

THE GUN

The magazine of the Royal Enfield Owners Club

royalenfield.org.uk



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Bob Murdochs Crusader Airflow on the coast road above Epidaurus after an epic ride to the International rally

Editorial.

Welcome to the latest issue of the Gun magazine. It seems impossible that the next issue will be the Christmas edition. This time we have lots of articles/photos of the very successful International Rally organised by the Greece branch.

Members will notice from the ad at the bottom of this page that I am intending to step down as editor, hopefully by March next year. So all you younger members, get volunteering and see how much of a difference you can make to our club..

On a personal note, this month I went out to buy a spark plug for my Prince and returned with a spark plug and a 1964 250 Continental deluxe converted to a GT. Ah! the lure of anything Royal Enfield. Probably the most expensive spark plug in history. (unless any member knows otherwise, Please let me know). Enjoy the magazine and keep sending in those interesting articles for members to read.
Regards, Alan.



Committee positions becoming vacant:

Editor of The Gun

Secretary

Committee Member

Contact the Chairman if you are interested.

All contributions for the next issue to reach the Editor

by the **1st Nov 2023**

Next issue published December 2023

Obituary

Jemima (Mima) Hodge : 1946-2023.

Friends, it is with heavy heart that I let you know that Mima passed away suddenly but peacefully in hospital on the 14th of July 2023.

She was the love of my life for 58 years, and we nearly made it to 57 years of marriage.

My first family member 3289A, she served the REOC for many years as Club Sales Officer.



Mima loved attending the rallies with me, sometimes on a Royal Enfield and sometimes in the campervan, with or without the RE on the trailer, depending whether we were heading off on holiday to the West Country after the rally. She was a brilliant pillion passenger on all my various RE bikes over the years, be it my 1954 350 Bullet or my 1959 Constellation, the faster I went the more she liked it! Sadly she suffered a Severe Spinal Cord Injury in a fall at home 2018 resulting in her becoming a T11 Paraplegic and therefore unable to travel in the campervan to rallies, but we both kept in touch by telephone and Facebook with several very good REOC friends, some of whom were kind enough to travel a long distance to remember her at her funeral. Many of our REOC great friends will miss her cheery smile and easy going outlook. RIP Mima Sweetheart. Dick Hodge REOC 3289.

Ashley Davies

It is with great sadness I inform the club of Ashley's passing on August 15th. Having fought successfully over the past couple of years his problems with cancer.

We had a great trip, almost 1,000 mls. Around England in July. He wasn't in the best of health but was happy to sit in my sidecar, take in the views and do the navigating. A couple of weeks after getting home he was diagnosed with Lukeamia and Pneumonia which proved more than he could overcome. I first met him when we both did our first VMCC Lands End run in October 1979 or 80. He was an Ariel man really but eventually joined the REOC with a '62 Bullet and then a '64 Interceptor. We had many trips together including a charity ride to Alencon, France when he lost his lights while travelling to our destination after leaving the ferry around midnight and he got parted from the main group, but still managed to arrive at our meeting place before most others. We did Wales during a very cold winter travelling the Brecon Beacons and Devils Staircase on ice and in freezing fog, any sane man would have stayed at home, but that was Ashley, & I followed. He will be sorely missed by his many friends, in the REOC and the Westlands Classic Motorcycle Club. He spent all his working life at Westland Helicopters. He would have been 73 yrs old in September.

R I . P. my boy Les Carter, 1332.

Write away

The following submission is an account of the latest in the series of motorcycle tours made by REOC members Will Sanders and Joerg Berndsen. Firstly, a little about Will and Joerg; both enjoy the somewhat unlikely combination of being close friends whilst also in-laws. Will is married to Joerg's youngest daughter, Anika. Will and Anika met in Australia almost 10 years ago whilst backpacking. Since that time Will and Joerg have formed a close friendship over a shared passion for motorbikes (especially Royal Enfield), adventure and good food. They have climbed the 3 Peaks together, flown hovercrafts, eaten their own bodyweight in Full English Breakfasts and drank copious cups of tea all whilst covering thousands of miles on motorbikes.

Will has a 2019 Classic 500 EFI in red called Penny, and 1950's Royal Enfield Lightweight Sports bicycle, whilst Joerg has a 2016 Bullet 500 EFI in Green called Baloo, and a 1970's Royal Enfield bicycle.

Day 1: Friday 14 April 23 – Southampton to Keynsham

We contemplated the heavy grey sky threatening rain at any moment. Just as expected, it was going to be a wet first day on the bikes for our relatively short stint to Keynsham. Last night had been a late one, packing the bikes and getting everything sorted for a speedy early morning departure before the ladies woke up.

A much-needed mug of Earl Grey tea fortified us as we packed the final bits into our panniers and tail packs as the excitement started to build. This was the first of the trips that we had done together where Will would finally also be riding a Royal Enfield. His previous bike of six years had been a 2002 Yamaha FZS600 Fazer, on which he had conducted our previous tours and other trips. She had been totally reliable and a lovely smooth bike to ride, but after having crashed her in the wet early on in their lives together he had never fully trusted her again. He had long admired Royal Enfield motorcycles, but as a young parent with a tight budget, it just hadn't been an option to purchase one. So, in 2021 he obtained a vintage 1950's Royal Enfield Lightweight Sports bicycle and became a proud Royal Enfield owner for the first time. It had been a special moment in February 2023 to park Penny, his 2019 Classic 500, next to the RE bicycle and bask in the satisfaction of a dream realised.



Joerg finished pulling on his waterproof overclothes and we tied down the final straps on our luggage. We wheeled Baloo and Penny out Will's workshop door and into the service road behind his house, locking the gates behind us. As we saddled up fat rain drops started to splash on our visors, there was only one pressing question that needed answering. Where should we get some breakfast?

A quick decision was reached to head to Salisbury and stop in at The Boston Tea Party café. Will's sister-in-law, Amy, had been the manager until recently and it was conveniently on route. We fired up the bikes and pulled away, making our way out of Southampton and along the wet and mundane roads to Salisbury. The town centre was quiet in the rain, so we wheeled our bikes through the pedestrian zone and parked them amongst the empty chairs and tables outside the café. A hot breakfast and another cup of tea prepared us for the rest of the ride.

Now properly fuelled we saddled up once more and pointed our wheels towards Bath. The soggy ride continued along uninspiring A-roads, the bikes never missing a beat and keeping us comfortable. As we approached Bath the clouds broke up as we entered the rolling hills and improved roads. It felt as if our trip was really beginning. By late morning we arrived at The Old Manor House Hotel in Keynsham after covering around 74 miles.



Above: Baloo and Penny outside The Boston Tea Party, Salisbury.

The reason for the first day being a short riding day was to give us the afternoon to explore Bath. After a fortunate early check in and quick change of clothes at the hotel we hopped on the bus and spent a lovely afternoon and evening visiting the Roman Baths and exploring the town. An abortive attempt to hire electric scooters was scuppered by the associated app not liking Joerg's German driving licence, but otherwise it was a fantastic place to do a bit of sightseeing.

Day 2: Saturday 15 April – Keynsham to Instow

A good, cooked breakfast in the morning set us up nicely for a longer day of riding. Whilst getting the luggage on the bikes Joerg and Baloo had a little lay down after he forgot to remove the disc lock before taking her off the centre stand, both falling **sideways** into Penny. Luckily, the loaded soft panniers cushioned the impact resulting in only a bent horn bracket and a slight scratch

on Penny's front mudguard. The bracket was bent quickly back into approximately its former shape and tightened back in place. Baloo appeared unharmed, though Joerg gave his knee a painful knock.

Once everything was loaded and everyone was feeling a little better, we set off for Cheddar Gorge. The riding was completely different to the previous day, the sun was shining, the roads were dry and as we approached the Gorge the scenery was fantastic. Riding through the Gorge was something very special, if you have never ridden a bike here, it is surely a must!
Below: Penny and Baloo in the Gorge

After a few pictures and a bit of a look around we hit the road again excited for what else lay ahead. A quick Greggs lunch in Bridgewater was followed in short succession by a stop at Minehead Harbour for an ice cream, our first proper meeting of the coastline which we would now hug as closely as we could for the remainder of the trip. After leaving Minehead some exciting riding appeared in the form of Porlock Hill, the steepest stretch of A-road in the UK, approaching 1 in 4 in places, it climbs 725 feet in just under 1 mile. The bikes took this all in their stride, proving that the Enfield's were more than up to meeting any challenge!



We then thumped our way onto Exmoor with smiles plastered on our faces as more beautiful views drifted by and hills appeared to climb and descend, tight hairpins and glorious roads came one after the other, we were having a ball.

We reached Instow in the early evening after a full day covering around 110 miles. Our B&B, Instow Barton, was heaven sent for bikers, with its own dedicated motorcycle garage, beautiful surroundings, cake waiting in the rooms, and hosts who were bikers themselves. We highly recommend it for any REOC members heading to that part of the world. A stroll on the sandy beach and an excellent dinner at The Boat House rounded off a perfect day.

