

# THE GUN

The magazine of the Royal Enfield Owners Club



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Issue No. 299



Feb/March 2024

# ROYAL ENFIELD



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**Front Cover:-** 2003 Clubman GT with special tank cover

## EDITORIAL

Hi All,

By the time this Issue drops through your letterbox, Spring will be just around the corner and preparations should be well under way for blowing away the Winter cobwebs from your Enfields. We must thank the retiring Editor, Alan who has done a sterling job for the past 5 years. Go and enjoy your free time! Who would have believed 37 years ago, that we would return as Editors of The Gun for the 6th time, on and off? But here we are doing issue no. 299. So the team is here to produce “your” magazine with “your” contributions whether that is a letter to Write Now, a technical article or Branch Reports. Talking of which, you will see that we have 16 pages dedicated to them. Unfortunately this has meant we have been short of space for other articles so we have decided to limit the Reports to no more than 200 words and two photos. AND although copy date is the 1st of the month, PLEASE don't leave your contribution until then as the magazine is practically finished. Doug and Paula

“**THE GUN**” is the official magazine of The Royal Enfield Owners Club. published bi-monthly and distributed to paid up members. It must not to be reproduced in any way without the consent of the Editor. Views herein are not necessarily those of the Editor or of the Committee. The Club makes no representation as to the content, the accuracy or viability of advertisements nor the commercial articles, nor for the offerings of third parties.



All contributions for next issue to reach the Editor

By the **1st March 2024**

Next issue published **April 2024**

## Write Now

Dear members,

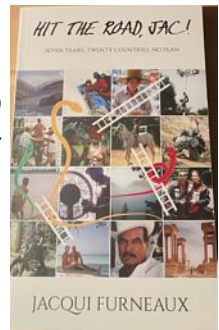
Having stepped down from the post of editor of the Gun after 5 years in the role, I would like to say thank you to all those who have contributed over the years of my editorship. There have been many articles, photos, branch reports and anecdotes from members over the years, which have contributed to the magazine, and I thank you for all of them. (even the ones that came in late and required a complete re-edit ). I am sure you will give your new editor Doug Young just as much material as you gave me for the Gun (sometimes too much to fit in one issue). Thank you for all of it, for without your contributions there would have been no club magazine.

Regards,

Alan Barringer (12923)

Dear Editor

If you're looking for a good book to while away the long dark hours, here's a perfect choice:- "HIT THE ROAD, JAC!" (Seven years, twenty countries, no plan!). It's written by Jacqui Furneaux and is a book which should be read by anyone who is still holding back from taking a risk and pursuing their dreams. When her conventional life fell apart, Jacqui responded in a surprising way. She travelled to India and bought a 500cc Royal Enfield Bullet. Her random global wandering for seven years on the bike brought her an amazing adventure portrayed in every page of her book. It's very well written and "transports" you to the most incredible places. An excellent read which left me quite envious in parts!!



It's available in any good book shops or on Amazon at £9.99

Paula Young (1062A)

## Write Now

Dear Editor,



I've just had carbon fibre parts made for my Royal Enfield Interceptor by Mark Woods at Edge Composites, Rashes Green, Dereham, Norfolk. I think they look fantastic. Thought they might be of interest to your readers. Mark can be contacted on Tel No:- 07377

453886. Merry Xmas! Andy Shaw (membership pending)

Dear Editor

I'm a new member and just bought a 1966 250 Continental GT as a restoration project. I have a technical query, and also something for the wanted section but I hope you can post them in The Gun where you see fit? The technical question is:-

I have just purchased this model ( with the short glass fibre battery cover ) and I'm struggling to identify what the original battery cover fixings were and if anything similar is still available?

Also on the L/H side, in addition to the ignition switch hole there are two holes- the top one matches the R/H side and is the main fixing . The lower hole is bigger, appears redundant and looks like a later addition - possibly for another switch - but can anyone advise if this is also original/ what it's for? Many thanks.

Chris Goddard. (19396) 07712 300728.

[email cjbgoddard64@yahoo.com](mailto:cjbgoddard64@yahoo.com)

## Cornish Branch member Greg Day.

With great sadness I must inform you of the passing of one of our Cornish members Greg Day on November 11th 2023 after a brave fight against cancer. He will be sorely missed by all of us. Greg was a good friend to us all. He kept a positive outlook throughout his illness, and still wanted to be involved with the branch. In September he suggested we go to the Five Wyches campsite on Dartmoor, even though he was ill.



Greg spent some of his early years on Dartmoor, and loved the place. So five of us travelled there with him. We had a really nice relaxing weekend, and Greg enjoyed it, chilling out and relaxing with his dog Ted. We are so fortunate to have had that time with him. Greg loved Cornwall and was a Cornish man through and through, and we at the Cornwall branch will never forget him. R. I. P. Greg.

Bob Reed 6167A.

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 b Club Committee Members. We look forward to hearing from you!

## From the Archives - 1983 Factory Reunion



An historic reunion of retired workers, cyclists and motorcycle owners featured in a May 1983 issue of the local newspaper, the Redditch Indicator and Chronicle.

From left to right:  
Ivor Mutton on

his trusty 1920s 500 single was a Royal Enfield historian, a founder member of the Vintage Motorcycle Club and creator of the Banbury Run. A close friend of Tony Wilson Jones the R-E Technical Director, Ivor became custodian of the factory archives in 1967, to which we owe so much for our own Archive.

Barry Smith (Grandson of Robert Walker Smith) company ex-General Secretary was the donor of this photograph within one of three albums given to the club and Gilbert Baker (in the hat) was ex-Production Manager. To his right is Peter Lovett, proprietor of Renovation Spares which made Royal Enfield mudguards at Headless Cross using original factory tooling for many years.

Also on a 1920s Redditch single cylinder machine is Colin Clough another active VMCC member.

Can anyone share any memories of this gathering forty years ago?

From the Archivist

# ENFIELD

# Explorers



The competition will begin on 1st March 2024 and will run until 28th February 2025.

You will be able to download a list of the places to visit from the club website in February 2024.

To take part, simply email the Branch coordinator your name and membership number and you will be issued a competitor number.

When you visit one of the nominated places take a photo of your bike at that location and email it to the Branch coordinator, you must include your competitor number and the year of manufacture for your bike. ( The Dog is optional ! )

Points will be awarded as follows

Pre 1940 Enfield	5 points
Pre 1972 Enfield	3 points
Post 1972 Enfield	2 points
Non-Enfield	1 point



Rallies:-

Attend an official REOC rally regardless of Bike Make 15 points

Attend AGM rally regardless of Bike Make 25 points

Awards:- There will be a prize for the top 3 Explorers

A league table will be available to view on the club website so you can track your progress.

[branchcoordinator@royalenfield.org.uk](mailto:branchcoordinator@royalenfield.org.uk)

[www.royalenfield.org.uk](http://www.royalenfield.org.uk)

## The Fairing Years

A couple of months ago I received a letter from a Club member Roger Williams (6925). He enclosed the photograph on the opposite page of his Crusader complete with a nice looking fairing which is of course the Sportsflow. Roger rightly pointed out that it differed from the Airflow. This got me thinking about the design differences and of course how many types of fairings were used on Royal Enfields.



