

# THE GUN

The magazine of the Royal Enfield Owners Club



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Issue No. 302



Aug/Sept 2024

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The **South Midlands Branch** has been offered a stand at the NEC Classic Car and Bike Show in November.

You will see there is a discount code on the leaflet (**CCBNOV109**) that if a ticket is purchased it gives a person a £4.00 discount off the ticket price over the three days.

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**Front Cover:-** Participants at the REOC National Rally Greece 2024

## EDITORIAL

Hi All,

At last, the air is full of the sound of motorbikes enjoying the (mostly) good weather! And.....after a couple of years inactivity, a certain Royal Enfield is about to burst into life again and take to the Scottish roads this Summer.



We have come to realise that most of you are unaware as to how we actually put your magazine together. So, here goes! As soon as the Gun drops through the letterbox, we begin work assembling the next issue. It would not be feasible for us to leave everything to copy date to begin assembling the entire magazine in the 5 days we have to get it to the printer. We work hard to ensure the Gun comes out on time so that's our timescale to allow this to happen. Unfortunately this can sometimes mean that some information is out of date as the magazine is bi-monthly, so we are trialling an "electronic newsletter" which will be on the REOC website on the month that the Gun isn't published. This will allow any "latecomers", and any time sensitive information, to be available to members. As we have said previously, we are trying to give you a varied, and hopefully interesting, magazine. A big "Thank you" to Sean our web master for assisting in the setting up of the "electronic newsletter". Look out for it on September 5th ...ish.

You might notice throughout the magazine the initials MNS, which stands for Membership Number Supplied. These are beside any names at the end of letters, reports, for sale etc. Apparently, there have been incidences of membership numbers being "stolen" and used to gain membership benefits, so this is a step to alleviate this. Please always include yours when writing.

This is your magazine, so please continue to write to us and not just put your adventures and photos on the Facebook page!!  
Paula and (Doug)

All contributions for next issue to reach the Editors

By the **1st Sept 2024**

Next issue published **Oct 2024**

## **Write Away-A Long Story About Being Too Short.**

Where to start?, the beginning I guess. Perhaps I'd best mention that at the age of 73 I'm fairly well familiar with old bikes but have learned all too well that as much as you might have learned, there is a hell of a lot that you haven't, and probably never will. This little story is about a 125 Royal Enfield from 1949 with engine number 3378. A couple of years ago I did a full rebuild to the engine ie Alpha crank plus a few of my own mod's to the crank, new mains and a new piston and rebore etc. When finished, the bike started and ran very nicely, however when on the road it got really hot. After about 6 miles, it started to run poorly and then eventually cut out and wouldn't start at all. Well, until it had cooled down when it would again start and off it went until really hot again and the pattern would repeat itself. This eventually proved to be a dodgy brand new condenser of which I've heard several similar stories.

The little 2 stroke engine, now with a new old stock condenser that was destined for a 6 cylinder 4 litre Rolls Royce engine, ran without cutting out but even with a new plug fitted, after a few miles it would start to run poorly and the spark plug was getting rather oily. Another new plug and it was running sweetly again, for a few miles. The details for the plug grade I had chosen came from the first book I had obtained for the bike and is titled "Royal Enfield Motorcycles, A Practical Guide for Owner and Repairers" by C A E Booker" and on page 181 states that "The most satisfactory plug combining easy starting and with good general performance is the Lodge C.N." This plug being unavailable led me to study various comparison charts which in turn led me to select the NGK B6HS which I had been using. So because of this oiling/sooting of the B6HS plug I decided to experiment and fit a hot running projected nose plug type NGK BP4HS and the engine is now spot on.

Unfortunately after all the messing about changing plugs, I decided the plug thread in the cylinder head was close to stripping and so removed the head to make an insert etc. It was at this point and before I had fitted an insert, that the reason for the plug problems perhaps began to emerge. With the head off and the B6HS plug screwed fully into its threaded hole, the position of the spark gap was up inside the spark plug hole but with the BP4HS projected nose type plug screwed fully in, the spark gap was just inside the hemispherical combustion chamber. The difference in length between the 2 plugs from the shoulder at the sealing washer end of the thread to the spark gap is near enough 3/16" (4.5 mm).

