some 80 miles from my house, after much planning and loading with spares I attended and so began the rest of my life, by the time the year was out I thought nothing of jumping on my G with little or no preparation and riding 300 miles to a rally.

Whilst talking to members it seemed a lot of people were building V twins and as it was I'd been asked a few years earlier to build K for a friend of a works colleague on asking it was still in bits and could be bought very reasonably, so began the start of my obsession. About this time the REOC asked me to become the model G specialist not because of my knowledge of Gs but because I was the only regular REOC member who attended most rallies on

a G. As what happens in Clubs the Social Secretary resigned and I was asked if I'd also take up this post I agreed and held this position for 20 years until it became too much for me,.

My obsession with Royal Enfield continued I now have 10 ranging from 1929 to 1960 and all are on the road apart from another Model K 1935 V Twin, which I am working on re-building.

Would I change anything no I have enjoyed every minute of my 41 years in the REOC and have made friends all over the world and still hope to get to more events as my health allows.

I will not be attending the Rally in Greece because last August I had a bad accident while returning from the Netherlands Summer Rally and spent two months in hospital with multiple fractures and brain damage and I needed to learn to walk again.

Whilst I will not be there in person my wishes and thoughts will be with you all and know that you will enjoy the rally and hope you get as much from the Club as I have." Thank you John! See you soon to a REOC rally!



Isle of Wight Branch Contact, Ron Wallis, 01983 752861

ron.wallis10@gmail.com

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

There was not any great amount of group activity over the last two months, other than a few chaps at Club evenings. Some members did their own thing for a few jaunts, but the price of crossing the Solent makes travel to North Island somewhat less attractive. Yours truly did venture as far as the North of France in June, on my new Classic 350, having another look at the Normandy Beaches and Pegasus Bridge. An ideal machine for that type of countryside, and returned just over 100 mpg for the trip. It is becoming obvious that there are a lot of Royal Enfields of all ages, on this Island, including a number of "flat tanks", and it is such a pity that we can not tempt more owners into the REOC fold, maybe they would come up with a few ideas for events.



Branch Reports

South Wales Branch: May - June 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).

Our planned May ride was to the South Wales Aviation Museum at St Athan. We were not quite as organised as usual with our route planning but nevertheless, we all arrived safely. Participants being: Mandy, Ted, Kev T, Kev L, Dave and Milly, Mike, Dave, John, Alf and myself. Again, it was good to see new faces as well as those we have not seen for a while. A very interesting destination, even if you just have the slightest of interest in aviation. A hangar full of all sorts of shapes and sizes of aircraft. Easy parking and café for lunch or light refreshment. Sat nav is very useful as signage was minimal.

A few members made the effort to meet up in between official dates as well as attending local steam rallies and the like. We have a great team on the look out events that could be of interest, Mike S is leading the field I believe – keep it up Mike.

A call in to Baffle Haus or The Old Tintern Railway Café normally returns a coffee break with familiar faces. I caught up with some regular riders and coffee drinkers at the end of May at BH: Kev L, Mandy, Mike, Jon and Mrs Jon, Ted and father Ted. I had been out riding with a new neighbour.... Another target to convert to RE.

Our meeting at the beginning of June was a last-minute reminder for our Branch Anniversary Meeting on the 10th June. It was a good meeting with another two new faces joining us; Adrian on his Interceptor and Steven on his 500 Bullet. Also there was Ted, Kev T, Gerald, Phil, Tapan, Andy, Dave and Joe.

The 10th June was our Anniversary Meeting with a great turn out at Baffle Haus. Thanks to BH for allowing us to take over their car park with Royal Enfield only bikes allowed. To the best of my efforts, RE's were present with the following riders:

Richard: Continental GT 650, Ted: Interceptor 650, Gerald: Bullet Trials Replica, Kev the Kit: Interceptor 650, Chris: Interceptor 650, Mike: Interceptor 650, Andy: Model G, Tapan: Continental GT 650, Steven: Bullet 500, Lawrence: Continental GT 650, Dave: Interceptor 650, Jez: Interceptor 650, Mandy: Continental GT 650, Mike: Bullet 500, Jeff: Classic 350, Andrew: Meteor 350,

Branch Reports

Robert: Himalayan, Jason: Himalayan, Andy: Interceptor 650, Dave: Interceptor 650, Robert: Interceptor 650, Graham: Meteor 650. Lots of representatives from our own South Wales Branch as well as others from Bristol, South Midlands, South Wiltshire, Hereford.