Three fairing types were used on Royal Enfield's. We all know the Airflow that was fitted to most models, but what about the other two? Well the Sportsflow has already been mentioned with the other one being the Speedflow. (Below are photos of the Airflow and Sportsflow). The Motorcycling, October 1958 gives details of the "Streamlined range" for the 1959 models. It was actually offered as "ex-works" and dubbed "Dolphin" type enclosure. The Airflow was advertised up to 1966 in the

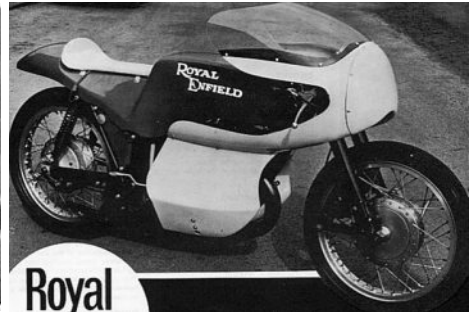
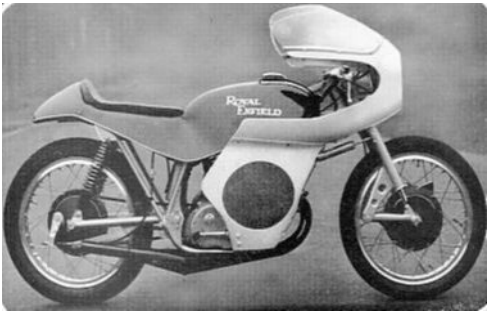
sales brochures.

The first sales brochure that mentions the Sportsflow is in 1963 and it was only available for the 250 and 350 models. Again it was advertised till 1966 as the Airflow.

I have had a good search in the archives and really cannot come up with much on the fairing fitted to the GP5 Racer. The picture next page left appears to be what I will call the "Mark 1" and the sales brochure states that the fairing made for the Enfield factory is from "Avon". To me it looks awfully like the "Speedflow",



## The Fairing Years



less the perspex screen for the front light. The picture below left from the Motorcycle Mechanics on “chose a fairing” (no date) shows the “Speedflow” from Mitchenall Brothers available in red and white produced for the G.T. at £26

The above GP5 Racer is what I’ll call the “Mark 2” as the fairing looks slightly different from the photo above left. The “Mark 1” cost £350 and the “Mark 2” cost £450 (I presume this was for the complete bike!)

Of course if anyone else out there can give any more information, I would be more than grateful.

(Thanks to Mortons Motorcycle Media Ltd. for the “Mitchenall Brothers” photo from Motorcycle Mechanics).

First published in Gun Issue 160

RE-typed by Doug Young(1062)



## Have Your Say !

**Proposals for the 2024 AGM.** What do you want from your club? Submit your proposal by April 30<sup>th</sup> either by email to the Chairman/ Secretary, or directly on the website form at <https://www.royalenfield.org.uk/members-area/proposals>

### REOC Vacant Positions

**Treasurer.** Due to unforeseen circumstances, we lost our new Treasurer rather suddenly. Can you spare a few hours each month to manage the club finances and attend three Committee meetings in the year?

**Secretary.** To set up meetings and take notes and distribute MOMs.

**Committee Member.** Be one of six Committee members and three appointed officers who manage and plan club activities at three Committee meetings during the year.

Committee meetings are informal and fun, so don't be afraid to step forward!

### YOUR CLUB NEEDS YOU

Contact the Chairman if you are interested in any of these positions. [chairman@royalenfield.org.uk](mailto:chairman@royalenfield.org.uk)



## The Enfield Electric Cars



The Enfield Electric Runabout (*photo left*) based on the 8000 City Car is an open 4 seater with removable Soft or Hard tops. It is a functional all purpose vehicle

for work or pleasure, pollution and noise free, automatic, and is economic to run and maintain, has precise steering, good visibility, has a robust steel body and is easy to park.

The Enfield Electric Runabout is an optimum synthesis of standard and commercially available components efficiently used through proper automotive, electrical and mechanical engineering.

Technical Data:- Windscreen—Laminated Glass, Colours—All safety colours, Kerb weight—920kg. Brakes Front—Twin leading shoe, Brakes rear—Single leading/trailing shoe, Transmission—Drive shaft with resilient coupling to live axle with differential, Optional Equipment—Car heater 48v. 600w. 12v. Recirculating fan, Door or Wing mirrors, Run flat safety tyres, Energy Consumption— .25kw hr per km. Made in the Isle of Wight.

The Enfield 8000 car (*photo top next page*) has a lightweight glass fibre and aluminium body on a steel frame. At less than three metres long it weighs in at a hefty 975kg, due to the 12 heavy—duty tractor batteries that power it.

Although a two seater, the Enfield is no sports car. It has a top speed of less than 45 miles per hour but, because of the short wheel—base, 30mph is more than fast enough—any faster and the occupants would get sea—sick.

## The Enfield Electric Cars

The small electric motor nestling between the seats is very frugal but still only gives the car a range of 30 miles. It costs 10p to travel 30 miles. The car plugs into the mains and gets charged over night . There are 12 batteries in total six up front and six at the rear and are very heavy. The idea



for the car came about in 1966 from the Electricity Council who decided to see how practical electric cars would be. The Enfield Company, better known for its Motorcycles, won the tender and a prototype was produced in 1969. By 1974 only 100 were made and tested by the electric companies in the Midlands but were found to be impractical and sold to private motorists.

*Were the Enfield Company the first factory to make an electric car? It would be nice to think they were, although I feel the battery problems are still relevant today. Ed.*

### REOC Machine Dating Service

When applying for an REOC Machine Dating certificate please follow the process below in full. Please email digital clear, colour, side on digital photos of the complete, MOT ready motorcycle.

Please email digital photos of the relevant frame and engine numbers along with photos of where the numbers sit on the frame and engine. Please email digital photos of brass rubbings of the frame and engine numbers preferably with the paint removed.

Please supply your current REOC membership number and your name as you require it on your certificate with full postal address in all communications.

Please ensure that you provide all of this in a single email to:-

**jd.service.repair@gmail.com** If email is not possible for you please follow the above process in full by post to:- **REOC Machine Dating Service C/O Ainsdale, Sawbridge Rd, Grandborough, Warwickshire. CV23 8DN**

## **Motorcycle Action Group (MAG) Campaign Open Road 53 from Our MAG Rep. John Budgen (11349)**

### **A license to what?**

### **A picture tells a thousand words but what about the frame?**

Framing effect is often used in marketing to influence purchases. Colin Brown looks at the MCIA framing of licence reform and asks if framing is being successfully used by the industry or the industry has itself been influenced by framing. The MCIA is calling for reform to the motorcycle licensing regime. So is MAG and just about everyone else involved in motorcycling. MAG has had this as a clear priority for years. We discussed it with the Roads Minister back in January 2019. We were asked for our top five priorities, and MAG members voted to include licence reform in that list. Baroness Vere promised the DfT would look at it with us. Needless to say, nothing happened, though there was a glimmer of hope when my research into licences and casualty stats published in November 2022 led to a suggestion from yet another new Roads Minister that the topic could be discussed at the newly forming DVSA Motorcycle Strategic Focus Group. It soon transpired that this grandly titled group was just a forum to discuss - it had no mandate to actually deliver anything. Even that forum has been placed on hold for at least six months while the DVSA diverts all personnel into clearing a car driving licence test backlog. Ironic really when the big plan is to reduce car use. Clearly motorcycle licence reform is not a priority subject for the Government. They are too busy helping people get a licence to use the vehicles the Government don't want those same people to use. In the MCIA press release launching their licence reform campaign explained that this is all part of a government mandated action plan to deliver Net Zero. Apparently, the Route To Net Zero PLV Action Plan which the MCIA launched in February 2022 was "a first-of-its-kind collaboration" between the Motorcycle Industry Association (MCIA) and Zemo Partnership

