

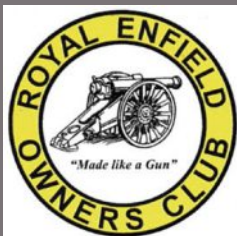
THE GUN

The magazine of the Royal Enfield Owners Club

royalenfield.org.uk



ISSUE
No.298



Dec 2023
Jan 2024

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Contents



Page	2	Adverts
	4	Editorial /Obituary
	5	Adverts
	6	New Treasurer
	7/8	Write Away
	9	From the Archives
	10	Enfield Country
	11/12	Lanes Explorer
	13/15	M.A.G.
	16/18	Tech Talk
	19	Flying High
	20	Club Sales
	21/22	Market Place
	23/24	New Members
	25/26	Club Calendar
	27/46	Branch Reports
	47	Crossword
	48	Adverts

Contributions for publication

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

Magazine production

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

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

Membership Secretary -Teresa Langley Strathaan, Ardgay. IV24 3BG
Tel:- 01863 766431 (0900-1200 only)
email:- membershipsecretary@royalenfield.org.uk

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Front Cover:

A uniformed rider on a 425cc V twin with skis, apparently in Boden, Sweden about 1920

Editorial.

Happy Christmas and a Prosperous New Year to all our readers. Is it just me or does it seem to come round quicker every year? Please note that the website password has been changed. Lots of information from M.A.G in this issue, and an interesting short piece



about the Royal Enfield GP5 from our Kiiwi friends down under. REgards, Alan.



Tom Kay

It is with a heavy heart that I must inform you of the sad passing of Tom Kay on September 30th 2023 aged 93 years.

Tom was a long-time Member of this club and made a very welcome contribution in his former role as REOC Archivist.

Tom leaves five children all of whom accompanied him to REOC rallies in the lakes in the 1980s. Those fond memories will remain as will those of his love of riding his Redditch Royal Enfields..



All contributions for the next issue to reach the Editor

by the **1st Jan 2024**

Next issue published February 2024

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ENFIELD Explorers

Introducing a new competition open to all members of the Royal Enfield Owners Club.

The idea is to travel to nominated interesting locations on your motorbike, take a picture of your motorbike at the location and earn points.

Prizes for those who accrue the most points!

Full details on how to register will be on the club website along with the scoring system, the list of locations and timescale.

To enable this competition to take place it is vital that branches send their nominated locations to the Branch Coordinator as soon as possible.

A Big thank you to those branches that have already supplied their nomination's.

Write away

Treasurer's Notes

I thought that I should introduce myself as the new treasurer. Although I was appointed by the committee in March, with the intention of taking over with the new financial year in May, various technical hitches meant that I didn't actually take over until the end of August.

I have been riding motorcycles for over 50 years, my current regular rider is one of the new Interceptors and I consider it one of the nicest motorcycles I have owned. I also have an interest in old British motorcycles and own a few, but not an Enfield at the moment.

Those of you who were at the AGM will have seen me and fortunately my appointment was confirmed by the meeting. I said at the meeting that I would be reviewing all of our income and expenditure and that is my intention. At the AGM several questions were asked about rally expenses so I am making that one of the first things that I look at. Going forward I shall be treating rally and show expenses in accordance with the branch guidelines in the Member's Pack, that is: -

Where a branch organises a Rally / Camping weekend that is advertised in the official events calendar published in The Gun, an expense allowance of up to £100.00 may be claimed after the event without any receipts being required.

Any expenses greater than £100.00 must be approved in advance by the committee and must subsequently be backed up by official receipts.

Committee approvals will be via myself and I will require a copy of the attendance sheet to be submitted with the expense claim. This will allow me to carry out a review of the rally expenses so that we can decide if changes are necessary. Copies of revised expense and attendance sheets will be available from myself. Joe Cowley. Treasurer.

Committee positions becoming vacant:
Editor of The Gun
Secretary
Committee Member
Contact the Chairman if you are interested.



I don't know the whereabouts of Sean's old v-twin yet I think I might be the current custodian of the sidecar. Since I bought the sidecar from a Panther enthusiast near Nottingham about nine years ago several people have told me it's a pre-war Enfield sidecar, I've come to the conclusion that it's actually post-war copy of a pre-war Enfield sidecar.

The sidecar in Sean's photo also appears to be a replica, not a genuine pre-war sidecar so it might either be the same sidecar or it might have been made by the same person. When I bought the sidecar it came with a Swallow Velvet chassis, I sold that to a Spanish guy, in the photo I've attached the body is shown mounted on an Ex-WD Watsonian chassis.

Cheers Matt (16561)

As regular readers may remember I've written several previous accounts of my excellent visits to Spain with Enfield Classic Moto Tours.

Prior to the pandemic our Kent branch were booked and ready to, we all know what happened next !

Kent branch are booked again on 22nd April 2024 for five days, as we already have three members booked, there is an opportunity for three other REOC members to join us, Steve has very generously agreed to pass the REOC & group discounts onto any other club members who'd like to join us.

Prices - two members sharing a double room - 800 euros each

Single room - 890 euros each

These rates are very competitive, not to be repeated, the fact that I'm going for my third visit will confirm I'm a very satisfied customer, many of Steve's customers are like me repeaters, all of the three other people on my last trip in September 2022 have already returned in 2023. All of the 30 reviews on trip advisor are excellent, five stars , they make good reading, have a look for yourself.

The only extra costs are for flights & food (my flight from Gatwick to Malaga was £67 return) if anyone is interested I'm happy to answer any questions & share my experiences, feel free to contact me direct - sensible times only please 07473-789-550, or rjb146@yahoo.co.uk

Kind regards Roger Brown

PS - I have no connection to Steve's business other than a satisfied customer.

Monkeys, Missed Turnings and The Battle of Portaloo

The 45th Annual General Meeting

The 45th REOC Annual General Meeting was held in Worcestershire, the home county of Royal Enfield. The 16th century pub, the Drum and Monkey, Newbridge Green is on the outskirts of Upton-Upon-Severn and close to the historic town of Tewksbury. Most members arrived at the campsite on the Friday in fine warm sunshine, pitching tents centrally or parking camper vans at hook-ups around the periphery of our designated area in a very much first-come, first-served fashion. Although the pub landlady seems to have been trained at the Basil Faulty school of charm, she was helpful on several occasions during the weekend. A short run to the fish & chip shop in Upton was made by some on Friday evening and a new gazebo 'Community Centre' displaying a new club banner, offered coffee, tea, and biscuits on site. The AGM started late Saturday morning to allow day-trippers enough time for their journey, which seems to have worked well; our Social Secretary took the names of sixty-seven members on the door, the highest attendance since 1997! The desire for the committee to communicate important information more quickly with the membership via the club website was well received, and several other proposals were debated and voted upon, but perhaps the liveliest discussion was about the payment of chemical toilets at a 2023 rally. Volleys were exchanged to and fro until finally the battle of Porterloo ended in an amicable draw between branch and Committee. The meeting ended with trophy presentations and a cold buffet.

After lunch Tom Bray's ride-out took us to British Camp on top of Great Malvern, via some narrow lanes and a ford. One section of road was so enjoyable, it was ridden three times, and one turning was missed, but most importantly, no riders were lost, and we all remained dry.

Sunday dawned with darkening skies and the threat of rain, so the planned ride was soon replaced by a dry ride home for most members before the remnants of Hurricane Nigel arrived from the southwest.

Full minutes of the AGM are available on the website in the Members Area.



From the Archives - the Reg Thomas Collection

Several years ago, the club joined forces with Allan Hitchcock to buy a historic collection of Royal Enfield documents from the deceased estate of Reg Thomas, who joined Royal Enfield as a draftsman in 1945 and became Chief Designer for Royal Enfield/ Enfield Precision Ltd.

Sean Keogh, our website manager spent many hours uploading these photographs, reports, memos, drawings, and Reg's personal design notebooks for you to view on our website under **Members Area/ Royal Enfield Archive/ 16.Reg Thomas Collection**

The Report of the USA Visit by a factory delegation is fascinating reading; there are pages of detailed complaints, technical problems and advice from the North American dealers.

A works memo in February 1961 instructs the incorporation of a second oil filter in the Crusader engine, but also has a historic doodle by Reg. *Crusader Super-5* is pencilled in artistic italics at the foot of the page capturing his thoughts on decoration for his new five speed variant.