We led 2 x rides on a circuit around some favourite roads and stopped for lunch at Tintern Old Station Café.

A massive thank you to all that made the effort and joined us. It was marvellous to see so many REOC Members together. Those that rode with us, I hope you enjoyed that too. Thanks to Kev the Kit for preparing our custom logo hi-vis vests. It was especially good to catch up with Jason Reeves at our event. Jason helped us so much when Ted and I were setting up the branch.

We are looking forward to an overnight trip to North Wales in July and then our big inaugural Rally in August. Camping numbers are growing in the group, can't wait to see all of those new tents in August.

Rally details are below and as always, Ted keeps our Events Page running within our FaceBook page.

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

Cornwall Branch

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

Meetings now at The Fox & Hounds Inn, Scorrier, Redruth TR16 5BS, on the first Wednesday of the month 7.30pm.

We held our Cornish Rally on the second weekend of May, back at Trethiggey in Quintrell Downs. The first for 3 years, due to the pandemic. It was nice to get back to rallying again, and in excellent weather. Although not attended by so many as previous years. We all had a good time, and sat around the brazier in the evenings chatting.

Our ride out on Saturday with 16 bikes took us North, to Mawgan Porth for coffee (where the nice lady car park attendant allowed us to park for free). Then we headed towards Padstow, and on to Wadebridge, where we turned off and rode through the village of Trelights, and down through Port Isaac of Doc Martin fame, onto Port Gaverne and Delabole, then through Boscastle and Tresparrett to The Engine Room Cafe at Otterham Station for lunch.

Lunch consumed, we rode across the old second world war Davidstow airfield, down past the Crowdy reservoir, through St Breward, Helland and Helland Bridge. Then turned down towards Bodmin, turned right, and rode through Nanstallon and Lanivet before taking the old A30 to Victoria and on towards Newquay, Quintrell Downs and back to our campsite at Trethiggey, where we had an evening barbecue and celebrated Tina's birthday.

The following weekend saw several of us attend the Devon Rally at Webbers Park at Woodbury. Again in excellent weather. On the Friday five of



us rode the back lanes to Branscome, and on to Beer, where we had lunch on the beach. In the evening there was the usual fish'n chip run.

On Saturday we did a run to Willand for a coffee/breakfast stop, before carrying on to South Molten and lunch at the Honey Farm. Unfortunately Richard got a back wheel puncture just before South Molten. Several of the Devon members stayed with him whilst he waited for the breakdown services to arrive, and Richard got a lift back to the campsite with Gordon. The breakdown services delivered the bike to Richard's home several days later.

On Sunday 4th June six of us went on a ride out. We met at Smokey Joe's in Scorrier, and rode to Stithians Lake for coffee, before riding on through Porkellis to Trenear, then on to Gweek, up Gweek Drive to Garras and across Goonhilly Downs, down to Kuggar, Ruan Minor, then down through Cadgwith. We then rode to The Lizard for lunch. Our return journey took us through Mullion to Poldhu Cove, where we stopped to take in the scenery, as the weather was so good. After which we made our way to Cury. On past the Naval Air Station of RNAS Culdrose to Helston and our separate ways home.

Bob Reed (6167A)

Branch Reports

Ireland.

REI Adare May camp.

The morning of 12th of May saw my beautiful Royal Enfield Bullet heading out from Tralee to Brosna to meet up with Peter who is an aspiring Royal Enfield rider to head for Adare with his sweet dog Nula. We called in on Sprocket and Hubs motorcycle emporium, the home of Royal Enfield Ireland who are now also a dealer for the new BSA.

On to the Adare camp site where Hugh and Marie the owners greeted us who are also Royal Enfield folks. We were then greeted at our pitch by Bill, Franky of (Franky's World) YouTube Chanel Jason and later Diarmuid, John and July, Mike and Declan, our friends Chris and Elaine Royal Enfield main dealers joined us later for a few drinks.

Before our ride out Jason and I headed to Sprocket and Hub's for a treat, Jason had a ride on the 650 Continental and I a ride on the new BSA Gold Star, lovely bike and yes would love one but would not change my 1967 Royal Star for it. A lovely to ride smooth clean pickup great sound and great bike.