Day 3: Sunday 16 April - Instow to Lands End

A beautiful start to the day with blue skies and a truly exceptional breakfast. We made some quick checks to the bikes before departure and then we were off. The coastline was now our regular companion to our right, with the ocean coming into view on rises and corners like an old friend. We made a tea stop at Summerleaze Beach in Bude and admired horses being exercised on the flat golden sand.

Joerg picked up a few essentials in the RNLI shop before we mounted up once again

Our next stop, Tintagel, had just come into view at the end of a small country lane when Will felt and heard a suspicious soft impact across his chest and helmet. Once stopped in the visitor's car park he pulled off his helmet and inspected its exterior and his jacket. As he feared, what could only have been the king of seagulls had blessed him with a copious amount of good luck. Joerg felt a little left out for not having been similarly blessed, so swiftly made up for it by managing to step in a mountain of chocolate dog eggs outside a shop window. Some horrified ladies watched open mouthed as Joerg, unaware of his good fortune, proceeded to spread the muck all over the pavement as he inspected the window display in greater detail.

After we had cleaned ourselves up and had consoled ourselves with large pasties, we spent a very pleasant couple of hours at the spectacular Tintagel Castle. Helpfully the paper bags that contained our pasties had a useful map of Cornwall printed on them. This was swiftly inserted into the top of Will's tank bag for future guidance (mainly to other pasty shops).

Once back on the bikes we thumped along the coast to St Ives and stopped at the harbour for another swift Earl Grey. The town was already busy with tourists, but it was a pleasant place to relax in the sunshine and watch the world go by.

We kicked our legs over the bikes once again and made our way onto the B3306 towards Lands End. This small road is truly beautiful with dramatic views over headlands, countryside, and ocean. One to stick on the bucket list, it is up there with stretches of the North Coast 500 in terms of wow factor. We arrived at The Lands End Hotel, smiling widely after our 137-mile life affirming ride. A mediocre dinner was more than made up for by an ocean view room and an evening clifftop stroll.

Day 4: Monday 17 April – Lands End to St. Austell

An early morning walk before breakfast along some of the empty coastline before the tourists arrived and an obligatory picture with the Lands End sign was achieved. Having ridden to John O'Groats together in 2017 as part of a two week, 1800 mile UK adventure it felt great to have now seen both by motorcycle.

We consumed a reasonable buffet breakfast looking out over the sea, before packing up the bikes. Will quickly checked the figures for when we had last put fuel in the bikes and realised that we had covered 210 miles without the fuel light coming on. It was about 14 miles to the nearest petrol station and

station and the light only started to flicker under downhill braking just before the pumps, these RE 500's do indeed make the ultimate gentleman's touring motorcycle!

Below: Will and Joerg at Lands End



We stopped at St. Michaels Mount and Will made a quick dash across to the island in full bike gear before the causeway closed. He then proceeded to spend the totality of the 30 minutes he had on the island powerwalking between sights in the hot sun before dashing back across to the mainland. Joerg meanwhile had found a table in a pleasant coastal pub overlooking the beach and had a relaxing Earl Grey. A somewhat hot and bothered Will joined him, downed the contents of a jug of water on arrival and declined a hot cup of tea...

Once Will had cooled down it was back on the bikes and onwards to the beautiful Porthleven. We had a delicious lunch at The Mussel Shoal, a seafood shack on the harbour wall, and watched the world go by in deep satisfaction. We contemplated how at this point in the trip after three days we were now totally relaxed and had thoroughly unwound from all the stresses and strains of daily life. There is nothing more meditative than a motorcycle trip in our opinion!

Our 'Zen and the art copious tea drinking' ride continued into the afternoon with a stop at a roadside antiques shop and a bijou tearoom near a toilet block that had been twinned with its architectural sibling in Kosovo. We arrived at The Bugle, our lodgings for the evening, in the late afternoon and after a luggage unload and change of clothes we rode back into St Austell. Not much to report on this Cornish town, a bit different to the earlier seaside villages of the day, but another happy 80 odd miles in the saddle.



To be continued in next edition, Ed.

Above: Lunch meditation in Porthleven

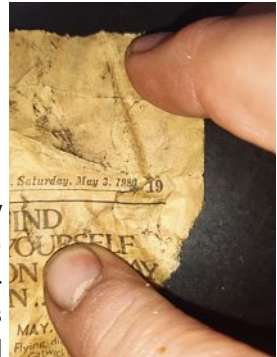
Early G2 Bullet trials machine build.

A few years ago I acquired a lovely 1951 G2 Bullet with original features. The bike came with an incomplete and somewhat unloved sibling. A brief record check on the second machine showed it to be a numbers correct earlier 'swing-frame' G2 that left the Redditch factory on the 17th of February 1950.



The forlorn and incomplete Feb 1950 G2. Oddly the bike came with a couple of features seen on early trials models; chrome rear shocks and the extra lug on the lower fork casting.

Toolbox contents showed the bike's last-active date.



The forlorn G2 rested for a year or two while until my frustration with a 1963 'New-Bullet' trials machine finally got the better of me. Getting the unit construction NB to 'stomp' like it's a semi-unit forebear was beyond me. After three years of running mods I could only put that down to flywheel weight. On the upside that moment of clarity did cause me to consider the benefits of doing something constructive with the 1950 G2. Hence the Trials-Bullet project began in haste - I have yet to repent.

Initially I had planned to build a "found it in the spares pile" machine but test rides on a couple of Royal Enfield trials machines built by Steve Goodman persuaded me that I would be well served if I enlisted the help of an experienced trials bike builder. Although I have rebuilt a few REs it has become apparent to me that building a trials bike, a good competitive example and not just a green lane style machine, requires function specific experience and lots of it. Just like riding a trials bike; the skill set required to build one varies dramatically from usual road bike considerations.

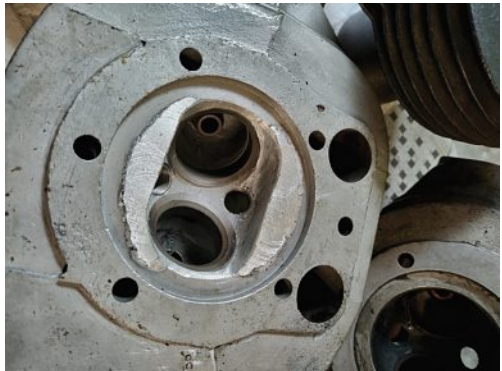
Discussions with Steve highlighted the extent to which his Bullet builds utilised modifications for improved running. To reiterate; these were trials specific mods. For the sake of brevity let's just look at a couple of points if interest.



The mock up 'spares pile' variant in October 2022. Excelsior Consort tank, MP forks and cut down RE front hub.

Firstly the squish head modification and fuel choice. For a longer burn, E5 fuel with Tetraboost additive is used to produce a five star leaded equivalent. Used in conjunction with the combustion chamber mod for squish the effect is dramatic. The mod started with the chamber sides being welded in before milling for clearance could happen. As an aside; initially the welder could not get the material to take until he tried rods with higher magnesium content.

Squish combustion chamber used, in this instance, with a flat top piston and alloy barrel.



Any off road rider knows that weight-saving is never a bad mantra when undertaken sensibly. After some discussions we opted for Steve's suggestion of removal of the downward frame tube that braces the gearbox top mount. The frame was extended rearwards from the top tube and braced horizontally across to meet the rear loops. Making it much like the post 56 frames in that approach.



Conspicuous by its absence, the missing gearbox frame brace saved weight and offers clean lines.

The picture also shows signs of more practical mods such as the alterations to the early Bullet 'crank end through outer primary breathing system' which was impractical for trials application. Eagle eyed readers' will spot the alternative breathing route used. Thanks to Wayne at Hitchcock's we were able to acquire an early WDC timing chest to save the weight over the stock filtered variant. In truth I also wanted to doff my cap to John Brittain's filter-less trials machine. A 630 concentric carb came from the same supplier and the rear shocks from Feked.com. Slinky glide cables were made to measure and the stock MP (Metal Profile) fork springs replaced with a selection of three springs portioned accordingly. Steve modified the exhaust to a clamp rather than strap type retention which facilitated a tighter line for the downpipe. A constant tension chain guide was used in preference to a sprung roller tensioner. The list goes on. As I suggested earlier; building a competitive trials machine requires lots of experience that is not gained from building road bikes.



Modified external clutch mechanism type gearbox.

The clutch pull mechanism was rotated to allow clearance and the neutral finder repurposed as the gear change with a heel and toe lever. Foot pegs are in the latterly favoured position of being placed level with the front of the rear tyre at the height of the sump. This positioning gives a very 'planted' feel.