Photographs of a partially enclosed Super Meteor were framed and displayed by the proud design engineer; another of his many designs which never reached the show rooms.

Reg's handwriting in his notebooks (from 1945 to 1970s) records the speed tests of the Series-II interceptors in various configurations and lists of modifications for the 800cc Interceptor which never reached production.

Archivist



WILTSHIRE REALLY IS ENFIELD COUNTRY.

As a boy growing up in Hilperton near Trowbridge Royal Enfield was a name I became quite familiar with. Not aware of the fact Royal Enfield originated at Hunt End and Hewell Road in Redditch. As far as I was concerned Royal Enfield were based in Bradford on Avon they had to be, several of our neighbours and family friends worked there. The factory was in fact located in the underground stone quarry at Westwood just outside Bradford on Avon and opened in 1942. Almost one hundred feet under ground workers had to under go compulsory suntan treatment and be examined by the works doctor on a weekly basis.

The company also had a plant in Bradford on Avon itself where engines were manufactured. This carried on until around 1963 when production was moved to the underground plant at Westwood. Not a stones throw from where the South Wiltshire Branch now meet in the centre of Trowbridge. Enfield had another large facility where they decommissioned and refurbished machines returned from the Army, they were checked over repainted and then sold to the general public for around fifty pounds each at the time

Speedway racing at Rectory Farm Wroughton in the 1930's was dominated by Roger Wise on his trusty Royal Enfield 350cc. Roger was one of the Wise family who owned the Wise Bakery at Headlands Swindon. Nationally famous he road machines supplied by Jarman and Cuninghame of 208 Rodbourne Road Swindon. National events came to a close on the construction of R.A.F. Wroughton work on the aerodrome commencing in 1939.

Richard Stevens who still runs his motorcycle dealership in Devizes was a well known factory test rider and racer at Royal Enfield he was involved in the development and testing of the 800cc.prototype which was to replace the series 2 Interceptor with a top speed of 128 m.p.h. sadly it never went into production. It is said that he was asked to appraise the latest Interceptor during it's development. That being the case it must add a real sense of nostalgia to those who ride the new machines.

My local motorcycle dealership in Trowbridge when I was a teenager was owned by Jack Plowright, he rode the famous works Royal Enfield 346cc.swinging arm Bullet. Although Jack is no longer with us he was a bit of an Enfield legend. Sadly all Royal Enfield production in Wiltshire came to an end in 1970 when the factory at Westwood then part of the Norton Villiers Group closed.

Fortunately we are blessed with two Enfield dealerships Bike Treads in the north of the county and Hayballs in the south, two club branches complete the circle, so if you are ever in Wiltshire or just passing through it's comforting to know that Wiltshire really is Enfield Country.

Keep smiling Steve Higgs. 15334.

Lanes Explorer

I thought I would pen a few words on my journey back to motorcycling after forty years away.

In late June of 2021 my Royal Enfield Meteor Stellar arrived and oh what a beautiful feeling that was to swing a leg (awkwardly) over the backrest and saddle. I wrote to 'The Gun' about those first impressions after I got used to riding a powered two wheeler soon after. Some 2500 miles on and still enjoying being back riding, the first so called 'spy shots' were released of a new RE 350 based on the J series engine. Now this, I thought, looked much more like the sort of thing I really wanted. What was wrong with the Meteor? After all I'd ridden it up narrow country lanes strewn with grit, grass and cow dung. Yet it was that rather feet forward riding position that somehow wasn't really me. By then the Classic Reborn had been released to the UK market and whilst the riding position was more akin to what I wanted, I wasn't too keen on the styling, preferring the look of the Meteor. So could I get hold of the engine cradle from a Classic and fit it to the Meteor? Well, possibly but as it happened the Hunter - or HNTR as it's called in the UK was imminent. I popped an order in for one, keeping the Meteor to compare the two.



After a couple of rides on the Hunter it was quite clear to me that this really was everything I wanted in a motorcycle. Agile, fast enough for my sort of relaxed riding style, exactly the styling I wanted and it made me feel young. Definitely a bonus!

I'd been filming all my rides to share with a few non - motorcycling friends for around 9 months and getting a little following on YouTube besides. But once

I got the Hunter my channel just 'took off' (in a relatively modest way) as so many viewers were keen to know what the bike was like in fair weather and not so!

A couple of months after getting my first Hunter, I part exchanged the Meteor for a second Hunter. Yes that may sound extremely peculiar. Eccentric even. Perhaps so but I wanted one for getting really muddy and mucky riding up the really narrow lanes, often little more than cart tracks and the second for longer distance touring on A and B roads where it would remain somewhat cleaner. And it does!

Through my YouTube channel I have met and made good 'friends' with some lovely people who appreciate the sort of places I ride to and through in my relaxed way.

I recently bought an Abba Stands Skylift to enable me to get the bikes up to a comfortable working height for servicing and general checking over. What a marvellous bit of kit that is. I'd looked at so many different options and this is just perfect for my needs. That too went onto my Channel, of course ☐.



So after a little over two years of getting out riding again I absolutely love it. I get to places I didn't realise existed, meet lovely people and thoroughly enjoy being a motorcyclist once again.

Peter Smith.

peteress500@gmail.com 18063



News from the Motorcycle Action Group (MAG)

MAG pushing hard for bus lane access and more.

MAG warmly welcomes the Government announcement on bus lane access but wants more. Plans have been announced for “revised guidance to local authorities on allowing motorcycles to use bus lanes and hold a consultation about whether motorcycle access should be standard.” MAG is calling on the Department for Transport (DfT) to broaden the discussion in line with the wider policy direction.

The latest Department for Transport policy paper [“The plan for drivers”](#) was published on Monday 2nd October. One of the actions listed in the plan is to “refresh the technical advice, making it clear local authorities should use their powers to ensure bus lanes are open to motorcycles, and will launch a consultation on motorcycles using bus lanes as a default”

MAG has campaigned loudly for a consistent default access to bus lanes for many years. With 48% of all bus lanes allowing motorcycle access already, the time is overdue for a consistent national approach.

But whilst MAG is celebrating this apparent victory for motorcyclists, calls are being made to Ministers to broaden the consultation to cover motorcycle access to Advanced Stop Lines and through traffic filters and bus gates designed for traffic management. MAG has proven in Oxford that it is logical to allow motorcycles through traffic filters and want to see this taken forward as a broader policy as part of the claimed work to “restrain the most aggressively anti-driver traffic management measures”.

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

“This does appear to be a great victory for motorcycling in the decades long fight to win riders universal access to bus lanes. We have fought long and hard to get to this point, but

we will not be complacent. Mark Harper states that he wishes to restrain the most aggressive anti-driver management measures, but we have always stated that motorcycles are part of the solution. When motorcycles are given proper consideration in policy decisions this is widely accepted. We have evidence for this shown in the recent MAG victories in Oxford's traffic filters and Cambridge's proposed Sustainable Travel Zone. Motorcycles were exempted from both as the policy aim was to manage four-wheeled transport, not two. I have written to the Minister asking for the opportunity to raise these points before the consultation is launched. We need a much broader scope of issues included in this discussion, not simply bus lane access."

Leeds Fight Motorcycle Theft meeting back in the diary.

A new date has been announced for the postponed Leeds Fight Motorcycle Theft meeting. The previous arrangements were postponed due to the availability of West Yorkshire Deputy Mayor, Alison Lowe. The rescheduled meeting will now take place on Saturday 11th November.

Motorcycle theft in the West Yorkshire Police area continues to increase. According to PNC data, bike thieves were 16% more active in the first half of 2023 compared with the same period in 2022. West Yorkshire has seen double the national average increase.

MAG aimed to hold a public meeting with DMPC Alison Lowe and West Yorkshire Police earlier in the year but unfortunately the meeting had to be postponed. The rescheduled date has now been announced: Saturday 11th November.

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

"I do believe that these meetings help to raise awareness

and understanding of the scale of the issue riders face. There are local variations and complexities to be considered, but the fundamental lesson is that more needs to be done to tackle the issue. Motorcycle theft is far from a victimless crime: it is an enabler for a range of further criminal activity. The impacts are far ranging for all parts of society. The frustrations and anger amongst the legitimate riding community is growing and we need to see a more robust response from the authorities.”

The meetings are free to attend and open to all. MAG encourages as many riders as possible to attend. We need to push home the message that we want to see the tide turn against this increasing criminality. MAG's Yorkshire region activists have done great work getting more secure parking infrastructure in Leeds and engaging with Councils and West Yorkshire Police. But more can - and should - be done by all stakeholders. Our work will continue and hopefully we will increase support for our efforts from the DMPC with this meeting.