## Write Away-A Long Story About Being Too Short

This extra length of the projected nose seems to be enough to make a significant difference when starting and the fact that the BP4HS is a hot running plug seems to burn the oil from itself quite well and prevents fouling problems.

Another little detail is that if I fit a standard type 3/4" reach non-projected nose plug to the cylinder head with a 1/8" spacer/collar under its shoulder, which now gives me a 5/8" reach plug, the spark gap is now just on the radius of the hemispherical combustion chamber. So, it seems to me that the length of the threaded plug hole is too long for a 1/2" reach none projected nose plug, or such a plug is too short. My curiosity has definitely been stirred by this issue but the only answers I can think of are original machining errors to the thread length in the cylinder head, or a book I have tells me KLG used to supply 5/8" reach plugs, or the actual dimensions of the original spec plugs are more like a NGK BP4HS.

After the renovation I came across another book titled "Royal Enfield book 101/RE4" which more or less shows the engine in question and which makes the following statement on page 37 : SPARKING PLUG. Type Lodge B.14 Sintox or Champion L.10 (14mm thread, standard 1/2" reach). And then on page 38:

Note. Lodge C.14 Sintox or H.14 Sintox or Champion L.10 S plugs will fit this engine but are liable to give trouble through oiling or sooting up. A small number of Lodge plugs were marked C.14 with the number 859 stamped on the spanner hexagon. These plugs are identical with the B.14 type and are suitable for use in this engine. Further studying of the books and charts etc. tells me in one book that a Lodge CN is/was the hottest running 1/2" reach plug in the range whereas another chart tells me it was the Lodge B.14. The NGK B6HS plug I had originally selected is just one level down in the heat range from the CN. It would be good to know the details and exact dimensions of the B.14 and CN plugs.

A couple of further comments regarding plug length issues is that I have never come across it as being an issue before, and that I also have a 1941 ex WW2 350 Matchless that I have done quite a lot of work on but never had the head off. At some point in the passed when looking down its spark plug hole, I always thought the plug thread length in the cast iron head was definitely more than that of the 1/2" reach plug that was recommended. I'll be looking into that further, and in future any other engines I might happen to

## Write Away-A Long Story About Being Too Short

have the head off will be checked for plug thread length/spark gap position.

So at the end of this little story perhaps its best to reflect and wonder if the title I have chosen above is correct, or is it actually

“A SHORT STORY ABOUT BEING TOO LONG”.

Any comments relative to this issue will be appreciated, short or long.

Bob D (MNS)

Hi Doug & Paula Young,

Sadly my old friend passed two years ago & I purchased this 1/2 complete bike from his wife. A long struggle ensued to gather the missing parts, make repairs & modifications. Youthful previous owners had caused much damage & neglect. Fork sliders were bored , bushed & tapped for a drain screw. All bearings & bushes replaced or made up



in bronze LG5. After engine assembly & oil replenishment , it was noticed oil was migrating into the sump. Close examination of the oil pump revealed a communication drilling had been taken slightly too far & just broken into the return pump. Causing a short circuit & siphoning, it must have been a very peculiar engine when running! A new pump body was then purchased. One or two issues occurred with the gearbox, but careful adjustment & filing up a new limit stop plate cured that for the time being. The machine is now running well & no doubt my old friend will be looking down & smiling!

Dave Bower (MNS)

Dear Doug and Paula,

Since my initial findings were printed in GUN 261, this more thorough report on the Airflow Crusader 250 may be worthwhile, now that we've ridden nearly 40,000 miles in all seasons over seven years. Although the fairing provides

## Write Away-A Long-Range Airflow

excellent protection, not only from rain, but from the continual headwind experienced on any naked motorcycle, it's not perfect. The filthy back of my motorcycle jacket, contrasting with a rather clean front gives an insight into the aerodynamics which, like many fairings and screens, it positions the rider a bit too far away from the full shelter in clean air. If lightweight clothing is worn like that of the jolly office worker in the 1958 advertising, the flapping of material on the rider's back soon becomes annoying and rather chilly. On the plus side, I can ride in the rain without the use of the helmet visor - the



screen sends the air over my head – and my trousers and boots always remain perfectly dry. Only my shoulders get wet.

