

THE GUN

The magazine of the Royal Enfield Owners Club

www.royalenfield.org.uk



Issue No. 301



June/July 2024



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Front Cover:-

Steve Plater:- TT and Super Bike Champion visits The Club Stand at the Bristol Show

EDITORIAL

Hi All,

At last, decent dry biking weather has arrived and the Enfields, or whichever bike you own, should now have emerged from their winter hibernation/overhaul to enjoy the sunshine. If you are out and about, or you've been busy tinkering with your pride and joy, why not take some photos and compose us a "wee something" for our "Write Away" page as not everyone is a fan of Facebook.



We were sad to hear of the death of long time former member Lewis Wilkinson's death recently. He was a really nice gentleman who attended so many rallies and was one of the few members who visited our REOC stand at the Scottish Bike Show. Our condolences to Pat and the rest of the family.

Doug got a phone call from Jacqui Furneaux enquiring who the Paula was that had written the book review. Jacqui soon realised that it was the other half of the editorial team and she was very happy that the review had resulted in some sales of her book. The power of the Press!

In February we lost one of the best biking ambassadors when Dave Myers, half of the Hairy Bikers duo, died of cancer after a long hard and courageous fight. One of the things he never thought that he would ever do again was ride a motorcycle. Although his treatment left him weak, he persevered with his physiotherapy and got back in the saddle. What was the first bike he rode? None other than a 500cc Royal Enfield!! So what better way to pay tribute to him than to do a book review. (page 22)

Thanks again to the "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. (Sincere apologies to mem. no. 1019 Pete Millar for changing his name to P. Butler in the first twenty members list on page 5 of Gun 300 Ooops! And also apologies must go to Enfield Classic Tours for making their good quality advert into a poor quality advert Ooops again!)

All contributions for next issue to reach the Editors

By the **1st July 2024**

Next issue published **August 2024**

Write Away

Hello Paula and Doug,

Attached are three pictures from the Factory gathering forty years ago. The man with the Royal Enfield lawnmower is the late Dick Mountford son of Managing Director Major Vic Mountford who appeared in so many publicity shots. I met Dick on many occasions he was a really nice guy and so much like his father with that jovial smile.

I don't know if the quality is good enough for use in The Gun as I only had a Kodak Brownie camera at the time which, as you can see, took



square pictures,.
All the best Phil Sampford (1496)

Thanks to Phil for digging out these three photos of the day out at the factory. Yes, I had to do a wee bit of photo editing and sharpening them up. They may not be the best of photos but it was a special day. That strange looking bike with the long tail end is what might have been an

experimental 250 Airflow with rear fairing containing panniers. The whole of the rear of the enclosure lets down for access rather like a car boot lid. This unique bike at the time was owned by N. Buckingham from Redditch. Ed



Write Away

Bristol Classic Motorcycle Show 24-25th February



The Interceptors Owners Group have been attending the Show since 2008. This year it was well attended with a selection of 'Big Twins' manufactured at the factories at Bradford-on-Avon, Wiltshire.

The Stand was attended by Royal Enfield Club Members some of whom worked at the Upper Westwood Works until the closure in 1970. This year we were blessed by the presence of TT and Superbike Champion Steve Plater (see *photo on front cover*) It is hoped that a Royal Enfield Club Branch will attend next year as it was greatly missed.

Tim Tucker Member No 16236

Dear Editor

You kindly published an obituary for my dad Bill Soltau in Issue 291 (Oct/Nov 22), written by Mike Allen.

I'm now trying to tie up various loose ends of dad's, and am trying to reunite the bike log books I have found, with their current owners. I've had some success with the help of Bob Murdoch, but have one last log to pass on. I have spoken to the people my dad sold the bike in question to, Jean and Lionel Duncalf, and Jean suggested I put a note in the magazine to try and find the current owner. The bike is a 1963 Interceptor, original reg: 491 AED then changed in 1997 to WRG 869A. Jean said it has also been resprayed orange (it's original colour was 'blaze'). Could you put a mention in the mag? Then if the owner responds I will happily send them the log book. I also have a very old log, for a bike that dad owned from 1950-1955, a 500 Twin, LNE 500 Bob couldn't trace the reg, so assumed it had been changed and the bike maybe scrapped. Is that worth a mention too? If not, no worries. Many thanks for your help.

best wishes

Brigitte Soltau

Write Away

Dear Doug & Paula

Well done in taking on the editorship- it is good to see “the old guard” still contributing to the life of the club.

In March we were visiting my son in Australia and took a trip to Launceston in Tasmania. Through the good offices of a correspondent in Hobart I was put in touch with Mick Lemon who lives not far away from Launceston. I knew



Mick's name as a member of the REOC and had seen his contributions on the Royal Enfield pre-1940 Facebook forum, so was eager to meet up. And what a pleasure it turned out to be.



Mick has one of the best collections of Redditch built bikes I have seen. KX V twin and sidecar, a 1930 Model K, late 1920s Models 501 and 505, a number of sporting 500s from the 1930s, a rare racing 350cc from the 1920s, American export Fury and Indian Chief, several lightweight two

strokes and a host of post war Royal Enfields including Interceptor, 250cc and 350cc in great condition.

There was even a new 650 Interceptor for everyday use. But the highlight for me was the unique Rickman Carberry special he has built. Using the V twin Carberry engine developed in Australia using Indian 500 Bullet cylinders and heads, but with a top end conversion it is fitted in a Rickman frame and looks stunning.

Thanks to Mick for showing me his collection and making one of the most memorable days we spent in Tasmania.

Don McKeand (1018)



Write Away

My favourite bike.

I have been riding legally since I was 50; some 21 years ago. As a spotty youth I rode a small Honda on which I took my test which was cancelled because it broke down on the test. The reason it failed was because I had been fiddling with the carb. which leaked petrol over the hot exhaust pipe. My fault as usual. I lied to my mum saying I had passed but soon bought a car, and entered the rounds of marriage, children, mortgages, divorce and re marriage, no money etc. until I reached the age of 50 and started all over again, finally passing on the third attempt.

I am by nature a fairly slow and cautious rider as well as not exactly being an over talented one. I am not a risk taker. However, high speed scares me, especially high speed in the wrong circumstances. I once hit about 104mph on my Triumph Bonnie Scrambler on one of the very few straight roads here in West Wales. I felt that the bike was in charge of me and not the other way around. I did not try that again. I once borrowed an instructors bike and noticed that it went around corners by thought only which explained a few things. I have never and hopefully never will ride a sports or high powered bike.

What I do like is slower speeds generally whilst riding within my limits but really enjoying minor A and B roads and back lanes where I can have fun around the bends, reading the road properly etc. and sometimes making bigger bikes look a tad silly. Slow in and accelerating hard out, until the straight where they go screaming past. I usually ride alone or with one or a few good friends. They are all life long bikers and more proficient than me. I am happy to learn from them.



(Apart from an ex grass track rider, and one time East of England champion who showed me the fast racing lines which I had to unlearn on various basic courses I have taken). This leads me to the subject matter; my favourite bike, which is my 2020 Royal Enfield Bullet 500 Trials, a keeper. This is the single seat version. The last, at present, Bullet badged bike. She has the red as opposed to blue frame and presently around 8500miles on the clock. I bought her second hand via eBay from a very honest vendor. He was selling on behalf

of his father who had bought her new but realised that his biking days were sadly over. She was in as new condition when I bought her and was an ex demo model from where he bought it. I prefer riding than cleaning so my bikes are polished, sprayed in WD 40 or similar and left to get dirty from the local lanes and farm tracks where I ride. I am 5'11" and a fat g*t at 18+ stone, and not very agile. The riding position is good for me but only for a couple of hours before I have to stop and stretch my legs. The handling is good, the brakes less so and the grin factor amazing. She has the original CEAT front tyre but a dual purpose and therefore chunkier rear tyre which feels better than the original. I have had three 500 Bullets before and liked them all. The first was converted to look like a trials bike with wide bars, single seat etc but unfortunately I got knocked off her and she was written off. The second was another single seater as standard bought from new but I sold her at around 20,000 miles.

The common problem I have had with all three bikes is the chain stretching. Indian chains and fat riders do not mix. I have had two 350 Bullets. A 1960 tuned one which was a b****r to start and my present 350T which I am trying to sell because at 71, and not the best of health, I am struggling to kick start. Both were fun to ride and only a little slower than both of my earlier 500's. Which brings me to another point. As I said before, my 500 Trials was an ex demo. Nobody is going to convince me that a demo bike is carefully run in. Just watch any of the testers on You Tube! Maybe the Trials one is lower geared. As I said before I am a slow rider and cruise at between 55 and 60 mph and I have never exceeded 70 even on a (rare) overtake on her. However my good friend Bill, of similar weight too but of greater ability than me, on at least two of his 500 Bullets gets left for dead on acceleration or hills, both in straight lines by my 500. It is therefore the bike and not the rider. I am aware that she is much faster on acceleration than either of my two earlier models. One carb and one fuel injected. I have owned four Hinkley Bonnies. An 865 Scrambler, and a 790, 865 and 1200 basic model Bonnie. Plus a '56 AJS 16MS, 150 and 250 MZ, and a 175 Honda. Overall by far my 500 Bullet Trials is my favourite. I have just bought a 650 Super Meteor but due to the wonderful weather we have had lately I am still to ride her.