Contact MAG at 01926 844 064 or central-office@mag-uk.org

Tech Talk

Solving Royal Enfield Clutch Problems

The standard clutch fitted to Royal Enfield Bullets and other Royal Enfield machines is simple, traditional wet multi-plate design—with little to go wrong.

Even so it is not entirely without fault and clutch slip, clutch drag and a heavy clutch action are not uncommon problems. In this article we will suggest a few tips that may help avoid or cure a number of typical clutch problems. (Please note: this article is concerned only with the regular type of clutch fitted to Royal Enfields. It does not cover scissor type clutches or belt drive clutches.)

ADJUSTING THE CLUTCH If the clutch fails to operate effectively it is often assumed that the clutch internals are to blame. However, experience shows that frequently the underlying cause is poor adjustment of the clutch.

Effective clutch operation depends on accurate adjustment. Firstly, slacken off the cable using the adjusters (these may be on the handlebar lever and/or halfway along the cable). Remove both gearbox inspection covers and loosen the lock nut on the clutch adjusting screw (arrowed in the picture on the right). Turn the adjusting screw clockwise until resistance is felt. Now loosen the screw by approximately 1/2 turn.



As it is extremely difficult to determine the point at which



which

resistance is felt and what is causing the resistance, there is a second method of adjusting that may be used.

In this case turn the adjusting screw until the upper arm of the clutch operating lever (1) is parallel with the surface of the clutch cover. The position of the arm is visible through the top gearbox inspection cover (see the photograph on the left). Tighten the lock nut and adjust the cable adjusters

to give about 5mm free play at handlebar lever.

If after carefully carrying out this adjustment the clutch still drags or slips, it is worth repeating the entire process but varying the amount the adjusting screw is slackened off (from 1/4 turn to about 1 full turn of the screw) until an improved clutch performance is achieved.

Failure of the clutch to operate effectively may be down to a mechanical problem with the clutch assembly itself. If adjustment does not solve the problem, the next step will be to remove the primary drive cover and inspect the clutch components.

Normally no special tools are required for clutch work carried out with the clutch in situ.) As always, this process should be carried out methodically and sequentially. Remember to place an oil tray beneath the primary drive cover to catch the oil that will be released as the cover is removed. Begin with an

(examination of the clutch operating rod. Determine if it is true and not bent and that the ends are not burred or damaged.

Examine the clutch operating pad to determine if that too is sound. An improved clutch pad containing a tiny needle roller bearing is available. This modification gives a smoother clutch operation, allowing the plates to lift more cleanly. The picture on the right shows the roller clutch pad and the outer clutch pressure plate.



With the clutch dismantled, examine the components. Check that the tangs on the clutch friction plates are not ragged and that the slots in the clutch basket are undamaged. Ensure the plates slide freely in the slots. Examine the ball bearing in the inner edge of the

clutch basket and check there is no ridge in the bearing ring. The friction materials must be free from burning or excessive wear. Check the plain metal plates for flatness with a straight edge across the face of the plate. Renew any components that are damaged or distorted.

If the problem is clutch slip it may be advisable to fit the alternative 5 friction plate improved unit. This modification is especially useful where the engine has been tuned or the bike is used to pull a sidecar. The modified plates are thinner than the standard parts and the dished plates are shallower, allowing the 5 plate conversion to fit easily into the standard 4 friction plate clutch basket.



The picture on the right shows the sequence in which the plates are fitted. The first plate to be fitted is the dished plate marked 1 and then alternately a friction plate and a steel plate. The two 'dished' plates must be fitted with the raised portion of 'plate 1' facing the fitter and the raised portion on 'plate 2' facing away from the fitter. If the raised surfaces of the dished plates do not face each other, clearance problems will occur. The two points where problems may occur are; firstly, 'plate 1' may not sit correctly on the riveted friction plate; secondly, 'plate 2' may 'drop off' the clutch centre. Where new plates are used, soak the friction plates in ATF (Automatic Transmission Fluid)

Ensure that slots and tangs are free from burrs and snags. If necessary file them smooth.



Finally, ensure that the springs are sound and are of equal length. Lighter and heavier springs are both available (see picture left). It is possible to use a full set of light springs or a full set of heavy springs but it is most advisable to use a combination of both. This combination will give a light lever action with good 'bite' on the clutch plates. If a combination of heavy and light springs is used fit the springs alternatively: 1 light,1 heavy (see picture right) The type of oil



used in the primary drive case can have a marked effect on clutch action. We recommend the use of ATF (Automatic Transmission Fluid). ATF is an effective, robust lubricant; it is also clean and light and performs well in the primary drive case. There are many types of ATF for different applications in motor vehicle automatic transmissions, but, as ATF is being used only for very basic lubrication in the Bullet primary drive, any type of normally available ATF will be suitable.



If the problem with your clutch is 'drag', and gear selection becomes difficult, it is advisable to check the play at the handlebar clutch lever. The correct amount of play in most cases should be approximately 5mm between the lever and the lever housing. Where play is greater than 5mm clutch drag may occur.

In some clutches a small ball bearing is placed between the clutch rod and the clutch pad, or between the two sections of the clutch rod. Where a ball bearing is the standard fitting, it is important to ensure that this ball bearing is in place.

Among other causes of clutch drag are buckled steel clutch plates, damaged plates, plates not lifting cleanly, using an oil with a viscosity that is too low (too thick) in the primary drive or a bent, worn or too short clutch rod. Clutch drag can also be caused by a slipping clutch. A badly slipping clutch generates heat and the heat can cause the clutch plates to expand, which will then create clutch drag.

Special and replacement parts mentioned in the article are available from Hitchcock's Motorcycles: 5 friction plate clutch kit 90041 Clutch spring kit—3 light, 3 heavy springs 200105 For a clutch pad with needle bearing please see the web site: www.hitchcocksmotorcycles.com as there are specific pads for specific gear box types.

Words and pictures by Hitchcock's Motorcycles from Gun issue no. 220 Dec 10 Re -typed by Doug Young 1062

Flying High

Les Carter flying high on a biplane. You may ask “Why is this unusual?”. The reason is that Les, well known to many in the club, is **88** years old.

A word of warning from Les “It don’t half hurt your neck muscles, unsupported at 100 mph”.



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	Email a list of your requirements for a quote
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	

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. Crusader 250cc trials, 304 miles from new. First registered in 1966 but paperwork suggests 1961 model. One previous owner. £2500, Tel:- Bob on 01737767228 for further information and pictures.. R. J. Cook (19245)

For Sale. 2002 Royal Enfield Bullet 500, 5000 miles, engine rebuilt 500 miles ago. All Hitchcocks parts, roller RE13 steel rod, too much to list, all MOT's receipts spares. £2400 o.n.o. Andy Hill (19215) Tel:- 07547 926588 e-mail andyhill34@talktalk.net

For Sale. 2003 350 T Bullet. Good original condition, believed to be Watsonian Squire model. 3515 km MOT 23/7/24. 4speed right foot change, kick start. £2500. Andy (14413) Tel:- 01545 560418 andycmaww@btinternet.com

For Sale. Honda Deauville NT650V 2003. Immaculate, under 22500 miles. Reduced to £2100, dealer serviced from new. Full MOT. Honda top box, heated grips, accessories. Peter (13251) Tel:- 07810872773 (Notts)

For sale, a K2F Lucas replica flange magneto by BT-H electronics. This was used briefly on a mark 1 Interceptor but will fit any motorcycle that used the K2F magneto. The current cost of this equipment is £810 but my asking price is £475 plus postage. eddiebrant@aol.com, mobile 07836333710, membership number 16901.

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. Crusader 250cc trials 304 miles from new. First registered in 1966, but paperwork suggests a 1961 model. One previous owner. £2500. Tel:- 01737 767228 Bob Cook (19245)

For Sale. 2002 Yamaha 250 Drag Star, 23648 miles only. Immaculate. Call 07791721289. Les Carter (1332.)

For sale. 700 Super Meteor special /bitsa. Built from a blend of British & Indian Royal Enfield parts. Reg'd 1956 and Mot / tax exempt. Mods include 12v electrics, front disk brake, belt drive primary with BNR dry clutch, Electrex World Ignition and new Monoblock carb. Good overall condition and running well. £2750.00 Ono. Spares included. Steve Lister (10145) More details at rammrod21960@gmail.com or 07494367141.