A real plus comes in the fact that the bike weighs in at 258 pounds with oils and a gallon of fuel on board. Could we have saved more weight by using a smaller alloy tank? Undoubtedly but I like the look of the spares pile Consort tank and it does lend itself to a vintage look. How far do you go with weight saving? Well for an average clubman rider like me that is a rabbit hole best peered into rather than jumped into.

With the local trials season starting on September the 10th the bike will need a few more shake down runs to be fully ready for action. The Taverners events that the bike is aimed at are set out for pre 57 machines and are endurance trials of eight laps of eight sections. Wish me luck!

JD, Midshires Branch,

From The Archives

A Dalesman Linesman – Sean Molloy's Model 182

Sean Molloy recounted the fascinating history behind two of his Royal Enfields at Wobbly John's Red Rose Rally last year. Here's a tale that began nearly one hundred years ago; the WD/Co story is for another day. Archivist.

I bought the Model 182 V-Twin from a deceased estate in Ilkley, Yorkshire. It was a pile of parts, so I completely rebuilt it, including new con rods and pistons. When finished, it ran better than I'd hoped, so I rode it to a House in Houghton, Ribblesdale, the address on the original 1925 buff logbook that came with the bike.

When I parked up outside the house to take a photograph, a lady appeared and exclaimed "my husband would like to see your bike, I think it belonged to his father". The registration number UM 525 was familiar. The lady's husband sold me that the bike did indeed belong to his father, and fitted with a sidecar, was his regular trade vehicle. From 1925 he was a linesman for the Settle-Carlisle railway and carried ladders and tools and sometimes telegraph poles on the sidecar, working in all weathers



to maintain the electricity cables. He had to service the remote railway station of Dent, the highest in the UK, so he must have been a tough chap. When the bike became too worn out and unreliable for the job, he stored it and bought a BSA M21.

Five years after this historic encounter (by this time I'd built a period sidecar) I sold it to a chap who followed me all the

way home from a bike event one day, for a price I couldn't refuse. The money funded other projects.

Does anyone know the whereabouts of UM 525, a Model 182 V-Twin?

Sean Molloy, Member

1961 Constellation.

This 1961 Constellation joined my old Triumphs and Norton Commando early in 2022. I'd known about and had designs on her for about 15 years, as she'd been stored in a mate's workshop on behalf of the actual owner. The Connie's first owner was a firm of building surveyors, who purchased the bike as company transport for one of its surveyors. The second owner, Mike, purchased her in about 1964 when she was no longer required. She had about 11,500 miles on the clock. She was well used with Mike clocking up another 15,000 miles.



During this time Mike and the Connie had a key role in the coverage of one of Britain's major events of the post-war twentieth century. The 30th January 1965 was the day of Winston Churchill's funeral. Mike was working for the Shand News Agency and spent the day before the funeral riding the Enfield around the funeral route, delivering films ready for photographers the following day. On the day of the funeral Mike and the Enfield were busy again, this time riding up and down the funeral route collecting films from photographers and getting them to the Daily Express building on Fleet Street so that they could be developed and prints selected for publication. Time was of the essence and it was a busy day, and not helped by being impeded on several occasions by policemen who had no idea why Mike and the Connie were so close to proceedings.

Between runs Mike was sat in the Express building and got chatting to the Chief Reporter of 'Paris Match' magazine, who took an interest in the Connie, so much so that he asked for a ride on her. Mike took him for a short blast when, in Mike's words, "he held on for dear life". During another break Mike was able to park the Connie in an alley opposite the Cathedral and stood on the seat to watch dignitaries arrive, only to again be interrupted by a policeman tugging at his trousers and telling him in no uncertain terms to "Get off!" After the service at St. Paul's, Mike and the Connie continued collecting films along the route to Winston Churchill's final internment.

After a long day, Mike was hoping to meet Cindy, his girlfriend, as planned, but was asked to do one more job. He was tired and didn't want to keep Cindy waiting (they were getting married in three week's time) so initially refused, but was told that it was 'on his way home'. He reluctantly agreed and as instructed went to BBC's Bush House to collect reels of developed film of the funeral. In a leather case, strapped to the pillion seat, the reels were taken straight to Heathrow Airport where he was waved straight through to a Pan Am 707 that was waiting specifically for the films that he was carrying. As soon as the reels were inspected by customs and put on board, the aircraft took off to the USA where the recorded film was broadcast a few hours later.

When the Connie developed ignition problems my mate offered to take a look and had the magneto repaired, and Mike's go-to bike became his 750 Commando Interstate. Mike



unfortunately had to hang up his helmet in about 2005 for medical reasons, and the Connie remained at my mate's. Ironically, about 10 years ago the same mate put me onto Mike because I badly wanted a Commando, and after some persuasion Mike reluctantly sold me his.

The Connie is remarkably standard, with a factory supplied chronometric tachometer. The only non-standard item is the twin exhausts, which Mike fitted because like me he very much prefers twin exhausts over the standard siamese pipes. The chrome and paint cleaned up well, but there is some 'patina' that will be left alone. The engine ran well but significant smoking was cured when base gaskets were fitted, and new piston rings, clutch friction plates and rear wheel bearings were also installed. The first ride revealed worn gearbox bearings and bushes so the engine had to come out so that I could remove and rebuild the gearbox (the separate gearbox is bolted to the rear of the engine by long studs). The last job was to get the tank and panels resprayed, as the previous respray had not stood the test of time and rust was bubbling under the paint. She now runs as smooth as silk, sounds great (loud!) and pulls like a train. I've rebuilt several Triumph twins but this is my first Royal Enfield. I'm therefore grateful for the advice and expertise given by Mark Mumford of the Royal Enfield Owner's Club. Mick Barratt

Royal Enfield International Rally Greece 2-4.6.2023 ***

This account is a much abridged version of the one I sent to WWW.REOC. Simon Thackray and I planned our journey to Greece and return via a ferry to Chios and then on to Turkey; back via Bulgaria, Romania, Hungary, Slovakia, Austria, Czechia, Germany, Belgium and France. An uneventful journey through France before setting off for the Black Forests' famous 500 road. Unfortunately as soon as we crossed the Rhine the rain started and did not stop for another 24 hours, meaning only a short trip to the World Heritage church of Die Wiesse, near Fuessen. I noticed inside the church that as well as a Roll of Honour for locals who had died in the Great War, they had also listed the names of men who had returned and I don't recall seeing this anywhere else before. Ominously I noticed the battery warning light took a long time to extinguish...

We were excited to be moving on to Austria; the plan was to cross the Grossglockner pass. At 30 euros it isn't cheap, but so well worth it to look out over snow covered alpine peaks. Next day was Slovenia by the Wurzen pass dropping down to the border the views were simply stunning and all this in lovely weather! Although we planned to stay at Lake Bled it was so busy and touristy that we couldn't even park up for a quick photo. Around 4.00pm, we stopped to obey the golden rule of "tank full - bladder empty" but when we got back on the bikes I was greeted by a clicking sound from the starter button! Simon found a campsite in the village where the owners were really friendly and helpful, producing a battery charger and much

needed beer!

A phone call to Novema Nova motorcycles in Draganici in Croatia to confirm they have a battery and 45 minutes later we were at a very smart Royal Enfield dealership. However, the 'correct' battery cited on their computer had its terminals 'the wrong way round'! The destination now was to explore the Plitvice lakes, but when we got there it was again like Blackpool on a bank holiday so we set off for Kamp Seget, near Split on the Croatian coast, only to find the battery warning light on again. The ride down the Dalmatian coast was notable for good views and particularly the new bridge which links an island to mainland Croatia and then carries on to Dubrovnik. We camped in Montenegro just near the border with Albania at a perfect beachside campsite in Ulcinj. The wildlife in Montenegro was the most varied we had seen with snakes, lizards, tortoises and some type of pole cat. Crossing into Albania created some anxiety, as Simon wanted to buy insurance, but there was nowhere we could see so he ended up without it. Having decided to buy a battery charger we stopped at a very flashy tyre and battery store in Gjirokastra and though they didn't sell them, a staff member grabbed his helmet and motioned for us to follow him across town to another electrical store, who having been forewarned of our arrival and were waiting with a multimeter in hand. After a biblical thunder and lightning storm we stayed that night in an AirBnB in Sarande before finally crossing over into Greece.

Greece, and immediately the landscape changed to brightly coloured flowers and a much more cared for appearance everywhere. The following day we rode on the rack and pinion railway up to the Holocaust massacre village of Kalavryta, where in an act of retribution almost every male over 14 was executed on 13.12.1943.

The rally itself was without doubt the best one I have attended by any club, being so well planned, organised and such a friendly atmosphere. The efforts and hard work of the Greece Branch certainly paid off.

Sadly we had to forgo the Turkish leg of our trip because my bike was not charging, so we set off to return home via Meteora in central Greece. James Bond fans will recognise these high monasteries from "For Your Eyes Only". After an overnight near Serres we left Greece via Mount Olympus and Thessaloniki into Bulgaria.