Andy Brown 14413 West Wales

Write Away – Barney Enfield

I've written a few articles for the Federation of Sidecars Outlook magazine in the past, and thought – well this is mostly about an Enfield, so why don't I submit it to the Gun as well? There must be a few enlightened RE riders who know the beneficial efficacy of a sidecar. So here it is, the story of Barney Enfield. Barney ??, ah well that's because I had another Himalayan called Fred, so what else would it be. In actual fact, Barney came first, from Highbarn Motorcycles in Oldham, so Fred was logical for the second bike; all my bikes have names, I have another sidecar outfit, a Beemer and that one is called The Mighty Brenda. But that's another story – this is Barney Enfield's story.



I bought Barney, a 2018 Euro4/BS4 Himalayan, in late summer 2022, with the sole intention of attaching a sidecar. For a couple of years I had been watching these gutsy 411cc singles, with growing interest. A gutsiness that was confirmed at the 2020 'Storm Keira' Dragon Rally, when every other bike was being pushed off that gloopy quagmire, Wayne Noble riding his 411cc Himalayan (Ghandi), simply fired up and casually chugged off. Then not long after Lockdown was lifted, Wayne attached a VMC motocross sidecar to Ghandi and that's when my interest in these fiery little beasts clicked up a notch; several notches in fact.

Wayne believed Ghandi was as good as anything else out there which was amply proven on the Elbow Patch SC's Scottish Adventure in January 2022. The Himalayan was easily the smallest outfit of the five, yet he was always there, never missing a beat, starting first time every time, carrying as much camping gear as everyone else, always pulling off the muddy waterlogged Aviemore campsite without a problem, even when we had to revert to a few miles on the motorway. On the return legs, that ingenious partnership simply tucked themselves behind a truck for a slipstream tow.



Write Away — Barney Enfield

It was that trip and Ghandi's amazing efforts in the MCC Exeter Trial that settled it for me. I wanted one. I have always liked trials sidecars and reckoned something of that ilk would complement a Himalayan. Watsonian make something along those lines. I went to see them, even put down a deposit after a tour of their workshop, but on the exceptionally wet ride home, when my phone satnav was waterlogged, and doing weird things like giving out wrong directions, I had second thoughts too. The Watsonian sidecar looks amazing, but it is glass-fibre with a piece of 'sticky-backed plastic' for the alloy effect, and anyone can have one. I like to be individual, and if I attached one of those I wouldn't be. Also when you tot everything up, add all the necessary extras such as the fitting pack and stuff, and then the always overlooked often forgotten VAT, the Watsonian trials sidecar look-a-like is expensive; although, as it turned out, not as costly, as I would find out later in the year, as my individual build spend. But hey-ho that's the way builds like this tend to go, and I have no regrets whatsoever.

I prefer the term chair, for me it's a bit of nostalgia for my naivety and a fond memory of a big-hearted man. A number of years ago, during my first experience of motorcycle trials, we were out on Exmoor, on a trial called 'The Beggars Roost' (nothing to do with the Motor Cycle Club trial, or it might have been, not sure, long time ago). This trial was organised



by Bob Collier, the Factory Development Engineer for Norton. Bob's motorcycling knowledge was phenomenal! He was a good friend, and always happy to help this greenhorn biker; he even lent me a bike so I could ride in trials. Bob was a contemporary of Sammy Miller and Jeff Smith, and he actually rode a Norton Jubilee/Bambini road sidecar outfit in the 1960 Scottish Six Days Trial - <https://www.nortonownersclub.org/forum/sidecar-jubilees>, probably for a bit of Norton publicity.

Bob being Bob, completed the course. Checkout YouTube for – BSA Archive Scottish Six Days Trial YouTube . Mike Endacott . 2 Aug 2023. Part 1 of Barney Enfield by Steve Lyons Okay, back to the Beggars Roost. It had been a long and wet day, I was soaked to the skin, tired, and just wanted to get back to my cosy tent at a Watchet campsite.

Write Away — Barney Enfield

I was in dire need of a sit down, when Bob said, “We will be getting the chairs coming through soon.” Goody I thought. Well I waited and waited, but no chairs



materialised, just a procession of trials sidecar outfits. Sorry about that small digression, but we mustn't forget our motorcycling pioneers. Bob Collier was the first man to ride a motorcycle up the Wrekin and also formed a Dispatch Rider platoon for his local Home Guard during WW2.

I had paid a deposit, and after speaking to the nice people at Watsonian, bless them, they returned it, no fuss at all. Then a few days later, a pre-65 Canterbury trials chair popped up on eBay. I know I paid over the odds even after knocking the seller down £300, but he did soften the price with an offer to deliver it—there and then, at no extra cost—which was a bit of a shock. “We just

have to dig my trailer out of the garden,” he said, “Then perhaps if you could help me load it, I will drop it down to yours.”

This guy was as mad as a box of frogs, but you never look a gift horse in the mouth, do you? I had planned a day's riding in the Malvern Hills, that could wait because this was too good an opportunity to miss. So I had my chair. Next on the list was a trip to Wasp for leading link forks. I could have stayed with tellies, saving a few quid, but I have only ever ridden outfits with leading links and wanted this one to be the same. Barney was the first Himalayan that Wasp measured up for their excellent leading link forks. They did suggest that I did the measuring myself, but after seeing the detail involved, I'm glad I didn't. Mark and Albert were thorough, and as Barney was their first, they photographed every step. If you apply for Wasp instructions to measure up your Himalayan, then the pictured bike is mine. Steve Lyons, (19348) **Part 1**



Write Away

Dear Editors,

Through your columns in the Gun I would like to gauge interest in Electric Starting for Royal Enfield Big twins and singles. BSA, Triumph, Norton, Matchless and even Velocette have starter motor kits available for home installation. I am aware that the cost of such a kit for RE's would be expensive in comparison to a bikes value, but electric starting transforms a machine from fun to use to a joy.

I am writing in hope that in the RE world there are those with ideas on how such a starter system might work, possibly have developed these ideas and on the way to a working system. As I get older, starting a high compression single by a kick start is becoming more challenging. I could start from scratch and develop my own system but if somebody has already drilled that furrow and know of the pit falls this would save a lot of development time.

I know there are home made starters on Meteors and the like but these are one offs with little information on how well they perform or the cost to replicate commercially. I envisage a kit that is universal fitting both twins and singles. The cost of a BSA kit is in the order of £2000: is this too much for RE owners? If you are working on a system, have a system working or have ideas on how a low cost system could be made, give me a call. A group of people working together will achieve a lot more than working alone. I would also like to know how many club members are interested in purchasing a system if one is available.

Regards
Eddie Brant 16901



New Club merchandise

Left is the new T shirt

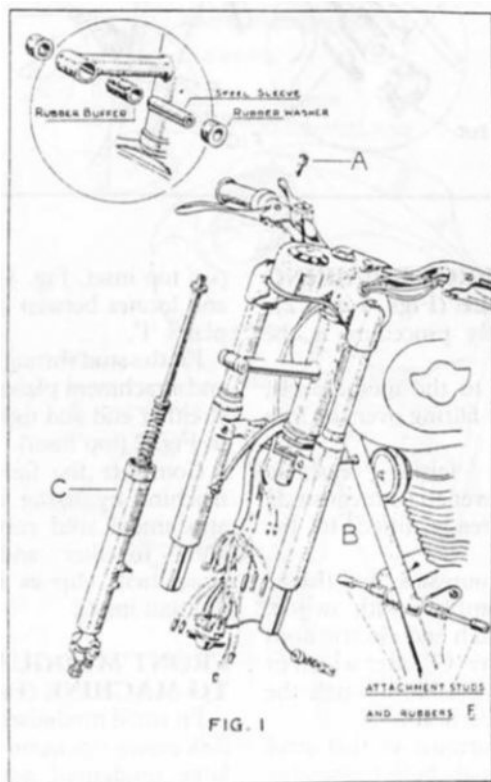
Right is the new overhead
hoodie

For details see page 46



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!

Fitting the “Airflow” fairing



Preparation of the machine for front fairing assembly (fig.1)

To fit the front fairing, first assemble to the front engine stud the two long attachment stud nuts and tighten up; next fit the two fairing legshield attachment studs to the nuts. To complete this assembly fit the attachment stud rubbers to the studs. The following parts must now be removed from the machine, viz: exhaust pipe, silencer, front wheel and bottom fork legs.

To remove the bottom fork legs, first undo and remove the fork end screw “A” from the fork head, next undo the nuts on fork crown clip bolts “B”. The two bottom fork leg assemblies “C” can now be removed from the main tube and fork head as illustrated in Fig. 1.

The illustrations in Fig.1 apply to the “Crusader 250” only. For models other than “Crusader 250” the main tube and bottom fork leg assemblies are removed from the fork head. This is done by first removing the fork head end plug located in the same relative position as the fork end screw “A” and also removing the two nuts securing the fork crown clip bolts.

The fork main tubes must now be unscrewed from the fork head using an Allen key $\frac{1}{2}$ ” across flats for this purpose, and removed from the fork crown and cover tubes.