Prior to the big ride to Greece in 2023 I replaced the enormous glass fibre front mudguard with a narrower item from a Crusader Sports to aid

engine cooling in the anticipated higher Continental temperatures. This received some criticism advising me that I would spoil the aerodynamics (and hence the engine cooling) of the design which was conceived using aircraft wind-tunnel testing. This isn't true but demonstrates the lasting effect of a sixty-five-year-old marketing deception, the dramatic 1958 photograph of an Airflow Meteor Minor in a BAC low speed wind tunnel (See GUN 301) was taken in October: six months *after* the launch of the Airflow to the buying public! I was also warned that replacing the fibreglass mudguard would result in wet legs, which I didn't experience. Furthermore, on several occasions when the Redditch factory lent an Airflow 700 to the motorcycle press with a sidecar attached, a narrow non-Airflow mudguard was fitted (but never mentioned) presumably to allow more air around the hard-working big twin.

On the long journey south, frequent day time temperatures of over 30 degrees were uncomfortable in the calm air behind all that fibreglass and Perspex, even with all the vents in my jacket unzipped, but felt justified by the shelter during the monsoon-like downpours we encountered each afternoon, particularly when riding through Italy.

## **Write Away-A Long-Range Airflow**

On the return route through Albania and the Balkan States temperatures increased further, causing an oil weep (a lesser word to avoid admission of a leak!) from the cylinder head joint which thankfully was unsightly more than it was wasteful of precious engine oil. Carrying heavy luggage certainly aggravated the problem and took its toll on oil consumption, requiring a top-up each day. Engine clatter is amplified by the fairing and the bark from a Burgess-type absorption silencer could be a real nuisance if effective earplugs aren't used.

Finally, arriving home after 4,600 miles through ten countries I was rather proud of my little Airflow 250 which didn't miss a beat during the whole thirty three-day adventure. Surely this makes it an Adventure Bike, doesn't it? Back in an English climate and without heavy luggage, the Airflow neither leaks nor burns excessive oil while providing local transport once more.

Bob Murdoch (MNS)

### **Insurance Stuff**

"Buyer Beware" is a phrase we have all heard before and my bike insurance company/broker has just given me an unpleasant reminder.

I've had this particular bike insured for at least 20 years and when renewing the policy by phone in May this year I was reminded by the chap I was talking to on the importance of reading through the documents. He agreed to send them by post within the next 3 working days. Needless to say they didn't turn up and so I phone to remind them and they then sent them. Unfortunately by this time the 14 day cooling off period had elapsed. Because of the previous comments I began reading them and quickly realised I couldn't find any comments regarding being covered third party for other bikes not belonging to me or hired to me. I emailed the company to query this issue and was informed that the insurance company that the broker had put me with did not offer this "other bike" cover and it was my responsibility to ask for this provision when initially taking out the policy.

This "other bike" provision along with "other car" provision is something I thought was a standard provision in all motor policies and so I was quite disappointed to say the least. The company in question was one I started using 2 or 3 years ago and was advertised in one of the magazines I read and they have offered no way for me to correct the situation.

So, back to the beginning "Buyer Beware" Bob D (MNS)

## Write Away— Bonchester Rally



There has not been an REOC rally at Bonchester Bridge since 2001 when it was organized by John Stephenson. The camp site has been closed all those years. So, when it was finally reopened last year, Mudguard and I decided to get it back as a regular feature in the club events calendar. So, this May, we had the first rally for 23 years at the site. The rally was held

over a long weekend, Thursday to Sunday, thus two runs were arranged for Friday and Saturday. A good turnout from England, Holland and even Belgium made it an international affair. The most popular model seemed to be the Himalayan.

On Thursday the weather was as bad as could be and many of us got a good soaking getting to the rally. The Edinburgh bypass was closed due to flooding, so Marion and I had to filter for miles past thousands of stranded cars. However, that did not dampen spirits and we were blessed with a cloudy but dry day for Fridays run.

This run took in some scenic roads in the borders, down to Hermitage castle and then Langholm for lunch, returning over the moors to Newcastleton and the B6357 to Bonchester Bridge. The route takes in some of the finest scenery and quietest roads in the Borders. The evening was spent in the local hotel bar, The Horse and Hounds, and those that wished to, ate there too.