## **Motorcycle Action Group (MAG) Campaign Open Road 53**

answering “a Government call to action in the Department for Transport’s Transport Decarbonisation Plan.” The MCIA stated that the Transport Decarbonisation Plan “tasked us with producing a roadmap that addresses the barriers holding our sector back and capitalises on the abundant opportunities that lie ahead.” The MCIA informed us that ‘A Licence to Net Zero’ has been deliberately conceived to align with action six in the joint Action Plan, which calls on the Government to conduct a full scale review of the existing L-Category licensing regime. This spin makes it all sound like the Government are interested in promoting the environmental benefits of motorcycling and are suddenly awake to the truth that has eluded them for so long. Well, it does if you are the kind who accepts an invitation from a tribe of cannibals to join them for dinner. Within days of the campaign launch which would have us believe that the Government really does see motorcycling as part of the green future, there was a rather clear rebuff - surely aimed at deflating those who were buying into the spin. On 26th October, just ten days after the MCIA launched its’ Licence for Net Zero campaign, Labour peer Lord Berkeley received a response to a written parliamentary question. The Question: “To ask His Majesty’s Government what plans they have to simplify the licensing regime for mopeds, motorcycles and other forms of powered light vehicle (PLV) within the current parliament.” The terse response that gives the lie to any belief that the Government is interested came from Baroness Vere of Norbiton, Parliamentary Under Secretary (Department for Transport). Yes - that is the same minister we met in January 2019 – the one who promised the Department would work with us on licence reform. The answer: “There are no current plans to make changes to the driver licensing regime for these vehicles.” Tony Campbell is quoted as saying “We’re pleased to be launching A Licence to Net Zero today - *part two in the next Issue*



## Redditch visit

The rest of the days in England were for some tourism outings, including a visit to a Land Rover MK1 meeting on a property near Meriden.

Nothing unusual there, similar to our club there appears to be a meeting underway. Only the vehicles differ from our club, funny how that works. We haven't been to Redditch before. To see remnants of the factory these days we understand that there is no point going there anymore but to have a walk around to get a bite to eat is always possible.

A nice surprise was to come across 'The Royal Enfield', a really nice cafe of the Wetherspoon chain established in a former cinema.

Nicely decorated with nice photos, a motorcycle on the wall and more. Although a little less hip, it has similarities with the Ducati Scrambler food factory in Bologna, but then again, in Italy there still is a working Motorcycle factory in town.

Text: Nancy Koorn

Photos: Hans Mijnders

REC Nederlands Bulletin





## Notes From A Trip South by Clark Fancy



It was this past October that a friend and I took a road trip to Alabama to visit the Barber Museum near Leeds, Alabama. My buddy had been after me to go with him for about the last three years, but I just hadn't felt up to it until this year, so in August I told him I thought I would be able to go and he had better start planning.

We met early one morning at his home north of Dayton, Ohio, and after some coffee and loading his car, we were soon headed south.

The trip south was uneventful save for about two hours lost sitting in traffic a few miles north of Louisville while a traffic accident was cleared. After what seemed like forever, we were soon moving and were driving through Nashville at the height of the afternoon rush hour.



*Indian Enfield 750 in the Barber Museum. The engine number in this beauty is 1B 2448X which is from 1970.*

It was getting near evening when we crossed into Alabama, passing through Birmingham and heading towards Leeds, Alabama. The next

morning found us at the Barber Museum and it wasn't long before my brain was on overload. So much to look at and try to absorb! It could not be done by me. Luckily, I was able to get a picture or two to help me remember what was there.

Clark Fancy REOC of North America Bulletin.

## The “Ricochetting” Bullet 1987

The Indian—built Enfield “Bullet” is back on the British market, with alterations to its specification after dealers and riders gave their opinions on a 1986 example.

Information fed back to the Madras factory by UK Importers Bavanar Products has resulted in improvements in seven specific areas:

**Braking:-** Changes to lining materials and leverage have improved braking performance from 3.5m/sec/2 to 4.1m/sec/2 and



consultations are in progress with Ferodo to improve performance further still. Brake sizes remain 153mm (6 inches) drums front and rear, with single leading shoe operation.

**Silencing:-** Noise level has been reduced to 81 dB(A) which makes the bike sound like a well kept Classic single should.

**Carburettion:-** A Mikuni VM24 carburettor developed in co-operation with Enfield India provides better starting and fuel consumption (see attached Technical Specification sheet for claimed fuel consumption).

*Speedo on the first bike into the UK is calibrated in km/hr, but mph will be the norm.*

**Painting:-** Paint now baked on in a micro-processor controlled electrostatic disc applicator paint shop.

**Plating:-** Tri-coat process is now used; copper, nickel and finally chromium.

## The “Ricochetting” Bullet 1987



*Bullet Standard comes in Black with gold coloured lining on the tank, and a neat nacelle for the headlamp instrumentation is simple in the extreme, some would say sparse.*

Electrical System:- All models being imported now have a 12-volt electrical system and direction indicators.

The Handlebar controls:- These are now bought from Magura of Germany and incorporate twin rear-view mirrors.

In addition, factory plant has been updated to give crank grinding and crankcase machining to an accuracy of 13 microns and components that were gravity die cast are now pressure die cast.

The Bullet will come to the UK market in Standard and Super Star forms. The Standard will be finished in Black, and use the traditional 1950's nacelle to enclose the headlight;