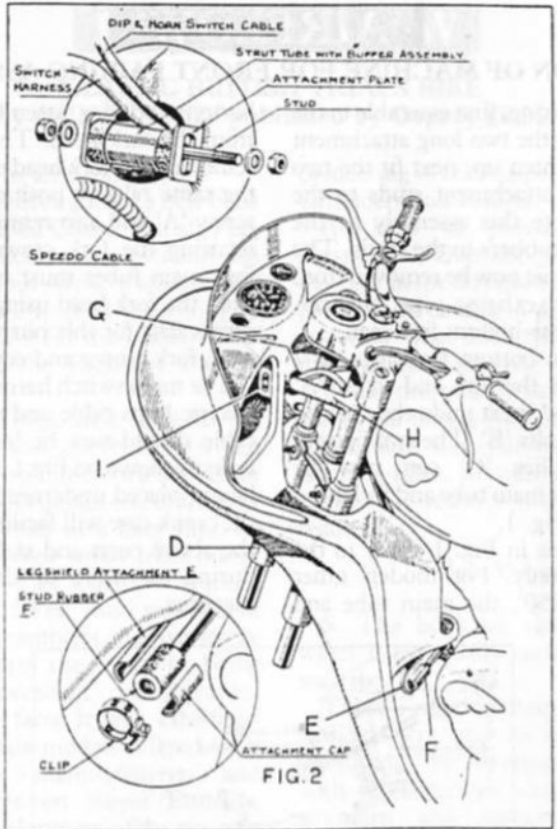
The main switch harness, dip switch and electric horn cable and speedometer drive cable should now be located through the forks as shown on Fig.1. A block of suitable height placed underneath the front end of the crank case will facilitate the removal of the above parts and stabilise the machine during assembly of the fairing on to the machine.

Assembly of front fairing to motor cycle (Figs. 1 and 2).

This fairing assembly procedure is the same for all models. To fit the fairing to

Fitting the "Airflow" fairing

the motor cycle, support and raised fairing over the fork cover tubes "D". Now locate the fairing leg shield attachment plate "E" over attachment study and rubber "F" already fitted to the machine (see Fig. 1). Incline the fairing outwards and thread the main harness complete with switch, together with dip switch and electric horn cable, through aperture "G" after which fit the speedometer drive cable through the hole which is immediately underneath. Push the fairing forward so that strut tube "H". complete with buffer assembly (see top inset, Fig. 1), enters aperture "G" and locates between strut tube attachment plates "I".



Fit the stud through the buffer assembly and attachment plates, fit nuts and washers at either end and tighten up, as illustrated in Fig. 2 (top inset). Complete the fairing assembly to the machine by fixing attachment cap over attachment stud rubber, compress these parts together and secure with the attachment clip as illustrated in Fig. 2 (bottom inset).

Front mudguard assembly to machine (Fig. 3)

Fit small mudguard sealing washer "J" to fork crown extension tube "K", and the two large mudguard sealing washers "L" to cover tubes "D". Raise the mudguard and thread cover tubes "D" and fork crown extension "K" through their respective holes in the mudguard top. Raise mudguard until bracket holes "M" are in line with fork crown clip bolt holes "N". Position the clip bolts through holes "M" and "N", fit nuts and washers finger tight. From the underside of the mudguard fit pin and washer "O" through mudguard carrier into fork crown extension "K" as illustrated in Fig. 3 (top inset). The above procedure applies to the "Crusader 250" only.

Fitting the “Airflow” fairing

For other models a separate mudguard attachment clip is first fitted to the fork crown clip bolts and afterwards fitted to the mudguard by two bolts and secured from the underside with two nuts and washers. Also the small sealing washer “J” is only required on the “Crusader 250”. The bottom fork leg assembly “C” (Fig. 1) can now be reassembled to the fork head by inserting the fork spring and tube assembly into the main tube.

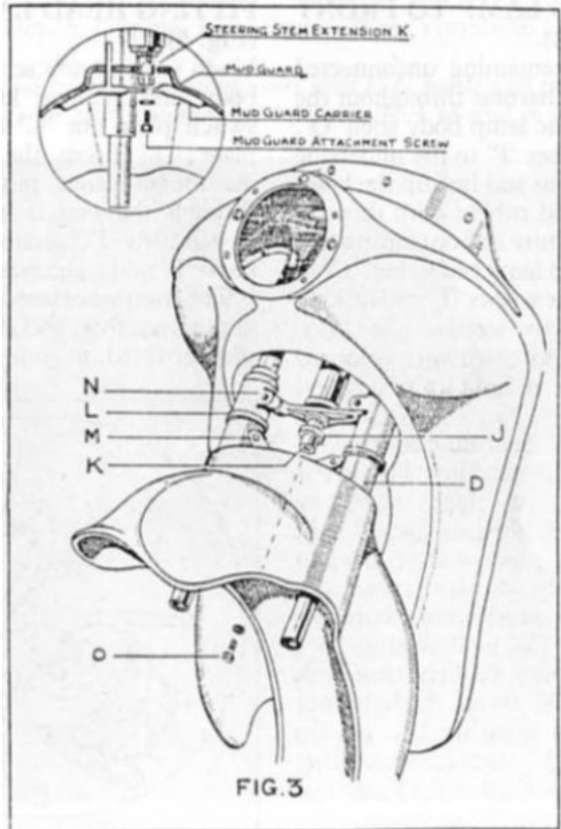
Centralise fork leg top with cover tube and push upwards to the full extent; fit fork end screw “A” (see Fig. 1) and tighten. The fork crown clip bolts, previously finger tightened, can now be tightened up to the full extent.

For models other than the “Crusader 250” the main tube and bottom fork leg assembly complete are reassembled through the cover tubes and fork crown and then screwed into the fork head using Allen key $\frac{1}{2}$ ” across flats. Refit the fork head end plug.

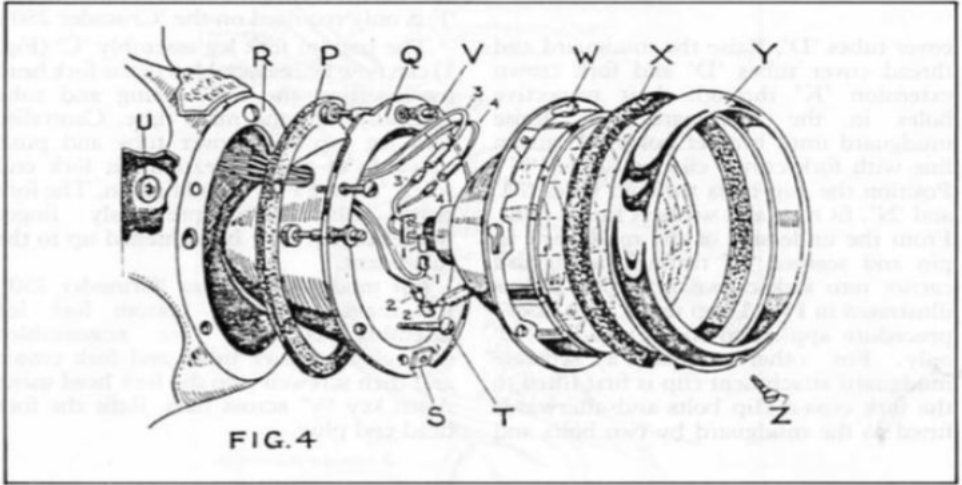
Fitting headlamp to front fairing (Fig. 4).

Thread the four remaining unconnected wires on the main harness throughout the hole provided in the lamp body shell “Q”. Fit body shell rubber “P” to the underside of the body shell rim and line up the holes in the shell rim and rubber with those in the headlamp aperture in front fairing “R”. Fit and secure headlamp body shell “Q” to fairing with the 4 screws “T” and locking plates “U”, keeping the screwed plate “S” at the bottom.

Connect earth wire coloured red No.1 to No.1 on light unit body and Black pilot light wire No..2 to No.2 pilot light connection on light unit body. Next connect the two black headlight bulb wires No.3 and 4 to their respective connections 3



Fitting the "Airflow" fairing



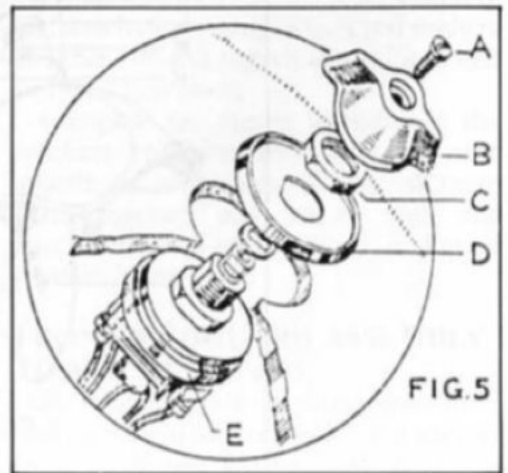
and 4. Now slacken off light unit adjusters "V", place slotted holes in light unit "W" over adjuster screws and turn in a clockwise direction to secure.

To fit headlamp rim "Y" to light unit "W" place rubber "X" over the light unit with face marked "BACK" facing the light unit rim. Locate spigot plate situated on top underside of rim "Y" with corresponding slot in lamp body shell "Q". Press rim downwards and fit pin "Z" to secure.

