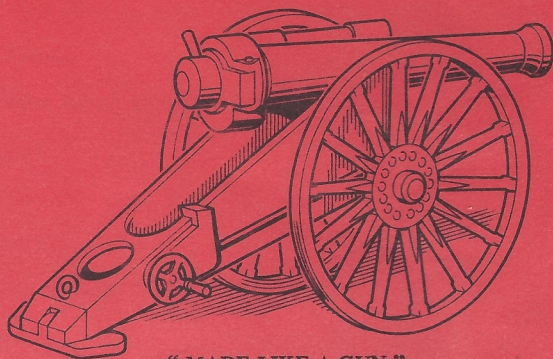




Gun Number One

# THE GUN



“MADE LIKE A GUN”

THE MAGAZINE OF THE ROYAL ENFIELD OWNERS CLUB

Issue No. 300

April/May 2024



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Page	Contents	Magazine production
------	----------	---------------------

2	Advert Classic Tours
3	Contents
4	Editorial
5/9	Gun No.1 Hints/Road Test
10/13	Write Away
14/16	Hone Those Skills
17	Committee Vacancies
18/19	M.A.G. Part Two
20	From the Archives
21	Enfield Explorer
22/23	Kiwi Report
24/25	John Paul Burney
26	Advert British Bike Bits
26/38	Branch Reports
39	Club Events and Insurance
40/43	Club Calendar and official Club Rallies
44/45	Market Place
46	Club Merchandise
47	Crossword

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**Front Cover:-** The Gun Number 1 March 1978

## EDITORIAL

Hi All,

We're sure that it can't have escaped your notice that the front cover of this issue of The Gun is not the usual photo of a motorcycle. We decided that we just couldn't let the fact that this is the 300th (*yes, you're reading correctly, the 300th!*) issue go past without doing something to commemorate it with some nostalgia.



What better way than to reproduce the very first front cover of The Gun magazine which we're sure quite a few of our members won't have seen. Besides that, you will also find an article or two from that first issue. Previous to this, a "Newsletter" had been produced in 1977 when the Club was formed in a pub in Bristol by a few Royal Enfield enthusiasts. How that Club has grown and we now have many more members!

It is amazing to think that from that humble beginning until now in 2024, technology has evolved so much. The volunteers who are on the committee or have various other posts have managed to keep abreast of this and continue to keep this great Club running.

These days, communication is very rarely by letter (*referred to as "snail mail"*) and we now have this modern thing called Email which is almost instant. Then of course we have our very own website and Facebook page, oh and let's not forget the mobile phone, so there's no excuse for not knowing what's going on, is there?

Thank you to those "Branch Scribes" who managed to comply with our appeal to limit your reports to no more than 200 words and two pictures. We are trying to produce a balanced and varied magazine for you all, hence the request. If you have a larger report, Branch meetings or events that don't coincide with magazine production dates, you can always put them up on the Club Facebook page.

Doug and Paula (Membership numbers 1062 & 1062A)

The **current** website password is:- [ShakesPeare](#)

All contributions for next issue to reach the Editors

By the **1st May 2024**

Next issue published **June 2024**

## The first twenty members who started the Club from Gun Number 1

The numbers started at	1011 J. Hayward
1001 D. Davies	1012 K. Heeley
1002 G. Derham	1013 S. Hoyle
1003 C. Dunstan	1014 S. Lancaster
1004 K. Ball	1015 Mrs D. Lowe
1005 D. Beach	1016 M. Martin
1006 D. Bogg	1017 S. Mayhew
1007 A. S. Bucknall	1018 D. McKeand
1008 A. Edwards	1019 P. Butler
1009 J. Green	1020 I. Mutton
1010 A. Hayward	(addresses are omitted)

### This letter is from Gun Number 1 March 1978

An Enfield enthusiast was riding his good old 350 Bullet one foul night when, after wiping his specs, he saw by the glare (?) of his glow-worm headlight a horrible sight of a Belstaff clad figure bent over what seemed like the remains of a C15. He slid to a halt (eventually, and still upright) on the black ice of the Morecambe road and then slithered back along the snow filled gutter to the C15 owner. "Carb's frozen" up was the bikers only utterance. "O.K." said the Enfielder "One easy answer to that—pee over it!" "Not as easy as that" was the reply. Our friend looked at the Belstaff clad figure, shrugged his shoulders and pulled out his \*\*\*\*\* and duly performed. The C15 (amazingly) started first kick so the rider mounted the bike and rode off into the night. The Enfielder returned to his machine and carried on home. Several days later, he received a letter through the post which went as follows:-

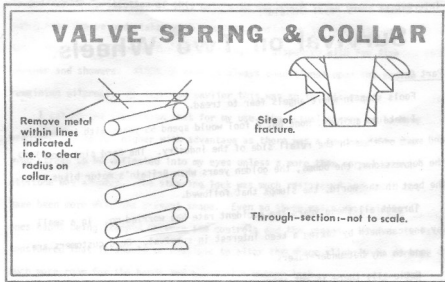
Dear Sir,

If you are the owner of machine XYZ 234, I would like to thank you officially for rescuing my daughter the other night.

Yours thankfully Bill Bloggs (Chief Constable—Lancashire Constabulary)

### Tip of the Month. From Gun Number 1 March 1978

A couple of members in the Bristol branch have broken down as a result of a valve dropping. When the engines were dismantled it was discovered that the aluminium valve spring collar (top) had fractured around the neck (see diagram overleaf). We passed the problem on to our tame engineer, Mike Quarry, and he discovered the reason for the fracture and gave a solution to the problem.



The inner valve spring had a sharp knife-like edge where the spring had been finished off to leave a flat surface so it would meet flush with the valve collar.

The action of the valve mechanism results in the spring revolving slowly, thus scoring the neck of the collar and cutting slowly into it, and thus

producing a weakness in the collar which eventually fractured. The solution is simple. A conical grinding stone attached to an electric drill can be used to remove the sharp edge on the inside/top surface of the spring. So, next time you dismantle your cylinder head, check your valve collars. It could save a lot of time and expense.

### Road Test From Gun Number 1 March 1978

The following report was written by the late Mr. J.C. Lowe when the Enfield Cycle Co. loaned the machine to him to cover the 1959 T.T. races. The article was contributed by his wife, Mrs. D. Lowe and this is the first time it has seen publication.

346cc Royal Enfield Bullet. WNP 853

This machine had a few weeks previously, been the subject of a road test by the MOTOR CYCLE.

At the outset let me say that during the four weeks it was in my possession it performed in a most satisfactory manner, and most of the comments given in the test report can be endorsed. Some even more heavily underlined as excellent, while there are a few items about which I cannot see eye to eye with the tester.

CREDIT:-

STEERING:       Excellent.

SPRINGING:     Excellent.

RIDING POSITION: Satisfactory for me.

BRAKES:         First Class.

ENGINE:         Extremely clean.

CONSUMPTION: Petrol was remarkably good having regard for the accompanying performance. Oil consumption appeared negligible. Doubtless the very oil-tight nature of the engine contributed to this.

**PERFORMANCE:** For a touring 350 it was a surprise to ride a machine with such a wide range, being docile and pleasant in traffic yet well able to provide for most requirements of all but the highest speed of touring. That the writer accomplished a trip of 196 miles, including one petrol stop and the observing of all speed limits in just under 4 hours should be proof of it's capabilities.

**LIGHTING:** There was little opportunity to test this fully but on one short occasion it appeared to be quite good enough for all but the highest speed possible.

**PETROL TANK:** This was of a sensible capacity and its shape is considered most acceptable.

**CONTROLS:** The oversize clutch cable is considered a commendable fitment. As also are the "Philips" screws for the engine timing cover. But why not "Allen Screws" which are even better, and why not use them for the other items where old fashioned screws were noticed? The Cable adjusters were also appreciated and give one an indication of de luxe specification.

## DEBIT

**ENGINE:** There was some vibration present over most of the speed range, which at times was unpleasant. It may be that the Press test had produced a recurrence of the fault noticed then.

**EXHAUST:** I cannot agree with the Press report. While It was quiet at tick over and on slow running, it became very noisy during acceleration and when the engine was running on the larger throttle openings. In addition the note was of the most unpleasant and flat nature. I consider that this exhaust noise is definitely of the type and volume which gets motor cycles a bad name, and should have attention.

**CLUTCH:** When the machine was received it was noticed that slipping took place in the 50 mph range, although it was not apparent lower down. The clutch was dismantled and the plates washed, and the trouble was cured - at least for a time. It is suspected that it is starting to appear again. Operation was quite satisfactory but it was always necessary to "free off" the clutch if the machine had been standing for any length of time.