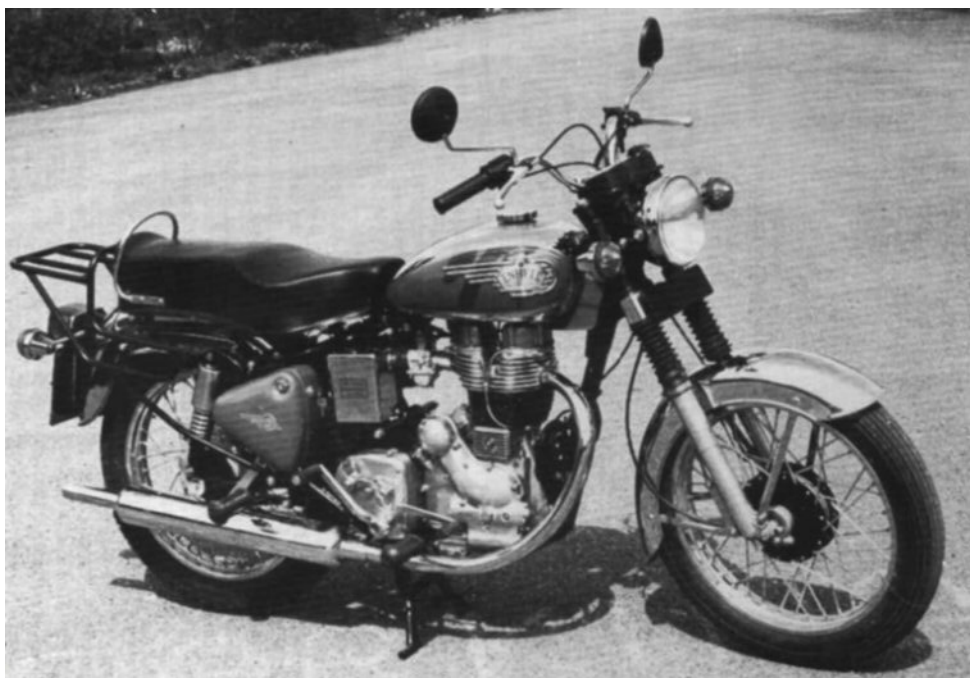
## The “Ricochetting” Bullet 1987

Super Star comes in Massey Red, with mudguards in chrome, and has a separate headlight with instrument binnacle above

The Bullet is priced at £1.499 including Car Tax and VAT and the Super Star at £1599.

Specifications Engine: Four stroke pushrod single, 70mm bore x 90mm stroke = 346cc. Compression ratio 7.2 to 1; claimed power output 18 bhp at 5,625rpm. Mikuni VM24 carburettor. 12 volt coil ignition. Dry sump lubrication, 2.25 litre tank integral with crankcase.

Dimensions: Dry weight 165 kg (364 lbs) wheelbase 137cm



*The Super Star offers bright colours with chrome mudguards and a separate headlamp unit as identity points. It is mechanically the same as the Standard version.*

## The “Ricochetting” Bullet 1987



*The Bullet engine is the 70mm x 90mm unit dating from the mid-50's. Its 7.2 to 1 compression ratio allows it to run on two star or unleaded fuel.*

.(54 inches); ground clearance 14 cm (5 1/2 inches); saddle height 84 cm (33 1/2 inches); fuel tank 14.5 litres (3.2 gallons) including 1.25 litres reserve

Transmission: Primary drive by duplex chain, rear drive by 5/8" x 3/8" chain. Four—speed separate gearbox, with internal ratios of 2.77, 1.84, 1.36 and 1.00 to 1. Separate neutral selector lever. Multi—plate clutch runs in oil.

Cycle parts: Telescopic front forks, oil damped, 150 mm (6 inches) movement; swinging arm frame, with adjustable hydraulic rear dampers, 80mm (3 inches) movement. Full —width hubs; 153mm (6 inches) single leading shoe drum brakes front and rear. 40—spoke wheels; 3.25 x 19 front tyre, 3.50 x 19 rear,

Colours: Bullet Standard—Black.

Bullet Super Star—Massey Red, with Peacock Blue or Burgundy available to special order.

Claimed performance: Maximum speed 75mph; fuel consumption in city conditions 99mpg; consumption at steady 37mph (60km/hr 128mpg).

Warranty: 6 months/ 6000 miles.

## The “Ricochetting” Bullet 1987

Prices:- Bullet Standard £1.499 Bullet Super Star at £1.599.(both include Car Tax and VAT)

Availability:- First deliveries in UK by mid June.

Importers:- Bavanar products Surrey.

Makers:- Enfield India Ltd. Teynampet, Madras, India.

The bikes are not intended as a competition for the hi—tech Japanese models, rather to fill the need for an economical four—stroke with a long model life—over 218,000 Bullets have been produced in the Enfield India factory in Madras since production began there in 1958.

A modest compression ration of 7.2 to 1 means that the bike will run happily on unleaded fuel, and with spares prices held at a very competitive level—some are now cheaper than they were in 1983—and adequate stocks on the shelf in the UK, this is a model for the long—term owner.

The Bullet has a long history, and with the factory and importers willing to respond to the UK market’s specific requirements, and to keep prices competitive, it seems to have quite a future.

RE-typed by Doug Young (1062) from Gun 64 July/August 1987



**Club Sales S4 Sew on patch**



[www.royalenfield.org.uk](http://www.royalenfield.org.uk)

## Branch Reports

### NE Scotland branch report

**A new venue for the February 24th meeting, Trellis cafe in Newburgh, adjacent to the old Udney Arms Hotel.**

**Contact Bob (REtrialer), email- [bob.nes@btinternet.com](mailto:bob.nes@btinternet.com) (preferred) or tel 01651 851569.**

Our annual meal will be 23rd March 2024 (avoiding Easter weekend) at the 'Admirals Inn' Findochty. It is booked, I will be collecting names shortly.

Thanks to Scotty for this one. Hope we can get a programme of visits for the summer sorted shortly. A visit to the Grampian Transport Museum and a return to the Peterhead Prison museum are the only visits proposed so far. New places to go or old places to revisit sought, please think about this.

A good turn out for the first of our winter lunches at 'The Bijou by the Sea' by Findochty. A bit to the edge of 'our' area, a reasonable run to get there for some of us. Just chatting over a long lunch, well looked after by the staff and good food.

December has now passed and the weather has not been encouraging to get an impromptu meeting arranged, see what the first few days of 2024 bring! By the time this appears we will have tried the 'new' venue at Pitmedden, let's hope that goes well.

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).

REtrialer (07404)

[www.royalenfield.org.uk](http://www.royalenfield.org.uk)

**Wessex branch 7:00pm. Wyke Down Country Pub, Pickett Piece, Andover. SP11 6LX 2nd Thursday of month, Doug Hopkins Tel:- 07857 692445.**

**Email:- [doughopkins@hotmail.com](mailto:doughopkins@hotmail.com)**

At the beginning of November, club members called over to Hatfields of Crowthorne for the launch of the new 350 Bullet, very impressive.

Club night, talk turned to ride outs/ workshop visits next year and arranging this year's Christmas meal at the Wyke Down. End of November club members rode down to The Mission toys for Christmas meet at the Sammy Miller motorcycle museum. Very cold, dry ride down, but the sausage baps and coffee soon warmed us up. Warmer but damper ride home through the glorious New Forest.

The Christmas meal at the Wyke Down took place on the December club night. Many thanks Paul for organising an enjoyable evening where a nice sum was raised by the raffle, with proceeds going to the air ambulance.

Doug Hopkins (12683)

Recently moved house? Left a forwarding address?

OR

Is the Gun still being delivered to your old address?

Or perhaps to Mum's house?

Have you informed the relevant person?

For any "change of address" / Gun distribution queries

Please contact:- [magazinedistribution@royalenfield.org.uk](mailto:magazinedistribution@royalenfield.org.uk)

## Cambridge (The Fen's) 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 OLQ.**



The opportunities for a dry ride have been very limited for all of us lately but surely things must improve. There was nothing much to report from our November meeting, only a few people turned up, leaving Simon and myself to consume the kindly provided Bacon Butties.

The meeting in December attracted a few more people and we were well catered for in the MOT bay.

'Twas the week before Christmas. At Haywards where we meet. There's tea and there's coffee, and plenty to eat.

Sausage Rolls and Mince Pies and Bacon Butties appear. to help Enfield riders to find Christmas cheer.