For sale: 1936 Royal Enfield Model G 350cc. Lovely pre-war bike, very good condition, good runner, matching numbers. £5,250. Phone for more details.

Dan (15103) Letchworth, Herts. 07961 338991.

For Sale. Hitchcocks chrome handlebar risers for 2015 535 Continental fitted just the once, but not required.£40 Ono Tel:- 07340165459, Arthur Carpenter, (19202) Hayle Cornwall

For Sale. Bullet Hitchcock's 612 conversion previous owner spent £9000 on this bike it needs some work the electrics have defeated me and sprag clutch needs replacing (i have 2 spares) i have dropboxes with details & short vid of it running looking for £3000 e mail for details apr@blundells.org or phone Tony Rudd (18341) 07969509527

Wanted

WANTED:. Outer Steel Chainguard Cover as fitted to models G,J, J2 .Also a Brake Pedal Fulcrum stud, part no,25973 for same. Would also be interested in any other parts relating to these models. also ...Model G,J,J2 etc...Oil filler cover and chain, Tapered Finned Exhaust Nut, and correct Front Valanced Mudguard WHY. Siimon (18448) 01284753974,or 07783277629.Email swhitnall93@gmail.com

Advertisements are free to all paid up (non trade) R.E.O.C. members.

These adverts should be limited to 30 words or less. Send adverts directly to the Editor, quoting your full name, membership number, county or town, telephone number, email address. **Adverts in upper and lower case only,**
Non- members £5.

Trade advertisements rates as follows per issue . —full page £120, 1/2 page £60.



September/October 2023

Welcome to our New Members

Steven Rowe	Maldon
Richard Varty	Billericay
Nicholas Caines	Bridport
Graham Harris	Upminster
Colin Turner	Bury
Robert Cook	Redhill
Ronnie Anderton	New Milton
David Henderson	Darlington
Roger Reeve	Bolton
Shakeel Subrati	March
Charles Parks	Harlow
Stephen Baker	Banff
Gary Coe	Upminster
Len Cardy	Chelmsford
Jason Dalley	Calne

Steven Collins	Woodbridge
David Jones	Sudbury
Nick Tavernor	Merriott
Dr. Edward Jago	Warrington
Christopher White	Whitstable
Michael Hoyte	GUERNSEY
David Hazlewood	Dudley
David Hines	Dunstable
Robert Snowden	Camelford
Philip Holdsworth	Lowestoft
Pierre Soldati	FRANCE
Howard Johnstone	Chelmsford
Andrew Williams	Wickford
Steve Jordan	Oxford
Steven Walker	Billericay
Steven Hole	Dorchester
Michael Fryer	Maidstone
Edmond Carter	Chelmsford
Charlotte Goldthorpe	Sowerby Bridge
David Glasspoole	Norwich
Mark Talbot	Barrow-In-Furness

Steve Ockwell	Swindon	Philip Rosillo	Newark
Michael Robinson	Manchester	Stephen Mason	Bury St.Edmunds
Malcolm Messenger	Cambridge	Arnold Fenner	Chelmsford
Robert Salerno	Manchester	Tom Hancock	Leicester
Russell Barlow	Stafford	John Tween	Billingham
Richard Skinner	Ripley	Steven Foxon	Leicester
Desmond Lawry	Redruth	Kay Ivins	Poulton-Le-Fylde
Peter Forrest	Southminster	Jamie Bullock	Paignton
Andrew Tunley	Reading	Tim Entwistle	Telford
Robin Johnston	Blairgowrie	Stephen Nunn	Gloucester
Nikolaos Kketzos	GREECE	Graham Smith	Rhayader
George Valirakis	GREECE	Philip Royston	Scarborough
Carl Brassington	Pershore	Frazer Stuart	Malvern
Michael Moulang	Westgate-On-Sea	Ciaran Gaffney	Shetland
Gary McClure	London	Christopher Brown	Swindon
Dimitris Arvanitis	GREECE	James Shields	Brentwood
Graham Mason	Huntingdon	Paul Davies	Bristol
Jeff Bunker	Evesham	Peter Gosling	Southwold
David Harriss	Benfleet	Richard George	Cheltenham
Mike Privett	Hereford	Mark Skene	Aberdeen
Varuna De-Silva	Grays	Dave Bowen	Swindon
Stavros Tsougkrianis	GREECE	Rocco Rizzo	Letchworth Garden City
Antony Skrebys	Trowbridge	Martin Murphy	Holyhead
Kenneth Ross	Crook	David Champion	London
David Morris	Crowborough	Lesley Derbyshire	Barton-upon Humber
Stephen Pallot	Bury St.Edmunds	Glen Postle	Market Harborough
Chris Robinson	Bradford		
Philip Crowther	Innerleithen		
David Evans	Evesham		
John Gould	Sudbury		
Mark Altree	Swindon		
Richard Warner	Worthing		
Richard West	Melrose		
Steven Russell	Nottingham		
Emmanuel Menegakis	GREECE		
Louise Addy	Worksop		
Ken Moorhouse	Fleet		
Richard Wilson	Boston		
Ian Bartram	Hatfield		
Christine Dugdale	Stockport		

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

Club Calendar 2024

Official Club Rallies

May 2024

Scottish Royal Enfield Rally

Thurs 23rd to Sun 26th May

Bonchester Bridge Riverside
Park Bonchester Bridge TD9 8JN

Fees £14.00 per person per night
or £16.00 with electric

There is a pub, The Horse and
Hound, at the entrance of the site
which serves food and has accom-
modation if required.

The nearest shops and petrol are
in either Hawick or Jedburgh,
both about 7 miles from the site.

Please note that in order that the
campsite be made aware of the
anticipated numbers they have
requested that anyone wishing to
attend contacts them directly ei-
ther by phone 07572 614082 or
email trina@bonchesterbridge.co.uk. There is no requirement for
any payment as they only require
a name and pitch type. Camping
fees will be collected by myself
on site as usual.

Contact Muds on either
07899317691
or mudguard350@yahoo.co.uk

June 2024

National Rally Greece

Friday 31 May- Sunday 2
June

Kato Gatzea, 37300

Pelion-Greece

Camping Sikia ([Home -
Camping Sikia \(camping-
sikia.gr\)](#))

Tents or Apartments inside
the campsite

Info & Book-
ings : reocgreece@gmail.com

Contact: Andreas Papadakis
+30 6974805700

Saturday 1st June One Day
Event

Glorious Glevum Rally Ar- ranged by REOC Gloucester Branch

Otty Bottom Rally Kent

7th –9th June 2024

Palace Farm Hostel and
Campsite

Down Court Road, Kent ME9
0AU

Site Phone 01795 886365

Details to follow

July 2024

Yellow Belly Rally

Thur 4th to Sun 7th July

The Rose and Crown, 1 Low Road, Holbeach Hurn, PE12 8JN

This will be signed from A17 at Holbeach.

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

A very limited number of statics and sited caravans are available to hire, please contact pub direct.

Thurs 4th is Boston Bike night with over 2500 bikes Fri5th 5th will be a short ride out Sat 6th will include a ride out with visit Sun 7th will have a choice of two ride outs Carl would like to know whether you are coming please Contact Carl Lemon 07939 724080 Winchester.taxi@btinternet.com

All Event Organisers

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

John Hamer (Social Secretary) 0793 332 1135 or 01706 360828 hamer89@btinternet.com



Otty Bottom Kent rally, Palace Farm hostel and Campsite, Doddington, Faversham ME9 0AU June 7th—9th 2024



November 2023

No. 123

THE KIWI BULLETIN

Wanganui RE Riders Report

On September 9th we had a Coffee Meetup at the Pukekoe Nest Café with a good turnout of 7 bikes, a regular rider over from Marton and a new rider joining us from Taihape. After a good catchup we headed down the road to 'Boyd's Autobarn' – a small private museum of cars and motorcycles, with a Wanganui focus run by Hinemoa Ransome-Boyd. The venue/display is a great tribute to her late husband Ed Boyd who was a stalwart of the VCC for many decades. Hinemoa had her new Classic Bronze/Chrome out in the sun and headed off to lunch with Widge going on his Meteor 350. Pauline & I took the Scram 411 up to Waverly for a bite with a few of the 650 riders.