Chris and Laurent joined us all for the ride out leader was Hugh and I tail end Charlie, we did some lovely country roads around county Limerick and on to The Old Irish Times museum, this was a well set up and friendly treat with Tea and biscuits included in the modest price. Back to Adare and lunch at Sean Collins pub where we met Trix, Niel and Tom.

The afternoon evolved into evening with camp fire, beers and cider also a few words of thanks and prizes including one for Tom's BSA B44 Gold Star.

As always, we were blessed with great weather good company of like-minded folks more could be seen on YouTube Franky's world.

I thank all who supported and add in this stressful world that we live in such good times are so important so enjoy your bikes, friends and the good times.

John B Nicholls 10710

thatboyinkerry@hotmail.com



Branch Reports.

South Lancashire

Meetings: First Tuesday of the month, 7.30pm - 10.00pm

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

chris.robinson1956@gmail.com 0161 4421906 ~ 07951983158

Roughleys Bike Show, Stockport town centre (A6). A great event last year and let's hope for a fine day on Sunday, 27th August. (Not the date wrongly shown in the last Gun.)

Our 3 explorers, Rob, Mike and Paul have been sending reports and photos of their brilliant Round-Britain-on-Enfields trip. Hope to see a full report on this soon.

Yorkshire... not such a bad county really; the photos show evidence of our members getting across the border. And back safely. Just one of many great ride outs.

Astley Green. Sunday, 2nd July: The LE Velo rally, at the wonderful Lancashire Mining Museum. All sorts of bikes, a fantastic atmosphere and we planned for a sunny day, as usual.

Looking forward to the next meeting at the Birch Hotel, on Tuesday 5th September.

Chris 8113



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

'Life at The Palace' or how the Kent 'Otty Bottom Rally' has found a new home!

Kents rally of 9th - 11th June was staged in fiercely hot conditions at our new site at Palace Farm hostel & campsite in Doddington near Faversham. With over 40 attendees for the event & 28 riders on our ride-out it was adjudged a great success. Again we had Ruud & Gerry Blom from Holland & returning members from other branches not seen since pre-Covid times including Robin & Anne Notton, Anne again bringing along her now customary box of cakes for us to enjoy.

After Fridays excellent meal at the pub close by the campsite, Saturdays ride took us on a clockwise route of over eighty miles around the county along roads few of us have previously travelled. After a 'convenience' stop near Chilham, halfway to our lunch break at the 'Chequers on The Green' at High Halden we travelled largely on minor roads via Cranbrook, Cross at Hand, Hollingbourne, Bredgar, Bapchild, Teynham & back to Doddington with fortunately no problems with bikes, riders or routes, thanks largely to good planning by Graham, John, Les & Martin.

After Saturday evening 'dining' care of Micks Mighty Burgers as always, the game of Kentish Bat n Trap again descended into a disorganised shambles with each team claiming to have won. The winner of the 'ever so easy' quiz was ever so smart Peter W winning a box of chocs & a special presentation Kent R.E.O.C. mug. The booby prize for the ever so thick contestant was a similar mug but with a broken handle Seems too polite to give details, lets just say 'Christian' from London branch. All attendees received one of our special enamel Kent REOC badges.

Thanks again to all those who helped with the rally & particular thanks to Graham C. for providing us with such a great site for this & future events.

We are getting more new members at the clubhouse & also now riding to our new midweek evenings by the Medway at Wateringbury marina. When all members are linked on WhatsApp, ride outs too should be a little easier to organise at short notice. Also, if you get your copy of 'The Gun' on time you will know that the International West Kent Run Showday is Sunday August 6th, not to be missed!

.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

Gloucestershire Branch – January to May 2023

Contact; Russ Williams 0758 7065 007 or REOCglos@hotmail.com

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

Let the Rides Begin!!!!

January, February and March saw the branch in eager anticipation of the arrival of April and the commencement of rides on the first weekend; who could forget the balmy weather a year ago.

Although some of our braver members took the occasional ride out to meet the Chairman's Challenge, Sunday 2nd April dawned.....to heavy, grey overcast skies and persistent drizzle. What a difference a year makes. Still onwards and upwards and the meet saw nine intrepid riders including three new faces and as the day drew on, the sun ventured out, the roads dried and spirits lifted.



Sunday 16th April 2023 saw a regional meet at the Toddington Steam Railway Café. What a fantastic day!

Many thanks for Ted (South Wales) for inviting us, thanks also to Dave (Wilts) for bringing up a large group from Wilts. South Midlands also attended. Reckon there were about 50 + RE at the cafe at one point.