Stunning sylvan scenery and stray dogs chasing the bikes were the most noticeable things on our way to Kardzali. Generally we were able to get by without local currency, by using Euros at an exchange rate decided by the vendor, with change in the local Lev, Lek or Leu. Saturday saw us

heading for Motocamp Bulgaria; and from the moment we were on the road there were endless groups of bikes – cruisers, sports bikes, adventure bikes all riding together and everyone waving. We tried to get to the Bulgarian Space Memorial, or UFO at Buzludzha, but turned the wrong way. The Motocamp is a bikers oasis, with about a dozen riders from 4 or 5 different countries and an honesty box beer fridge, which was very welcome. The camaraderie was epitomised by a group of Hungarians who had prepared their traditional meal, I think it was called Borek and shared it with everyone, I hope I've got the name right: cheese spinach in a kind of dough prepared in a flat pan and very tasty.

The Romanian border was the Danube via a ferry across. Loading was a bit of a challenge as they use heavy metal “duck” boards for the lorries and with a heavily loaded bike it was a bit nerve wracking getting lined up on the ramps. Into Romania and we headed for Slatina for a Hotel as the forecast was poor. Feeling a little tired we decided to eat at the hotel, which provided a huge feast of mixed grill for two for around £15.

Rain arrived as we set off and we even got flood warnings on our phones in Romanian and English. The miserable sodden ride to MotoKamp Sibiu was more than compensated by the friendly welcome we received from Doru, the owner, offering us homemade plum spirit, which was too strong even to smell without going lightheaded; the honour was returned when I made a pot of Yorkshire loose leaf tea, which was too strong for him! Having explained my charging problems he quickly arranged for an auto electrician friend to look at the bike which revealed that the charging coils were failing. The following day Doru took us into Sibiu where he had arranged for me to collect a new battery.

Next it was Budapest. We found the various trams, tube and trains provided a good insight into this beautiful city. I had been keen to try Goulash, but we were very disappointed with the restaurant we chose. Perhaps the most moving sight was the row of 60 iron shoes of all sizes on the banks of the Danube to commemorate the massacre of Hungarian Jews by the Fascist Arrow Cross movement in 1944-45. Next stop Bratislava, which is a small, pretty capital city where we camped by a lakeside before riding to Vienna. Although the distance from Bratislava to Vienna was only about 50 miles it seemed to take ages in the heat till we reached our campsite just outside the city. We ate at a Greek takeaway and had fabulous Gyros to remind us of our purpose.

Monday was an open top bus tour, which was a particularly good with many famous sights explained in the onboard commentary. The destination today was into Czechia, which was somehow magical with wooded glades and rolling countryside before reaching Ceski Krumov, another beautiful world heritage

site. We had planned to camp just outside Nuremburg, but we could see very dark clouds approaching fast; don the waterproofs for another downpour with water forming streams down the autobahn, which did not seem to bother the Audi and Porsche drivers who didn't bother to turn on lights or slow down and after an hour or so we left the motorway for quieter roads forlornly hoping the rain would clear as we approached Neumarkt in der Oberpfalz. OK, another hotel to get out of the deluge. Of course once checked in the rain stopped and a lovely sunny evening followed. It was a pretty little town and I strolled round the centre, discovering a small tower like monument to the old town that was virtually destroyed in late 1944/45 and a Simson motor scooter wrapped round a lamp post as an art installation! The other interesting sight was watching patrolling Police cars stopping in the street to let pigeons cross the road – this happened on quite a few occasions, so not just a one off.

From one rally site to another more macabre rally as we rode round the old Nazi Nuremburg rally grounds and Zeppelfeld; it's such a huge area and we tried to recall the old footage of throngs of people and soldiers. Then Heidelberg for a walk round the old town and an Airbnb by the river Neckar for the night.

On very good quality roads we headed for Belgium again and Malmedy, camping at Grotte des Nains, and it certainly lived up to it's name! A short ride out to the Spa race circuit and the December 44 museum where Simon photo'd his Tiger next to a somewhat bigger Tiger tank. The final leg of our return was to camp at Ypres. Throughout the tour we had planned on celebrating with a steak at In't Klein Stadthuis, but at £29 a head it was just not a realistic. On Sunday we explored Flanders and there is always something new to find, such as the commemoration of the Christmas eve truce in 1914, though having the a monument inaugurated by Platini I find questionable.

Monday 26.6.23 was our final day in Europe, where we visited the monument to the Indian troops at Nueve Chapelle and the adjacent Portuguese war cemetery and small chapel of Fatima being more reminiscent of a family living room. Finally we caught the Chunnel to end our 38 days and 5,500 miles tour. It was a fantastic experience and well worth the overall cost.

There's a debate about what makes an adventure bike and in the 1970's all my bikes provided adventures of many hues, my Interceptor recreates that same feeling. So, Who's up for Greece 2025?.....

Steve Gibson (18751) Lincolnshire branch

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:

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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. 1938 500c Bullet, "top of the range model bullet for 1938". Mine since 1987 but now too heavy for me £7000-00. Prince parts, dual seat, tank, front hub , wheel rims, engine/gearbox parts sell or swop. Chris Brady (07170) Buckinghamshire 01280-848491.

For sale: 2019 Royal Enfield 650 GT chrome. Taxed, MOT 2024. Immaculate condition with 2/1 Stinger exhaust and many extras. Low mileage 2,496. Sensible offers. Photos available on request. Ken Law (8596) 0191 340 3712. Rebecca.law2401@yahoo.co.uk

For Sale. Honda Deauville NT650V, 2003. Immaculate, under 22,500 miles, £2450. Full recorded main dealer serviced. MOT December 2023, Honda top-box, heated grips, many accessories. Further details phone Peter(13251) Notts. Tel. 07810872773

For Sale. 2005 Royal Enfield Electra X (Highway) 499cc, one owner, retired from motorbikes. SORN May 2022, Mileage 12,200. Manual and parts list, Service Record. Asking £2,500. Peter Jackson, (05981) Beith, Ayrshire, Tel 01505 503808, peter_1948uk@yahoo.co.uk

For Sale. Meteor Minor Sports 1961. N&B restoration 2003/4. £1500 spent with Hitchcocks. 2139 miles since. VGC . 12v side stand , indicators. John Simmons (19195) Tel:-07721 032775 or email £4000. jaspa.s@jaspasimmons.plus.com for photographs etc.

For Sale:- Royal Enfield Lightning 535 Mk 2 rare (only made in 2002), excellent show winning low mileage machine. Personal import, now full U.K. spec with all parts available from Hitchcocks or direct from India. Valuable reg. no. OIL - - - (transferable should you wish). Extras, new MOT £2800 ono (delivery poss.) can send pics/view on Ebay. Mick (11362) Kent 07850687700 reoc.kent@talktalk.net.

For Sale: Kawasaki GPZ900R, 1988(A5), 36,826 miles. Black (red pinstripe), MoT 03/24, garaged since 1999. Motad Nexus 4-1 exhaust, Givi top-box. Reliable as ever, lovely version of this classic model, with expected wear on engine enamel, one crack on fairing (can supply photos). Reluctant to sell after 28 years but it deserves a new owner now, plus I now have two REs! £3,500 Richard Barnes (16968) Bromley (SE London) rbarnes100@hotmail.com 07758 221034

For Sale. Bullet petrol tank in excellent condition, no dents good chrome and paintwork. Would like to swap for Crusader sports tank in reasonable condition. Also pair of fork springs and stanchions, central stand, crankcases, toolbox, chainstay assembly, workshop manual. (all Crusader) Near complete set of Gun magazines. Vic Salmon (6025) Tel:- 01634 864555 vrsalmon41@gmail.com

For Sale. 1990 Enfield (India) Bullet 350. MOT end December, Taxed until sold, Spares, papers, tax discs and Manual Included. In daily use, Needs tidying. £700 O.N.O. Brian Jenner 07914 brianjenner24@gmail.com
07967454581 GL51 8JR

For Sale. Royal Enfield 1956 Meteor, engine changed 1960, Burgundy colour, with Watsonian side car to be recommissioned. Also 1959 partially built Constellation - project bike. £5000 Ono Stephen Perth 07882646679

Wanted

Wanted for 1957 500 Bullet. N1 or SR1 magneto in good condition. Eddie Berry (4015) Tel:- 01695 732675 or 07387658377

Wanted. Middle cam wheel 51 teeth, for Royal Enfield L 570 cc Year 1933-1935. Contact egetbo@yahoo.dk

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.