The One Ride went very well in the Manawatu with 29 riders attending including a group of 650 riders from the Wanganui region. Sadly when I went to fire up my Scram that morning, the battery was flat so I was a non-starter. I had spent the previous afternoon cleaning out my garage to make some 'needed space and when shifting the Scram out I had fired her up for a few minutes, but forgot to turn the key fully off.

So on Thursday 21st I took the Scram over to AllRoad Adventure for its 5,000km service and collected my Interceptor 650 2021 to ride home. It was a low km example and I had a factory touring seat fitted and very comfy. At \$280 from the dealer I am never quite sure why there is so much pointless chatter on facebook about buying cheap parts from India. 9 years ago my mate bought a genuine Touring seat for his Triumph 900 Bonneville from his dealer for \$950. In my experience new Royal Enfield parts in NZ are very reasonably priced, well they are at All Road in Palmerston North.

Tues 26 th Sept it was an early start in numerous layers to head down to Kapiti for a friends funeral, a Triumph/Ducati friend originally from the Hutt Valley. He covered 100s of thousands of miles on his 5 Ducati from 1974-1996. Sadly on Waitangi weekend that year a drunk driver did a U Turn in front of him and he basically died on the spot. By some miracle 2 medical personnel were in the following car. He lost the use of one arm and had a brain injury for the rest of his life. He passed with cancer. The Interceptor was a joy to ride.

The return trip from Kapiti to Wanganui was done non stop the next day, my longest ride since coming out of hospital 3 years ago. Using the Scram for a year has built up my strength, my vision and reflexes so I can now set up a 650 for 2 up overnight trips. Over the next 6 months Wanganui RE Riders have numerous invites to events run by Wanganui VCC, Wanganui Classic MC Club, Triumph Riders, Classic Racing Register & Cosmic Motors Clubs – so we will be out flying the Royal Enfield flag with Pride.

Cheers Robert Cochrane

SO MUCH FOR THE ROYAL ENFIELD GP5 BEING A FAILURE!

21st February 2018 Sam Hewitt Blog

From 1963 until 1968, I worked for Henstock's of Mansfield, a motorcycle dealership employing around 15 staff, as manager of their well-equipped workshop, and as part of the deal Don Henstock agreed to buy racing motorcycles for me to compete on in their name. In 1963 he bought me a new Greeves Silverstone on which I had fairly mixed results, my best placing being a second in a final at Scarborough, along with the fastest lap award. In 1965 Don bought me the Royal Enfield GP5 which I collected from the factory, and while there I was introduced to Leo Davenport, the managing director, and Hermann Meier



John Swannack flies around the Croft on his Royal Enfield GP5 in 1967. That year, with a works-spec engine fitted, his bike won every 250cc race it entered at the North Yorkshire circuit.

Next day, while testing the machine at Mallory Park, all went well except that I found the steering to be very light. Back at Henstock's, I ordered a racing Honda hydraulic steering damper from the Honda dealership in Sutton-in-Ashfield, and made the clamps for the frame and front forks. The damper was fitted inside the fairing so was not visible from the outside, and after that the handling was just sublime! I entered the 1965 Manx Grand Prix, but retired in the race with, of all things, a broken rear brake torque bracket, but in 1966 I had many top-six placings, the best at the Scarborough International, winning my heat and coming second in the final to Australian Kevin Cass.

Article from Sam Hewitt's Blog.

Branch Reports

Thames Valley Branch report

Report by Simon Austin 18870 Secretary and contact: Noel Robertson: 07824 641269 Email: REOCThamesValley@gmail.com

Web: www.REOCThamesValley.weebly.com

Monthly meetings: 3rd Wednesday of the month: The Weathervane, Arlington Square, Bracknell RG42 1NA.

Well, it's been a few weeks of change here in the Thames Valley region, hence a long overdue report. Our long-standing secretary Max has sadly stepped aside for personal reasons and a couple of the newer members have thankfully stepped into the breach to take over the running of the branch. We extend heartfelt thanks to Max for all his efforts during the last few years and hope that the new team can continue his good work.

The last month of the summer was a busy one, with several members getting together in small groups or venturing out solo for ride outs across the area. Members have met up local beauty spots or biker hangouts around the area to embark on some fantastic rides. We have been down to Chichester and Goodwood, Horsham and Brighton, up through Walton, Hampton Court and Richmond, alongside the Thames, making use of the sunshine whilst it lasted, stopping along the way for bacon rolls and coffee at some lovely biker friendly cafés. Some glorious riding through the back roads of Surrey, Hampshire, Sussex and Berkshire and through some fantastic scenery across the South Downs, led mainly by our resident walking sat nav Stuart.

The branch meetings have been again well represented, despite the distances involved across our area. There is normally a nice mix of Enfields arriving (and the occasional non-Enfield), despite the changeable weather, and jovial chat

to be had by all. Mainly newer models (Himalayan, Meteor and Interceptor), but occasionally Mick's fantastic restored original 1960s Interceptor.



One evening of particularly inclement weather meant even the most hardy of riders choosing to travel by car instead of bike. A bike club meet with no bikes in attendance was quite a talking point...

Branch Reports

Good morning from sunny Greece!

After the REOC International Rally in Ancient Epidaurus some more nice events were organized to our beautiful country!

On September 17th the "One Ride" was very successful with more than 35 participants. The beautiful ride of 30 kilometers to an ancient tower of the historical city of Marathon was a blast!

End of October we had a lovely weekend to Platanos Nafpatktias. A beautiful traditional village with stone houses at an altitude of 860 meters 350 kilometers away from Athens.

REOC member Vasilis Velios was our host there and we had a great time. Ten members participated and enjoyed the nature, the gorgeous Evinos lake plus a chestnut festival to Agios Dimitrios village. There you could drink wine or tsipouro for free ,dance and enjoy grilled chestnuts.

In the meanwhile, the Greek branch counts now 52 members, and we are really happy for that. More of the Greeks renew their membership and new members join!



Now as the winter comes, we tried to set up the 2024 REOC National Rally in Central Greece!

We are organizing a 3-days event, which will be more relaxed than the International Rally .More details at the next Gun

issue.

All REOC members are welcome!

Best Regards, Andreas Papadakis General secretary REOC Greek branch



Branch Reports

South Oxfordshire Branch

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

Meetings: 1st Thursday of the month– 1830 – The Midget, Midget Close, Abingdon, OX14 5NR (From Jan 2024)

Exciting times have been had here in south Oxfordshire, not only by the weather greatly improving riding during the last couple of months, but also with the decision to relocate in January to a great little hostelry in Abingdon, The Midget pub. Serving up a range of delicious pub classics and reasonably priced drinks, the pub's name reflects the history of Abingdon as the historic home of MG production. This versatile sports car very much resonating with the ethos of Royal Enfield with company's mantra of *"providing motoring enthusiasts with by far the most amount of enjoyment, for by far the least amount of money"*.

The summer has witnessed a caldron of runs including impromptu breakfast meets highly organised road adventures, and rendezvous with other branches

The range of Enfield employed still encompassing the modern and classic, from Rob on his Rickman Interceptor through to Alex on his shiny new Hunter (congrats btw to Alex for eventually venturing into the world of electric start !). That said time seems to be taking its toll on the Himmy fleet – quality issues raising its head in the form of squeaky rear ends, shot steering bearings and dodgy electrics. Look out Royal Enfield - there's the new Triumph 400 coming along to turn one's head!

So for those within the south Oxfordshire / border areas who are unsure about joining in, just give it a go. Either drop an email to Andrew, or indeed just turn up at The Midget pub in the new year and introduce yourself. We're a friendly bunch.



Branch Reports

NE SCOTLAND contact Bob (REtrialer), email-
bob.nes@btinternet.com (preferred) or tel 01651 851569.

Merry Christmas! It has been agreed to not try and hold a December meeting but watch for last moment emails if we get some nice weather! Consensus is for our annual meal to be 23rd March 2024 (avoiding Easter weekend) at the 'Admirals Inn' Findochty. It has been booked so I will be collecting names in the new year.

Regular meetings will resume on Saturday 27th January 2024, another new venue (known to some) 'Cafe48' in Pitmedden. They sound very welcoming when I visited. Still looking for a venue for the February meeting, ideas welcome, we may try Celebrations again? Hope to rearrange the visit to the Grampian Transport Museum for later in 2024, other places to visit sought, or are there places you would like to visit again?