Riding through Gloucestershire as the sun shone with such a large group (thanks for leading this part Kate) was brilliant. Passing through the historic town of Tewkesbury caused quite a stir. To such an extent that Town Council declared a State of Emergency and called out the

Home Guard. And such was the excitement after we left that they have declared a Bank Holiday.

The branch is still attracting new members via our Face Book page, which is great to see. Please ensure that you also drop me an e-mail or use Messenger and I will add you to our email and WhatsApp distribution list.

Branch reports

Wiltshire Branch

Meet second Thursday of the month at the New Inn Winterbourne Monkton.

SN4 9NW. Contact enfieldwilts@gmail.com.

How refreshing its been to have some good weather and put our trusty Enfields through their paces. Suddenly everything seems to be happening all at once and I have had to draw breath to take it all in. We attended the Stone Circle Rally at the Super Marine Sports Ground at South Marsden (Site of second world war spitfire factory) organised by the BSA owners club. Enfields were well represented and we were thanked by Martin from Bike Treads of Swindon for assisting in the ferrying of their display bikes to the event.

Saturday 10th. June saw ten machines set off to Gillingham in Gear, in Gillingham Dorset, to be met by Robin Gillingham on the Royal Enfield stand!. It was great to meet up with old friends from the South Wiltshire, Dorset and Somerset and South Dorset branches. There were two new Super Meteors on display one in Interstellar Green owned by Graham Philip from South Dorset, who if you remember wrote of his first impressions of the 650 Meteor in the April/May edition of the Gun. Both these machines received a lot of attention and interest from whom I suspect to be potential purchasers.

At our June branch meeting we were treated to another of our informative talks, this time on the History of Vintage Vehicle Lighting by Colin Myler. Colin brought along a collection of exhibits and gave a demonstration of the practical and correct procedures associated with acetylene gas lighting. The assembled moved outside to observe Colin from a safe distance (what could possibly go wrong).

Well I think we are up to date now but just over the horizon is the Holt Show on Saturday 24th June and our much anticipated Moonrakers Rally to be held over the weekend Friday 30th. June - Sunday 2nd. July at the New Inn. I look forward to reporting on these events next time.

Keep smiling. Steve Higgs. 15334.

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Branch reports

Airedale and Wharfedale Branch

We meet on the third Thursday of the month at Shipley Conservative Club . during summer we meet at 6.30pm for a ride followed by our meeting at 8pm. we are on FB and WhatsApp.

I reported in our last edition that we were doing research into the potential of arranging rides a bit further afield , for example, 2 of us mapped out a route into the High Peak area of North Derbyshire, having heard about a great cafe "The Yonderman" near Buxton.and we were not disappointed! So....a group ride out was arranged and a goodly number (8 I think from memory) enjoyed the route through Holmfirth ,(Last of the Summer wine filmed here) climbing over Holm Moss , down to Glossop, Chapel en Le Frith passing under an amazing junction of 3 Railway viaducts and out to Buxton and the Yonderman. for a first class lunch.

The plan was to make a circular route via Castleton and Snake Pass back to Holmfirth but the A57 Snake Pass was closed. So Paul, one of our branch friends from this area (Known as Panther Paul, and not for his knowledge of big cats!) took the lead through the Strines, a series of those frustrating hairpin bends that become tighter as you progress through the turn, thus helping to complete our circular tour.

Many RE branch members will have contributed to the Distinguished Gentlemen's Ride raising money for Prostate Cancer research and men's wellbeing. We joined the North Lancashire ride starting in Darwen and finishing on Blackpool prom under the Tower. Of the many memories of this day one stands out for me - the survival of the fittest surge as 220 bikes all set off from the market square! orderly and safe but not for the faint hearted!

Our membership grows steadily, we have just got our first Super Meteor member which is great.

Big bike Sunday in Skipton is upon us as I write, always a time to share common interest with others, hopefully in good weather.

So, enjoy the summer weather and ride safe all.

Below LEFT is a shot of some of our distinguished Gentlemen - and some RIGHT likely lads on an afternoon run. Peter Jackson 17222



Branch reports

Thames Valley Branch

Contact Max Fowler 07415 458555 on mobile or via email
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.
Intro – Club secretary

Readers of the previous Thames Valley Branch Report in April were advised to “watch this space” regarding ride outs and more active use of our bikes for Branch activities. Happily, Branch members did engage with the Sammy Miller Museum event on 30th April and this edition of the report describes the action.