**PROP STAND:** This was effective and easy to operate. But its length made it necessary to park the machine an unnecessarily big distance from a kerb, which to the writer seemed untidy and a pity.

**STEERING LOCK:** This is extremely poor and in crowded areas makes the handling and parking of the machine most inconvenient. Something should be done to improve this.

AUTO ADVANCE: There is a suspicion that this may be a bit sluggish in operation. Some times when accelerating rapidly, there would be a sudden surge of power which was associated more with advancing the ignition than any mixture fault. No investigation into this has been carried out, and this is given for information and not a COMPLAINT.

CONTROL LEVERS: Perhaps this is a personal fad, but I would like to see Ball ends fitted.

GEAR BOX: There appeared to be a little whine from this. It was not obtrusive, provided it does not become worse with normal wear.

TOOL BOXES: Removal of the covers was not very easy, and when the inevitable rust on the edges arrives it will be even more difficult. Another 1/8" clearance with the frame tubes would easily solve this.

WHEELS: STANDS: On a machine with an obvious de luxe specification I was: surprised to find that, no provision was made for Q.D. wheels. Also I regretted to note that no front wheel stand was provided. Although the theory of it being possible to lift the front end easily when the machine is on the central stand exists, this is not very practical - or very safe - when the removal of the front wheel arises.

#### THE "AIRFLOW" FITTING

This fitment was not on the machine when tested by the MOTOR CYCLE. Let me confess at the outset that I had never ridden a machine with any form of screen fitting before, so that I came to this quite inexperienced, and perhaps a little prejudiced against it. My reactions after a month's use can be summarised as follows. It gives protection without much apparent removal of the usual 'freshness' feeling of a motorcycle. It is only after a longish journey that one realises that one has escaped much of the windblown effect. One's face is little travel stained and eyes are more or less normal.

Dry weather being much in evidence during the period it was not possible to put weather protection of this nature to any great test.

Undoubtedly short runs can be undertaken with complete confidence in rain with only a short top coat. The need for leg coverings is dispensed with for fine weather and showers, although this is always conditional upon the engine remaining oil proof. As reported earlier this was so in this case. I gained the impression that for my use, the actual screen could have been another 1 1/2" to 2" higher with advantage as there was a tendency for the wind stream to be deflected into my eyes unless a more than normal crouch attitude was adopted. The steering lock was much restricted and could not have been more with the

present shape. Even so there was a possibility of one's hands being trapped between the controls and the screen. However it is considered that it should be possible to alter the shape slightly to permit much more room for the hands and allow a better lock.

The behaviour of the machine under normal conditions seemed unaffected so long as one was proceeding into the wind. On the few occasions when slightly gusty conditions were met, the steering performance gave one some grounds for wondering just how it would react in really high gusty conditions at speeds in excess of 50 mph.

Realising that it is almost inevitable that at some time during the life of a machine it will be "dropped", one is left wondering just how much damage and expense will be involved with repairs to the "Airflow". It is thought this is an important point about which the prospective customer would like some precise and maybe reassuring information.

After this period of time experiencing something quite new in motor-cycling, I have tried to set down my reactions and it now remains to reach a conclusion. To me at this stage I can only summarise the Airflow position by saying that it is necessary for one to establish the prime use of the machine first of all. When this has been done it is probably fairly easy to reach a decision.

I would say that if one wants a machine which is primarily used for long distance motoring on proper roads, coupled with local calls, then the "Airflow" is worthy of the fullest consideration. If, on the other hand, ease of handling, use over cross country going, and the machine is generally looked upon as a functional piece of machinery for such purposes, then I consider that one should remain a complete motorcyclist, do without the Airflow and be prepared to accept the rigours of all weathers which have always accompanied such motorcycling. As a footnote to the foregoing,

I think it should be made clear that In writing these comments I have endeavoured to be forthright in my complete review of the Bullet. No one would, I submit, claim to have produced the perfect machine for everyone.

Nevertheless in spite of the few adverse comments which have been included, I venture to suggest that the 350cc Bullet is a most acceptable machine of it's type, and I am confident that there are few, if any, which would not produce some suggestions of betterment in the eyes of any humble, yet it is hoped, intelligent and honest motor cyclists

21.6.59            J.C. LOME

## Write Away

Hi Doug and Paula,

In response to the fairing years but just the GP5 part, and with perhaps more



questions than answers. The GP5 production fairings were made by Avon Fairings (Mitchenall Brothers). The first prototype bikes were "Crusader" frames, with to me an unknown type fairing as shown in the John Cooper labelled photo.

The first photograph in your article shows an early version of the GP5 with the Ken Sprayson designed Reynolds frame and forks. It seems to have an Avon race fairing top, with the lower panels a cut down version of the prior prototype fairing. This to my knowledge was the only bike ever built like this, with its alloy tank and seat unit, the rest were built with the fibre glass tank and seat unit also made by Avon.

The "Mark 2" version is a production bike which, was actually sold for £450. When the bike was first announced it had a clear plastic dome over the number plate, the same cover as the Continental GT (see the photo below) from the 2009 1000 bike event. This is the late Ken Sprayson's ex works bike with Ken plus his son-in-law and grandson, and the only GP5 I know of with the plastic dome fitted. The ACU/FIM rules at the time, stated that the number plate should not be in front of the wheel spindle, which it was not but the fairing (dome) was.

The result was the fairing was banned by the ACU/FIM. Avon therefore made a much shorter bolt on cover to replace the dome and the fairing was moved back slightly, as shown in your second photo.

As for what is a Mark 1 v Mark 2, the Mark 2 is the production version of the GP5, the works drawings have Mark 2 on them. That's the easy bit but the Mark 1? I had assumed it was the Crusader with a Starmaker engine version, but who knows?



## Write Away

There were several iterations between the first built prototype with the Reynolds 531 tubed version of the Crusader frame with Super 5 forks to the final production bike.

If you are interested in the GP5, then I hope to get 5 bikes to the Bike Bonanza at Mallory Park this year on the 6th and 7th July, including a Crusader framed prototype, the Ken Sprayson ex works bike and a few production bikes. Take care, stay safe and hope to see a few Enfield people at Mallory Park.

Regards

Andy Boyle 198494

### 1978 - The Year That Good Things Happened!

- (1) Barry Sheene won the Venezuela Grand Prix and was awarded an MBE
- (2) Mike Hailwood won the Isle of Man TT
- (3) Kenny Roberts became the 1st. American to win The World Championship
- (4) Steve Parrish became the 500cc ACU Gold Star Champion
- (5) Kork Ballington became the 250cc World Champion
- (6) The BMW R65, The Honda CBX, The Suzuki GS400E And the Yamaha SR400 & 500's were introduced

But saving the best until last,

- (7) The first edition of "The Gun' magazine, previously a newsletter, was published!



**New Club  
merchandise  
Yellow Hi-vis  
waistcoat  
Sunburst yellow**

**For details see page  
46**



## Write Away

Dear Doug & Paula

Welcome back! I was interested in the article on the electric car back in 1975. I started to work for British Steel in the Refractories Research Dept. and one of the brickworks I visited had a dedicated side room that had one of these Electric cars in. I first thought it was a mini moke but noticed the Enfield name and the badly corroded batteries under the bonnet. It was the same model as the soft top your picture showed but I can't remember a windscreen. I asked why they had it and apparently it had been bought on a whim to help push the kiln cars but proved unsuitable so it was packed away into a room and left. A few years later I was told I could have it but had nowhere to keep it or drive it. I believe it went to scrap. I wish now that I had managed to get some photographs of it..

John Stephenson (2597)



Hi Doug and Paula.

On behalf of Royal Enfield's Ireland group I would like to welcome and wish good luck to you both to the editors chair; also like to thank Alan for all the lovely issues of the Gun. Issue 299 looks like a cracker.

I look forward to a good read also future issues. Piran in the picture is already enjoying The Gun, he must be a Gun dog!

John B Nicholls 10710  
thatboyinkerry@hotmail.com  
Tel:-00353861951137

Dear Doug and Paula

Welcome back into the Editor's seat, I hope you enjoy your latest stint. Re the Factory Reunion in 1983, issue 299 of The Gun, this was an invitation to REOC members from a historic cycle club to attend the Reunion. I knew my friend the late Jim Chalk, our Crusader specialist who then lived in Sunderland, would be interested and would require somewhere to camp so I got in touch. I had found a convenient site in my Cades Camping Guide, informed Jim and arranged to meet him there. I arrived in Redditch on my 1963 Interceptor combination on the

Saturday with my Border Collie Jemima who was a fully paid up member of the Club and attended all the Rallies. We made our way to the RE Factory in Hewell Road. The main frontage building was still standing albeit supported with scaffolding behind which were many of the works structures, although it seemed some demolition had begun and I retrieved a genuine Royal Enfield brick as a souvenir. We met a cyclist who had pedalled all the way from Kent to attend the meeting, for the second time as it transpired; he had come the previous weekend as he'd got the dates wrong! I took a picture of my outfit in front of the factory with Royal Enfield painted on the roof exactly where Geoff Duke posed with the new Turbo Twin and Continental GT in 1964. I paid Ivor Mutton a visit but he was out so went to see Pete Lovett who showed me round his motorcycle den complete with illuminated Royal Enfield glass sign.