Fitting head lamp switch (Fig. 5).

Undo switch knob screw "A" from switch body and remove knob "B". Unscrew switch plate nut "C" and remove switch plate "D". From the underside of the instrument panel, push the switch body through the switch body hole. Replace switch plate "D", secure with nut "C", refit knob "B" and tighten with screw "A".

The front wheel can now be reassembled to the front fork, and the exhaust pipe and silencer fitted, to complete the assembly.



From Gun 67 December 1987 Re-typed by Doug Young (1062)

From Gun number 6 Winter 1979, a photo of the late Dave Bogg's bike fitted with the Steve Bucknall Airflow fairing. You could not tell it was not a factory made "Airflow". The missing "special" front mudguard was probably the clue.



Dave Bogg's 1959 model fitted with Steve Bucknall Airflow Fairing.

Bob Murdoch's examination of Royal Enfield's post-World War II experiment with Airflow fairings. Royal Enfield offered these fiberglass fairings in three sizes to fit all models. Bob delves in the history of the famous photograph of a Royal Enfield with fairing being "tested" in a wind tunnel at Bristol Aeroplane Company. Bob quotes a one-time Bristol employee who remembers talking to Trevor Williams, who he says conducted the "tests" with Royal Enfield in October, 1958. I won't give away the fascinating story, except to confirm that all was not what it seemed. Bob also describes the experience of riding his own Royal Enfield with the Airflow fairing: it works as it should but his explanation of *how* it works will surprise you.



Read more in Gun issue 261. Ed.



Hi Lew

A bit of info for the mag.



Hi folks. Just a bit of an update on small mods I've done to my 2020 Interceptor.

As the weather has been getting colder I decided to fit bark busters to keep the wind off my hands. Unfortunately the handlebar end weights are spot welded in place so after a lot of drilling (and swearing) I was able to fit the covers in place. I choose this method as the RE weights are not square on the ends

and I couldn't be bothered making a fly cutter to square them.

Some bending and filing of the brackets was required to fit them but fit they did. I also fitted Oxford bar heaters as well which was a doodle with the instructions supplied. The hardest thing was tucking the wiring in place.

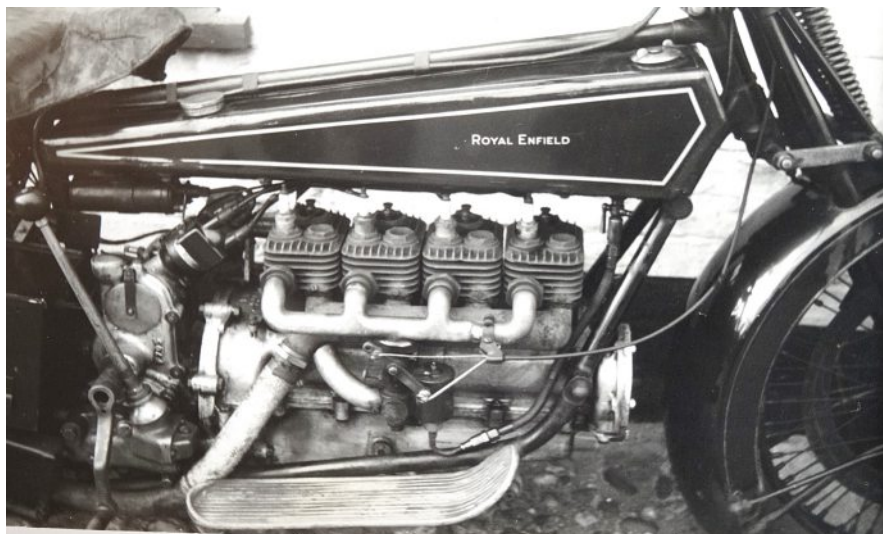
One other thing I decided to do was fit a washable, high flow K&N air filter. After contacting NZ AIR FILTERS, the filter they sold was for twins to 2019 and weren't sure if it would fit the 2020 model. I checked Hitchcock's part no. for both years and found the same numbers for both so I ordered it. Anyway, on arrival I checked it for fit which was all good. The one thing I did was make a new girdle from 6mm alloy plate which is necessary if you want the full flow effect. The RE cap that holds the standard filter in place is restrictive so it's pointless using it. All in all an interesting project which hopefully will benefit the motor breathing.

Hitchcock's part no is 576029 K&N's part no is RO-6518 available through NZ AIR FILTERS. That's it!

Cheers. Stimy



From The Archives



The 850cc Four Cylinder Experiment

In 1920 Royal Enfield built an experimental inline four cylinder motorcycle of side valve engine design. Here it is in action some years later at a VMCC Cotswold Trial, possibly ridden by Tony Wilson-Jones the Technical Director.

Archivist 6397



ENFIELD Explorers



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

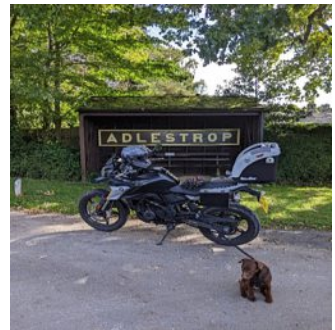
You will be able to download a list of the places to visit from the club website in February 2024.

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



Club Merchandise
Sew on patch
For details see page 46



After the Second World War the Factory produced a magazine called **REVS**.
This small article was in Number 4 Vol.1 October 1947.

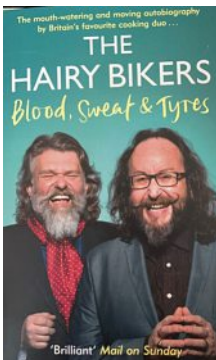


“Made Like
a Gun”

No doubt the sight of the 25 pounder above, so reminiscent of the Enfield slogan “made like a Gun” must have brought a feeling of nostalgia to Bert Wedgbury who is in the middle of the group. Bert and his two mates were, at the time, with the 33rd Field Regiment R.A. on the edge of the Sinai Desert in Egypt, guarding the Suez Canal Zone. Bert was a Bombardier in charge of the Gun laying. Having joined the Territorial Army in 1936, he saw service in Italy as well as the Middle East and is glad to be back at his job as Motor Cycle Tester at Enfield’s, indulging in his pastimes of rabbit shooting (not with a 25 pounder) and angling.

Did you know? that The Royal Enfield Owners Club had sponsored 5 yards of land situated at the National Motorcycle Museum, Bickenhill, nr Birmingham, West Midlands on the 24th of January 1985.

Book Review:- The Hairy Bikers:- Blood, Sweat and Tyres



This was an interesting book from beginning to end and was rated as “Brilliant” by The Mail on Sunday. And brilliant it is! It is a genuinely intimate autobiography full of stories that will move, entertain and delight you in equal measure. It tells their story from the early days, their love of food, motorcycles and a wonderful lasting friendship. It really is a riveting read!! It’s available from Amazon for £7.99 and I highly recommend it. I just wish Dave had lived long enough to finish their story.

Paula Young 1062A

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**

Changes to fees for REOC Machine Dating Certificates.

During the REOC General Committee meeting, held on Sunday 7th April 2024, a decision was made to instate a discounted fee system for the supply of Machine Dating Certificates (MDCs) to REOC Members.

The Committee voted to instate a £25 fee for the supply of an MDC to Members with a £60 fee for non-members. That decision brings the REOC fee structure in line with the least costly of the services provided by other single make organisations and significantly lower than the VMCC. The new charges will take effect from August the first 2024.



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



Tempus Fugit – On the New Continental GT535 in May 2014



It is amazing the things that happen when you get a phone call! Amazing is what it felt like for me when Gordon May phoned and asked if I would like to be involved in the re-creation of the Royal Enfield John O'Groats to Lands End Run. My immediate reply was, Gordon, I will wash the dishes just to be involved. It is fifty years since that epic trip was completed by the Redditch Factory to launch the then new Continental GT. The riders were brave men! Brian Crow set out from John O'Groats at 7pm, Friday 23rd October. I decided to find out more about the original run and after a bit of detective work, I found the excellent article written by James French in some of the 2006 Guns. There

it was in black and white “a slightly apprehensive Brian Crow dips his rear wheel into the North Sea just prior to setting off”. That! I wanted to do as a tribute to Brian Crow who died in 2012. I was told that the first 5 riders would be setting off at 10pm on the Saturday night so I had to get a train to Perth, change for Inverness and then again for Wick. When I arrived at Wick there was a taxi waiting to pick me up to take me the last bit of the journey to John O'Groats and I arrived at the starting point at 3pm. I had changed into my “rocker gear”, found out where the “Royal Enfield” people were and introduced myself. As soon as the bikes arrived, they were prepared for the trip, then of course the Press wanted to take photos. At about 7pm the bikes were lined up, and it suddenly dawned on me that I have never even had a seat on one, so asked if I could get a few laps of the car park. Then it was down to the water's edge to dip the back wheel in the North Sea, By this time the other four riders had appeared so we were ready. The darkness started coming in and by 9pm it was almost dark, so it was time to get all the gear on for the ride. At 9.45pm we all had to stand by our bikes for the last photo shoot before we left. No sooner had the photos been taken, it was mount up and get flagged off. I was the fourth rider in the bunch and from the moment that