One event that occurred as a result of bursting into print in The Gun was that we garnered a new member of the Branch; Les Darby, who will join us in July. Les is already a REOC member but was hesitant about approaching Thames Valley since he could not find any Branch Reports (!).

The Event- Stuart and Ian

Now to the Sammy Miller outing; it was a great success from the Branch point of view. Ian W, Mick and Stuart all attended and enjoyed the visit in spite of the weather turning wet in the afternoon. They took a number of photographs during the visit which are presented below. The Sammy Miller Museum contains over 500 vintage motorcycles but the following were singled out by Stuart as outstanding examples of what is on offer
1 The winning ‘Classic’ entry; a 1924 2¼HP Royal Enfield (Trophy on the seat)

2. Another example of the winning bike but in pristine museum condition!
3. A picture of the Ladies Model 201A, Stuart took this photo to show his wife that Enfield made a bike specifically for the ladies.
4. A picture of a Continental GT 250 Café racer



Branch Reports

Meanwhile Ian W wrote the following:

On Sunday 30th April, members of the REOC Thames Valley Branch, attended the club's ride out to the Sammy Miller Museum at New Milton in the New Forest.

Initially some of the Thames Valley Branch members met at the Hatfields of Crowthorne dealership before setting off at 9.00am. Following a leisurely ride down the A30, we stopped briefly at The Sun Inn, just outside Dummer in Hampshire, to meet up with other club members, before continuing on the ride down to the Museum.

It was a very pleasant ride as we followed a well-chosen route avoiding any motorways enroute. We passed through many of the picturesque towns and villages of Hampshire, down through the New Forest.

On arriving at the museum, we joined many other Royal Enfield riders and REOC members together with their bikes, already in the car park. It was a chance to meet and talk with REOC members from other branches, both near and far, who had made the journey to the museum.

The museum houses an absolutely fantastic and unique collection of motorcycles going back over the years, all kept in superb order. Some of us were fortunate to meet the great man himself, as Sammy came over to talk to us and to look over the various machines that had made the journey to the event.

As the day progressed, unfortunately the weather closed in and gradually riders reluctantly said their goodbyes as many started on their return journeys. When the time came to leave, we traced our route back through the New Forest before heading off to our various home destinations. All in all, it was a fabulous day out and despite of the weather, we all enjoyed the experience.

I, for one, look forward to a return visit.

Tailpiece: Club Secretary

Finally, to provide a conclusion to the Branch Report I would like to say that the Sammy Miller trip was a great success for our Branch and it prompts me to suggest that we should arrange our first Branch Rideout to a location to be agreed and using guidance from our extensively travelled members. I hope to be able to report on this in our next Branch Report.

Max Fowler 17359 Club Secretary Thames Valley Branch

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.

The last two meetings at our super local dealer 'Hayward's' have been well attended. The multitude of riders enjoying mug's of tea and bacon sandwiches kindly provided by our hosts.

We have observed with interest the many test rides being taken on the Super Meteor demonstrator, if a fair number result in sales then it's another great success for Royal Enfield.

Having collected a few email addresses at a previous meeting we are intending to hold 'The Windmill Run' in a couple of weeks, it will be interesting to see how it goes and I will report here next issue.

At the end of May some members of our branch attended the annual 'Prickwillow Motorcycle Show'. The roads across the fens to the 'Prickwillow Drainage Museum' need some caution but the event was worth the effort. A huge selection of all sorts of bikes were to be seen and some of the huge drainage pumps could be seen in action. These kept our feet dry before electric pumps came along.

As I write, it is just a couple of days to the ACU National Road Run.

A couple of branch members will be taking part, including me, I will let you know how we do.

Mick Goody. 18296



The Mighty 5 cylinder Mirrlees

Branch Reports

Wessex Branch

Good branch turn out for the ride down through the New Forest to Loegria, the Enfield dealers in Brockenhurst, where we enjoyed a fine cup of coffee whilst viewing the latest Enfields , before joining many other riders for the run down to Sammy Millers museum for the Annual Enfield ride in. Mike, Les, Bob and Doug had an early start to ride down to Yeovil for the excellent Spirit of the Sixties charity run, getting there in plenty of time to enjoy the breakfast.