We set off to make camp at the site at Alcester where we met Jim; the site was full of crazy folk with devices emitting space age sounds who were attending a "Lost in Space" convention!

After some food Jim and I went to a pub where he dozed off, exhausted after his long ride down on his faithful Airflow Crusader called Torrens complete with home made wooden panniers. Sunday we rode to the very well attended gathering at the Factory where many of the cyclists were dressed in period costume to match their vintage cycles; ladies in long flowing dresses, bonnets held in place with chin ribbons, the men in tweeds, deerstalkers and plus fours. They all partook of a ride around the town despite the inclement weather. penny farthings and all. I had an interesting conversation with a very elderly gentleman who had been a cycle racer in his day. He had brought along a couple of ancient racing cycles with bamboo wheel rims and explained how you had to scrutinize the rims carefully for tiny hairline cracks otherwise they could disintegrate without warning with devastating results.

Royal Enfield motorcycles of all ages abounded. Pete Lovett brought along a rare Model BO, a 250 Bullet sloper from 1933; he had just restored it but was annoyed that the exhaust pipes weren't back from the platers in time. Dick Mountford brought along his 250 Olympic with leading link front forks and a Royal Enfield lawn mower with which he proceeded to trim the grass in front of the factory in a cloud of blue smoke. A prototype all enclosed Crusader was receiving much attention, it was a striking sapphire blue with very neat built in panniers and I believe it later sold in an auction and made its way to Japan. There was a splendid early 500 twin in grey blue and a military Model RE as dropped by parachute during the War. It had been a great day out with such a variety of Royal Enfields to view and I was so glad to have seen the old RE Works when it was still relatively intact. Phil Sampford (1496) Cambridgeshire.

## It was Time to Hone those Skills

The story starts on a cold winters day whilst sitting in the garage and musing about the bike sat there - a Royal Enfield Himalayan. A bike 'built to be tough, versatile and adaptable to all kinds of terrain,' or so the Company's marketing material prescribed. Hmm, well so far my Himmy had spent 99.99% of her 6,000 mile life sticking well and truly to the tarmac. Perhaps I hadn't really seen her true ability? Thus a plan was beginning to spawn – must try and use her more off-road, but first better get some training!

A search through the internet soon pointed me in the direction of Dorothy's Speedshop, the home of Adventure in North Devon, ably run by Nathan and his team, and in particular the Himalayan Odyssey – a long weekend of off-road training in Wales at the Sweet Lamb Adventure Academy, aimed at Himalayan riders. With an impulsive click of the keyboard I paid my deposit and sat back contentedly. Time passed rapidly and before I knew it August was with us.

Must start to get the bike and gear ready – now what do I need, "ohhh full protective gear" and where is all that camping equipment? I soon realised that I wasn't exactly 'prepared', but I battled through a long list of needed items including purchasing some new trail boots and crawling through a hot loft whilst looking for that missing tent.

On what promised to be a scorching hot weekend, I elected to divide the ride to



Sweet Lamb in half. I arranged to meet up with Nathan and some of the other participants, and to camp at Dom's Bike Stop in Leominster the Thursday night before. A pleasant evening was had by all, with Dom's burgers going down a treat accompanied with a few pints of the local cider. The day's learning lesson was perhaps not to have so much to drink when sleeping in a small one man bivvi!

The following morning we breakfasted and set off as a convoy to Sweet Lamb, cruising along the beautiful B4632. Situated in mid-Wales at the 6,500 acre site of the Sweet Lamb rally complex, the centre offers everything from entry-level training to advanced specialist training, and offers a range of accommodation options including camping and use of the bunk house. Some two hours later we turned off the road and headed towards the training area.

## It was Time to Hone those Skills

Gripping the handlebars tightly I wondered just what I had let myself into as the rear tyre skipped over some two miles of compact dirt. On arrival plenty of time was given to set up, unloading the bikes, establishing one's tent (or electing for a nice bunk house bed in my case), and then preparing the Himalayan's (removing mirrors and reducing tyre pressures etc.) for the challenges ahead. Some 27(ish) trainees then sat around eating a light lunch, whilst listening to Molly the chief instructor outline the plans for the rest of the day, and running through the safety brief.



Stage 1 was aimed at assessing the riders and dividing the party into two or three smaller groups. However, before setting off a talk was given on bike set-up and the essential requirements of foot and body positioning. Molly and the team then carefully observed as the riders undertook their first ride, slowly building confidence as they repeatedly negotiated a circular ride, initially seating and then standing. Some two hours later, hot but pleased to be still upright, we returned to base for a welcome break and the 'verdict'.

"OK, who has never ridden off-road before, hands up" Molly asked. Fifteen hands went up. "Right then you're one group". Let's go out again and have a closer look. With Nichola leading us, we then proceeded to build upon the earlier exercise, steadily gaining in confidence, before heading off on an introductory short trail ride. Exhausted - but pleased with myself - a welcome return to base was in order, where an invigorating dip in the local stream followed by a warm shower and some excellent food began to restore the inner man.

The night passed quickly with much 'bikers' banter and comparison of the customisation goodies on each others bikes. Day 2 found my 'beginner's group' being further subdivided into two, with myself and eight others nominated for the guidance of Nichola and Rob (a 5:1 instructor ratio). Instruction on steering, accelerating and braking, and hills / descents was given before venturing out to put these lessons into practice over a number of increasingly difficult terrains.

As the day progressed our confidence and ability undoubtedly increased with it, to the extent that we all were keen to try riding a trail by oneself. With Rob

## It was Time to Hone those Skills

ensuring that any appropriate gates were open, Nichola then set us off at 5



minute intervals, and what a ride it was – to experience for the first time the absolute freedom of being off-piste in such a beautiful landscape. That night Molly treated us to a demonstration of tyre changing, imparting tips and techniques, before

several of us (not too tired individuals) ventured off to the nearby (ish) ice-cream

delights of Aberystwyth. Venturing out into yet another scorching morning, the final day found us consolidating the lessons learnt and building new skills, including cornering techniques, fallen bike and stuck bike recovery!! Every option was taken to find a welcome bit of shade as the sun fell relentlessly, significantly challenging our fully-armoured bodies. Unfortunately, all too soon lunchtime came around, and it was time to start preparing the Himalayans for the road.

Having lived on the edge (and beyond) of my comfort zone for some three days, exhilarated and tired, but feeling very much alive, I pointed the faithful steed towards the cosmopolitan hills of the South Downs and home, barely noticing that ‘scary’ entrance road. SO what did I learn over those three action-packed Himalayan Odyssey days? Firstly, what a great training facility Sweet Lamb is (I’ll be back next year); Secondly, just how much fun it is to take one’s motorcycle off the beaten-track and, finally, truly what a fantastic bike the Himalayan is – a mule in many respects – but one that will go to many places I wouldn’t have dreamt it possible. I look forward to many more enjoyable hours stood up on those pegs.

Andrew King (13127)

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!

## 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)



## 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](mailto: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? Part Two**

The time has come for a full-scale review of Category licensing requirements. The Government's recognition of our sector's role in decarbonising transportation is commendable, but we need the tools to make it happen. MCIA fully supports the Government's goals, but we must shed outdated regulations in order to thrive. Licensing is one of the biggest hurdles facing our sector, hindering growth and road safety over the last decade. Our mission is a simple one: simplify sector access, promote accessibility and cost effectiveness, road safety, and accelerate the UK's transition to net zero by 2050. The problem is Net Zero requires use of road vehicles by 2050 to be just 60% of the levels in 2020 according to the UK Fires report entitled "Absolute Zero". Bearing in mind that 2020 was the lowest vehicle usage year in recent times due to lockdowns, it is hard to see how a licence for Net Zero could be anything other than a barrier to entry into motorcycling.