The Saturday had great weather and we had a full compliment for what was the main run, 27 bikes. A couple came up from Durham for the day having been drenched the day before and having to turn back. That's dedication. This run took a North East arch via Kelso to the Union suspension bridge which we crossed to enter England and stop at the Chain Bridge Honey Farm for lunch. The café there did a marvellous job in getting everyone's order out to them quickly. There is also a exhibition on the honey bees and a small farming and automotive collection to browse.

## Write Away— Bonchester Rally

After lunch we took a more leisurely pace on many single track roads on the return journey, stopping at Branxton for a visit to Flodden battlefield. From Flodden we took a series of small roads over the deserted landscape just North of the Cheviots. A dead end sign was missing and we ended up having to do a U-turn to go back to the previous junction to find a group of Harley riders who had just done the same. Still, we all made it back with no breakdowns.

In the evening, we took over most of the lounge area of the hotel, first for meals and then a quiz, following which we had a few prizes to hand out, for example;



Best restored Redditch bike and rider John Stephenson and his J2 (*left top*)

Best Chennai (Madras) bike was a Continental GT (*left middle*)

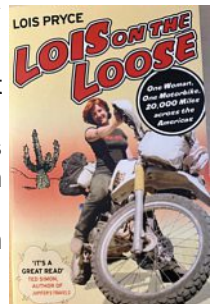
Longest distance was Berrie Stam from Holland. (*above*)

Thanks to all who attended and helped to make it a very successful rally. We shall be back here next year at the end of May to enjoy more wonderful roads, so see you then. Alan Thirsk (MNS) Tel: 01738 710965 Email: [Constellationthirsk@gmail.com](mailto:Constellationthirsk@gmail.com)

## Book Review

“Lois on the Loose”, is the story of a woman, a motorbike and a 20,000 mile epic journey. She worked at the BBC and unbeknownst to her colleagues her passion was motorbikes! So Lois decided to quit her job and follow her dream of riding her motorcycle from North Alaska to South America.

This a true adventure in every sense and so brilliantly told, it would spur anyone on to do the same if they'd been hesitating. When you're reading this book, Lois transports you right there with her as though you're her pillion passenger. It's an excellent read and is available on Amazon for £10.11p, any good bookshop and perhaps even your local library. Enjoy! Paula Young (MNS)



## Write Away—Scottish Motorcycle Show 2024



Another year, another Scottish Motorcycle Show. March rolled around quickly and the hunt for machines for the stand commenced. Ultimately we had three machines on the stand this year: a 250cc Crusader Sports from 1960, a 350cc Bullet from 2006 and a 700cc Constellation from 1959.

We all arrived on the Friday afternoon and set the stand up in the usual place in the hall. We were actually right next to the Harris Owners Club stand, who told us that Royal Enfield had taken the decision to shut down Harris Performance. I had not been aware of that but empathised as an owner of a motorcycle from a now defunct, but once legendary, factory in Redditch.

The show was busy on both days, but more so on the Saturday, with many visitors to the stand. This was my thirtieth year on the stand at the show, and many people who came to the stand mentioned that they had spoken to me in the past on the stand. To be honest in thirty years I must have spoken to thousands of people, so if you came to the stand and I didn't recognise you, I sincerely apologise.

The Royal Enfield factory stand in the main hall was extremely busy too. I took some flyers and brochures to place on our stand, despite the rules prohibiting

## Write Away—Scottish Motorcycle Show 2024

club stands from selling anything. If anyone bought a brand new Continental GT due to picking up a brochure from the Owners Club stand, it will have been worth bending the rules a little bit!

All too soon packing up time arrived on the Sunday and everything had to go back in the van. Packing up time was a bit earlier this year, but it just meant the queue to exit started earlier. However, it did mean that there were less temper tantrums, and people left with favourable memories of another successful Scottish Motorcycle Show.

Since 2024 was my thirtieth year, I am as yet undecided as to whether I shall do the show again next year. If anyone else is interested in taking over the stand, let me know.

Lastly, but not leastly, many thanks to Lorne Campbell for the 350 Bullet, and to Willie Corner for helping out on the stand, and both for being very helpful over the weekend. Also thanks to Malky Drysdale of the Norton Owners Club stand for watching over the stand while I attended the call of nature on Saturday. Thankfully that meant there were definitely no leaks on the Royal Enfield Stand!