The route took us through Burrington Coombe to the Helicopter museum at Weston super Mare, before returning via a packed Cheddar Gorge. Spent the last Saturday of May riding through the New Forest, with an early start allowing us to call in at the Beaulieu breakfast meet. Viewed the stunning vehicles on display before venturing off to the coast, calling in at Lepe and Calshot before having a ride on the pier train at Hythe. On the way home called in to the Eling tide mill before enjoying a barbecue at Mike and Lorraines home.

Well attended ride out to the bike night at the Crown ,Kingsclere where there was a very Eclectic mix of bikes.

The June club night run took us out to Alresford via a section of very gentle green laneing through Micheldever woods and the ford at picturesque Ovington, returning through the Candover Valley.

25th June another great ride down through the New Forest to the Rickman day at the Motorcycle Museum. Then rode down to the ever popular Mudeford Quay before a bit of exploring resulted in locating the 220 foot Folly at Sway. Built in the 1880s this 14 storey tower is reputed to be the tallest non reinforced concrete structure in the world. We meet at the Wyke Down pub Andover at 7pm on the 2nd Thursday of the month, with ride outs during the lighter summer months. Doug Hopkins 12683 .Contact 07857 692445 to check on times if you're thinking of joining us on a ride out.

The Royal Enfield Breakfast Ride in at The Dolphin Hotel.
Gillingham, Dorset SP8 4HB

09 AM start Cooked Breakfast from 10 AM I hope to see you there.

Club Contact

Robin Gillingham 01963 251406 or 07925 623447

Branch Reports

Devon Rally

The Devon rally was a success with good weather.

My efforts to attend were thwarted by a Doctor directing me to hospital on the Saturday morning with a dislocation scare, which thankfully was only a scare but it kept me in hospital til after midnight.

Meanwhile the rally continued. The ride out was a success but punctures stopped a couple of riders who were recovered back the the campsite. Richard from the Cornwall branch picked up a nail in the rear tyre but 4 stayed with him until recovery arrived, so he wasn't lonely. It still was a great way to meet a few likeminded people

Sad news.

I have been notified that long term member, David Miller who was probably one of our Devon branch founding members, has sadly passed away after battling long term illness. His wife, Pat wrote,

"David passed away peacefully on Sunday afternoon with family by his side.

Pat invited club members to funeral, which was on Saturday, 3rd June and after at the Mount Pleasant Inn, Dawlish Warren for a buffet to remember David.

Our Monthly meetings continue to take place a the Swans Nest, at 7.30 for 8pm start on the third Thursday of the month. My apologies to those who attended on the date of the Devon Rally. Please read the news and Facebook page. □ Lol.

REgards Andy Lobb (17057)

NE SCOTLAND *contact Bob (REtrialer), email-bob.nes@btinternet.com (preferred) or tel 01651 851569. There seems to be a lack of ideas for runs through the rest of the summer. I will put together a couple of runs and propose a visit to the Grampian Transport Museum for the end of the summer. The dates will be the last Saturday of the month, 26th August, 30th September and 28th October.*

On the 27th May a small group of us met at the main car park in Alford for a slightly scenic route to visit a friend of mine, who is 'Metal Polishing Aberdeen'. Along the way we met with Mark who lives nearby. Paul had invited us along to demonstrate his work and he and his wife put on a splendid BBQ for us for lunch. Paul had also asked us to bring along a few items to clean and polish. We all got to 'have a go' with the vapour blaster which was rewarding! Then he took the items for polishing which we could only watch from a safe distance from outside (for safety and because it is decidedly mucky and requires breathing mask with filters etc.). A few parts were left with him for further polishing and I am sure many more parts will be

going to him! An excellent day for us and I think a few new clients for Paul. Photo shows Paul holding my vapour blasted rocker cover, and myself with the finished one, along with the group in attendance.



Our June meet was a trip down to the Montrose Air Station Heritage Centre, John's report. Myself (John), Robyn and Roland along with his 2 new puppies Rose and Ruby

set off from Milton of Crathes, heading south on the A957, known locally as the Slug road to Stonehaven, then on to Auchenblae and Laurencekirk crossing the dreaded A90, on through Marykirk and Hillside ending at Charleton fruit farm for a bite to eat which was very enjoyable.

We were welcomed at the Air Station by volunteer staff. No 2 Squadron RFC established the first operational air station at Montrose in February 1913 for pilot training for the RFC, 3 hangers were built in 1913 named after Major Burke who was commanding Officer No 2 Squadron RFC.