There are very good reasons why the licensing system for motorcycle needs reform, but framing a call for reform as part of a Net Zero agenda is counter-productive. I understand why the industry body feels that allying itself to the totalising ideology of Net Zero is a recipe for success. Surely it makes sense to ride the wave as the Government wakes up to this truth that we knew all along? After all, who can deny that motorcycles have a lower environmental impact than other forms of motorised transport? Who can deny this? The answer to that question is every Net Zero advocate, green campaigner, road safety thought leader, Vision Zero supporter and - in essence - every person who doesn't ride a motorcycle thinks that the environmental impacts of motorcycles are as bad or worse than those of cars. To be fair the Fires Report says that road use by distance travelled and vehicle weight needs to be 60% of 2020 levels. But ask the policy wonks about reducing vehicle weight and they talk about lighter batteries and materials, they never venture into modal shift to motorcycles.

We know this for a fact because we have been campaigning for modal shift from single occupancy cars to motorcycles for four decades. Unless you are making the argument to leap onto pedal cycles the discussion is verboten. MAG is campaigning for reform of the licence regime in the interests of people who want to ride them. Don't be fooled into believing that the desire to take up motorcycling is diminishing. The reality is the licensing system is putting people off joining the legitimate riding community. It is true that motorcycling is declining with more leaving the community than entering it, but this is only a measurement of the legitimate road riding community.

There is a growing community of unlicensed and often anti-social and illegal riders. Net Zero policy makers have no interest in motorcycling. They have never, and will never allow the mode to creep into their listing of sustainable transport modes. MAG will continue to make the argument that motorcycles should be included in that sustainable camp. But let us be clear; until that argument is won, allying motorcycle licensing to Net Zero policy will lead only to an increased restriction of the mode. I remember watching Sadiq Khan thumping a table as he said, “if it’s not walking cycling or public transport, it is not part of the solution”.

I am yet to hear an answer from any policy maker to my question; what is the definition of sustainable transport? Whenever that question gets asked the answer is “walking, cycling and public transport”. This is a list, it is not a definition. Policy makers seem unable to meet the basic requirements for critical thinking. It seems they are simply trained to repeat an ideological mantra. The MCI needs to learn that Net Zero policy means motorised transport of any kind (whether that be a diesel SUV or a 11kW electric moped) is something that is to be reduced and restricted. A licensing regime that does anything other than restrict uptake of motorised private transport cannot be part of that agenda. A licence to Net Zero is the opposite of a licence to ride.



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!

# From The Archives

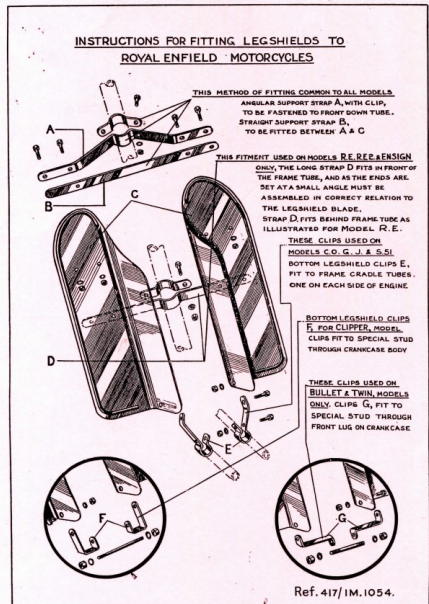


## Windshields and Leg Guards

Handlebar-mounted windshields were popular accessories to improve rider comfort and were often combined with a pair of Royal Enfield leg shields.

Closing the gaps between them to form a full fairing in the late 1950s seems like a natural progression. Photograph above:- A club visit to the Redditch factory in 1958.

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)



**Club Merchandise**  
**Sew on patch**  
**For details see page 46**





## Kiwi Bulletin June 2020



### The RE650

Some engineering details on the RE650:- What impressed me was the detail the engineers went to, to make this bike long lived. From little details such as the stainless steel braided brake lines, the brake calipers are ByBre which are an economised set from Brembo - 2 pot floating calipers with their standard 320mm disc up front. The rear is a single pot with a 240mm disc

The brakes have a dual channel ABS System from Bosch - and it works well too. The front suspension is by Showa, and Gabriel vari-rate springs adjustable re-load are Gabriel manufacture. The frame and handling is designed by Harris Performance in UK.



A company which RE owner Siddartha Lal bought up to get their services guaranteed. And they have not disappointed, the bike handles faultlessly at normal highway cruising and on rural roads as well. Both ends of the suspension have variable rate springs which allows for a rough road surface to be swallowed up easily, but on the highway it tightens up for the higher cornering loads and gives confident steering in the corners.

The engine was designed by two ex Triumph designers, who it is believed, Siddartha poached with management of the design and a team at a new premises. The engine design is to make it look like the engines of old, modernised with fuel injection and Euro4 Compliance but with a very good spread of torque and max HP at reasonable revs—7,250rpm.

The format is twin cylinders but with the cross plane crank. That is one piston at

TDC and the other is rising at 90deg.

This gives a distinct exhaust note as the timing is then the same as a 90deg V-Twin. The internal design is well thought out - just a single OHC is driven by a central crank chain, which helps spread the cylinders apart, together with two central main bearings either side of the chain sprocket.

This spaces out the cylinders further and gives the crank a very stiff support capable of long life and higher revs and higher HP from overboring or re-sleeving. It also allows for wider spaced exhaust ports and a wider front section of the tubular frame running up to the headstock, thus making it stiffer.

The overhead cams drive the valves through roller cam followers, moving forked arms to the tops of the valves - 4 per cylinder - with standard locknut and screws for easy maintenance. The heads are cooled by oil jets rather than top of head fins which allows for a clean design and a single polished alloy rocker cover. Hence the use of two oil pumps - a scavenge pump to deliver to the oil cooler and a pressure pump to send to the bearings.

The transmission has slipper assist clutch and shift assist, hence the gear shifts are short and snappy with hardly a touch on the clutch required. Idle is set a bit high for idling in first gear which sees you doing about 10km/hr at minimum revs.

But the back brake acts as a good moderator and the engine torque is fine down to 650rpms for slow manoeuvring in car parks. It pulls cleanly at low speeds and with no hesitation anywhere in the rev range. At 2,500rpms, it is claimed it has 80% of maximum torque which comes in at 5,250rpm, which indicates it has a very easy-pulling flat torque band. But it is also very noticeably free from vibrations with a balancer running in the opposite direction at the same speed via direct gear drive. There is a slight roughness at 4,000 rpm = 100km/hr and disappears above 4,500. There will be more I have left out but it is a well designed bike in all aspects, keeping the looks of old but the manners of a modern road machine. Graeme Sutherland

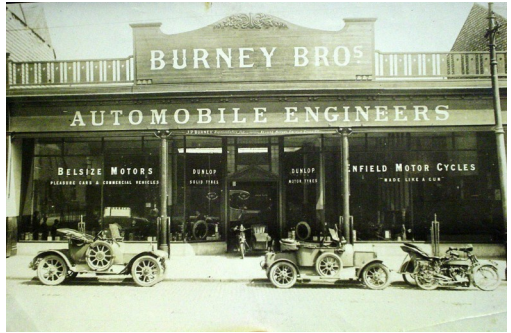
*I could not help noticing that the RE 650 looked very similar to the 1973 Yamaha TX500A - see pic. Ed.*

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!



In 1932, political changes in Ireland made it imperative for cycles to be assembled there for the Irish market, and at the request of the Company, Mr. Burney organised a small assembly plant

John Paul Burney's two sons took over the business, Desmond Burney and Gordon Burney.



Gordon ( My great Uncle) and Desmond ( My Grandad) were well known in motorcycling trials and racing circles in Ireland, winning many awards during the year 1929-1933, including the 250 c.c. class in the International Leinster "200".



In 1946 Stanley Woods went into partnership with his brother-in-law Gordon Burney and registered the business as Stanley Woods and Burney at the old Burney Bros premises 67 Pearse St. Dublin.

Desmond Burney has two daughters – Pat Burney ( My Mother) was also a motorcycle rider. Pat Burney has two children My Brother Steven and myself. We are both Motorcycle

riders. Travelling all over the world on our of photos of Gordon and Desmond racing in the TT and Irish road races, along with Stanley woods. In 2004 there was a large celebration weekender for the 1904 race. Retracing the route over two days. This was organized by the Vintage motorcycle club.

**This year it is 120 years since the event. On the weekend of 20-21<sup>st</sup> July a two day ride out starts at Belfast. See opposite page**

Here is a photo of me on my bike. Julie Horne-Turner



The image shows a close-up of a Royal Enfield motorcycle headlight. The headlight is red and features the Royal Enfield logo, which is a shield with 'ROYAL ENFIELD' written inside. Overlaid on the image is a white rectangular box with a black border containing promotional text. In the top left corner of the box is a circular logo for 'BRITISH BIKE BITS PARTS MAIL ORDER'. The text inside the box reads: '20% OFF SALE', 'GET DISCOUNTS ON ALL OF OUR GENUINE NEW OLD STOCK ROYAL ENFIELD PARTS WITH CODE GUN20', 'CALL US ON 01530 564362 OR ORDER ONLINE', and 'BRITISHBIKEBITS.COM'.