Powers the Pot

My wife and I have just been to the power's the pot rally at Clonmel Ireland. We took a 650 interceptor and decided to sleep in the van as the weather forecast for the whole weekend was rain but Saturday started off over cast and held for the 82 mile ride out with only a small amount of drizzle, many thanks to John Nicholls and everyone else on the rally for being so helpful and friendly, we had a great time .
Andrew Stait



July/August 2023

Welcome to our New Members

Patrick Wyles	Taunton
Dean Hoare	Wisbech
Gordon Roberts	Redditch
Ger Claessen	NETHERLANDS
Alan Jones	Stockton-On-Tees
Chris Liddicoat	Exeter
Graham Wood	Blairgowrie
Paul Long	Redditch
Richard Dickinson	ISLE OF MAN
Mark Bigam	Loughborough
William Atkins	U.S.A.
Wayne Paradise	Melksham
Michael Light	Shaftesbury
Wayne Weedon	Poole
Terry MacDonald	Market Rasen
Stephen Garner	FRANCE
Kevin Mills	Brighton
Geoffrey Palmer	Leeds
John Simmons	Leicester
Frederick Evans	Swindon
John Moore	Grantham
Peter Chaffe	Wisbech
Peter Routledge	St. Ives
Martin Finnis	Dorking
Martin Patton	Ormskirk
Arthur Carpenter	Hayle
Tim Douglas	Bournemouth
John Lempriere	Stanford-Le-Hope
John Hackney	York
Serge Balimert	FRANCE
David Batt	Northwich

Dennis Nikolaytsev	London
Dean Coxson	Kettering
Jeffery Petty	Benfleet
Ian Cooper	Banff
Ray Robertson	Norwich
Simon Cross	Hastings
Timothy Reeves	Folkestone
Andy Hill	Todmorden
Robert Clarke	Northwich
Greg Dawe	Tonbridge
Simon Openshaw	Leigh
Martyn Wylde	Tewkesbury
Barry Morley	Brentwood
Stephen Pegg	Uckfield
Frank Markham	Mexborough
Roger Hewitt	Mold
Bruce Smith	Swindon
Duanne English	Hornchurch
Chris Mason	Chelmsford
David Billingsby	Tonbridge Wells
Ajith Kumar	Egham
Gareth Down	Dorchester
Anthony (Dillon) Muir	Hereford
Geoffrey Titcomb	Wilmslow
John Crow	Maldon
Neville Riches	Chelmsford
Martin Baker	Rochford
William Lodeweegs	Western-Super-Mare
Clive Bampton	Chelmsford
Charles Bowers	Scunthorpe
Michael England	Taunton
Alan Careless	Poulton Le Fylde

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

Official Rallies

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

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

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See Royal Enfield at Stand 5-635

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

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

Images from the International Rally



Ancient Epidavros

Small adjustments to Peters Bullet





The 600,000 kilometre Bullet & trailer.

A neat combination from France





Beno recounts stories from Africa

The old Greek Capitol of Nafplion





Theos winning custom Bullet

Rally Trophies awarded



A Trip to the Isle of Man

August 3rd 2023 06:00 hours started my journey to the Isle of Man travelling from east to west from Norfolk to Abbystead Lancaster on my 1964 Crusader Sport which has mainly been used as a commuter bike for nine years from 1997 to 2006 apart from a trip to Newton Abbey RE branch rally and the R.E.O.C. 40th anniversary in Dorset which I travelled to from south London.

I took it nice and steady doing 50 to 60 mile stints stopping at Skipton for lunch in the Red Lion pub and then having a look at the canal on the way to my B&B for the night and topping up the tank for the next day, that according to my satnav was 230 miles in nine and half hours.

Next morning after a nice leisurely English breakfast I had look around the bike to make sure every thing was fine. It was a great B&B and I was able to lock the bike up in the barn for the night nice and safe. I then got packed and took a gentle ride to Morecambe as the ferry was in the afternoon I could take my time anyway got to Heysham Port and got booked in and waited to board the ferry had little refreshment in the lounge and had a chat with some other riders two of which had travelled over from Holland to see what the island was about.

Had a good crossing we arrived at the island at 17:30 about 30 minutes early went strait to my B&B for the rest of the week it was a wonderful place in the St Mark's area I was looked after very well.

Saturday morning was a washout but the after noon was very nice so I went to Douglas to have good look around and get a meal and got a few things from the TT shop.

Sunday was a lovely day so got ready and off to the start finish line in Douglas took a photo of my bike at the start and then mounted my steed and started to ride the circuit. It was a good decision to ride that day as there was very little traffic unfortunately no lap records were broken as you have to respect the speed limits, It felt great though riding the historic circuit it was easy to imagine you were racing the clock banking left banking right climbing the mounting section I managed to catch another rider pushing the old girl to 60mph wow went strait past the bungalow, almost jumped at Sulby bridge even below the speed limit. Even though I have watched the TT races on TV you don't appreciate how dangerous that circuit is I don't know how they do it at those high speeds. After that I went to see the Laxey wheel and find some refreshment. The next day I decided to go to the Bungalow Cafe good

excuse to go around the circuit again

not such a good day as some of the circuit road was closed for repair work probably for the MGP so had to detour then it was very misty on the way up still a there took a photo of Joey Dunlop and had a meal at the cafe not bad but I wish the old Museum was still there as I remember it was amazing I visited it back in the nineties.

The rest of the week I just went to a few of Museums, the Manx Aviation Military Museum Ronaldsway Airport and the 1275 cafe the other side of the Airport on the coast, Isle of Man Motor Museum in Jurby and Murray's Motorcycle museum in Santon, they were really quite good. On my last full day I took a ride down to the Sound where there was another Cafe that look over the Calf of Man again very nice but that was



Joey D statue

where I found my first and only hiccup with my bike, the offside rear foot peg had come off and was nowhere to be found so the back exhaust mounting was floating in the air. No problem just swapped the near side one over till I got home.

The morning of my return home was probably my worst day first my distance glasses fell apart, no problem as I don't them all the time but the worse thing was my back giving out as I put my boots on still that did not stop me as I was more comfortable on the bike than sitting in the ferry that day. Well I left the ferry at 12:45 hrs. and stopped a little way past Skipton and topped up the tank again and apart for stopping for a rest room breaks I carried on till I got home through windy rain and sunshine I didn't want to stop as I was more comfortable on the bike than off so I got home by 19:50 hrs that's seven hours a couple of hours shorter than my satnav predicted all on A roads.

I am so pleased at how well my 59 year old Crusader Sport managed the journey apart from the foot peg coming off I think it did better than me and I did push the bike quite hard at times, I have checked the bike over now and put a new foot peg on and apart from a good clean it all seems present and correct

This is something I always wanted to do on my bike so I took the opportunity before getting any older and loved it I hit the age of 65 that week that's another one ticked off. Barry Bautista. (07384)

Branch Reports

Suffolk Branch

So far despite the poor weather The Suffolk branch has maintained its activities and Saturday meetings.

Sunday 20th July, Neal arranged for us another very interesting trip to The Mid Suffolk Light Railway Museum. Seven bikes were there and a nice dry day to boot.

Wednesday August 23rd saw us and the Lincolnshire Branch hold another very successful joint meet up at Browns cafe Mundford, I did count the riders and bikes but oops, I didn't write them down so lets just say the event was well supported. Without wishing to put a curse on this event, so far its always been blessed with nice weather.

Once again Royal Enfield was represented by The Suffolk Branch at the Copdock Bike Show, probably the biggest motorcycling event in East Anglia. Thank you Neal, Sue and the support members for organising that.



Other events to note, Sunday 10.09.23 Leiston Long Stop Motorcycle Day.

Friday 15.09.23 to Sunday 17.09.23 Museum of Power, Langford. Includes Steampunk day so Its going to be Interesting.

The breakfast club Is maintaining Its popularity and some of us now meet for breakfast at The Claydon Crown before each Saturday meet up.

We meet as always on the first Saturday of each month at The White Horse. 12:00-15:00

As always, a warm welcome assured for visitors.

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

Our meeting place is:- The White Horse Lemons Hill Tattingstone Ipswich IP9 2NU



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

Stephen 07939351740 stephen-jbackhouse@hotmail.com

Membership No. 16476

Branch Reports

East Sussex Trip to Manston Museum

REOC-East Sussex, Finally a ride out after quite a while sorting ourselves out On July 22nd 2023 5 intrepid members plus one guest on a Triumph 650 set of from our HQ meeting place The Kings Head in Rotherfield East Sussex at approximately 10am with Luke who instigated the ride taking the lead, we headed off in good weather, but we were aware that the forecast was not so good for later on. Luke lead us mainly sticking to single carriageway across East Sussex to Kent, (Goudhurst, Sissinghurst, up to Faversham) where we encountered a traffic jam due to Motoway being closed and heading onto the A2 which slowed us down a bit, once on the A2 we made good progress arriving at Manston in Kent at 12.30 ish all in good dry weather, headed to RAF Manston History Museum.

<https://rafmanston.co.uk/>

We went to the cafe for lunch, then did a tour of both museums, lots of information to take on board. At 3.30 it was a group decision to head back as rain had set in and decided to split into two groups to head back, the journey was wet all the way back.