The 30th September run, 8 of us meeting in the car park at Maud Station and heading North to the coastal road at New Aberlour. The Buckie boys were late, fortunately we met them along the route! The coastal road is a great riding road which also has some good views along the way. A short diversion to Pennan (of Local Hero fame), 'just to look' and on for most to visit the Lido pool at Tarlair where a friend met them to brief on the restoration. Unfortunately my bike shed its chain just before there, and I discovered that I didn't have a spare link! Tony went home and returned to my rescue with the bike bus (<http://thebikebus.weebly.com/>) and we caught up with the others at the Boyndie Visitor Centre Cafe. After lunch a visit to overlook the Findlater Castle ruin, somehow I had never been there before, then some of us went back to visit with Stephen and Theresa, an excellent cuppa and fly provided! Got to see Stephen's newly acquired Royal Enfields. The hope is he will be able to join us on runs next summer.

The 28th October meet I managed to put together when our originally intended venue decided to hold an event for children on the day of our meeting. Some years ago we had visited the Tarves Heritage Centre in my local village and they were happy to open just for us on the Saturday morning. It is in the old school and has a changing collection of artefacts on display and a reconstruction of one of the school rooms. Terrible weather reduced us to a total of ten, but the visit was worthwhile and I believe enjoyed by all including the guide who was well informed and enjoyed chatting with our generally mature group. Can be a bit off putting when exhibits are significantly younger than the viewers! Next door is the Murly Tuck cafe where we were booked in for lunch, good food, good value and very pleasant staff. Dispersed from here.

Don't forget to mark up the last Saturday of each month (except March) of 2024 as REOC on your new calendars (and especially the other half's calendars where applicable).

Merry Christmas and Happy New Year to all! REtrialer (07404)

Branch Reports

South Wales Branch: September-October 2022.

Report by: Richard Hallaran Member 18106

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

Meetings:

1st Thursday of the month, 1930hrs The Gaer Inn, 37 Gaer Road, Newport NP20 3GY Facebook: South Wales Royal Enfield Owners Club (REOC)

September: 16 attended the Branch meeting, a record turn-out. Gareth back again as well as new faces Dai, Tom and Kobi. Also Ted, Phil, Dave, Kev, Andy, Tapan, Paul W, Gerald, Mike Himmy, Steven and Mike S. Thanks everyone, you all add something to the meeting and the Branch.

We were all pleased (and relieved) that our Inaugural Rally in Llandovery went well and started to discuss 2024.

Ted planned the ride to meet and support our Gloucester Branch colleagues the coming Saturday. The ride went well unfortunately lots had other commitments, but with a growing group we can generally get a few riders together.

Little Dean Jail ride was also planned, other commitments reduced the numbers but the group of Ted, Steven, Kobi, Andy, Martin, Kev the Kit, Mike S, Jason. After the reviews, that were very interesting and difficult to fathom what the place was about, I think I am pleased I couldn't go! Anyway, it has been ticked off the group list.

Kev the Kit and Andy, from our team of bike campers, managed to get to the REOC AGM and represented the branch. They were delighted it was actually not raining! Well done guys. They enjoyed the meeting and as well as seeing a few old faces. Kev and Paul also camped again, travelling on their RE's – (Note to self: I need to make more notes as I can't keep up with this)!!! They made it to the old Redditch Factory, the Royal Enfield pub and a local graveyard tour after sampling local cider.

October: A very good turnout again for the Branch Meeting. Ted, Gerald, Kobi, Steven, Andy, Mike, Phil, Tapan, Kev, Paul, Joe, Mark and Dave.

A great mix of bikes too: 2 x Conti GT's, 2 x Himmys, 5 x Interceptors, 1 x Meteor, 1 x Scram, 1 x Bullet Trials Replica, 1 x 350 Classic, 1 x 500 Electra.

On the agenda was A social Evening in Cardiff, Christmas Meal, road trip to France 2024, destinations for a National Treasure Hunt, June Anniversary Meeting, RE Riders Club, Bridgnorth Steam ride, and much more....

Our planned ride was to Bridgnorth and the Severn Valley Steam station. An eventful ride and may become known as Dave and the Pizza Run. 5 of us left

Branch Reports

Baffle Haus and met another 3 at Abergavenny. Me, Ted, Dave H, Dave S, Tapan, Andy, Martin and James. We all made it to Hereford, but we didn't all make it to the station. Dave H experienced another coil failure (new coil), even after recently covering 800 miles to Spain! Luckily a local Pizza Hut was open which allowed us to share pizza and encouraging remarks at the roadside. Note to Dave: Dave, it may be a pre-requisite that you bring Brian along with the support vehicle next time.

We all felt for Dave who was, and has now, recovered. The Station was a great place to visit. We will plan another trip when Dai (a Branch member and volunteer at the Station) is rostered to drive steam – can't wait. The place was full of nostalgia with magnificent engines, carriages, and buildings. Ted, Tapan and I had a late run back after delicious coffee and cake at Cleobury Mortimer Café.

We managed a late October ride, in damp conditions to fulfil a breakfast challenge. No ordinary breakfast challenge, we were cooking! The gauntlet was picked up by myself, Kev the Kit, Mike S, Kobi, and Gerald (although Gerald came along for the ride as he thought we were joking about cooking). Keen campers were cooking; sausages, Bacon Grill, Haggis, all day breakfast (tinned). We managed to cook under a tarp close to the bank of Llwyn-on reservoir. What a great day it was..... plenty of food and laughs (sorry Gerald, yes it was very slippery underfoot). Will definitely appear on the 2024 schedule.

There have been several ad hoc rides taking place by our active members but we continue to book at least one pre-planned event per month. It is difficult to get our large core group together as many belong to other clubs and groups but by early scheduling, we are keeping lots of ride-outs ticking over.

Contact details at the top to get in touch or join us at a Branch meeting.

Merry Christmas and a Happy and healthy New Year to all our marvellous local members, and those further afield. Hopefully we will meet a lot of you in 2024. It is shaping up to be another good year. Regards, Richard.

(Sorry Richard, your photos were in a format not supported by windows and would not convert. Ed)

Branch Reports.

Somerset and Dorset Branch

*Chairman and Club Contact: Tim Rowntree
07846471920, timrowntree1@gmail.com*

Meetings: 2nd Monday of the Month at Lydford on Fosse Parish Hall, West Lydford, TA11 7DH

Sadly, our autumn flagship Exmoor Run suffered terrible stormy weather on the day. Nevertheless, the intrepid organiser, Mike, and one of our other members made it through the driving rain to the West Somerset Railway Station, from where a dignified retreat was executed!

Despite that setback, our Autumn/Winter programme of visits and talks is now up and running to see us through to the warmer days of 2024. In November we have a talk on the slingshot trajectory of spacecraft to enable them to safely reach the moon, and in December I will be talking about Air Systems safety. Beyond that, we are planning to visit



a new exhibition 'the British Motorcycling Story' at the Haynes Motor Museum, plus a breakfast visit to The Old Brewery in Gillingham.

Of course, the loss of our Exmoor Run leaves me short of a Branch photo for this edition, so to bring back memories of warmer, sunnier days down here in Somerset, I offer a pic of my 1937 Model B taking a short break in the beautiful Somerset countryside near Glastonbury.
Tim Rowntree 17120

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

Living in a high position twixt Folkestone & Dover, with hollowed out Halloween pumpkins bowling down the road chasing wheelie bins, thought I'd better get this report out during an 'amber' weather warning before we loose our electricity, which normally happens when somebody sneezes in France!

Little to report on activities in November, again due to the weather, though we did enjoy a ride down to Hawkhurst Fish Farm, a much better venue than its rather smelly name suggests. I believe our editor was the only club member to brave condition at the 'Lord of Lydden' fixture.

As a branch we are going through changes with the possibility of establishing a second branch in east/south Kent particularly to cater for members who find the long hike to the north deters them from attending meetings.

By the time you see this you will also have a new chairman (after my nearly ten years) and a new treasurer with other changes possible.

Two years of Covid cancellations & heavy snowfalls prevented last Decembers Christmas party so we are looking forward to our get together this year on December 12th.

With best wishes for a Very Happy & Healthy Christmas & New Year to you all, till we meet again,

.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

*Santa arrives at a previous
Christmas party*



Branch reports

Wessex Branch

Branch members rode down to Ibsley in The New Forest to attend the annual Pierce Simon gathering of classic off road riders and machines. After the event rode on too zig zag hill, Shillingstone steam railway and Sturminster Newton mill, where a lot of interest was shown in our bikes.

Mid September we joined in with around fifty other Enfields on the Royal Enfield One Ride organised by Crowthorne dealers Hatfields.