**20% OFF SALE**

**GET DISCOUNTS ON ALL OF OUR GENUINE NEW  
OLD STOCK ROYAL ENFIELD PARTS  
WITH CODE GUN20**

**CALL US ON 01530 564362 OR ORDER ONLINE  
BRITISHBIKEBITS.COM**

## Branch Reports

NE SCOTLAND contact Bob (REtrialer), Tel:- 01651 851569.  
or Email- [bob.nes@btinternet.com](mailto:bob.nes@btinternet.com) (preferred)

27th April, John is leading us on a trip to visit the old prison at Peterhead. Meeting place will be advised, visiting the prison after lunch. (Note there is a charge for entry.) Runs for 25th May & 29th June are being sorted, one will be inland of the North coast and one into the Cairngorms.

Details will be advised in due course. Any members visiting the area will be welcome to join us, contact as above.

The first of new year meetings have been well attended and a couple of new members have now met the rest of us. Hope we haven't been too scary!

REtrialer (07404)

## South Wales Branch: Jan-Feb 2024.

See 'Branch' page in last issue for contact and meeting venue.

The first Branch meeting of the year saw 10 of us getting together. Whilst we missed a few we also had a couple of new faces, Tony and Mark. It was also nice to see Steve G again joining the group of Dave, Martin, Andy, Kev, Paul, Mike Himmy and Kobi. It's great that we manage to keep the numbers up at the meetings, it keeps us on track and continues to build on that bond that bikers have naturally. Planning for our Rally in August remains on the agenda as well as firming up on the next few months ride out dates.



We have things planned to take us into September with at least 1 firm date per month. Our January ride exceeded my expectations when 20 turned up! Brilliant mix of people and bikes. We swamped the Copper Kettle Tea Room near Abergavenny, staff did well to fill our orders.

New names and new bikes keep rolling in. Seems like a flurry of Super Meteors around. We have managed to meet a few locally but with such a wide branch area, we sadly don't get to see many who have joined our Facebook Group from the West of the region. Hopefully we will soon get over to maybe Carmarthen and meet at a mutually agreed site for lunch and enjoy an afternoon ride together. 12 of us got together for our February meeting; Mark, Mike Himmy, Mike S, Steven, Joe, Kobi, Gerald, Andy G, Paul R, Ted and Dave. Our February ride rounded up 15 riders to trundle up to the Silver Fox Café on the A48 at Newnham. Lovely turn out of Enfields meeting about 20 Morris Minors as they were just about to leave. We were well looked after and will certainly plan an event/ride to that location. Would be good if we could time it with a good Severn Bore, the location is at a great spot for that spectacle. A really big thanks to all of our members, especially the ones who are able to get to the ride outs come rain or shine. Hopefully more shine will be arriving when you read this! If you have an interest in Royal Enfield bikes, and can get to The Gaer Inn, please come along and join us on our meeting evening.

Regards, Richard.(18106)

## Cambridge (The Fen's) Branch.

**Contact: Carl Rolfe. 07788 427360. tubaman74@outlook.com. Meetings; Every third Saturday of the month.11am at Haywards, Huntingdon Road, Cambridge CB3 0LQ.**

I think we have all had enough of the wet weather, wherever you live, flooded filthy roads are not good news for us bikers.

Our January meeting was not well attended, just a few hardy souls ventured out. February was a great deal better with a good collection Enfields and other machines in the yard behind Hayward's, where once again we were well supplied with tea and butties from our host's. A regular at our branch meeting, Simon Ives, had ordered a new 'Shotgun' but it was not expected for a few



weeks. To his delight it had arrived early, a broad grin was a fixture for the day, we wish you many happy miles on it.

I understand that a few members have expressed an interest in 'Ride Out's' and hopefully some will be organised soon.

This will be my last report from Cambridge. I have done it now for two years and as I said at the outset ' I

would do it while I could in view of my health issues with Big 'C'. The fight goes on but I feel it would be better now to let someone else take over the reports.

Happy Riding

Mick Goody 18296



### New Club merchandise

Left is the new T shirt

Right is the new overhead hoodie

For details see page 46



## 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**

After a long winter its been fairly Quiet on the (South) Western Front! We were, though, very happy to welcome the REOC Chairman, Bob Murdoch, and the Club Sales Officer, Barbara Harrison to our January meeting. Bob gave us a fascinating presentation on his 'Greek Odyssey'



adventure and Barbara updated us on the latest club sales items.

On 24 February we visited a very interesting classic bike collection at The Old Brewery in Gillingham, where we saw a wide range of interesting bikes. The bikes ranged from early 20th Century, to modern day, and from working runabouts to Superbikes, and all in amazing condition with some very rare models. This collection is hosted in a very nice 'Cafe and Kitchen', just off the A303, and is well worth a look if you're in the area and need a very pleasant break with refreshments.

Tim Rowntree 17120



**New Club merchandise**  
**Left is the new neck snood**  
**Right is the new Zipped Hoodie sweatshirt**  
**For details see page 46**



**South Lancashire Meetings: First Tuesday of the month,  
7.30pm - 10.00pm Birch Hotel, Manchester Road, Birch,  
Heywood, OL10 2QD [chris.robinson1956@gmail.com](mailto:chris.robinson1956@gmail.com)  
0161 4421906 ~ 07951983158**



Great turnout on Tuesday 2nd February; first meeting of 2024. Happily back at the Birch... the Christmas meal had been more than excellent. Catching up: A planned ride to Sardinia. We all know who!!! Discussions about Enfield Explorers (Club website / ask John.) Should garages be heated or, use a dehumidifier? Purchase of Morris Minors? Old coins, included a 2d piece which most didn't know existed??? A new kitten in Ainsworth, 7 miles from the Birch.

Universal generosity: a whip-round for St Ann's Hospice. £300, including a gift from the Birch Hotel, was donated next

day to boss Ryan. Photo hopefully scotching rumours that the very generous collection went to a certain cylinder-head fund. The Magic Roundabout lid was Martha's. She had a H\*nda CB 500 and was cared for incredibly well by wonderful Hospice staff. Anyone donating entered the draw: Sheila presented Martin with a South Lancashire mug and Enfield shot glass.

New members arrived at the Birch, several more being signed up to come soon. Welcome all! You probably met Pete's terrier; our mascot, the only dog allowed in the hotel. Better weather's coming... more time outdoors with a variety of bikes to look at. See you again



## **Wiltshire Branch Report**

**Meet last Thursday of the month at the Mallard Lyneham SN15 4PL.  
Contact [enfieldwilts@gmail.com](mailto:enfieldwilts@gmail.com).**

As the year progresses we have much to look forward to and first off is an electric bike day organised by Karen Waters at Electro Bikes UK. based at Swindon on the 16th. March. Those who have little or no experience of electric bikes will I'm sure be in for a real shock !!.

The annual Calne Bike Meet scheduled for Saturday 27th. July has been confirmed with a significant Royal Enfield Wiltshire Branch stand and display, with branch members undertaking marshalling duties at this hugely popular event. A change of venue has been decided for the Branch Rally this year. The weekend 28th, 29th, 30th June will find us at the Coopers Arms in Pewsey. An intriguing thatched Grade 2 listed country pub located six miles south of Marlborough. The branch look forward to seeing you at one or both of these events, where you can be assured of a warm welcome.

Finally thank you to Gordon Gambrell who gave us a film presentation on the adventures of Ed March travelling around the world on a thirty year old Honda C90. Absolutely fantastic.

Keep smiling Steve Higgs. 15334.

### **Wiltshire Branch Display at The Calne Bike Meet, Saturday 27 July 24. Starts 09.00hrs.**

The Wiltshire Branch will, once again, be representing the Royal Enfield brand at the show. The Branch is allocated a generous display area which is capable of displaying about 40 bikes (RE's only). A space to park up at the Branch display is strictly on a first come first served principle.

The Calne Bike Meet is recognised as the largest free bike meet in the country, and as well as many club stands, there are trade stands, rock bands and food outlets, etc. More information about the event can be found on the Calne Bike Meet website.