Dipping the back wheel in the North Sea

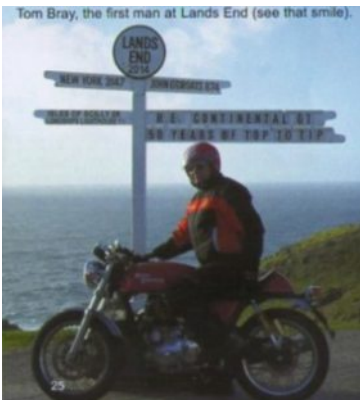
I put the "New Continental GT" in gear, I could tell this was going to be a special moment in time for me, as I roared off into the night from John O'Groats. I have to tell you that the Gearbox was, and is, super compared to four Speed On my Clubman Cafe Racer. By the time I had gone a few miles I felt so



ready to leave at 10pm

comfortable on the bike that I was toddling along at the speed limit. In the pitch black my headlight piercing the night showed up the dreaded manhole covers which appeared twice the size in comparison to those in the daylight and always seemed to be on a corner. Blip down two gears, into the corner missing the cover, accelerating up the gears and on to the straight..... it was magic! There was a mixture of showers and heavy rain but I felt sure footed on the Pirelli tyres and was amazed at how well the front disc brake worked. The moon peeped out for a few minutes and I could see the shimmer on the Dornoch Firth, man did I feel good! The rear suspension occasionally bounced the back end - when hitting a bump but I presume that it could be softened for the individual rider. It didn't feel too long and Inverness was the first pit stop, a distance of about 140 miles and I arrived just after midnight. While the team filled the bikes up, it was a quick trip to the loo for me before the next leg to Fort William. This was shorter, about 70 miles, and the weather did improve. It did not rain very much after Inverness and it felt quite warm. As I got closer to the handover I have to say I got a little sadder as I did not want it to end. I was enjoying the bike so much because it really is a nice bike and as they say up here 'it went like a wee

sweetie' I saw the petrol station and pulled in, the bike was taken and filled up and I shouted "Where is Adam Claxton?" as he was taking over from me. I found him all suited up and ready to go. I quickly told him how great the bike was going and how good the gearbox was. Suddenly he was handed the bike and he was off! How does one come back to earth after a buzz like that? It had taken fifty years to re-create.....well put this way I am still on cloud nine about it all and yes!....I would do it again and volunteer to do two legs instead of one



Tom Bray first at lands end

Doug Young 1062

Updated News from the Motorcycle Action Group (MAG)

MAG Quits the Federation of European Motorcyclists' Associations

The Motorcycle Action Group (MAG) which founded the European Riders' Rights Movement in 1989, has quit the Federation of European Motorcyclists Associations (FEMA) citing its unhappiness with FEMA's 'gutless' attitude to forced electrification. MAG has repeatedly expressed its concerns about the gap between the clearly stated views of ordinary motorcyclists, and FEMA policy. MAG and FEMA surveys of riders have independently confirmed bikers' overwhelming opposition to any ban on the sale of petrol-powered motorcycles. MAG's response has been robust and unequivocal ever since 2017 when the UK Government first announced a proposed 2040 ban before bringing it forward to 2030 and moving it back to 2035. By contrast, the FEMA board has obdurately resisted MAG's calls for a hard line position and seems to see its role as being one of convincing and converting bikers to accept the ban. In its latest move, the FEMA Board has adopted a joint so-called 'manifesto' written by FIM, the global governing body of motorcycle racing, and ACEM, representing European Motorcycle Manufacturers. The FEMA Board has now presented it to its member organisations as a diktat with Wim Taal, FEMA's General Secretary, stating that he would "not have discussions," would "not welcome comments," and "It's not a discussion paper, it's fixed." As well as accepting forced decarbonisation, the document also omits any mention of historic vehicles. Asked the reason for that omission, FEMA said that ignoring owners of historic vehicles was the best way to get a three-way agreement between the FEMA, FIM and ACEM boards. MAG Chair, Neil Liversidge, said:

"No way does this document accurately represent the vast majority of riders' views on forced electrification. FIM has concocted it, ACEM has watered it down, and FEMA's Board has waved it through with no involvement from FEMA's National Member Organisations. What it does make clear is that democracy is dead in FEMA, and with it the independent European Riders' Rights Movement. For ten years FIM has connived to control FEMA. It has now succeeded through the agency of self-interested people who have subverted it for their FIM paymasters. Now FIM will do what big business always does; adopt the path of least friction with governments and supra-national authorities, selling riders out in the process. MAG is proud of its achievements for European riders in the 35 years since we founded FEM. We shall not be putting our name to this gutless betrayal." Following a unanimous vote by the MAG UK National Committee, MAG has resigned from FEMA with immediate effect, citing its complete lack of confidence in FEMA and its belief that FEMA no longer represents the interests of motorcyclists. MAG remains open to working with any and all organisations faithfully representing riders' interests by continuing to fight forced electrification.

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

Branch Reports

Thames Valley Branch report

Secretary and contact: Noel Robertson: 07824 641269

Email: noelrobertson98@gmail.com

Web: www.REOCThamesValley.weebly.com

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

Members have been relatively sociable over the winter, and have been involved with forming a closer relationship with our local RE dealer (Hatfields in Crowthorne) and encouraging crossover events with the local Riders Club in the hope that some of these members will join the REOC.



The meetings have been well represented. There is normally a nice mix of Enfields. With some also attending via the Riders Club, there has been great jovial chatting with other RE riders in the area.



Now the Spring is here regular events and rides have started again with one breakfast ride-in attracting existing and potential members and even one group who made the trip all the way from Milton Keynes!

Members have done smaller local rides and test rides on the new Shotgun and Himalayan, joined a cold ride down to the Sammy Miller Museum and a group is to take part in the Distinguished Gentleman's Ride, joining the Guildford ride to fly the flag amongst a swathe of Triumphs.

Report by Simon Austin 18870

Branch Reports

South Lancashire

Meetings: First Tuesday of the month, 7.30 - 10.00pm
Birch Hotel, Manchester Rd, Heywood, OL10 2QD
chris.robinson1956@gmail.com 07311291906



Rideouts to amazing places coming up; it's all beautiful



round here. Roughleys Bike Show (Stockport town centre) Music, custom bikes, trikes, everything you can imagine and probably beyond. More details to follow. Annual LE Velocette rally at the Lancashire Mining Museum (Astley Higher Green): Sunday 21st July.

A bit quieter than Roughleys. Club evenings, first Tuesday of the month 7.30pm as usual, outside in the sun. Let's see how many bikes we can get there. New member? Just turn up, all welcome.

Excellent action photos were requested and picked out by an anonymous helper: South Lancs coffee mugs were offered as a

bribe. Here's "Sane" ? Dave, between Belmont and Rivington. An interesting

way to get 1,000 ccs of Royal Enfield, he has a Continental GT 650 and a Classic 350. And a mysterious photo of James (Himalayan), who was apparently on an unsuccessful mission to search for chocolate-box villages for his photo. Chris Robinson (8113)



Wiltshire Branch Report

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

Over thirty members of the branch attended our A.G.M. and it gave us all great pleasure to see our chairman Mike Davis presented with the Chairman's Cup in recognition for his commitment and dedication to the branch, in what can only be described as a demanding year. Our president informed us that this year is the twentieth anniversary of the formation of the Wiltshire Branch. Arrangements are in hand to hold a Founders event later in the year, which I must say we await with eager anticipation. Representatives of the branch attended a charity event on Sunday 21st. April in support of a young family man who has terminal cancer, and £250.00 was donated by the thirteen branch members who participated and further donations were made via "Just Giving". On a lighter note we joined members of the South Dorset branch on Sunday 28th. April for a visit to the Boscombe Down Aviation Museum at Old Sarum Airfield Salisbury. Interestingly it's one of the few aircraft displays where you can climb up and sit in the cockpit of some of the fast jets, giving you a far greater appreciation of the aircraft on display. We were really well looked after by our host Mr. Norman Hibberd who gave a presentation in the lecture theatre before we entered the hangars to view the aircraft and exhibits. Enfield membership was going through the roof, but then he did warn us not to touch the ejector seats!!.

Chocks away, keep smiling Steve Higgs. 15334

Wiltshire Branch Display at The Calne Bike Meet, Saturday 27th 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.

Wessex branch stand at the Malvern kickback show and Savernake forest.



Mid March branch ride up to Brooklands to celebrate 100 years of the Sunbeam motorcycle club. Excellent do with many pre-1940 bikes ridden in the display area and up the test hill at this fabulous museum.

6th April ride up to Hatfields to join a ride to the Pathfinder cafe at Blackbushe airport to meet up with the Thames Valley branch. Followed by a Trip down to Beaulieu motor

museum to see a screening of the film Mary Motorcycle.

Mary Seivier left England in 1967 on a BSA Bantam, with the intention of riding down through India, but she just kept going, to become the first known British Lady to ride around the World, excellent evening.

11th April club night was the first evening ride out of the year, rode out to Kingsclere then through the lanes to Sydmonton hill, returning by the old gated road to Cole Henley.

Dave, John and Paul manned the branch stand at the Malvern Kickback show whilst others rode out through Savernake forest, over the ridgeway to Hackpen hill, through Avebury and on to Caen Locks for a cuppa, before returning via Pewsey and Upavon.