The following Friday it was an early start to catch the 6.15 ferry to Yarmouth on the IOW where we met up with Ron Wallis of the IOW Enfield branch. Ron took us along the back roads to the White Mouse Inn at Chale where we enjoyed a delicious breakfast. Ron had arranged for us to visit a workshop on the island which fabricates airframes for historic aircraft. At the time of our visit they were in the process of manufacturing new fuselage , wings and seats for Spitfires. The guided tour of the workshop left us all amazed at the high quality of the craftsmanship. We then rode through the backroads to the Culver Haven Inn for lunch. Ron then led us round Bembridge and over to Cowes waterfront for an ice cream. We had a fabulous day over there, many thanks Ron.

In October we joined Enfield dealer Loegria in Brockenhurst for a ride out around the New Forest, after which we rode down to Mudeford for lunch followed by a slow jaunt through the New Forest home.

End of October Paul ,John, Dave and I manned the club stand at the Ardingley classic bike show. Great show which this year was themed around competition Vincents. Brian Chapmans supercharged Mighty Mouse showed just what can be achieved with a 500 single, producing in the region of 125 bhp, it was the first small bike to make an 8 second 1/4 mile pass in 8'81 seconds 157 mph.

Evening club night ride outs have now finished but we still meet at the Wyke Down Pub Andover at 7 on the second Thursday of the month.

Doug Hopkins 12683. 07857 692445.

Branch reports

Isle of Wight

Contact; Ron Wallis. 01983752861 or ron.wallis10@gmail.com

Meet 1st Thursday of each month at the 8 Bells, High Street, Carisbrooke, PO30 7.00pm.

Not much increase in members, and when asked, most new RE owners were not aware that there is an Isle of Wight Branch. So we have held discussions with the local agent, to better advertise the existence of the Branch, and indeed, the Club, and what we aim to do. The fortunes of the Branch were not improved by yours truly being frequently unwell throughout the first half of the year. I did, however manage to show off the new 350 Classic a couple of times, the first being when my old Triumph failed me, and I rode the RE to the International West Kent Run (VMCC) and back, managing to talk myself into the Saturday Run – got soaking wet, and added the bike to the Kent Branch display on Sunday. An interesting four days, and another 430 miles on the clock. Then at the end of September, 8 lads from the Wessex Branch came to the Island, and we gave them a tour of the Island, via some of the more obscure back lanes, and a visit to our Spitfire workshops on Sandown Airport. Our evening meetings will continue through the Winter, and, weather permitting, start ride-ins again on March 7th. A very Happy Christmas to all, and all the best for 2024. Ron Wallis (14352)

*Wessex boys
among the
Spitfire jigs*



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Branch reports

Devon Branch

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

First of all I wish everyone a Happy Christmas and New year.

The Bullet is back, despite what we were told. Yes it's a reincarnation of the new 350 meteor, but undoubtedly a bullet with its seat and rear end. Just have to await a 500, or more likely a 650.

You could say "meri jaan"(may-ri-jaan) which means my life, not Christmas. Mind you, the word "jaan" itself is a term of endearment.

It can mean "life" and also "loved one", "darling", etc. In Hindi (Thanks Google 😊)



Our local branch continues to grow thanks in part to Facebook. I know there are some that deplore the use of social media, but without it we wouldn't have 70+ supporters.

It was towards the end of October a post popped up.

"Anyone up for a ride tomorrow? I'm in Torbay 🇮🇳"

Well I did, we met up and 3 of us had a very nice 100+ mile ride. That's what we are about. Don't wait to be asked, tell us what you're doing, it's the only way to grow. Hopefully more will follow.

Our branch will no doubt have the normal festive celebrations. Enjoy.

ANDY LOBB. (17057), my contact details are as follows,

Mobile no. 07866696381
EMAIL, andylobb57@gmail.com

Branch reports

Cornwall Branch

Contact (bob.reed946@btinternet.com) 07379781998.

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

The first Sunday in September the weather was fine, So seven of us met at Smokey Joe's in Scorrier, and rode down the coast to Portreath, where we stopped for coffee. We then carried on down the North Cliffs, through Hayle to Lelant, then took a right turn, and on through Halestown to the top of St Ives. We then turned left onto the B3306, which is an excellent biking road with its twists and turns and ups and downs. On past Zennor, through Morvah, Pendeen and Botallack to St Just, where we stopped for lunch. The ride then continued towards Lands End where we branched off just after Sennen onto the B3319 towards St Buryan for a few miles, and took a right turn onto the B3315 towards Newlyn. After passing the "Merry Maidens", we turned right and headed down to Lamorna. Just before the Wink Inn we turned left onto a very narrow back lane which we followed up the hill. This took us up to the top of Mousehole with a great view of Mounts Bay. Continuing our journey we rode down through Mousehole, Newlyn, Penzance and on to Marazion where we stopped for more refreshments, and to take in the view of St Michael's Mount. On leaving Marazion we passed through Goldsithney, Townsend, Leedstown to Praze-an-Beeble. From Praze-an-Beeble we rode up to Black Rock, where we branch off home in our different directions. All agreed it was a good ride out with good friends.

On Friday September 8th six of us met at Cornwall Services for our Dartmoor camping weekend. We travelled up to the cafe at Kit Hill for a break. Then on through Gunnislake and Tavistock. We rode across Dartmoor to Mortonhampstead, where we turned South down to Bovey Tracey, and our campsite The Five Wyches. After setting up and a tea break, Richard headed back home as, he only came along for the ride. He had already had the previous two weekends away. Fran, Vini and I then rode into Bovey Tracey and brought back fish n chips for the five of us. Which were consumed with relish.

The next day after we all had a cooked breakfast. Fran packed up his camping gear, as he was only staying for the one night. Gordon and Greg decided to stay at the campsite and chill. So Vini, Fran and I went for a ride around the moor. We rode out to Widdecombe and

Branch Reports

relaxed with a coffee stop, before heading on to Princetown, where Fran departed for home and Vini and I rode down to Burrator reservoir which we rode around before heading back to Princetown for an ice cream. Whilst there we got chatting to the proprietor of The Ramblers Rest, and he gave us a tour of the facilities, which very good and included a small campsite. Well worth checking out on future trips to Dartmoor. On getting back to our campsite. In the evening we relaxed and had a BBQ. During the night there was a thunderstorm and some heavy showers.

Sunday morning saw us packing up for our homeward run. We left for home at 10am, and headed back through, Widdecombe, Ponsworthy, Dartmeet, Twobridges to Tavistock. Then Gunnislake, and a stop at Kit Hill for a break for tea/coffee. Before heading home. A good relaxing weekend in fine weather (apart from Sunday night) and good company.

On Friday 8th October, Four of us met at Cornwall Services in warm sunny weather, for a ride across Bodmin Moor. We rode the back roads up past Lanhydrock, on to the A38 towards Liskeard. We pulled into Trago Mills for a quick break before heading up through St Neots, where we turned right and rode up the East side of Colliford Lake to Jamaica Inn at Bolventor for another break. Richard produced a packet of chocolate biscuits, which was much appreciated. We joined the A30 for a short while before turning down along the West side of Colliford Lake, and riding through Warleggan, Mount and on through Cardinham. Eventually arriving at Bodmin Airfield where we stopped, and went to the cafe below the control tower for coffee, and to finish off Richards excellent chocolate biscuits. At the airfield they made us very welcome, and gave us a tour of the hangars and workshops. They also told us that we were welcome at any time if we had a ride out in the future. We then headed back through Cardinham, and down past Lanhydrock and home. All in all, a good ride out in excellent weather and good company. Bob Reed (6167A)

Norfolk Branch

Our meeting yesterday was a success. Seven of us turned up five of which I did not know, It was agreed that we should continue at Goodies every 2nd Saturday afternoon of the month starting with 11th November . Peter Holden peter.eng@horsenford.co.uk

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.*

Just lately, in common with others we have had a fair bit of wet weather, down here on the fen edge but mercifully the river system is well sorted. This drainage was started by the Dutch engineer Vermuyden in the 17th century. Blessings on you Sir. My heart goes out to the people who have suffered greatly from the flooding up north.

We managed to avoid the wet stuff on September 17th when we rode out, on the 'One Ride'. There were not quite the number as last year but around forty of us rode around the villages of East Cambridgeshire and West Suffolk. We were led by 'Haywards' super mechanic Gerry Start. At one point we had a bomber from Duxford fly over at low level.