But despite that it was a very enjoyable trip out. We highly recommend the venue for a visit. If you would like to join in with us in REOC-ES contact us on eastsussexreoc@yahoo.com or Facebook Royal Enfield Owners Club East Sussex <https://www.facebook.com/groups/royalenfieldeastsussex>

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

Branch Reports

.15th Royal Enfielder's Ireland Powers the Pot.

This was again a great success with many wonderful people traveling far and wide on such beautiful motorcycles to meet up, chat with friends old and new. To ride bikes together in the lovely Irish countryside on a ride out designed by Ger Duhig to give great pleasure and show off this lovely part of Ireland at it's best, thank you Ger.

I set off from Brosna, Co Kerry on my 500 Bullet accompanied by Perer Redmond on his 350 Ariel and brother Peter with hound Nela in his camper, from this many a cup of tea was given to thirsty Enfielder's and breakfast for some, thanks Bro.

Arriving in the mid afternoon to a warm welcome from Nial and family the site owners who showed again great hospitality to all, they allowed us to be ourselves and took part in the fun and enjoyment.

By the time we all headed for the thirty three had gathered including a couple of day visitors. Music was as usual provided by the Jawa band, a mix of country, Irish and rock, well done folks.

Saturday dawned with the smile of sunshine and sweet promise of a good day for the ride out. After a leisurely morning we all set off at for a ride through a mix of forest caressed roads small villages along river side roads and on to a lunch stop. After lunch the ride continued for many and some went back to camp to tune up for the evenings festivities. The ride went along sweeping country roads through lovely villages and to the Vee a spectacular viewing spot. next twisting mountain roads and a pint for some before heading back for awards and BBQ.

Long distance Female Marion Thirsk, Male Alan Thirsk, pillion Rosie Thirsk all from Scotland. Best Classic Brit Enfield Jason Monty Carins, 1952 350 (Veira), best Indian classic Enfield Ger Duhig, 1969 350 Bullet (Geronimo), best classic other to Pete Redmond on Ariel, prize Book on travels in Africa with an Aerial signed and presented by the author Steve Wilson who also got a prize for contribution to motorcycling.



The evening meal was up to it's usual high standard as was the company and some good music being pumped out again by the Jawa band.

We were so fortunate to have Franky from Frankys world YouTube Channel a great mate and supporter, Franky has posted a video of the event on YouTube. Steve Wilson who will be doing an article in The Classic Motorcycle on the Event.

I would like to thank Ger for the ride out also for a prize, Mick Griffin, Bill Brugman and Niall Carol for more prizes. Mick Doran for lovely stickers again, the Jawa Band. For support from the MZ and Jawa CZ Clubs and all who attended.

The Group picture by Laura O' Dwyer. Look forward to seeing you all again next year,

John B Nicholls, (10710) thatboyinkerry@hotmail.com

Branch Reports

Wessex Branch.

July was a busy month for the branch.

Early start for the ride down to Lyme Regis for the Coast to Coast run which ventured across Dorset and East Devon with a lunch stop just north of Tiverton at the National Trust property Knightshayes. Then a glorious ride across Exmoor to the finish at Minehead on the north Somerset coast. Rode home via Glastonbury, shepton mallet, calling in at Nunney to view the Castle.

Following weekend another early start for the Tortoise and Hare run starting at Wells, coffee stop en route at Farrington Gurney Hall. Up through Cheddar Gorge before finishing back in Wells. Great to see Bob Murdoch collect the prize for the Mayors choice of bike with his Airflow Crusader. End of month rode over to the annual Calne bike meet, calling in to Choppers cafe for a big breakfast on the way. At Calne we displayed our bikes on the Wiltshire branch stand.



The August club night run was led by Paul around the local villages. Once back at the Wyke, passes were sorted for our branch display at the Popham mega meet and some of the lads discussed their forthcoming run over to the Isle of Man for the Manx Grand Prix.

We had our Megameet stand in the Marque, displaying a wide range of bikes which attracted a lot of attention.



The following weekend Mike and Jill led us on an amazing ride over the military gravel tracks across Salisbury plain. Suitable to be ridden along on road trim Bullets the Gravel tracks took us seemingly into the middle of nowhere with spectacular views. We clocked up 90 miles by the time we returned to Andover.

End of the month branch members showed their bikes at the White Horse show at Uffington. Another great day with a detour on the way home to view the chalk White Horse cut in the hillside.

We meet at The Wyke Down Pub, Andover at 7:00pm on the second Thursday of the month. Doug Hopkins 12683 07857 692445'

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).

Royal Enfield was very well represented at the fabulous Taverners VMCC Founder's Day, Drayton Croft Motorcycles teamed up with Royal Enfield's UK Technical Centre to display the company's latest offerings (+ some historic machines from the Bruntingthorpe Museum) and the Midshires Branch represented the REOC. Both stands were a hive of activity throughout the day and they both participated in the pre-65 trials demonstration in the arena, the photo below shows Ray Barratt on his "best" Trials Bullet.

Most Founders Day visitors took advantage of opportunity to see the spectacular display of bravery on the Wall of Death. Both 1920's Indian Scouts and 1970's Honda CD200s were fired up on open pipes to wow the crowds.



On a more sombre note, Stephen Higginbottom, a long-standing Midshires Branch Stalwart sadly lost his fight against cancer in July. Mourners attended the Humanist Wake on a wide range of different classic motorcycles to show say their goodbyes, Royal Enfield's both old and new were amongst them. Stephen will be greatly missed, he was a wonderful person.

Cheers Matt (16561)



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

The Tempest overwhelmed most riders at the years biggest ride-out event, the 'International West Kent Run' at the beginning of August. Gales & torrential rain meant that some of those (hundreds booked) who did try to brave it didn't even get far from the start line, on bikes up to 100 years old. I don't think that any Kent branch (REOC) members completed the run. On the following day the sun re-appeared for what became a very enjoyable 'show day'. Thanks to the usual suspects plus new member Paul for setting up our pitch & to all of our members attending. (please see pic. of rather special Raleigh (grass) Chopper exhibiting!

Busy time! Steve led a long ride down to the south coast via Bexhill & Hastings for a great lunch stop at Rye Harbour. (even if Trevor & I got a little bit lost on the way there - slight fail of the 'drop off' system.) John F subsequently organised a tour from the historic Shepherdswell station in East Kent with a railway theme, as we subsequently 'dined' at 'The End of the Line' cafe at Dungeness with the small gauge steam trains keeping very busy on a lovely day, except, that is, for Dave (the Bass) whose old 350 decided it had enough at just about his furthest point from home!.



The Heritage Speed Trials weekend at Betteshanger Park was a great success, an event that gets bigger every year. Didn't enter my Crusader or my Flying Flea (which was just for fun previously) this year but well done to Pat for competing, this time on his pretty nippy Bantam. Was good to see a couple of Santa Pod machines doing the 'quarter mile' - come on Mick get that rapid Bullet of yours down the drag strip next time.

As the nights draw in the Wednesday evening Wateringbury Marina get together (thanks Jezza for the intro) with other bikers will come to a close this year but other ride-outs & meets will continue, & don't forget (for those who aren't on my data base info updates) Kent Branch A.G.M. is at the clubhouse on Tuesday October 10th. If you have never been to the clubhouse before we'd love to meet you. .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

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.

Not much happening in the way of rides out. Due mostly to the poor summer weather here in (sunny?) Cornwall. Most weekends appear to be either wet, windy or both. We were lucky to have reasonable weather on July 23rd, as a few of us went on the annual Cornish Rockers and Ton up revival group run to the old Telstar cafe site. The route started from Portreath, down the North Cliffs, Conner Downs, Carnell Green to Leedstown and Helston. From Helston we went to Ruan Minor, Cadgwith, Kuggar and then across Goonhilly Downs to the old Telstar Cafe building, which is now a private dwelling. The owners,



Mr and Mrs Jukes welcome us there every year and look forward to us coming. There was tea, coffee and cake, provided by our very own Cake Angels, Tracey and Karen. And £640 was raised for the You Raise Me Up charity. A brilliant day organised by our very own Adam McQueen. Good show Adam.

A good number of us went to the Kernow Old Vehicle Club Rally at Penhallow over the weekend of August 8th & 9th. Where we paraded our bikes around the show ring, and had a BBQ on the Saturday evening.

There were lots of old vehicles, bikes, cars tractors, stationary engines etc. Plus stalls selling all kinds of merchandise. A very interesting show. The weather was not too bad, apart from a few heavy showers early on Sunday morning.