Met up a couple of times with the local Ariel club for ride outs to the Apache cafe at the Army air museum and the Watercress Line steam railway at Alresford.

On one of the rare sunny days even ventured along the gravel tracks over Salisbury plain, planned ride shortened upon reaching a 3 foot deep water crossing.

Doug Hopkins (12683) 07857 692445.



Kent Branch report

Well things are in full swing now. Despite the wind we have been enjoying the dryer weather with a few ride outs. On our last one we got to have a little laugh at the expense of poor Mark who decided to break a bench at the pub. Not long after this issue gets to you we will be having our rally shortly followed by our much anticipated D-Day excursion across the channel.

Plenty more to come both this year and in the future and hopefully we will see a steady increase in turnouts as we have had a few welcome new faces both at rides and meetings as well as interested parties approaching us at events. Looking forward to the proper riding weather later in the year though.

Joe Sultana 17345 Chairman Kent Branch
07496200330

Email:- joesultana95@yahoo.com



Suffolk Branch report

So far despite poor weather blighting so many of our meetings the Suffolk branch has maintained its activities and Saturday meetings. However our March meeting was met with absolutely appalling weather and only 13 members managed to meet at The White Horse. Only 4 hardy members were prepared to use their motorcycles.

The riding conditions were so bad that after our meet up/ lunch 3 attempts were made by the riders to leave but the next promised downpour postponed each decision. However 3rd time lucky. We are hoping for better weather for our April meet, after all spring is here ?? **We meet as always on the first Saturday of each month at The White Horse. 12:00-15:00**

As always, a warm welcome is assured for visitors. So, any Royal Enfield owners in the area please drop by to say "hi" Our meeting place is:- **The White Horse Lemons Hill Tattingstone Ipswich IP9 2N** Anyone who would like more information about us feel free to contact me

Stephen Membership No. 16476 Tel:-07939351740

Email:- stephenjbackhouse@hotmail.com

Branch Reports

Mid-Shires Branch

Meeting at the Cuttle Inn, Southam Rd, Long Itchington, Southam, CV47 9QZ, on the first Monday of every month at 7:30pm
www.facebook.com/reocmidshires

March saw the 10th anniversary of our branch. Over the last ten years we've



seen the biking world evolve, at the monthly branch meetings and our weekly Saturday breakfasts it's now becoming apparent that many members are choosing to have both new and old Royal Enfield's – and why not?! Horses for courses is always a good approach in my book. Wayne has a 450cc Himalayan on order, so we're all eagerly awaiting the new bike's arrival. We celebrated

the anniversary with a visit to Kayal in Leamington, a local Indian Restaurant with a Royal Enfield theme. The owner has three other restaurants in the midlands, so he regularly changes round the machines on display between the four restaurants....and the food is very good too.

Cheers Matt (16561)

Glevum Branch

Contact; Russ Williams (17802) 0758 7065 007 or 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 and calendar of events please see our FaceBook page. <https://www.facebook.com/groups/753171522547941> Life is not about waiting for the storms to pass; it's about learning how to ride in the rain. This works both on the practical and inspirational level; so make your choice! Season opener ride on 17th March was a well attended event. Thank you to all who returned to the Farmers Club for free refreshments! Thank you Kate for leading. Branch meeting on the 4th April saw the distribution of new club clothing; thank you Martin for organising as well as updates on the new Glevum banner / flag.

Distinguished Gentlemen Ride (DGR) in Cheltenham and the 2025 (yes 2025) Glevum Camping Weekend and Rally.

Glevum have entered a team in the DGR, Glevum REOC, so if you would like to and are able to support us please make a team donation. Planned rides on the 14th April through the Forest of Dean, led by Charlie, and the 12th May (route and lead to be identified). Saturday 1st June 2024 – Glevum rally (may be too late for this edition). This coincides with Frasers' Motorcycle Open Day and we have been working together to ensure that we maximise both our efforts on the day. Further details will be posted but meet at the Farmers Club for refreshment before a ride out that will incorporate a visit to Frasers and participating in their Open Day. For further details on this or any other events please contact me. Russ Williams (17802)

Airedale and Wharfedale Branch Report - June Edition

Meet on the third Thursday of the month at Shipley Conservative Club BD18 3SA 7.30pm. Now that the evenings are light for longer those who want to have a rideout meet at 6.30 pm and ride for an hour or so. Well, that's the theory. In preparation for our April meeting I had prepped a ride that took in some of the Wharfedale scenery and interesting roads combined with about 10 miles of the A59, one of the Northern cross country trunk roads that runs east/west.

The problem for long distance traffic, but a joy for us is the road is closed to through traffic near Skipton, and so it is almost deserted, enabling bikers to shall we say "Make good progress!" And an hour before start it rained and continued to rain, so our run was cancelled by unanimous consent. Still, it's in the bag for another evening. Whilst not entirely an Enfield event, the classic look enables many to support the Distinguished Gentlemen's Ride to raise money for Men's wellness and Prostate Cancer research. This year there is a ride starting in Shipley which is very handy for our branch, so we will be donning our tweeds, cravats, brown boots and the like to support the cause.

And finally, on April 21st a group of 30 or more came together with Aire Valley Classic Bike Club on a very enjoyable ride across several of the Yorkshire Dales. So thanks to Aire Valley for organising this. and you know how "Second person drop back" works to keep large numbers together? well on this run it became apparent that there some who thought they knew but didn't ! -hey ho it all makes for a good trip and a laugh together and no-one was injured in the making of this event.

Keep safe Peter Jackson (17772)

Isle of Wight Branch Report

Branch contact, Ron Wallis, (14352) 01983 752861 ron.wallis10@gmail.com

Meet the first Thursday of each month, at the 8 Bells, Carisbrooke High Street, from 7.00pm

For our little branch, the year so far has not got off to a flying start, not helped by yours truly having a few problems, and being a bit inactive. However, we are still waiting for the warm weather, even down here on the Isle of Wight, and a run to the "Gillingham in Gear" event sounds tempting, being not too far away for the ferry service to be a problem.

Local Club Night ride-ins from the Hare and Hounds car park at 7.00pm on 6th June and 11th July to 8 Bells, dodging all that holiday traffic, could be fun. Who knows what great ideas for runs and events will be put forward at one of our future Branch meetings. How's about a run up to Brooklands for a start? But whatever is in store, we will be sure of a REally good time ahead. See you then.

Ron Wallis

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



Club merchandise Machine badge
Stainless steel
For details see page 46



.West Riding Branch Report

Contact Kevin Moore 07736775211 sidecarkevin@ntworld.com

We hold our monthly meeting at the **Reindeer Inn, Old Road, Overton, Wakefield WF4 4RL at 8.00 p.m. 1st Thursday of each month.** In addition, from Spring to late Autumn we also aim to have a 3rd Tuesday ride out leaving the Reindeer at 7.30p.m.(To avoid disappointment please call or text Kevin to confirm a ride is on).

The gathering at the 'Reindeer' on 4th April was a very pleasant one. Numbers were on the low side, possibly owing to a sudden deterioration in the weather. It was surmised that some had planned to celebrate the arrival of British Summertime by coming on two wheels but had been put off by the arrival of heavy rain. Only "Dear Leader Kevin" braved the rain on his trusty old BM.

Much was discussed, but the general mood was upbeat. We seem to be living in an age when there is a plethora of readily available and affordable bikes. It was decided that we would ride out on the 12th April. The main issue discussed was the desirability and problems of owning multiple bikes. In order to express the issue more mathematically, the following easily understood algorithm illustrated our conclusions:

$$N = n + \Psi \times \Sigma \quad \Delta \div \Phi$$

Where N = ideal number of bikes owned,

n= the number you already have,

Ψ = space left in your garage,

Σ = wife's understanding of what is in your bank account,

Δ actual amount in your "other" bank account

And where Φ is the real price of the new bike.

I hope that clears things up.

Peter Jackson 18867

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!

South Wales Branch: March-April 2024.

See 'Branch' page for contact and meeting venue.



Good attendance again at the March meeting: Steven, Kev the Kit, Mark, Steve G, Dave H, Paul R, Joe, Ted, Kobi, Andy G, Martin, Gerald, and Paul W.

March and April saw some shows being visited as well as the group exhibiting their pride and joy. Ilanishen was popular with the group having a Royal Enfield section. Well done to everyone who made the effort to get their bikes up there. Brecon Show was another one which gave us a another ride out excuse. March

was also another popular Ride Out To Cook Out event at the very interesting Black Rock Lave Net Fishing site. Joe was there early with the kettle on and a terrific spread was prepared by 6 cooks, including of course Bacon Grill!

There were 11 that enjoyed the ride and morning. I think we all enjoy the events – a ride, cook and a Bacon Grill roll; who wouldn't (oh yes, maybe Gerald).

April was another busy monthly meeting with 15 of us in attendance. Highlight of the month was the planned ride to Severn Valley Railway site at Bridgnorth. 15 rode to Bridgnorth. Many thanks to Dai Price for organising a tour at the most interesting site. New banner design is underway and our August Rally is fast approaching.

Prep for the rally in May will see a group of us camping locally and test-riding routes.