Cheers

Adam Claxton (MNS)



**Club Merchandise**  
**Sew on patch**  
**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!



## Write Away – Barney Enfield Part Two

Wasp had a four-month lead-time; they did the measuring in October 22, and I collected the forks February 23. Whilst I was waiting for the forks I took the wheel to Central Wheels for a rebuild. They did a lovely job, powder coated the rim and spokes, then refitted the tyre and put in a new tube. Before I could start, though, I needed a decent workspace in my narrow garage, and to achieve that I had to extend. Not by a lot, five and a half feet was all I needed. Can you remember January 23, the one before the one this year?

January 23 was as cold as a witches wot not, and wet too; let's say it wasn't pleasant and leave it at that. The extension took me about six weeks of weather dodging to complete, and a lot of improvisation too. With that done, and Fred and the Mighty Brenda, shifted into the extended end, all I needed now were the forks. They were ready for collection in February, as promised. So now I had a good workspace with access all round. I had a full bottle of gas and a reel of wire for my MIG. I had my tools, a good jack, and the necessary materials, I was good to go. A lot of research had gone into my build. I bought a lot of fittings from my friend David Angel at F2—David sells the best universal fittings, by far. I also studied David's webpage regarding outfit set up and referred constantly to his pictures of various setups.

But mostly I used the Ghandi set up, as a template. Initially I was going to attach straight to the frame, but with the fittings that I had I couldn't achieve a setup that I liked; David's stuff is good, but it is rightfully expensive, you have to pay for quality; and I believed I had a limited budget, yeah right, that soon went out the window. As much as I attempted to adhere to the builds on David's page—Simply Sidecars - <https://simplysidecars.co.uk/>—and use the same fittings that he had, the frame that I welded onto my chair just wouldn't work the same way. In the end decided on a subframe and copied the one that Wayne had made for Ghandi. On Brenda, my other outfit



## Write Away – Barney Enfield Part Two

I have five brackets, three angled uppers, two straight lowers. I like a rigid setup and was opting for five on Barney, even though it's a really light chair.

I could have managed with four, but because I had a spare adjustable prop and a couple of universal clamps going spare, I ended up with a six-point setup instead. The Canterbury came with all the necessary rigid fittings to attach it to a trials bike of the era, not to a Himalayan in the new millennium. So I cut them off, or cut them back. I did use the cut back uppers eventually, but not to attach to the bike, they became part of the frame I used them to mount a pannier.



For my main attaching frame I welded two tubes along the length, one above the other with a gap just big enough for a stainless U-bolt. I manufactured the two lower brackets from adapted F2 short adjustable props. By the time I had finished the fabrication, the lower mounting brackets resembled Thunderbird 3. Each thunderbird fitting attached to the twin tubes with four stainless U-bolts. This setup allowed me forwards or back adjustment for wheelbase alignment. The adjustable props allow width trim and toe. I utilised three universal frame clamps, two on the bike frame and one on the upper of the twin tubes.

The sub frame with its adjustable eyebolts is attached in three places, (1) to the front engine bolts, (2) the prop-stand mount and finally (3) to the centre-stand mount. I tried very hard to keep the centre-stand on Barney, they are so useful; I still have centre-stand on the Beemer. I just couldn't find a way to keep the centre stand on the Barney setup.



My greatest achievement, though, was the front top bracket, located just under the tank. Watsonian sell one for the Himalayan; David of F2 needed one for his Himmy build and said they don't come cheap. So I had a quick look at the frame, then a quick look at the material I had available, and thought I can do this. With a bit of drilling, a lot of hacksawing and my trusty MIG.

## Write Away – Barney Enfield Part Two

I was able to set to work, and I have to say the bracket looks pretty darn good. It hasn't broken yet, and it's done a fair few miles to date.