## Glevum Branch

**Contact;** Russ Williams (17802) 0758 7065 007 or [REOCglos@hotmail.com](mailto:REOCglos@hotmail.com)

**Meet;** 1900hrs every 1st Thursday of the month at Gloucester Farmers Club, Agriculture House, Greville Close, off Sandhurst Lane, Longford, Gloucester GL2 9RG.

For full report please see our FaceBook page. <https://www.facebook.com/groups/753171522547941>

Life can only be understood backwards; but it must be lived forwards. The future belongs to those who believe in the beauty of their dreams. If you want to be happy, do not dwell in the past, do not worry about the future, focus on living fully in the present. So with this in mind, Glevum branch have been gearing up for a very busy and engaging year, building on the success of last year and with the season opener scheduled for Sunday 17th March arranged and led by Kate.

(We still need members to volunteer to lead a ride out and to identify their favourite route, so please support the branch and volunteer!!!). From this date on, the branch has arranged ride-outs and events every month. This includes being invited to the fantastic Prescott Bike Fest on the 23rd June where we will have our own stand. The branch still encourages 'ad hoc' arranged ride-out during the summer evenings and any weekend day that a branch event has not been organised. Please use our social media to advertise this.

The branch is also building up a considerable attendance at the Distinguished Gentleman's Ride on the 19th May in Cheltenham. Current discussions taking up the combined cognitive ability of the branch is whether it should be Herringbone or Houndstooth. Wow Russ, where will I find all these details as I am keen to join up with you? Good question. The branch has published a 2024 calendar that includes all the rallies and events of our nearest and dearest. This calendar, which has been distributed to members and neighbouring branch secretaries, is also published on our FaceBook page along with specific scheduled events for each of the entries.

Alternatively please drop me a line and I will send you a copy.

Russ Williams 17802



**Club merchandise Machine badge**  
**Stainless steel**  
**For details see page 46**



## 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](http://www.facebook.com/reocmidshires)).

As the trialling season continues, three Midshires members travelled down to Aldershot for the truly excellent Talmag Trophy Trial which is held on sandy MoD land which yields very varied terrain. Because the entry requirements of the event exclude 2-strokes, there were a higher percentage of Royal Enfield's entered than you would normally find in a typical pre-65 event.



The program listed 19 Royal Enfields (out of a field of 210 bikes), this is however a significant under estimation of the total number of Enfields in the event as Crusader rolling chassis are a very popular choice for MAC and Tiger 90/100 powered bikes. For whatever reason these machines always seem to end up in the program as Velocette and

Triumph respectively. One of this month's pictures shows one of the Crusader-based specials entered into the event, the other shows Midshires member Ray Barrett tackling a section on his Bullet.

Cheers Matt (16561)

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

## **South Dorset Branch**

**We meet up on the first Tuesday of each month, 7.30pm at The Trumpet Major Pub. Alington Avenue. Dorchester. Dorset. D.T.1. 2.A.B. Please contact Richard Lucas. 07787 945929 or [reocrich@aol.co.uk](mailto:reocrich@aol.co.uk)**

If you have never attended an R.E.O.C. rally, then you don't know what you've missed. If you've never joined us on a ride-out, on a Saturday or a Sunday, (or any other day of the week), riding in a group of fellow Enfield owners to such places as Lyme Regis or Swanage, or anywhere in between, or even further ahead, then you are also missing out on enjoying the wonderful scenery, company, and the total enjoyment of just riding in a group of like minded R.E. owners, with a big smile on their faces.

And, if you have never attended a single Branch meeting, whereupon you would meet great people who are very welcoming, friendly, knowledgeable, laid back, and very sociable, then you are so truly missing out on so much more. So please do come along to our monthly meet-ups, give it a try. I'm sure you will enjoy yourselves. Also find us on Facebook.

REgards, Richard Lucas 10773.

## **Airedale and Wharfedale Branch**

**Meets third Thursday of the month at Shipley Conservative Club Low Hall 7.30pm for 8.00 start. (6.30pm April to September for a rideout of about an hour)**

Since the last magazine was published we have set out an outline for a plan for Spring / Summer rides to a good range of venues across Yorkshire and the North of England. The various route details have yet to be decided but I have no doubt that the location of good bikers cafes or fish and chip shops will influence our routes. I don't know about you, but looking forward to some good times in 2024, we always end up reminiscing about that time when,,, (EG) we got split up whilst crossing the A19, effectively a right turn on the dual carriageway when a removal wagon split our group as those behind didn't see the leader make the crossing on to a country lane ...etc etc. But we still arrived in Bridlington about ten minutes apart and were welcomed by the staff of a very nice chippy who gave us free parking and set up tables outside for us to enjoy the food.... or was that the year before? - does it matter? Not really, the memories are good and making them is an important part of what we do together. So happy memory making to you all and ride safe.

Peter Jackson (17222)

## South Oxfordshire Branch

**Branch contact: Andrew King ([aking.kds@gmail.com](mailto:aking.kds@gmail.com))**

**Meetings: 1st Thursday of the month (1900); 3rd Sunday of month May to Oct (09.30), The Midget, Midget Close, Abingdon, OX14 5NR**

The winter months have witnessed the South Oxfordshire's new years diet vows in full retreat, with spring like weather, coupled with the power of social media, seeing the hardy members of the branch venturing on impromptu ride-outs. The cry of "lets have a Full-English" being heard far and wide as the new season approaches. Members are either busy fettling their current steeds (especially Alex who's tearing his hair out trying to get his £400 Indian cheapee to fire up) or speculating what they might buy next (with Andy leading the charge with a gaggle of new buys). Future planning is well underway for the inaugural long-weekend in Wales (July), together with a series of brunch-rideouts scheduled for the 3rd Sunday of the month. The brunch venue for that month being promulgated on our Facebook page nearer the time.



So for those within the south Oxfordshire / border areas who would like to join in the fun, either drop an email to Andrew, or indeed just turn up at The Midget..

## Lincolnshire Branch

**Meets twice a month on alternate Tuesdays during winter months at PJs Café, Hubberts Bridge, near Boston** with an average attendance of 13 members. E.G. on 27.2.2024 Hazel, Carole, Barry Armstrong, Barry Futter, Ron, Dave, Kevin, John, Bill, Alan Mick, Simon, Carl, Rob and myself all met up and enjoyed the very welcome hospitality of Jason the Chef with Natasha (Tash) waiting on. The food is all home cooked with Jason's Steak and Ale pies being a firm favourite. In 2023 we had rides out to Wickenby Airfield café, Rachels café in Hagworthingham, Bomber Command Memorial Centre and quite a few other rides to cafes, as well as Mick Seager and Jenny's social afternoon at their home in Saltfleet. The club also had it's annual meet with the Suffolk Branch at Mumford. Our Branch Yellowbelly rally is organised by Carl Lemon at Holbeach Hurn, details in the club calendar. So far there is a ride out to the Vale of Belvoir, organised by Bill for either Sunday 28.4.24 or 5.5.24, confirmation from John Stone nearer the time. Steve Gibson.(18751) [swglinccs@hotmail](mailto:swglinccs@hotmail)

**The 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)**

By this time of year we all should be enjoying better weather, and with that in



mind I include a photo recently sent to me by Andy Browning, a most suitable reminder. A time of change here in Devon. My circumstances remain quite restrictive but I am still able to manage the computer and getting to meetings is problematic but we will manage, especially the good contacts that update me. It was with some surprise that Jon Wrightson called me to give me the news that he was relinquishing the role

of chairman of the Devon REOC Branch, a role that he has had for many years, certainly since my membership. He is no longer a member of the REOC and does not own an Enfield any more, not that that matters to us, but his decision sounded final. He intends to continue his jaunts on his BMW but very much less formally and with his friends. I wish him all the best. His knowledge of byways along with the many tea stops will be missed, along with his often good progress such an accomplished and skilled rider makes. Where his departure leaves us as a branch will very much depend on the support of its members. A couple of stalwarts have only just sorted the financial side of things and it looks like the club has recognised the importance of active branch membership.

With that in mind, the Devon Rally is due to continue. Put the date of Friday 17th and Saturday 18th May 2024 in your diaries. Please see the separate advert in the Club Calendar or check out our Facebook page. The site, Webbers Park Woodbury, are assisting us greatly with the organisation by taking responsibility for booking and collection of monies direct (with discounts) provided they are advised at time of booking of club membership. The discount will be applied either side of the weekend should members wish to extend their stay.

Our Devon REOC Facebook continues to attract good membership as does our email communications. I am sorry but along with others I do not partake in other social media methods. I haven't a clue what they are and the only thing I know about tick-tock is the clock appears to speed up with age!