A big thank you to Andrew and his Sister as well for looking after the Branch at this early Noel.

There has been more talk of 'Ride Out's'. It would be a great help if we knew who would be interested. If you would like to take part please send your email address to [tubaman74@outlook.com](mailto:tubaman74@outlook.com)  
Mick Goody 18296

**[www.royalenfield.org.uk](http://www.royalenfield.org.uk)**

## Airedale and Wharfedale Branch Report

**Airedale & Wharfedale meet 3rd Thursday of the month, 7:30pm. Shipley Conservative Club, Otley Rd, Shipley. BD18 3SA Contact Richard Shepherd [richard.ratman@live.co.uk](mailto:richard.ratman@live.co.uk)**

For our first 2024 branch report I am proudly sharing a photo of Keith, one of our "Engineering Group" and a series of parts he has made entirely by hand for a 1912 RE Ladies model. The frame is in the style of a ladies bicycle.

The polished fabrication was constructed using 3 different grades of soft solder enabling work to continue without the whole thing falling apart!

As for "Riders" , by the time you



read this hopefully we will have braved the weather on New Year's Day for a ride to Elaines Tea Room at Feizor near Settle. We now need to make plans for the Spring, so best wishes for 2024 everyone and as always ride safe

Peter Jackson 17222



**Club Sales S16 40th Anniversary of REOC enamel lapel badge**



## Branch Reports

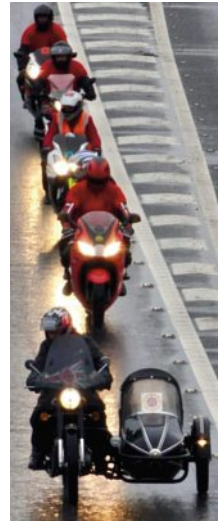
### South Lancashire Branch

**Meetings: First Tuesday of the month, 7.30pm - 10.00pm Birch Hotel, Manchester Road, Birch, Heywood, OL10 2QD**

**Tel:- 0161 4421906 ~ 07951983158**

[chris.robinson1956@gmail.com](mailto:chris.robinson1956@gmail.com)

Back in November a great turnout for the Poppy Day Ring of Red ride... right round the M60. At the Birch Hotel first, for the 2-minutes silence on the sidecar radio. Penny, a bit shy behind the screen; Duggie wanted to be noticed. Both in their own



transport.



Unusually for Manchester, non-stop rain, ha! ha!. It didn't dampen our spirits, but there probably weren't as many people waving from bridges. Can't really blame them! Looking at the photo, Enfield/Watsonian leading the way. Or, perhaps, getting in the way, was I? It's 36 miles round the

M60; to compare, one lap of the TT is 37<sup>3</sup>/<sub>4</sub>.

Lots of good food and excellent numbers at the Christmas Meal, well catered for by the Birch staff. Aldo the chef as good as ever. Enfield mugs were presented by Sheila to Quiz winners Colin, Steve & Julie. (photo above)



## South Lancashire Branch

Well done! Equal 1st, Mel & Dave. Tie-break: guess the year of the 1968 blue Morris Minor that's sometimes there. One group said 1967, the other, 1969. So, that didn't work and a 50p was tossed.

Then, into Spring: Great ride outs to wonderful areas. Meetings on the first Tuesday, as usual. Technical... and not-so-technical chat. New members always welcome. Lots more.

Chris Robinson.(8113)

## Mid-Shires Branch

**Meeting: First Monda of the month, 7.30pm  
Cuttle Inn, Southam Rd, Long Itchington, Southam, CV47  
9QZ,**

[.facebook.com/reocmidshires.](https://www.facebook.com/reocmidshires)

The winter months have brought two major indoor motorcycle events to the Midlands, Mid-Shires members attending both Museum Live at the NMM (National Motorcycle Museum) and Motorcycle Live at the NEC (National Exhibition Centre). The



former event was primarily aimed at vintage/classic enthusiasts and the latter event at modern bike enthusiasts.

I was however very pleased to see that the NMM had chosen a 4-valve Bullet from the late-'30's for their "live" restoration exhibit at Motorcycle Live, the NMM do a "live" restoration at the show every year to bring the love of old motorcycle mechanics to a wider audience, (see picture above). Over the last few years



## Mid-Shires Branch

visitors to Motorcycle Live have become accustomed to Royal Enfield putting on an impressive stand, again this year they didn't disappoint. In my (somewhat biased) opinion their stand was every bit as good, if not better than the big-4 Japanese brands. As anticipated the 450cc Himalayan took pride of place on the stand, I couldn't resist the mandatory selfie sitting on the new model.....

As the NMM is purely dedicated to British motorcycles this very much rubs off on their premier event; Museum Live. It was a good opportunity for enthusiasts to view both the regular museum exhibits (including many rare Enfields such as the pre-war V-twins and the GP5 2-stroke), plus additional stands that were specifically put on for the event. The NMM encouraged people to attend on bikes by offering free entry, unsurprisingly many took up this offer (I'm sure there were well over 100 bikes in the carpark). I was however disappointed to see how few turned up on classic bikes; there were many Meteors, Himalayans, and Interceptors there, yet Mike Sliwowski's Redditch Bullet was the only one that I noticed in the carpark. The Cuttle Inn put on a superb Christmas Dinner for the club, the decision to hold the Christmas Dinner there again in 2024 was unanimous!

Cheers Matt (16561)

## Peak District Branch

**Meetings: 1st Tuesday of the month, Duke William, 91 Church Street, Starkholmes, Matlock, Derbyshire, DE4 3BZ. Branch contact details**

**Dawn Tel:- 01629636054 [REOCpeakdistrict@gmail.com](mailto:REOCpeakdistrict@gmail.com)**

## Peak District Branch

After a number of comments on various Facebook groups John Barnard met with Dawn, David, Andy and me at the Duke William back in October and the Peak District branch was formed.



The Duke William was chosen as a venue as it was relatively central and is very welcoming to motorcyclists. They have a regular monthly Classic Bike meet on Wednesdays in the summer months.

Since the first meeting we have contacted existing members via email and recruited several others we have met out riding. At our meeting in November we had 11 members turn up and in December, when we also had an Xmas buffet which Andy arranged with the landlady, we had 14 including some partners.

Whilst we are lucky to be living in one of the most beautiful parts of the country with some exceptional roads which are ideally suited to Enfield, unfortunately we also have some of the least predictable weather especially at this time of year, so at the moment apart from the monthly meetings we have been using What's App to organize impromptu rides when the weather is suitable.



The group seems to have got off to a promising start. Looking forward to the New Year we are hoping to get some publicity material out to the three local dealers, put together some more organised group rides and hopefully meet up with some other groups.