With the initial build completed I was able to ride the Barney Enfield outfit to the ABR in June of 2023; even did a bit on the short off-road track. We also carried an armchair to the Sidecar Guys Armchair Adventure, #AA23, event at Mount Edgcombe in July. The build, though, was still ongoing, still is, and those early rides told me I needed better rear suspension on the Himalayan. The setup at that time felt like the chair was attached with rubber bands. The early days of Barney Enfield were certainly entertaining, maybe a little bit scary. The Himalayan mono-shock sags down a good few inches when you climb aboard, even as a solo! I needed better bounce so opted for a Hagon with uprated pressure and stronger spring, and instantly got a better ride. Steve Lyons, (MNS) **end of part 2**

## Write away—My Ride to Normandy for 80<sup>th</sup> Anniversary of D Day

At the beginning of 2024 the Kent branch decided that it would be appropriate for us to attend the D Day commemorations in Normandy in June. It was apparent that accommodation would be difficult in the week of the 6th June (D Day) and so it was decided that we would plan to go on Sunday 16th, returning on Saturday 22nd. Steve Clack took on the daunting task of finding accommodation and booking ferries for the 7 members who would definitely attend. Steve did a sterling job, and booked us into a 7 bedroom chateau only 10 minutes from the British and Canadian landing



*pic 1 the chateau*

beaches of Gold, Juno and Sword. Steve also booked all seven of us on an overnight ferry from Newhaven to Dieppe leaving at 11 p.m. on the 16th, returning on another overnight ferry leaving Dieppe at midnight on the 22nd. Both ferry bookings included 4 berth cabins.

Joe Sultana, our chairman and history buff, assisted by Steve,

then worked up an itinerary, which would see us visit all the important beaches, memorials, museums and

## Write away—My Ride to Normandy for 80<sup>th</sup> Anniversary of D Day

cemeteries associated with D Day. There was also a “free” day included as several of the group wished to ride to Bayeux to see the famous Bayeux tapestry, and to visit the main allied cemetery, also in Bayeux. We also increased the group to 8, as Roger decide he would also come albeit for a day less, as he had another holiday planned. On the 16th, after riding from our different points in



Kent we assembled in *pic 2 the statue of Bill Millin the mad piper* Newhaven and boarded the ferry to Dieppe, arriving in France at 5 a.m. local time, with approximately 150 miles of coast road to ride to our accommodation in St Honorine des Pertes. The first half of the ride was uneventful, but at one of our stops (on a grass verge) Richard unfortunately fell off trying to get back on the tarmac and hurt his shoulder.

This necessitated a much longer stop for Richard to recover enough to ride the rest of the way. We diverted to the main road to remove the need for lots of gear changes to alleviate Richard’s discomfort and arrived at the chateau at 5 p.m. (*pic 1* )

Tuesday morning saw the group up and breakfasted (thankyou Martin, egg fryer extraordinaire) and setting of to the American beaches of Omaha and Utah. Richard, still suffering his shoulder injury, rode pillion on Roger’s BMW. Nearly at Omaha beach we stopped at a Danish memorial (who knew) and Roger arrived behind us with a punctured rear tyre. Roger and Martin removed the rear wheel and the tyre, and Steve took it to a garage about a mile back. He was informed that it was now lunch time and to come back at 2p.m. We locked Roger’s bike and proceeded to the beach with now 2 pillions.

At 2 p.m. we returned to Roger’s bike and the tyre was taken to be repaired. A nice touch was that whilst we were away, a fellow biker had left a can of beer in Roger’s fairing. After refitting the repaired wheel, we proceeded to Utah beach before returning to our temporary home at the chateau. Wednesday was the day for visiting Gold, Juno and Sword beaches

## Write away—My Ride to Normandy for 80<sup>th</sup> Anniversary of D Day



*pic 3 New D Day memorial*

and the New D Day memorial. (pic 3 & 4) We all went to the statue of Bill Millin who landed with only his bagpipes, as his commanding officer wanted him to pipe the regiment up the beach. He survived the landing and march up the beach. The Germans dubbed him “Der Verucht Sakspielen” (*the mad piper pic 2 overleaf*) and in the German forces it was considered to be very bad luck to

shoot a madman. Wreaths were laid, and Richard planted a cross at the point where his father had landed on D Day. Thursday was the free day and most of the group just rested. A short ride to a local shop and we stocked up on food and drink for our evening BBQ

Friday, Martin, Mick and myself saddled up and rode to Bayeux to see the Bayeux tapestry and visit the cemetery and the Normandy Battle museum. All were excellent, especially the tapestry, which is nearly 1000 years old, 70 metres long, and was stitched in Canterbury. Steve, Trevor and Joe went to do some more battlefield viewing, (Roger had left and Richard was resting his shoulder ready for the ride home). In the evening we all enjoyed another BBQ and lots of banter.