Entertainment is booked..... and yes, I did have a hand in it!

Please see our Face Book page for some fantastic photos of our rides and meetings. .

Regards, Richard (18106).



www.royalenfield.org.uk

South Dorset Branch

We meet up on the first Tuesday of each month, 7.30pm at The Trumpet Major Pub, Allington Avenue, Dorchester. Dorset. DT1 2AB. Please contact Richard Lucas 07787 945929 or reocrich@aol.co.uk

As the better weather is coming, a ride to the Boscombe Down Aviation Museum at Old Sarum, Salisbury was planned for the 28th April...sadly the weather wasn't as good as hoped for, but five stalwarts from the branch braved the damp day which improved.



An invitation was sent out to the Wiltshire Branch and eight of their die-hard members met us there (I'm sure their report will show). Thanks for attending, hope to see you again soon.

I'm sure all those who attended will agree it was very interesting with a well briefed introduction by one of the volunteers/organizers, Norman Hibberd. Tea and biscuits were included in the £9.50 entrance fee and there were lots to see and opportunities to sit in cockpits and take photographs.



Well worth a visit. Contact Norman Hibberd at the museum if you want to plan a visit. Tell him you are with the REOC to activate your discount. boscombedownaviationcollection.co.uk

After the visit, we returned back to Dorchester via the A30 Salisbury to Shaftesbury road, stopping at the Badges at Fovant to admire the cleverly carved military badges in the hillside.

Graham Philip 1(8904)

Devon Branch Report



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

By the time you read this entry much will have happened, all hopefully with the inherited success that accompanies our club. At least according to my crystal ball. Sammy Millers motor cycles provided an ideal

The starting point of our group preparing for the 100+ mile ride to Sammy's.

opportunity for our club to demonstrate our inclusivity.

Several branch members attended the day ably guided by Arter Kubala who uses navigational aids that I didn't know existed, but they apparently communicated via his helmet earpieces, guiding them to the location. All also apparently recorded via his on board camera. Yes, well, my damp AA map will last a little longer. But a good day was had by all.

The Devon Rally has only just been. More on that later. (Crystal ball playing up!) Our next Branch Meeting will be on the 20th June. Normal venue as above. See you all there.

Andy Lobb (17057) Tel:- 07866696381 EMAIL, andylobb57@gmail.com

Simon Austin (18870) Tel:- 07976 402260

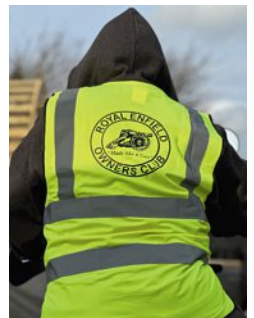


**New Club
merchandise**

**Yellow Hi-vis
waistcoat**

Sunburst yellow

For details see page 46



www.royalenfield.org.uk

Anne Notton

27 December 1947 – 23 April 2024



Anne (7173B) was born at Catterick Garrison, the first child and eldest daughter of Edward and June Reeve, on 27 December 1947. Her father was a senior NCO in the 24th Field Regiment, Royal Artillery, and as such, they travelled with the unit as he was posted. She was raised in Germany, Hong Kong, Suffolk and Cardiff, and it was in Hong Kong that she lost her mother in 1955. Returning to Britain, she and her sister Lynn went to live with their aunt and uncle, Ron and Margaret Houghton, in the village of Blundeston, Suffolk, where she spent many happy years before returning to live with her father in Cardiff.

At the age of 16, she entered Savernake Hospital to begin her training as a nurse. She would continue at Savernake until 1976, when she left to have children. She returned to nursing in the early 1980s, working largely at Princess Margaret's Hospital in Swindon and the Ridgeway Hospital in Wroughton, as well as nursing individuals in their homes. She would later leave nursing and worked for many years at Waitrose in Marlborough. In 1967, she was at a skittles match between the Young Farmers and the Young Conservatives, where she met Robin Notton. They were married at St Peter's Church in Marlborough on 19 April 1969, and would spend 55 years together, years in which they travelled widely in Europe, Africa, China, New Zealand and Canada, as well as bringing up two sons, Charles and David and being devoted grandparents to Sophie, Daniel and Katie.

She was active in many different organisations, the Marlborough Brandt Group, the Devizes Constituency Womens' Committee, the Royal Enfield Owners Club and she was for 6 years Secretary of the St George's Preshute PCC. She loved to sing, and was a member of the St George's choir, the Georgians, as well as the Marlborough Community Choir and Choral Society. In January 2024, she was taken ill and rushed into hospital, where she was diagnosed with bladder cancer, which was deemed to have become inoperable. On 7 April 2024, she was taken into hospital, and transferred to the Prospect Hospice in Wroughton on 17 April. She passed peacefully on 23 April 2024 with Robin and David either side of her. She leaves a husband, two sons and three grandchildren.

Charles Notton 13144

Welcome to our New Members

March/April 2024

March Fletcher	Heywood	Timothy Bentley	Dundee
Paul Renwick	Bromley	Tony Ayers	Lowestoft
Ian O'Connor	Durham	John Stower	Wells
Paul Morris	Chelmsford	Erik Boecherer	GREECE
Stuart Strauss	Hockley	Thomas Hiney	Windsor
Peter Salter	Radlett	Alexander Pittman	Whitehaven
Tim Wright	Bangor	Deepak Damodar	Rickmansworth
Alan Throssell	King's Lynn	Darren Gill	Nelson
Steve Nairn	Brechin	Shannon Price	USA
Michael O'Reirdan	USA	Geoffrey Godwin	Reading
Amarpreet Singh	Wolverhampton	Ian Gates	Hertford
Inderjit Singh Gandham	Wolverhampton	Paul Whitham	Perth
Ian Hicks	Ipswich	Paul Basham	Basingstoke
Mark Burks	Buckie	Brett Hermon	Chessington
Mark Ralph	London	David Griffiths	Prudhoe
Robert Patterson	Barton-upon-Humber	Tim Arnold	Swanage
Reuven Samsonov	Newport	Dan Wade	Maidstone
Peter Hickman	Gloucester	Keith Harrison	Thirsk
Callum Crawford	Bridport	Ronald Hughes-Payne	Warwick
Peter Edwards	Manchester	John Clarke	Swindon
David Ollier	Leyland	Glen Doel	Southampton
Chris Savvidis	GREECE	Raymond Pascual	London
Jonathan Spencer	Wakefield	Roland Turner	Bicester
Paul Hignett	Heywood	Dionne Collis	Southampton
Kesar Singh	Luton	Paul Hyde	Northampton
Paul Turner	Melton Mowbray	Paul Williams	Reyleigh
Stephen Moore	Stoke-on-Trent	Edward Mayglothling	Kington
Christopher Greaves	Redditch	Peter Thorne	Mold
Ian Cross	Chipping Norton	Martin Stubbs	Haywards Heath
Richard Lambert	Doncaster	David Slapp	Bedford
		Paul Declercq	BELGIUM

Club Calendar 2024 Official Club Rallies

Otty Bottom Rally

7th to 9th June

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

See advert below Site Phone 01795 886365 Contact

Mick Connolly 01304 205233 Email:- Reoc.kent@talktalk.net

Club Calendar 2024 Official Club Rallies

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

Robin Gillingham 01963 251406

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).

Email:- 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

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

Club Calendar 2024 Official Club Rallies

August 2024

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

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 Email:- reoc.archive34@gmail.com

October. 2024

REOC October Fest , 11th to 13th October 2024.

Island Meadow Caravan and Camping Park, Aston Cantlow ,Henly in Arden , Warwickshire B95 6JP . <http://www.islandmeadowcaravanpark.co.uk>

email: holiday@islandmeadowcaravanpark.co.uk

Phone Katherine 01789 488273 with your eta. Agreed rally fees , for 1 person

tent £6 per night , and for 2 people tent £10 per night. Camper vans and

caravans with power . 1 person £20 per van . 2 people £22 per van . Rally rates

apply for early arrivals and those who stay over .Marshal -Michael

Sliowski 0773 0110 158 email : poloenfield700@googlemail.com

All Event Organisers New Social Secretary

Dates and details of all club events must be authorised by Neil Davis, our new Social Secretary or they will not be published in The Gun or on our website. Contact Neil by email socialsecretary@royalenfield.org.uk or send him a message via "Contact Us" on the website

Market Place

For Sale

For Sale RE Crusader basket case with gt top yoke and speedo & rev counter. No v5/tank/seat or mudguards. £600 ono. Dave Rogerson (7654) Langholm Dumfriesshire Tel:- 07752205104.
Email:- davrog22@hotmail.co.uk

For Sale. 1956 Enfield 1,135cc Twin cylinder, air cooled, diesel engine Mark 3 on casters. £400. Tel 01454 776216 or mobile 07570 597903. North Bristol.