Jak Lemon (18801)

**South Midlands Branch Meets at The Studley Conservative & Unionist Club, 87-89 Alcester Road, Studley, B80 7NS. 3rd Wednesday of each month at 8pm: contact John Budgen tel. 01527 872091**

### **The Classic Motor Show NEC Birmingham, November 2023**



We decided to set up our stand on the Wednesday afternoon, as last year, as it is much quieter and easier to access the halls. It can be manic on the Thursday! We again had a wide selection of Royal Enfield motor cycles, from old to new. These included Bob Adams' green-framed trials EFI; John Mildenhall's 350 Meteor, which he rode to the International Rally in Greece and back! Bob Harrison's 350 Bullet, an early import; Dave Medlicott's Interceptor 650; and

Gordon Hallett's 350 'New Bullet'. Merv Panting provided two bikes, an Airflow 250 and a Model J, with help from Lindsey Middleton. Peter Hardwick trailered my Bullet 65 and I rode my EFI Combination with trailer. Brian Tomlinson supplied Barney the Bear (see *photo*) and Peter Hardwick again took on the task of liaising with the NEC. Bob Adams and Brian Tomlinson provided transport to and from the NEC. A big thank you to all the above and to Tony Gurr for helping to man the stand during the show.

I was told that it was the best attendance since 2018, with 71,290 visitors. John Budgen (11349)



**Glevum (Gloucestershire) Branch – January 2024 Meet; 1900hrs every 1st Thursday of the month at Gloucester Farmers Club,**

**Agriculture House, Greville Close, off Sandhurst Lane, Longford, Gloucester GL2 9RG**

**Contact; Russ Williams  
0758 7065 007 or**

**[REOCglos@hotmail.com](mailto:REOCglos@hotmail.com)**

For full report please see our FaceBook page. Apologise to our members that do not have access to the internet / FaceBook, or, choose not to have.



*Ian Hill receiving his award from Tony Phelps*

9/9/23- 2nd Branch AGM. Kate led a fantastic ride out to the Malvern Hills and Eastnor Castle. The branch attended the national AGM with the most members I believe.

I concur with previous reports in the Gun that the most animated debate was on the cost of port-a-loos; Mike D requiring a rub down with an oily rag afterwards.

15/10/23- end of the season ride-out to Dom's Bike Stop. Very well attended.

1/11/23- visit by the REOC Chair & an illustrated talk on his Greek Odyssey, or, 'There and Back Again' by Bob 'Bilbo Baggins' Murdoch. Well received & attended.

### 3/12/23- **Glevum's** AGM and Prize Giving Ceremony

- 1.Chair's Choice – Ian Hill
- 2.Wanderer's Plaque – Brian Jenner
- 3.Greatest Mileage - Ian Atkinson
- 4.Chairman Challenge Winners – Kate and Russ Williams
5. Hard Luck Award – Brian Jenner (who retired his beloved Enfield this year but then had his new 350 stolen!). This was a close run decision with another member who, for many years rode plastic rockets without a blemish on his licence, then switching to a RE acquired a speeding ticket. Is this possible, I ask myself?

**Please see our Face Book page for further images and videos of the event and Go Pro ride footage.** Russ Williams (17802)

**Suffolk branch We meet as always on the first Saturday of each month at The White Horse. 12:00-15:00 Lemons Hill Tattingstone Ipswich IP9 2NU Anyone who would like more information about us feel free to contact me Stephen (16476) Tel:- 07939351740 [stephenjbackhouse@hotmail.com](mailto:stephenjbackhouse@hotmail.com)**

So far despite poor weather blighting so many of our meetings last year, the Suffolk branch has maintained its activities and Saturday meetings. The breakfast club continues its popularity and some of us now meet for breakfast at The Claydon Crown before each Saturday meet up. On our last meeting of 2023 the weather was so bad that for the first time ever NOBODY arrived on a motorcycle. Hardly surprising though. Despite the atrocious



weather 18 of us (no bikes) enjoyed time together at The White Horse, so a good turnout. As always, a warm welcome was assured for visitors. So, any Royal Enfield owners in the area please drop by to say hi. Best wishes and new year best wishes from the Suffolk branch Stephen

## South Wales Branch: November – December 2023.

Report by: Richard Hallaran Member 18106

Branch contact details: Gary (Ted) Edwards;

[tededwards68@gmail.com](mailto:tededwards68@gmail.com) Tel. 07900 070717 Meetings: 1st Thursday of the month, 1930hrs The Gaer Inn, 37 Gaer Road, Newport NP20 3GY

Facebook: South Wales Royal Enfield Owners Club (REOC)

November meeting with myself, Ted, Joe, Steven, Kev, Andy, Gerald, and Kobi with mate Steve G who could be seeing the light from the HD darkside. During one agenda item, Gerald was keen to announce a suitable veggie option for the next 'Ride out to cook out' event and was also presented



with a further option of a tin of beans and veggie sausages! We firmed up some plans for the Christmas meal, well, not firm with all; I had a new job as a speciality meals organiser briefly, thankfully Paul W took on the role, thank you Paul. All efforts were well worth it.

Dates for the June 2024 trip to France were discussed with several pretty keen – watch this space. A date was set for a collaboration meeting with the mid-Wales and Borders Moto Guzzi Owners Club group in July – Llandow Race Circuit (no, there will be no track time booked). We also agreed as a Branch to assist with a National REOC Rally if there were plans to hold one in our



Area. Another one to watch for announcements in The Gun. We continued to brush up on our own 2024 Rally Plans with campsite and function rooms booked at Llandovery again. Some undue pressure was placed on me relating to entertainment for the rally, can't think why!?! November and December were certainly and understandably quieter months for riding. Although the weather reports were changeable and looked grim, a few did venture out for the planned 'Ride out to Cook out' trip on 3rd December. Porthkerry Park, Barry was the eventual destination. We have another date booked in March for this popular event. All dietary needs catered for. Paul W, when you join us, you are cooking for yourself. The Christmas meal was a great success with 17 of us attending at our regular branch meeting venue. Marvellous to see so many people related to the Branch getting together and enjoying time together in a social environment. We are building into a strong Branch with a developing group of core members ready to stand up and help out with ideas, plans and activities. As far as the branch goes, both Ted and I think we have finished a very successful year with a great bunch of people. Thanks from both of us to all of our regular attendees, riders and contributors. We are looking forward to the Branch continuing to flourish in 2024.

Regards, Richard Hallaran 18106

**Kent Branch Contact Joe Sultana Tel:- 07496 200330  
reoc.kent@talktalk.net Meetings 2nd Tuesday each month  
7.30pm. at the Cock Inn, Henley Street, Luddesdown, DA13  
0XB**

Well, here goes – New Year, new Chairman – after nearly a decade Mick has decided to abdicate the throne which I am now chained to – actually sitting of my own accord and totally not against my will!! All joking aside, I can only hope to do as good a job as Mick has done. Plenty of ideas are rattling around in my head, as well as being thoroughly chewed and digested at our

monthly meetings, venue above, for any members who are looking to make an appearance. We would like nothing more than to see new faces.

Lastly, for those who don't know, there is a Branch trip to Normandy planned for the 80th Anniversary of D-Day. Anyone interested please contact me for details as soon as possible. Further information will be in the next magazine.

Right, I guess that's it. Happy New Year and here's to a great 2024!!