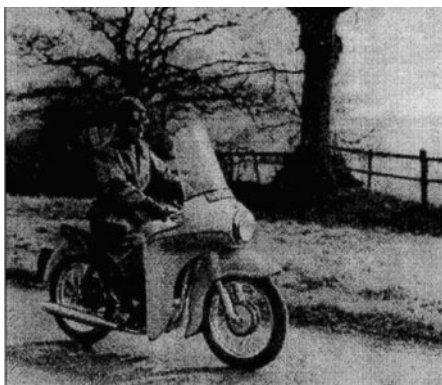
Saturday we set off for the ride back to Dieppe for the ferry home. We travelled to Pegasus bridge first to visit the café there and take photos. Arriving at Dieppe we had a long wait for the midnight ferry, eventually got loaded and arrived back in UK at 5 a.m. local time. The ride home was difficult, as we were riding directly into a sunrise, but all made it home safely. All in all a very good trip. Whilst away, two of our members acquired the names Ring Pull and Khazi, but that is a story for another time. Alan Barringer (MNS)



*pic 4 New D Day memorial*

## Road Test

From Gun 158 Aug/Sept 2000 RE-typed by Doug Young (1062)  
The Royal Enfield "Clipper Airflow" From the Motor Cycle March 30th 1961



The  
248cc  
Royal  
Enfield  
"Clipper Airflow"  
Full frontal protection  
On an economical  
70-plus lightweight

*".....the tester recalls no previous experience of circling M.I.R.A. at 70 mph on a February afternoon, relying on a raincoat and gloves (plus helmet and goggles, of course) to ward off cold...."*

Standing puddles on most Midland by roads, plus a keen tail-end touch of winter in the air, made for conditions which convincingly brought out all that is best in the current Royal Enfield "Clipper Airflow." This lively Redditch built "250" proves once again that it is possible to provide the fullest frontal enclosure and at the same time improve performance, even on a machine of modest engine capacity.

The dolphin-type glass-fibre fairing (made for Royal Enfield by Bristol Aircraft) is stylish, enhancing the profile of the machine. A more practical point is its aerodynamic efficiency. This model, weighing 341 lb. in kerbside trim, has an acceleration rate equal to that of the lighter "bare" quarter-litre of the same type, while cruising speeds and petrol consumption figures show slight gains more appreciable, naturally at larger

throttle openings. Certain disadvantages of the "Airflow" equipment are at their most conspicuous on first acquaintance. There is a throw-back of rocker noise. The greater the frontal mass affects handling, particularly low-speed cornering. Until the technique has been acquired, tight turns are not easy, because of the restricted lock and the risk of the control levers coming into contact With the top edge Of the nacelle. But these are handicaps which deminish as one becomes accustomed to them. They are far outweighed by the permanent benefits of protection. Rain and wind are completely deflected from the rider; even his hands are shielded. Top of the screen is (as it should be) just below eye level for a rider of average height; the screen's angle, too, is exactly right, and goggles are quite unnecessary except for really high-speed work, and of course, road dirt

## Road Test

and diesel pollution are deflected with the rest. Certainly, the tester recalls no previous experience of circling M.I.R.A. at 70 m.p.h. on a February afternoon relying solely on a raincoat and gloves (plus helmet and goggles, of course) to ward off cold, and then turning out for a social evening engagement without the need even to flick the dust from his shoes!

As a bonus advantage, front-wheel braking was outstandingly good — a factor due almost certainly to the greater forward weight. Both 6" diameter brake assemblies worked like Trojans. There was no fade, though braking from 65-70 m.p.h. produced a perceptible tremor through the front forks. A cure would probably be to balance the front wheel, for this little fault disappeared at lower speeds. Performance all the way up the range seemed to belie the modest engine size. Happiest cruising speeds were in the region of 60 m.p.h. provided that revs could be maintained, top-gear hill-climbing was very good. Dropping to third gear at just over 50 brought in a useful boost of power when one wished to maintain a high average speed in hilly country.