Andy Lobb (17057) Devon Scribe

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

Dear REOC members,

The spring is coming and here in Athens we are preparing the last details for the 2024 Greek National Rally. More than 60 participants have already registered, including 15 members from abroad! I feel like we are organizing a reunion because most



of the members have joined the 2023 International Rally too. We are thrilled to announce a gorgeous presentation for the rally which will take place on Saturday June 1st. “Royal Enfield conquers the South Pole.”



To commemorate 120 years of building motorcycles, in December 2021 Royal Enfield planned an ambitious attempt to take the Himalayan, to the geographic South Pole. Two Himalayans 411 were modified in-house with functional upgrades to navigate the extreme conditions in Antarctica.

The historical expedition was successful and one of the two riders Dean Coxson will describe to us his memorable experience! Finally, our member Vasilis Velios just bought a marvellous 2024 RE Classic 350 and he is so excited. One more Enfield at his garage and he is ready for Pelion!

Looking forward to seeing you all soon.

Best Regards, Andreas Papadakis-General Secretary REOC Greek branch

**Kent branch Meetings 2nd Tuesday each month 7.30pm. At the Cock Inn, Henley Street, Luddesdown. DA13 0XB**

Well, things are in full swing as we enter a new year. Lots on the board both new and familiar. Starting, not least of all, with the Normandy trip beginning on the 16th June. We will be on our way to Newhaven to catch the overnight ferry to Dieppe where we will begin our journey towards the infamous beaches where almost 80 years ago so many brave men laid down their lives in the name of liberation and freedom. We have a confirmed company of seven.

A week before the Normandy trip will be our infamous rally, to be held at Grahams lovely campsite from the 7th to the 9th of June, both camping and accommodation available for those interested in attending. See Club Calendar for more details. There will also be a ride out (likely on the Friday) as well as an organised dinner at a nearby location as well, most likely the Chequers nearby. In addition we will be putting up our club stand at Ashford and Romney Marsh show on 15th September in addition to the very popular VMCC run in August. So as I said, both fresh and familiar things ahead this year.

Regards Joe Sultana (17345) Chairman REOC Kent Branch

Tel:-07496200330 Email:- [joesultana95@yahoo.com](mailto:joesultana95@yahoo.com)

**Wessex branch 7.00pm. Wyke Down Country Pub, Pickett Piece, Andover. SP11 6LX 2nd Thursday of month.**

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

7th Jan Branch ride down to the Brockenhurst RE dealer Loegria to see new Himalayan. Excuse, if one was needed, to spend a day out riding through the glorious New Forest, calling in to Mudeford Quay.

18th Jan called into Hatfields Himalayan preview, great chance to view this impressive bike with its many very well thought out features explained by the knowledgeable staff. Saw the Thames Valley branch posters displayed in the showroom, we shall certainly join in with some of your ride outs.

8th Feb very well attended club night, discussed many planned ride outs, workshop visit and the Himalayans impressive spec. John has purchased a very desirable 535 high lift cam Electra X, 59000 on the clock but still achieving 90+ mpg, even when ridden enthusiastically.

Many branch members attended the Bristol Classic bike show at the end of February, very nice display of Interceptors.

Regards Doug Hopkins (12683)

## Club Events and Insurance

Dear club members,

The recent renewal of the club's public liability insurance reminded me of our obligation to demonstrate a level of responsibility when we organise events in the UK, a level which has slipped in some areas of our social gatherings in recent years. The organiser of a show-stand or a rally must record the names and contact details of the volunteers assisting in the running of the event, and for rallies, we need these details from the rally attendees. In practice, this will be a return to a 'signing-in' list on arrival at the event, which was the accepted norm for years.

A basic Risk Assessment is required to identify any potential safety hazards at the site of the event, based upon a simple check list recommended by the club, for example; blocked exits or dangerous power cables.

A more detailed explanation has been distributed to each Branch and is available for everyone to read on the club website. [www.royalenfield.org.uk/Members Area](http://www.royalenfield.org.uk/MembersArea)

I'm sure that most club members will comply with requirements to protect individuals and their interests during our various social occasions.

Thankyou in advance for your support

Bob Murdoch

Chairman

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)

## Club Calendar 2024 Official Club Rallies

### May 2024

#### Cornish Rally

**Thursday 9th to Sun 12th May Trethiggey Holiday Park, Quintrell Downs, Newquay. TR8 4QR**

Contact Bob Read 01326 572032

#### Devon Rally

**Friday 17th, Saturday 18th and Sunday 19th May 2024**

**WEBBERS PARK, Castle Lane, Woodbury, Nr Exeter, EX5 1EA**

The site can be contacted via their site website,

<https://webberspark.co.uk> By email, [reception@webberspark.co.uk](mailto:reception@webberspark.co.uk)

By telephone, 01395 232276

The rally takes place the weekend after the Cornish Rally to enable Club members to enjoy the two Counties of Devon and Cornwall during an extended break if they so wish. All the booking formalities and the collection of any monies will be via the campsite direct. A rate of £25 per pitch, per night, inclusive of electric hook up has been agreed, with individual exceptions for persons wishing to share a pitch using small tents. If in doubt, ASK! The proprietors will do their best to help. Please ensure you mention the Club when booking to get the discounted rate, which will be extended to those wishing to extend their stays.

Friday evening:- fish and chip ride to Exmouth. Saturday:- ride out to explore the Devon countryside. Hopefully we will be blessed with fine weather this year and we look forward to welcoming you to our glorious county of Devon.

Andy Lobb Tel:- 07866 696381 or email [andylobb57@gmail.com](mailto:andylobb57@gmail.com)

#### 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))

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, Ride out 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**

See advert overleaf

Site Phone 01795 886365 Contact Mick Connolly 01304 205233

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



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

### **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)

### **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 so please contact

Carl Lemon 07939 724080 [Winchester.taxi@btinternet.com](mailto:Winchester.taxi@btinternet.com)

### **August 2024**

**Powers the Pot 9th to 11th August**

**Powers the Pot, Harney's Cross, Via. Clonmel, Co. Waterford, Ireland**

Please book with Power's The Pot <https://www.powersthepot.com>

Tel: +353 860879855 Email: [powersthepot1@outlook.com](mailto:powersthepot1@outlook.com)

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

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

**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 the Social Secretary on our website (Contact Us/Social Secretary). giving as much information available at that time, or more later when it comes to hand.**

**Gillingham in Gear Saturday 08 June 2024**

**Town Meadows behind The Red Lion Pub SY4 5JX**

**Event opens 10 am through to 4pm Free entry we are in our usual spot. Royal Enfield riders please join us.**

**Contacts Andy Parfitt 07809 227600**

[andyparfitt@hotmail.co.uk](mailto:andyparfitt@hotmail.co.uk)

**Robin Gillingham 01963 251406**

## Market place

## For sale

**For Sale** 1956 Super Meteor needing a new user after 35 years current ownership. Refurbishments include engine and gearbox with BNR clutch and Hitchcock parts, 12 v electrics with indicators for safe use. £4000-00. Lots of other spares, Too much to list here so call if interested.

Dave Arnold (03987) Gloucestershire. Tel:-01453 860685  
[dcarnold18@gmail.com](mailto:dcarnold18@gmail.com)

**For Sale** 1948 Royal Enfield 350 Model G . £5000

Immaculate condition. Starts and ride very well. Any test or inspection welcome. Please contact me for further information and photographs.

Glen Postle (19344) Leicestershire Tel:-07860722905 [glenpostle@icloud.com](mailto:glenpostle@icloud.com)

**For Sale** Flying flea parts, 1947 frame with crankcase, fuel tank, engine less top end, fork and frame parts, mudguards. Please ring for details Tel:-01270 910793 Phil Mellor (19414)

**For Sale** 2001 Honda XL650V Transalp Blue, 21,000 miles. MOT Aug 24, recent Metzler Tourance's, chain & sprockets. Also touring screen, soft luggage racks, top box. £1995.00. Phil (18783) Tel:- 07739801976, (Harwell).

[speedeagle55@gmail.com](mailto:speedeagle55@gmail.com)

**For Sale** J2 50s Twinport Engine/gearbox Clutch/primary cases carb. Rebuilt Magdyno, Wheels: Frame Forks X2 Seats Tool/battery boxes. New pipes loom levers cables bars. Loads other bits e.g. pegs stands. Project £500  
Also Royal Enfield Model G 350 engine gearbox clutch primary cases magdyno all in engine plates as a unit stored turns over new exhaust pipe £300

Les (03243) Derbyshire 07399280455 [southvilleg89@gmail.com](mailto:southvilleg89@gmail.com)

**For Sale** Royal Enfield Continental 250 1964 correct numbers very original lovely patina historic vehicle with spares and books ride or restore £2650 Brian Fielding (19391) Leiscester Tel:- 07479470445 [brianfielding1@gmail.com](mailto:brianfielding1@gmail.com)

**For Sale** Royal Enfield 350 Bullet 1983, Army Olive Green, Tax and MOT exempt, Dating Rebuild Certificate from R.E Club. G2 Frame 1968, Constellation Gearbox fitted . Price £1600

N.Goodall (18260) Tel 07900131360 [nsjgoodall@btinternet.com](mailto:nsjgoodall@btinternet.com)

**For Sale** 2002/3 Royal Enfield 350T Bullet believed to be Watsonian Squire Special, 4 speed right foot gear change kickstart only, 3.515kms runs well £2500. Sensible offers considered Andrew Brown (14413) West Wales.