Joe Sultana (17345)

Email: [joesultana687@yahoo.co.uk](mailto:joesultana687@yahoo.co.uk)

**Isle of Wight Branch Meet, 1st Thursday of each month at the 8 Bells pub, High Street, Carisbrooke, PO30 1NR from 7.00pm.**

It has been a very quiet Winter for this little branch, and although the ownership of Enfields on this Island slowly increases month by month, the Club membership does not. There will be a renewed effort to publicise the Branch, and club benefits into the new year, particularly through the local dealership. Plans are now being made for a few North Island rides for the year, the first of which will be to Sammy Miller's on Sunday April 28th. for the Ride-in, and if weather permits a bit of a New Forest ride before catching the ferry home again. Our first local branch ride-in will be on the evening of 7th March, 7.00pm from the Hare and Hounds car park. More ideas for rides or visits, please contact. Contact, Ron Wallis, 01983 752861 or [ron.wallis10@gmail.com](mailto:ron.wallis10@gmail.com)

**[www.royalenfield.org.uk](http://www.royalenfield.org.uk)**

**Greek branch Contact Andreas Papadakis-Athens, Greece**  
email:- [reocgreece@gmail.com](mailto:reocgreece@gmail.com)



Happy New Year to all REOC members around the world! the Greek branch wishes you health, happiness and safe rides. Last year was fantastic for our branch, which now has 52 members! An International Rally to our country with very positive reviews and many activities and events took

place. More than 1500 euros was raised and donated to children with cancer with the support of the members and not only the Greeks. In the photo on the back page you can see us at the Christmas meeting wearing our 8 years anniversary sweatshirt (2016-2024)! Now we are looking forward to organizing the 2024 REOC Greek National Rally to Pelion, Central Greece.

Please see the official UK website for more details or email us to get the official touring guide. Bookings are open now to the Campsite (including some apartments also) and registrations will be available soon. The photo above shows



Greek REOC members Thodoris Maragkoudakis and Dimitris standing proud next to their Royal Enfield Bullets!

Best Regards, Andreas Papadakis (15544)

General Secretary REOC Greek branch

**Devon Branch meets at the Swans Nest, Exminster, near Exeter, the third Thursday of the month, 7.30 for 8pm start. contact Andy Lobb Mobile 07866696381 Email:- [andylobb57@gmail.com](mailto:andylobb57@gmail.com)**

Firstly, may I wish you a Happy New Year, although by the time you read this, it will be early February, nearer Valentines Day. But more importantly, hopefully the weather will be improving leading to warmer and sunnier days. Well I can wish, can't I? Reading all the news about



Royal Enfields prior to the new year, it would appear that they do have plans for new bikes, or at least bikes based on the current platforms. I haven't had a chance to look closely at the new Himalayans but the increased power does appear interesting?

Perhaps a new 500 is yet to come or is it too close to April Fools day? My hope is that the powers that be don't partake in such pranks. Here in Devon, the news has been very quiet. Due to my own personal commitments, I've been a little busy, so everyone has been left to their own devices. I didn't even get to our Christmas gathering, but hopefully I will find more time now the new year is here. Please don't forget we are a club which needs it's members support.

That can be by email or via our own Facebook branch page. Royal Enfield Owners Club Devon Branch. We hope to make a branch meeting especially for Sammy Miller's Royal Enfield Day on Sunday 28th April 2024. Keep your wheels round and rolling.

Andy Lobb (17057) Devon Scribe.

## **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 electricity.

There is a pub, The Horse and Hound, at the entrance of the site which serves food and has accommodation 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 either by phone 07572 614082 or email [trina@bonchesterbridge.co.uk](mailto: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](mailto: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](http://camping-sikia.gr)))

Tents or Apartments inside the campsite

Info & Bookings : [reocgreece@gmail.com](mailto:reocgreece@gmail.com)

Contact: Andreas Papadakis +30 6974805700

##### **Glorious Glevum Rally Arranged by REOC Gloucester Branch**

###### **Saturday 1st June One Day Event**

Commences 10.30am

Gloucester Farmers Club, Agriculture House, Grenville Close, Sandhurst Lane, Longford, Gloucester, GL2 9RG

Walled Car Park secure for motor bikes. Free refreshments are provided and Refreshments and Licensed Bar

Rideout Planned through glorious Gloucestershire

Contact Russ Williams 0758 7065 007

[REOCglos@hotmail.com](mailto:REOCglos@hotmail.com)

## **Otty Bottom Rally**

**7th to 9th June**

Palace Farm Hostel and Campsite Down Court Road, Kent ME9 0AU

Site Phone 01795 886365 Contact Mick Connolly 01304 205233

[Reoc.kent@talktalk.net](mailto:Reoc.kent@talktalk.net)



## **Wiltshire Moonraker Rally Fri 28th to Sun 30th June**

Venue - The Coopers Arms, Ball Road, Pewsey, SN9 5BL.

Cost - £5 per person per night. Electric Hook Up - £5 per night.

Please register interest to attend via the Branch email address.

State if electric is needed. Pay on arrival. (Cash only).

[enfieldwilts@gmail.com](mailto:enfieldwilts@gmail.com)

[www.royalenfield.org.uk](http://www.royalenfield.org.uk)

## **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 Fri 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](mailto:Winchester.taxi@btinternet.com)

## **August 2024**

### **South Wales Rally**

**August 16th and 17th: South Wales Branch Rally.**

2 nights camping Llandovery Campsite (associated with Llandovery RFC). Make your own booking with the campsite, stating you are involved with the RE Rally. Address: Church Bank Playing fields, Llandovery SA20 0BA

Phone: 01550 721065

## **September 2024**

**Wobbly's Red Rose Rally Thurs 5th to Sun 8th 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](mailto:hamer89@btinternet.com)

**The Worcestershire Rally and AGM** September 20/21/22  
The Drum and Monkey, Newbridge Green, Upton upon Severn,  
Worcestershire WR8 0QP. Your **AGM** is on Saturday 21st at  
11:00 prompt, followed by buffet-lunch and ride-out. Camping for  
Tents, Camper Vans and Hook-ups. Direct bookings 01684  
592758  
Rally Organiser Bob Murdoch [reoc.archive34@gmail.com](mailto:reoc.archive34@gmail.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](mailto:hamer89@btinternet.com)



**Club Sales S1 Machine badge  
Stainless steel**



## Market place

## For sale

**For Sale** 1960 RE Crusader 250cc Burgundy, V.G.C. Good runner, new front tyre, engine refurbished. Instruction book and parts list. £2,500. Geof Wallis (7694) Bristol Tel:- 07584 060806 Email:- [jandgwallis@gmail.com](mailto:jandgwallis@gmail.com)

**For Sale** Honda VT125 Shadow 2005. Outstanding condition. 5246 miles, stamped service book. Leather saddlebags and tool roll, rider and pillion footboards, pillion backrest and rack, custom mirrors, chrome radiator surround, thermometer and clock. £3100 ono Simon Lock,.(1853) Bath. Tel:- 07900 801714 Email:- [simonlock65@hotmail.co.uk](mailto:simonlock65@hotmail.co.uk)

## Market place

## Wanted

**Wanted** Royal Enfield Classic 350 Reborn, Signals 350 version, in desert sand colour scheme please. Richard Islip (15790) Cornwall 01726 822179 [rislip@btinternet.com](mailto:rislip@btinternet.com)

**Wanted** Dual seat for a 1959 to 1963 Bullet/Meteor/Mk1 Interceptor etc. Original or reproduction seat base to be in good condition but not bothered about condition of the cover or foam. Ian Thompson (15489) West Yorkshire Tel:- 07505 003956 Email:- [enfieldtommo3@gmail.com](mailto:enfieldtommo3@gmail.com)

**Wanted** -- Factory Dual Seat for iron Barrel Indian Bullet (upto 2008) or possibly early EFI. Seat Base to be in good condition. Ian Thompson (15489) West Yorkshire Tel. 07505 003956 E-Mail. [enfieldtommo3@gmail.com](mailto:enfieldtommo3@gmail.com)

**Wanted** As a proud Royal Enfield owner of a 2001 Bullet 350, a late 30's lawnmower and a 1955 RE bicycle I'm searching for a 30's Royal Enfield Bicycles pin in green colour. If someone has it would be happy to buy it.