Our next outing was the West of England Steam Rally at Stithians show ground on August 19th & 20th. We went there on the evening before, to set up. The same day that Storm Betty came through. Gale force winds didn't help at all. It took me an hour just to put up my tent. On the way home to collect my bike I encountered a very large fallen tree, which completely blocked the road. So I had to back track, and go a long way around. In the morning the tree was still blocking the road. Although the highways department had some of it removed, they still wouldn't let me through. So another detour. At least our tents were still standing. The weather had abated, the sun had come out, and the show was as good as ever, with all manner of vehicles plus traction engines, stalls etc. Gordon even brought his Johnny Britain trials replica, which was greatly admired. In the evenings the stationary engines and the traction engines were all lit up with lights all over them. A really magical sight. We are now looking forward to next year. Bob Reed (6167A)



Branch reports

NE SCOTLAND *contact Bob (REtrialer), email-bob.nes@btinternet.com (preferred) or tel 01651 851569. Final run out for the summer will be the visit to the Grampian Transport Museum on 28th October. I will circulate details nearer the time, it will be meet there, no run as such. November 25th will be the first of our 'winter' meeting, venue to be confirmed. Consensus is for our annual meal to be 23rd March 2024 (avoiding Easter weekend) at the 'Admirals Inn' Findochty.*

Our run out on 29th July saw a small group of us meet up at Rhynie. A short run, less than a mile, took us to look at the Rhynie Pictish Stones at the Old Kirkyard. Quite a few have been 'discovered' over the last 50 years or so. Moving on we made our way to the Lecht Ski centre cafe for lunch. Another short trip this time to for a visit to the remains of the Old Lecht mine. (Iron and manganese.) Last time we visited the only remaining building, which originally held the water powered crushing plant, was undergoing extensive works and is now an interpretation centre. Something I had heard about, but not discovered before, was the Well of Lecht, As we left the car park it was right there in front of us, quick stop to inspect! A stone panel erected beside a natural spring commemorates the building of the military road through this area in 1754. An inscription on the panel records that five companies of the 33rd Regiment, led by Colonel Lord Charles Hay built the stretch of the road that ran from 'here to the Spey'. Further on and a quick stop to look over the Old Bridge of Avon just outside Tomintoul. A scenic ride along a similar route to the Avon took us to Ballindalloch where we fuelled up and viewed another Old Bridge. On then to Charlestown of Aberlour, only to find the tea rooms were shut and had been for some time despite the website. An alternative was found, then all heading home, the group getting smaller as we went. The meeting at the end of August (26th) diminished in size even on the day. Three of us eventually set off from Culsalmond to follow a scenic route (interesting back roads) to Ballater (trying to avoid getting caught up in the Lonach Gathering event and main road traffic) nominally to visit the recently completed and opened new bridge, named Gairnshiel Jubilee Bridge, to commemorate the Queen's platinum jubilee in 2022 – the year in which construction began. From there we took the South Deeside road to Finzean for a light lunch. At this point the weather didn't look too bad so we took a trip over Cairn o' Mount and back by the Slug road to Crathes, with a fair downpour along the way! Splitting here we make our own ways back home. REtrialer (07404)

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Branch reports

Airedale and Wharfedale

We meet on the third Thursday of the month at Shipley Conservative Club

So, the summer months have provided us endless opportunities for planned group ride outs and impromptu bimbles among like-minded friends! - well it might have done in your neck of the woods but in Airedale and Wharfedale we have had to look at the weather map as well as the road Atlas. This hasn't dampened our enthusiasm however, just our Kevlar jeans.

At our last meeting three dates were suggested for club outings, the first on Saturday August 12th did get delayed by a week due to the weather forecast, Yorkshire has two well turned phrases - "OWMUCH?" when we find that a £3.50 bacon butty is now £5! and the not so crisp " *If tha gets wet tha gets wet - but ah reckon nowt to gettin wet whilst we wait to set off*" So on the 19th we set off for a trip round the Trough of Bowland ably led by John and with an invitation to the R.E Yorkshire facebook group.. and after a faltering start, showing that the "Second man Drop back " routine aimed at keeping everyone on the same route doesn't always work perfectly. the day went well with an enjoyable lunch at the Bridge House Tea rooms in Wray (near Lancaster) - always recommended.

As September approaches we planned a day into the South Lakes on the 17th but then discovered that his is also RE One Ride charity day and so we are now working with Appleyard Motorcycles in Keighley to make this trip the charity event.

We have planned an October run into North Derbyshire, a route developed in the spring and all being well we will look forward to revisiting the summit of Holme Moss and the spectacular drop down Winnats Pass into Castleton. So, RE brothers and sisters...ride safe In our picture a small but earnest conversation takes place during the Trough of Bowland run.

Peter Jackson 17222



Branch reports

South Wales Branch: July - August 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).

A very busy 2 months for the South Wales Branch with 2 big events. In amongst it all, lots of members with holidays and other commitments but we ploughed on!

Lots joined me at the July meeting: Ted, Paul R, Bob Q, Carrie, Mike Himmie, Mike S, Steven, Tapan, James, Andy, Kev the Kit, Dave, Paul W. Really nice to see some more new faces – hope to see Carrie and Bob Q again on a ride with us. Discussions focused on our planned trip to North Wales (Porthmadoc) with some camping and others in comfy beds.

The Porthmadoc trip was a success but one of the most eventful trips we have had without a doubt. We met at Brecon for breakfast before travelling as a group. 7 riders and 2 pillion. Route was planned by Dave H. The weather was damp to say the least. Kev the Kit almost had a spill early leaving Brecon, causing a recovering ankle injury, Mike S managed to split the group with myself and Kev the Kit on a fuel hunt. The three of us then planned our own route although that changed after Mike had a puncture! Despite Mike's best efforts with various repairs and some kit from Kev, the repair failed. Mike arranged collection, Kev and I continued to the campsite putting tents up in the rain, knowing that our colleagues were now quaffing ale in a local hostelry. We all met up eventually, including Mike who was recovered to the campsite. It was a memorable trip to say the least, capped off by my Conti GT Reg/Rec melting before I got home. Despite it all, we enjoyed the camaraderie and time together as a group.

August's monthly meeting saw 10 of us get together; Gerald, Kev the Kit, Mike S, Andy, Tapan, Dave, Mike Himmie, Steven and Paul W. The hot topic was our inaugural Rally planned for 18th and 19th August in Llandovery. We had booked the Campsite and Bar/Room at the Rugby Club.

With a lot of kit shuffling between houses to suit transport requirements we managed to take an event-shelter with table, hot water urn, tea, coffee, cups, milk, biscuits, cake and lots of crossed fingers as the weather forecast was not great! We met as part of the group from South Wales at Brecon and travelled together through the rain. Damp tents were erected as well as the event-shelter as people were arriving from what seemed like, all over the UK. The urn was switched on and tea and biscuits were served.

Branch Reports

We gathered later in the bar for some introductions and explanation of plans. Route maps were issued and plans for Saturday's ride discussed. This was just before the entertainment for the evening which for most was, I think a pleasant surprise. We were entertained by a young lady called Rebecca who played the harp for us. Rebecca has only been laying the harp for 9 months and was incredibly brave to accept my invitation to play to the assembled bikers. Rebecca also played a few tunes on a keyboard before trying to relax.

Saturday's Rally Ride Out started with 2 groups with a total of 25 bikes; 24 of which were RE's which was a marvellous site. The groups met up at various stops along the way including lunch at the Two Hoots Café at Devil's Bridge. Thanks to Kev and Ted for leading the groups, great job guys. Saturday evening was again a meet up in the club house for quiz and raffle organised by Dave – well done Dave, thank you very much. We all relaxed into the evening reflecting on a great weekend, made great by the easy-going attitude shared by all – happy to go with the flow and make the most of it. Thoughts turned to further trips and plans for our 2024 Rally. Although, Kev was wondering if he should open the Pina Colada he won in the raffle and Mike S was thinking about the breakfast cooking challenge that was mooted!

As a branch we would sincerely like to thank everyone that made the effort to come to our inaugural 2023 Rally from various areas and branches; South Wales, Lincolnshire, Wiltshire, Cambridge and the Fens, South Lancashire, Forest of Dean, North Manchester, Worcester, Wiltshire, Derbyshire, South Midlands. We were honoured to have you all there.

Lots of people to thank; in particular Brian who drove the support vehicle, for which Dave was very grateful (sorry Dave, I hope that Interceptor is up and running), and on a personal note, thank you to Bob from South Midlands with his beautiful Bullet Trials in the back of his van. Bob complied with the van parking regulations and requirements which in Bob's case was very close to the Event Shelter allowing the shelter to be tethered to the van, keeping it in place through the storm that hit us on Friday night! Cheers Bob.

The Branch continues to grow and we regularly see new faces coming along to our monthly Branch Meetings. If you are local enough, please come and meet with us, you will receive a warm welcome and join our discussions on old bikes, new bikes, repairs, modifications, ride out routes and destinations, All Day Breakfast in a tin, cooking challenges, Spam, Bacon Grill, Pina Colada and much more! Regards, Richard.



Branch Reports

Cambridge Branch

Chairman: Ted Dore. 01366 383941/ 07570 434031. teddore37@gmail.com. Club Contact: Carl Rolfe. 07788 427360. tubaman74@outlook.com. Meetings; Every third Saturday of the month. 11am at Haywards, Girton Garage, Huntingdon Road, Cambridge CB3 0LQ.