In one wooden building there is reception and a room furnished as a 1940s living room. In another wooden building there is a Spitfire room charting the history of this famous aircraft, in another room is the station commanders office, a diorama room telling the history of the base, with photos of past pilots and navigators who were trained there, the pilots in WW1 and navigators in WW2, also the woman who served there.

There is a restoration building where volunteers are restoring an Avro Anson, in another building there is a replica B.E.2a N0 471 which was the first aircraft to land in France at the start of WW1, and a Sopwith Camel F.1 both built by the volunteers at the Heritage Centre. In the same building there is a poppy wall, and a memorial to a pilot who learnt to fly at Montrose, was killed and buried by the Germans and the cross they made is on display there, also an Animals at war memorial. In another building there is various Merlin and jet engines, a Jet Provost cockpit, a Miles Hawk Major and a de Havilland Sea Vampire, also a learning zone for visiting schools.

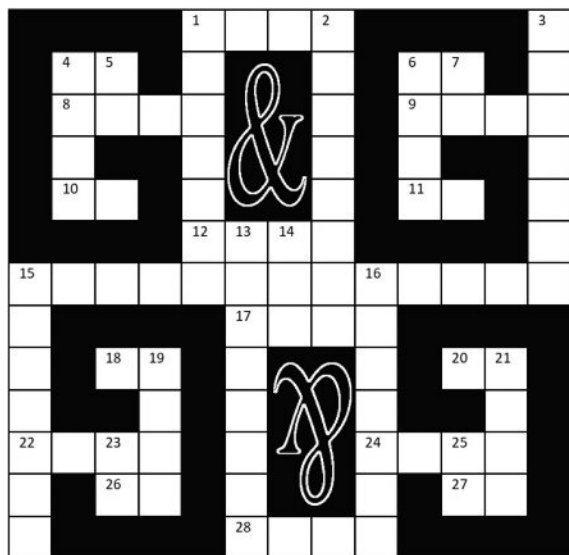
In one of the Burke hangers is a Hawker Hunter on loan from the RAF and a Panavia Tornado on permanent loan from the RAF.

Outside there is an Anderson shelter and pillbox, BOFORS anti-aircraft gun, a Gloster Meteor and a replica Spitfire MkVb representing a Spitfire which the people of Arbroath had purchased starting a "Spitfire Fund", the aircraft is named "Red Lichtie" after the people of Arbroath.

The station was closed between the wars opening again to train navigators for WW2 finally closing in 1952.

We thanked the staff for the information given and set off north homeward on the A92.
REtrialer (07404)

The GUN Crossword issue 296



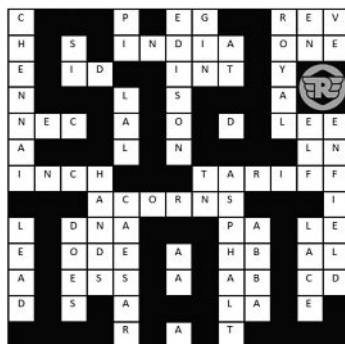
ACROSS

- 1 Unit for electric potential difference
- 4 Army, RAF and ?
- 6 German for Yes
- 8 Officially taking vehicle off the road
- 9 Needed to catch fish/keep hair tidy (1,3)
- 10 22/7
- 11 SI unit of mass
- 12 Asian desert
- 15 RE parts people before Hitchcocks (6,3,4)
- 17 Indian butter?
- 18 Across Flats
- 20 Before (Mr)Wells. Mercury
- 22 Use them to measure resistance
- 24 Suck-Squeeze-?-Blow
- 26 General Electric (abbreviation)
- 27 RHD. Opposite: ??D
- 28 Saw, socket, plane, awl are all a what?

DOWN

- 1 Cars a bit newer than Veteran
- 2 What trams run on. Avoid! (Singular)
- 3 Assault & a thing storing electricity
- 4 Please answer, in French
- 5 Opposite of Yes, or, Number
- 6 Car lifter
- 7 Indefinite article before vowel sound
- 13 Musician in Church, Blackpool Tower
- 14 Grumpy word before *humbug*
- 15 Liquid capacity, 8 pints. (Plural)
- 16 Unit to measure sound level
- 19 Melt together or elec. safety item
- 21 Van ? with one ear
- 23 Sports cars from *Morris Garages*
- 25 Shorter than *Netherlands*

Well done to all who entered last time. Only one can be drawn from the hat, so keep them coming! The Winner **Geoff Walker (17217)**



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

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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