The ride was great fun, the villages were beautiful and the ride ended at 'Bottisham Airfield Museum' where mugs of tea and sandwiches were enjoyed from the 'Flying Tractor Cafe' alongside a P51



Mustang fighter. The museum is well worth a visit, it was manned by the RAF and the USAF during the war, there is much of interest in the museum.

Our last branch meeting, in October was a very wet affair but a few hardy souls turned up to hide in the MOT bay and we had a good time drinking tea and eating heaps of bacon rolls.

It just occurred to me that this is the last 'Gun' before the festivities so Happy Christmas from Cambridge.

Mick Goody 18296.

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).

At the October meeting some advance planning took place; there was a vote on how we should celebrate the Mid-Shires Branch's 10th anniversary which will be occurring on 9th March 2024. As luck would have it the 9th is a Saturday, it is however quite early in the riding season so it cannot be guaranteed that the weather will be kind. Several ideas were discussed.

A celebratory meal at a local Royal Enfield themed restaurant (Kayal in Leamington Spa) received the most votes – I look forwards to it.

The trials season has now re-started; the VMCC Taverners Section events always receive a strong Royal Enfield Contingent, the weapon of choice (no pun intended) tends to be 350cc Bullets, there was however also a very nice Trifield (unit construction Triumph 350 twin in a Crusader frame) entered in the October trial at Marefield.

Cheers Matt



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

Merry Christmas and a very Happy New Year to all! We've had great meetings at the Birch Hotel and lots of bikes. Sunday, 12th November, the 10th Ring of Red round the M60. Photos in the next "Gun" all being well. Regular rideouts both dry and wet, of course (Blackpool?) Some reports less clear than others; a steam train hid from Colin??? And...

Every year, Dave Green goes further! 3,500 miles in 15 days. A ride to the south, Worthing. With 5 others to Calais via the Eurotunnel, then through Dunkirk to Namur, Belgium. Kaiserslautern in Germany, and Austria, with wonderful twisting roads over mountain passes. Next was Murska Sobota, and the Slovenian capital, Ljubljana. A break from riding to explore the city, local markets, castle and culture. Two nights in a hotel and they left for Tolmezzo, Italy.



Next, Malles Venosta, via Monte Zoncalon. Thunderstorms changed any plans; Zoncalon is difficult even in normal conditions!

Up, and back down the amazing 9,000ft Italian Stelvio Pass, to take in all the hairpin bends. Snow at the top, though much of it had been cleared. Back into Austria then Germany. Next, Saverne in France, first going through Baden Baden. Verdun: they stopped at a war cemetery dedicated to USA Veterans, at Thiaccourt.

To Calais for the train back: not by toll roads, "as we don't like paying for them." Their route planner found good back roads. In England mid afternoon, they went their separate ways. Dave stayed with one of his sisters near Swindon, then safely north via the National Motorcycle Museum. What a ride!

Record numbers booked in for our Christmas meal and Quiz, as usual at the Birch Hotel. Chef Aldo's been on form for many years now!

Results of the Quiz in the next Gun, the winners receiving South Lancs mugs and RE pens. Not to mention the glory. Hoping we won't need to report candles setting light to anything this time. Or other mishaps.

You'll remember in past years there wasn't a January meeting. But there's no reason not to have one in 2024. It might be as well to check on the South Lancs WhatsApp beforehand; numbers could be down if people are still involved in their festive New Year celebrations?

Branch Reports

Wiltshire Branch

Meet last Thursday of the month at the Mallard Lyneham. SN15 4PL. Contact enfieldwilts@gmail.com.

Those trained observers amongst you will have noticed that we have moved. It is with some sadness that we leave the New Inn having been well looked after by Ben and Cody but a significant increase in membership has rendered the facilities there unsuitable. We now move forward with our new hosts Nathan and Natalie at the Mallard.

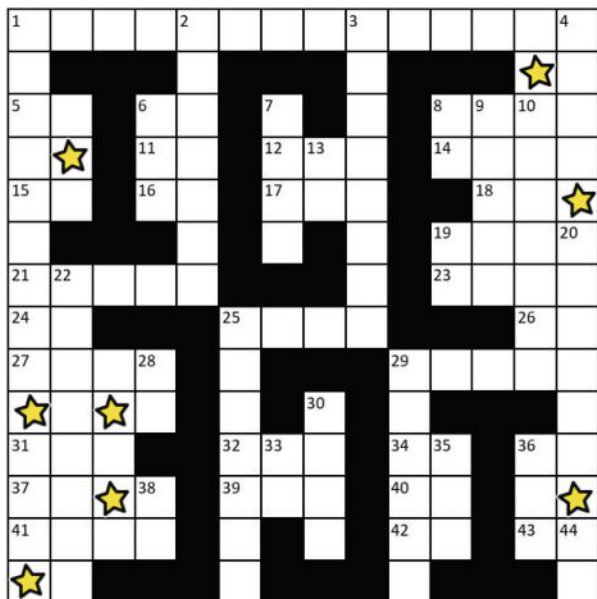
The branch has a busy few months with the membership dividing resources to attend the Dorset Ride In at Gillingham and the Gloucestershire Branch Rally. Two thoroughly enjoyable events. Our first open branch rally since lock down was a roaring success and we hope to see some of you at next years event where you will be assured of a warm welcome. Having collected over £400.00 for our chosen charity the Wiltshire Air Ambulance, members of the branch accompanied our president and chairman having been invited to attend a conducted tour of the air ambulance operations centre in Melksham. A cheque was officially handed over and we were informed to date the branch had collected a total of £2149.00 for the charity.

Royal Enfield held one of their road shows at Bike Treads in Swindon on Sunday 15th. October which was supported by our branch. I understand the company are touring the country promoting the brand with test rides on a selection of machines and promoting the Riders Club to enfield owners. We were able to man our Wiltshire branch stall during the event and I must say our attendance and participation was very much appreciated.

This year the branch will be holding its Christmas celebrations at the Castle and Ball hotel in Marlborough, and I cannot believe the end of the year is almost upon us. So on behalf of the Wiltshire branch we wish you all a happy Christmas and a peaceful New Year.

Keep smiling Steve Higgs. 15334.

The GUN Crossword issue 298



ACROSS

- 1 Greeting: 25th Dec. Not *Happy!* (5,9)
- 5 Road (abbrev.) [6 Car reg: Israel
- 8 American maritime security/safety
- 11 Church of England (without "of")
- 12 More than fib. Not stand, sit, kneel
- 14 An extremely long period of time
- 15 Three feet or 36 inches (abbrev.)
- 16 Rodrigo Diaz de Vivar: ?? Cid
- 17 Sounds like "or", to row a boat
- 18 Trademark (abbreviation)
- 19 London Underground. Test ????
- 21 Scots girl's name, anag. of *Margo*
- 23 Spider made its web. Puns (anag.)
- 24 Exclamation of surprise
- 25 Reverse *Liam* is *post*
- 26 Internet name for Singapore
- 27 Smoke & fog [29 Cactus (plural)
- 31 Old (opp.) [32 UK Medical system
- 34 British sports car by Cecil Kimber
- 36 Short for *That is* (Latin). NOT: eg
- 37 @ [39 The sixth sense
- 40 European Community
- 41 365 or 366 days
- 42 Small Velocette motorcycle

DOWN

- 1 Christmas Day: Shorter greeting (5,4)
- 2 Cake shaped like thick branch (4,3)
- 3 Not external
- 4 ? on the dotted line. A ? of the times
- 6 Frozen water, under 32 degrees F.
- 7 Instruction on a road to drive slowly
- 8 Ukraine: two-letter abbreviation
- 9 Organisation/equipment arrangement
- 10 To catch fire: Spontaneously do what?
- 13 Abbrev. for Iowa [19 Eliot's initials
- 20 Bullet, it has 1 cylinder. Int 650, two
- 22 Device measuring electrical resistance
- 25 Montage (anag.) Older generator
- 28 Green light? You can do this, with care
- 29 3 Wise Men riding on *which animals?*
- 30 Certain snakes. Modern police batons
- 31 Synonym for "No". Opposite of "Aye"
- 33 Abbreviation for "High Speed"
- 35 Exam before GCSE. "O" or "A" Level
- 36 Charged particle. Sounds like "iron"
- 38 Letters on the new King's cypher
- 44 Initials of our REALLY good bikes



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 **Anthony Smith (19068)**

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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