Summer seems like it is on the slide, I sat on a village green today admiring my bike and the leaves were beginning to fall, still plenty of riding to come.



I mentioned a couple of future events in my last scribbles.

First the 'National Road Run'. In the end it seems that I was the only branch member to take part. I decided to do it this year on my Classic 500, due to back problems I only managed a silver. It was fun but I will be back on my Interceptor next time.

I also stated that we intended to do a ride out 'The Windmill Run'. We did this, well four of us did which was a disappointment but we enjoyed a good ride and finished with a pub lunch.

Our next branch meeting is on Sat 16th Sep, the following day will be the 2023 'One Ride'. I am greatly looking forward to this, last year's event was one of the best rides I have taken part in, lets hope for good weather. Mick Goody. 18296.

Somerset & Dorset

THE ART OF DODGING SHOWERS

Among many great rides and events this summer, the highlight for me was Brian's Anniversary Run on 6th August - see photo below. Despite a grey start and the threat of a downpour, we bravely headed out and arrived dry, happy and in pristine condition for our coffee stop. No sooner were we safely under cover, than the world darkened and torrential rain thundered around us as we sat calmly chatting and enjoying our break.

With equally perfect timing, as we tidied our cups and started donning our helmets and gloves, the warm Sun chased away the rain and we emerged into brilliant sunshine to resume our run. So with a quick wipe of our saddles, we were off again to complete our ride. Apart from a few startled onlookers and cyclists as my Dad's 1954 Model S insisted on backfiring like a 12 Bore Shotgun! (fixed now), the ride completed in a calm, dignified and, most of all, dry fashion, and a good time was had by all.

Branch Reports

Brian's Anniversary Run is an annual event organised by Brian Laitt, who 19 years ago was the original founder of our Somerset and Dorset Branch. In Brian's own words, the history is as follows:

"Why is it titled the "Anniversary Run"? In 2003 there was an appeal in the October / November edition of the "Gun" magazine for members to be a contact for more proposed R.E.O.C. branches. I contacted Ray Tew who was then R.E.O.C. Public Relations Officer, and on 15th March 2004 Ray came from his home in Alcester to attend a meeting at the "Brooke House Inn" , Castle Cary, called by myself and publicised in the "Gun". The meeting was successful and the Branch was founded. We still have three active members of the Somerset and Dorset Branch apart from my wife and I who attended that meeting, namely Les Carter and Shirley and Rob Graham. Why did we decide to call the Branch the "Somerset and Dorset Branch"? Well the catchment area that we hoped to cover was in the territory of the defunct Somerset and Dorset Joint Railway, and the name stuck.

The Branch continued to use the Brooke House Inn until 2008, when with a change of landlord our arrangements for our meetings came to an end. After consulting with our members it was decided to look round for a village hall venue with parking where we could hold meetings, be entertained by speakers, and other activities of our choosing, rather than being beholden to the constraints of a pub's public bar. Another then member, Paul Hobbs and myself then found our present venue, the delightful Lydford Parish Hall, where we continue to meet to the present day. So, the title of our run commemorates my founding of the Branch in 2004



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, 27th August. Massive! Bikes, trikes, band, food, everything. It didn't rain all the time. See U-Tube!

Every week a report of something new. Edward, and Yorkie Sheila, get well soon after your very different falls. Superb ride outs: The biggest, however... Mike, Paul and Rob are back from their Round-Britain -Tour which started and finished in Heysham:



Outstanding weather and their Scrams "perfect for the job!" Servicing carried out on the way. Tyres took a beating, but no breakdowns at all. Wonderful roads (except the Dartford Tunnel?)

Camping: no hotels was the order of the day. Interesting people to meet, beautiful scenery...Oh, a new tent was needed at one point. A huge success, start to finish.

Branch Reports

Gloucestershire Branch – September 2023

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

Meet; 1st Thursday every month at Gloucester Farmers Club, Agriculture House, Greville Close, off Sandhurst Lane, Longford, Gloucester GL2 9RG

The branch has secured a long-term meeting place that will allow guest speakers to attend during the upcoming winter months.

Our membership base has increased and we are identifying ways which will attract more membership participations in our varying activities.

Despite this, we have managed several fantastic ride outs both within our branch and to other branches.

By the time this has been published we would have held our own rally as well as attended the national AGM at Upton-on-Severn.

South Dorset

Hi all., apologies for a well overdue Branch report from down here in delightful Dorset.

Like most of us, the weather has been awful, and we haven't been out on to many rides.

We did though enjoy our first R. E. day back in June, with 40 R. E.s. and riders in attendance. And our hosts at the Trumpet Major Pub really supported us, and provided us all with a fantastic full English breakfast.

We also had a great day out to the Square & Compass Pub in Worth Matravers, where we enjoyed a hearty lunch.

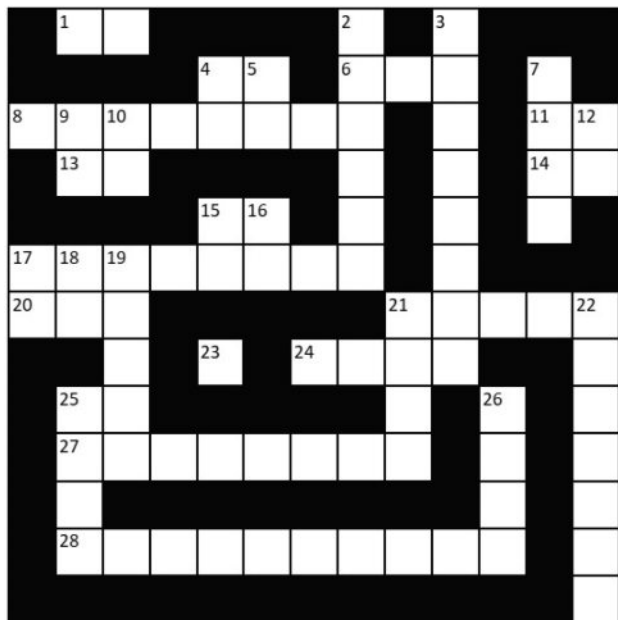
Very pleased to mention that, despite the bad weather, over the past two years we have welcomed at least a dozen new members to our branch, and who have also become new members of the official R. E. O. C.

Some of us have been attending and supporting Weymouth bike night, along the esplanade, where this year's nominated cause, is for Bike Doc., a very worthy cause.

Looking further ahead to next year, we are looking to spend a weekend's camping on the Isle of Wight. And possibly considering organising an official rally in our area. We look forward to welcoming you all.

Kindest REgards. Richard Lucas. 10773. reocrich@aol.co.uk 07787 945929.

The GUN Crossword issue 297

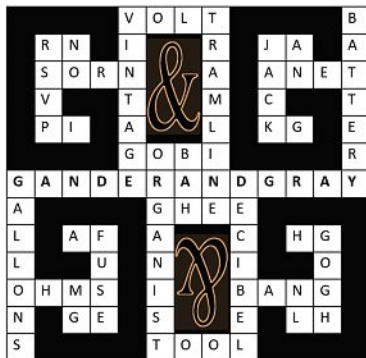


ACROSS

- 1 With 4 Across, it's this club
- 4 California's Orange County (Abbrev.)
- 6 One of two that you row a boat with
- 8 Morse's inspector. Before Friday
- 11 Computers etc. The answer? This is it.
- 13 Family doctor. Big prize
- 14 Highest award for valour
- 15 Silver, chemical element. Symbol
- 17 Forked-tail birds. Sidecars before Jaguar
- 20 February is short, but even shorter?
- 21 Often dropped, name of the 8th letter?
- 23 1st letter of the alphabet, and *alphabet*
- 24 Don't shake cups of tea; use spoon to ?
- 25 Abbreviation for opposite of *north west*
- 27 People riding bicycles
- 28 Bike cc's: Roman numerals: III - L (5,5)

DOWN

- 2 King, Queen, Prince, Princess are.....
- 3 Comfy place to sit. Before General ?
- 4 UK maps. Explorer, Landranger, 1¼" etc.
- 5 Plastic disc that stores music / data
- 7 This clue number, minus two
- 9 Quicksilver / Mercury
- 10 Exactly the other way than down
- 12 Comic magician's initials. Just like that!
- 15 Mr Jolson. Aluminium
- 16 Mix blue/yellow. Traffic light: we can..
- 17 Californian city: Golden Gate Bridge
- 18 You and I
- 19 Downton what? A type of monastery
- 21 To put on ???? and graces
- 22 Roman numeral C. The ton
- 23 Half the AA. Centre of the RAC
- 25 A person from Scotland
- 26 Warm-sounding sidecar. With a "Z"



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 **Simon Griffin (18906)**

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

Royal Enfield Owners Club - Est. 1977

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