Andreas Papadakis (15544) Email:- [andrew-pap@hotmail.com](mailto:andrew-pap@hotmail.com)

## Market place

## Wanted

**Wanted** Amal 523/6 carburettor to fit a 1961 Prince. Cash or lots of Ensign/Prince parts available to swap. Chris Brady (07170) 01280 848491 North Bucks. [chrisdbrady@hotmail.co.uk](mailto:chrisdbrady@hotmail.co.uk)

**Wanted** Cylinder head in good condition with undamaged fins for a 1966 Continental GT 250. Chris Goddard (19396) London. 07712300728. Email:- [cjbgoddard64@yahoo.com](mailto:cjbgoddard64@yahoo.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.

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**Hitchcocks Motorcycles**

**Tel: 01564 783192**

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



## Club Sales

Code	Item description (see web site for photos)	U.K.
S1	Machine Badge *(stainless steel)	£9.75
S2c	lapel badge *(red/yellow/blue/green)	£3.00
S2e	Cannon pin badge *(chrome)	£2.75
S3a	Sticker *(silver)	£1.50
S3b	Screen sticker *(silver)	£2.00
S4	Sew on patch *	£3.10
S5	Key fob *(red/yellow/blue/green)	£3.20
S11	The Gun magazine binder (Red or Blue)	£8.00
S16	REOC 40th Anniversary lapel badge	£3.00
S20	Sweatshirts * (small to large)	£15.20
S20	Sweatshirts * (xl to xxl)	£16.00
S21	Special Tee-shirts (see website)	£7.75
S23	Tee-shirts * (small to xxl)	£18.00
S24	Polo shirt * (embroidered logo) small to xxl	£18.50

Overseas Email a List of Your requirements for a quote

**All UK prices include postage and packing**  
**Overseas (non UK) customers, please email for a quote**

Garments colours are as follows:-

**S20 Sweatshirts**—Royal Blue, Jade, Maroon, Grey or Black

**S21 T-Shirts**— Royal Blue, Sky Blue, Maroon, Jade, Grey or Black ,

**S23 Sweatshirts**—Cream-Effortless Speed or Blue-Revolution

**S24 Polo shirts**— Royal Blue, Maroon, Black or White

(Please see website for photos of merchandise)

**Please order by email or telephone stating:**

**Your requested items including colour and size of garment**

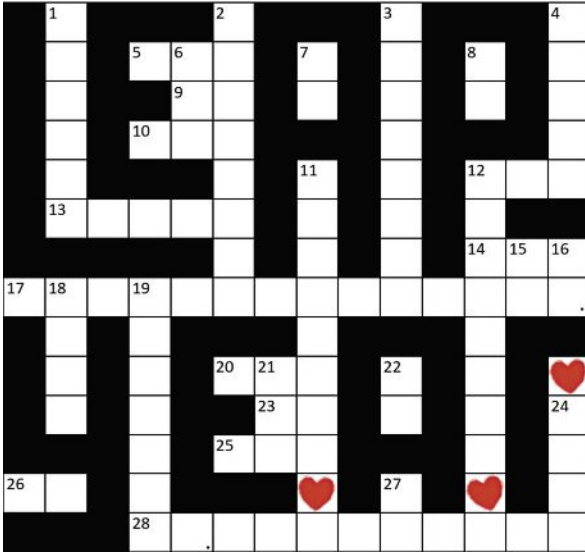
**Membership number Address and telephone number**

We will check our stock and connect with you to facilitate payment made by Bank Transfer, PayPal (minimum £10) or cheque and post items by Royal Mail

Barbara Harrison [clubsales@royalenfield.org.uk](mailto:clubsales@royalenfield.org.uk) Tel:- **07973 721208**



# The GUN Crossword issue 299



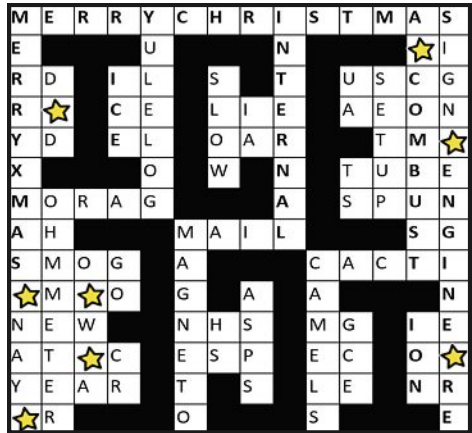
## ACROSS

- 5 London café. One-spot playing card
- 9 Truckers' radio. Think about "Convoy"
- 10 Abbrev. for Manchester. (Not MAN)
- 12 UK and USA speed. Not KM/H
- 13 Cu Cay (anag.) A plant with stiff leaves
- 14 Drink just a little
- 17 Date, & month (abbrev.) makes leap year
- 20 Not good on the road. Lubricates engines
- 23 Shorter than Compact Disc. Roman: 400
- 25 Opposite of "No"
- 26 They're the initials of our bikes. Really!
- 28 A saint. Do NOT forget his day!!! (2,9)

## DOWN

- 1 Not a dozen, but a score. Roman: XX
- 2 Shortest month. (A bit longer this year!)
- 3 A toothed wheel for a chain
- 4 9th
- 6 Roman 300. With 7&8 down, days this year
- 7 Expensive Lexus car. Roman: 60
- 8 Code for Virgin Islands. Roman: six
- 11 Bullets, Fleas, Meteors. (Without Royal)
- 12 Engine with dirty spark plug(s) did this
- 15 Id Est. That is....
- 16 Latin: plumbum. Symbol for lead (metal)
- 18 Hotter, stronger than "solder". Gas, elec.
- 19 Pins and what? Sharp. Made before RE!
- 21 Frozen water on the road or in a drink
- 22 French for year. A Norton, but ?? Enfield
- 24 Beatles: ???? Me Do. Can't Buy Me ????
- 27 Off (opposite). (With 22 down, it's soon)

**To arrive with the Puzzle Master before the contribution deadline shown in the Gun**



**The committee** have agreed to a prize of one years' free membership to the winner of the crossword competition. All correct entries will be "placed in the hat" and a winner drawn out. The membership secretary will be notified and will inform the winner, whose name will be published in the next copy of The Gun. If you do not wish to cut your copy of The Gun, photocopies are acceptable. The competition is restricted to Club members only and one win per member. Send your completed crossword, name and membership number (or UK postcode/country. 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 :- **Roy Easton (18948)**



*The Greek members wearing their 8 years anniversary sweatshirt  
Richard Hallaran made it to the South Wales “cook out” on his  
Continental GT 650*