For Sale Consett camping trailer. Spare wheel,lockable lid with support, front stand, electrics - £220. Towing hitch compatible with post '56 RE frames - £50. (Trailer and towing hitch together £250.) Jed Nicholls (8469), Bridgnorth, 07548 902497 Email:- jedandmaryn@gmail.com

Free an offer for members - recently replaced the exhaust pipes and silencers on my 2022 650 Interceptor - usual reasons why :) So I have two originals that are in almost brand new condition - I'd be happy to gift these to any member who might have a use for them Only condition is I can't post them or deliver them. Andy Parfitt (19354) Email:- andy.parfitt@mac.com

For Sale Royal Enfield Lightning 535 Mk.2 rare (only made in 2002).Excellent show winning (Best Indian at International Rally) low mileage machine. Personal import, now full U.K. spec. with all parts available from Hitchcocks or direct from India.. Valuable transferable reg. OIL--- extras, MOT £2500. o.n.o. (delivery poss.) will send pics/view on Ebay. Mick (11362) Kent 07850687700
Email:- reoc.kent@talktalk.net.

For Sale 1961 Redditch Bullet 350, carefully owned for 15 years, M.O.T.'d , ready to ride. Displayed at the 2024 Bristol Classic Motorcycle Show. £3,250 or nearest sensible offer. No dealers. Brian Laitt (9391)
Email:- brianlaitt@hotmail.com

For Sale Himalayan May 2020 mileage 5,806, good condition £2,150
John Roberts (10166) Tel:- 01474 704537.

For Sale 1999 350 Bullet machismo - Rare opportunity. Genuine 45km, Great condition, properly stored, serviced and MOT'ed. REOC eng. no./age cert. DVLA V5c registration. Orig. tool roll, brochure, handbook and all papers. £3,500 o.n.o Terry Broady (18634)
Tel:- 07958 749784 London Email:- scoopbroady@gmail.com

Market place

For sale

For Sale Royal Enfield Bullet Electra X. 2007. 17,000 miles. MOT August, 24. Red. Luggage rack. One owner since new. Very original. £1,900. Norfolk. Clive Boyd (09691) Tel:- 01508 520547 Norfolk Email:- cliveboyd@btconnect.com

For Sale Super Meteor 650 front and back seat plus back rest with all fittings £100. Frank Markham (19222) Tel:-. 07817535508 South Yorkshire Email:- suehosford1@gmail.com

For Sale Royal Enfield Himalayan 2020, 70reg, showroom condition, many extras including heated grips, engine guards, plus many spares. £2995. Geoff Norton (16540) Phone for more details. 07974683582 (Kent) Email:- geoffnorton1946@outlook.com

For Sale RE Crusader 250 1960, Burgundy. VGC, original., and runs well. Engine rebuilt, new front tyre. Good records, instruction book and parts list. £2,250. Geoff Wallis(17694) Tel:- 07584060806 Bristol. Email:- jandgwallis@gmail.com.

For Sale Restored, red 1959 Constellation, balanced crank. New mag, carb, pistons+barrels etc. 12v. V5. Starts and runs sweetly. Ride away for £4250ono. Looking for next project so P/X or swap considered. Gino Anderson (16391) Tel:- 07952721416 for details

For Sale Mk1 single carb model Interceptor that I wish to sell and thought I could advertise to the club members first. Roy Shenton Tel:- 07966236331 Email:- roysenton@hotmail.co.uk

For Sale 2007 Classic Indian Bullet 500, 5 speed Gearbox, electronic ignition, Dunlop TT100s, Gold Star exhaust, MOT, 6309 miles, good clean condition. Steve Marsden, Hampshire. Email:- gandsmarsden@btinternet.com

For Sale 2012 500cc Royal Enfield Bullet Efl. Low mileage (~ 2000) MOT'd taxed & insured up to next October. £1200 ono. Age forces sale. Bill Buckley (14563)Tel:-01457 855639 South Lancashire SK13 7BN.

For Sale 1954 Meteor frame. New loom, voltage regulator, battery. Receipts for other parts too numerous to list. Q-plate. Spare dual seat £2750. Ian Hicks (19481) Suffolk. Tel: 07759334924 Email:- dhhheh@gmail.com

For Sale Vintage Royal Enfield tradesman's cycle, similar to the one ridden by Granville £300 Matt (16561) Tel 07909914345

For Sale 1960 RE Constellation 700 owned for sixty years much history must be sold too old to ride not been started for fifteen plus years in garage so in very good condition. £5000 ono will have it running for viewing, bike has never let me down. Alan Reed (16434) Northamptonshire Tel:- 07719793074

Market place

For sale

For Sale Royal Enfield 1958 Clipper350cc. Original number plate and inspection welcome. Please contact me for details John 0771 275 1992

Email:-john@ismdundee.com

For Sale 1966 Continental GT 250. 12K miles believed genuine. New seat, carburettor, tank, exhaust downpipe. Fitted with a 4-speed gearbox, spare 5-speed. Runs well. Needs new tyres and some cosmetics. £3250. The bike is in Central London. Jan Kool (14605) Email:- 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. £2,400 ovno. Peter (13251) Nottingham Tel:- 07810 872773

For Sale:- Royal Enfield Flying Flea. Restored machine in v.g.c. with many new parts. Good running order with full V5. Any trial welcome. Will send pics/view on Ebay. £4000.ono Mick (11362) Kent 07850687700 Email:reoc.kent@talktalk.net

For Sale Royal Enfield Bullet 500 B5. 61 plate. 17k miles. MOT Oct 24. Luggage rack, panniers, crash bars, heated grips and more. Good all round condition. Reluctant sale. Located north Wiltshire. £2300.00. Mike (18858) Tel. 07526366406 Email:- miked1950@icloud.com

Market Place

Wanted

Wanted RE 250 Continental GT Rev Counter Working Or Not Working As Its For A show Bike, Please Call DES 07706527442.

Email:- desmchenry@yahoo.co.uk

Wanted for 1934 250 Bullet with up swept pipes - Any spares or complete machine considered. please contact Don Hayles (18240) Tel:- 07984075845 Poplar Cottage, Newport Road, Apse Heath, Sandown, Isle of Wight. PO36 0JR

GOING FOR A DIP?

THE NEXT TIME YOU ARE SURFING THE "NET"
DON'T FORGET

TO VISIT THE CLUB WEB SITE AT

www.royalenfield.org.uk

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*	Sunburst yellow	£21.79	Postage and packing charged at £4.99
Tee-shirt*	Red, green, black, grey, Royal, white, navy	£19.99	
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

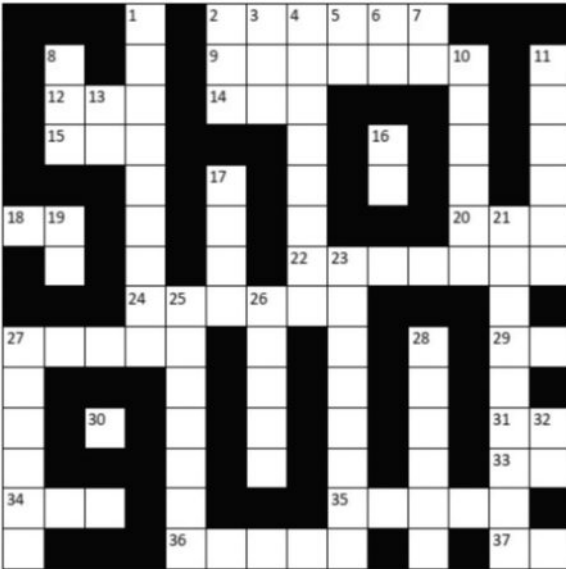
Barbara Harrison

Email: clubsales@royalenfield.org.uk

Tel:- 07973 721208



*REOC Standard Emblem



ACROSS

- 2 Metal projectile from a gun
- 9 Merchant vessel. Implement that clips
- 12 Mho: old conductivity unit. Opposite?
- 14 Similar to EU or EC
- 15 Motorcycles from Birmingham
- 18 3.141592653589793238462 (approx.)
- 20 Put rubbish in here
- 22 Repeating sounds after original stops
- 24 Someone who walks at a leisurely pace
- 27 14 Lbs
- 29 The spelling of the sixth letter
- 30 First letter of our mag. But last of mag.
- 31 Centreline (that is C with L on top)
- 33 Phone company, ?? By gum! ?? 'eck!
- 34 Tyre pressure etc. On van wheel arches
- 35 Greek, well known for his fables
- 36 Form of address to a Spanish man
- 37 Thanks @ reversed

DOWN

- 1 Enfield named after huge mountains
- 2 AD, opposite BC. Alternative to BC?
- 3 Rubber tree. You'll know if you see it
- 4 A holder of a licence, eg in a pub
- 5 A larger record, usually 33^{1/3} rpm
- 6 More songs than singles, less than LPs
- 7 Lawrence of Arabia's initials
- 8 Shorter than Robert. Steal from bank
- 10 Plural for rhombus
- 11 Moving through the air with wings
- 13 High speed. Also, High school
- 16 Initials of our bike maker
- 17 It shines brightly; tulip grows from it
- 19 Abbreviation for inch
- 21 Centre pit (anag.) 650 RE without or
- 23 A bicycle's top tube
- 25 Similar to shooting stars or comets
- 26 A Scouse bird. Eaten with onions?
- 27 A Leyland van. Just before Tenzing
- 28 Saint Frances was from this place
- 30 Letter inside the big letter
- 32 Velocette. The Noddy Bike



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:-

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

Edward Jago
Mem. Number: 19260

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



Gordon Hill (above) and Mark Garnet (below) from the South Lancs. Branch enjoying the run in the sun!