Tel:- 01545 560418 [andycmaww@btinternet.com](mailto:andycmaww@btinternet.com)

## Market place

## For sale

**For Sale** 1958 700cc Indian (USA) Trailblazer matching engine, frame and gearbox, primary case and clutch with SR2 magneto for project or spares.£750. Near Bristol. email Bob, [reoc.archive34@gmail.com](mailto:reoc.archive34@gmail.com)

**For Sale** 2004 Classic 500 Bullet. Good original condition, low mileage, last used Sept.2023. Value £1800 will swap for British Two Stroke John (6304) Southend Tel:- 01702 295747

**For Sale** 1966 Continental GT 250. 12K miles believed genuine. New seat, carburetor, tank, exhaust downpipe. Fitted with a 4-speed gearbox, comes with a spare 5-speed. Runs well. Needs new tyres and some cosmetics. £3250. The bike is in Central London. Jan Kool (14605) [jankool@oddpst.com](mailto:jankool@oddpst.com).

**For Sale** 2007 Electra 500XS Watsonian Highway upgrade, exceptional condition, 20450 Kms, service record, all MOT's, MOT March 2025, Craven detachable luggage, heated grips, desirable 1958 number plate. £2,900 ovno. Peter (13251) Nottingham Tel:- 07810 872773

**For Sale** To fit 650 Interceptor, two silencers and two exhaust pipes, still like new would like £75 Buyer collect. Ray Clarke (08421) 74 Common Road, Huthwaite, Sutton in Ashfield, Nottingham NG17 2JT

**For Sale** 2013 KTM Duke 390 11500 miles Scott E-System Chain Oiler MoT March '25 Good condition Recent new chain & sprockets Offers to Ian Mitchell (8559) Lancs Tel:-07804 920972 or [shezmitch0@gmail.com](mailto:shezmitch0@gmail.com)

**For Sale** 1966 RE Bullet 500. Good condition. Blue. Single seat. £2,500. Ian Tompkins (15117). Daventry. 07766 798801. [ianeloise4@uwclub.net](mailto:ianeloise4@uwclub.net)

**For Sale.** Royal Enfield (India) Thunderbird 350. Good condition with tool kit. Low mileage. Taxed and Mot until Feb 2025. £1100. Kevin Smith (16680) Tel:- 07810 621883 or [smudge.3@hotmail.com](mailto:smudge.3@hotmail.com)

## Market place

## Wanted

**Wanted** 375/14 Monobloc carburettor or just the body for a B.S.A. C15. John (6304) Southend Tel:- 01702 295745

**Where are you now?** Crusader Sport Registration Number YAB 169 I owned the bike years ago. Graham Kirk (6804) Tel:- 01337 840560 Fife, Scotland

**Wanted** Part No 502029 for Electra x-inner primary c/case cover (to eliminate electric start) Mike Reed (17451).West Yorkshire.Tel:-07914327116. [michael061.mr@gmail.com](mailto:michael061.mr@gmail.com)

## Club Merchandise For Sale

Machine Badge * (stainless steel)	£9.75	All prices are inclusive of postage and packing
Lapel Badge * (red / yellow / blue / green)	£3.00	
Cannon Pin Badge * (chrome)	£2.75	
Sticker (silver)	£1.50	
Screen Sticker * (silver)	£2.00	
Sew On Patch *	£3.10	
Key Fob * (red / yellow / blue / green)	£3.20	
THE GUN Magazine binder (red / blue)	£8.00	
REOC 40th Anniversary Lapel Badge	£3.00	
Neck snood (black / grey / petrol blue)	£17.00	
Special Run tee-shirt (see website) (M – XL)	£18.00	
Effortless Speed (cream) or Revolution (blue)		

\*\*\*NEW IN\*\*\*

Check out the website for more details

Yellow Hi-vis waistcoat* Tee-shirt*	Sunburst yellow Red, green, black, grey, Royal, white, navy	£21.79 £19.99	Postage and packing charged at £4.99
Polo Shirt*	All available in the above	£22.99	
Overhead hoodie*	Plus: olive, jade, orange	£33.99	
Zipped hoodie*	purple, pink, brown,	£36.99	
Sweatshirt*	violet, `maroon.	£29.49	

**Non-UK members please contact Club Sales for prices**

**To order please email or telephone.** We will check the stock and facilitate payment, stating:

Your requested items and the colour and size of garment

Membership number

Address and telephone number

Payment may be made by Bank Transfer, PayPal (minimum £10) or cheque.

### Club Sales Contact

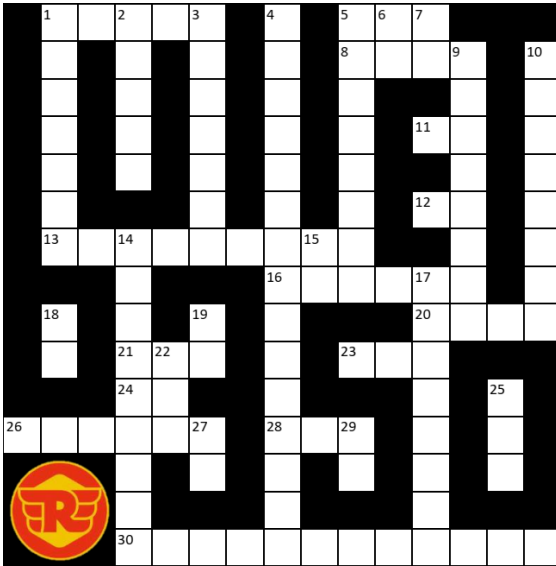
Barbara Harrison

Email: [clubsales@royalenfield.org.uk](mailto:clubsales@royalenfield.org.uk)

Tel:- 07973 721208



\*REOC Standard Emblem



**ACROSS**

- 1 Opposite of Heads on a coin
- 5 3 dots, 3 dashes, 3 dots Mayday
- 8 Bike like BMW. Mountain range
- 11 Electric, not DC. Cobra
- 12 One, French. United Nations
- 13 Lancashire town has 4,000 holes
- 16 Stitching tool. Bearing type. Irk
- 20 Island: of Man, of Skye etc.
- 21 Shorter than Interceptor (650)
- 23 This magazine
- 24 Before Hitchcocks, initials. Horse
- 26 Sounds like brakes. Destroys
- 28 SI unit of electrical resistance
- 30 Regal bike maker (5, 7)

Well done to all who entered last time.  
 Only one can be drawn from the hat,  
 so keep them coming! The Winner :-  
**David Martin 16884**

**DOWN**

- 1 | TAX ABC (anag.) Black vehicle
- 2 Eskimo ice house
- 3 First (USSR) satellite to orbit Earth
- 4 COLIN LIFT AUTUMN (anag.)  
Many uses
- 5 Direct light from the sun
- 6 Linking alternatives, eg: Tea ??  
Coffee
- 7 South Africa
- 9 Driving Permits. Were for dogs.  
TV's
- 10 3-sided shape. Strong. On  
Triumphs
- 14 See you later (animal, not  
crocodile)
- 15 Our bikes, initials
- 17 Meaning little tongue, type of  
pasta
- 18 Let it ? Beatles. To ? or not to ?  
WS
- 19 @
- 22 Well known spark plug maker
- 25 Disastrous football score
- 27 Initials of TV's The Saint
- 29 Sports car from Morris Garages



The Committee have agreed to a year's free membership for the Competition winner. The Competition is limited to Club members, one win per member. Membership Secretary will inform the winner 'drawn from a hat': Name in the next Gun. Send your entry, name & membership no. to arrive before the contribution deadline, as shown in this issue of The Gun. Photos to:-

[chris.robinson1956@gmail.com](mailto:chris.robinson1956@gmail.com) Originals or photocopies to:- Puzzle Master, 63, Shaw Road, Stockport, SK4 4AL

***A very Happy Andrew King after his three day event***



***Rachel, a Kiwi girl on Indy (yes, she names her bikes).***