To get the best possible acceleration curve, second gear was retained until nearly 40 m.p.h. Both those speeds are close to the theoretically correct gear change points, indicating that the ratios are well chosen. Further dwell in each intermediate gear produced valve float and a power fall-off, but performance in top extended beyond the theoretical limit. Carburation:- Starting was easy,.

thanks to a "fat" spark from the A.C./D.C. electrical system. Tick over and slow running were satisfactory and the throttle could be opened up sharply to produce clean, unflinching acceleration. Beyond the cut-away stage, the mixture setting seemed to be on the weak side. This probably contributed to a barely audible pinking when the engine was allowed to slog on upgrades or against a stiff wind, for the sound disappeared if the air lever was momentarily closed. A throttle slide with less cut-away, or a higher needle location, might be a permanent cure which would not radically affect the very good fuel consumption figures. The short-travel gear change pedal was conveniently located. It provided a slick change, but selection of neutral was not so positive as one would like. The deep, rubber-moulded dual seat was extremely comfortable.

The handlebars were well placed and the footrest setting could not have been bettered. An 85 m.p.h. Smiths speedometer, an ammeter and lighting switch are neatly carried on a dash panel; but the speedometer trip return, extending downwards, is not easy to operate. The horn which, incidentally, is strident and penetrating above the average — is clipped to the lower tank rail. Access to the wiring-loom connections is by withdrawing the headlamp unit from the "Airflow's" nose, where it is secured by a car-type screw fixing. Full marks go to the lighting. The 7" diameter Lucas "prefocus" headlamp unit made night riding a pleasure. Minimum lights were balanced by

## Road Test

by rectified generator output at a fraction over 20 m.p.h., and an increase of 4 m.p.h. was sufficient to balance the full load imposed by the 30-w. main bulb and the tail lamp. Concealed, yet easily accessible for maintenance, the PUZ5E battery is housed in a compartment on the near side. A matching compartment on the offside accommodates a tool-roll and the h.t. coil. Mounted externally, the full-wave rectifier receives a sufficiently strong airstream to be properly cooled. An outstanding advantage of this close grouping of main electrical components is the absence of lengthy Wiring links festooned around the frame, with corresponding risk of damage. The started equally well on either the main ignition circuit or "emergency." The exhaust note was subdued and an efficient cleaner muffled intake noise.

Keeping the "Clipper Airflow" in road worthy condition was child's play. Accessibility of the electrical equipment has already received favourable comment. The cast-in oil reservoir has a quick-action cap, complete with dipstick, also accessibly positioned on the top of the crankcase. Directly below the carburetter, a slot-headed gearbox filler plug is "getatable," while on the nearside a hexagon-headed cap unscrews to release the felt-element oil filter which must be extracted for cleaning at 2,000-mile intervals. Chief grease points are the rear brake pivot, the gear change pedal, the speedometer drive and the rear suspension pivot spindle. The instruction book is explicit on the routine to be adopted, but no grease gun is included in the otherwise



*"Cockpit layout" is neat and practical. Light luggage compartments are provided in the fairing. Pivot lugs of the handlebar levers extend forward to shroud cable ends.*



*Removal of a single nose bolt and fuel line frees the tank. Rotating snail cams ensure that the rear wheel spindle remains true during adjustments.*



## Road Test

comprehensive tool kit. No tool kit No tool-kit spanner fitted the hexagons of the petrol tap, from which there was a slight seepage. The snail-cam adjustment of the rear spindle encourages care over rear-chain tension. Tappet adjustment involves taking off the rocker cover. The work is facilitated by first removing the fuel tank

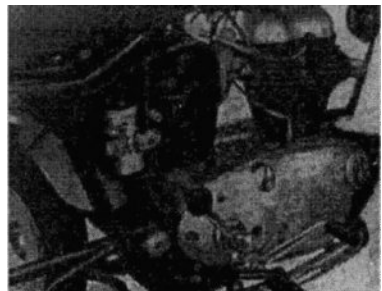
which is retained by a single nose-bolt fastening and clips down on to a rubber abutment on the top tank rail. Slackening the nose bolt and releasing the fuel-feed allows the tank to be pulled upwards. A top overhaul can then be done without further dismantling of the upper works.



### ENGINE

Type : Single-Cylinder four stroke Bore: 70 mm Stroke: 64.5mm Cubic capacity: 248c.c.

Valves: Overhead (push-rod) Compression ratio• 7:1 Carburetter: Amal "Monobloc" type 375/16 Ignition: Battery-fed coil with emergency circuit Generator: Lucas RM13 6 -v A.C. output Maker's claimed output: 13 b.h.p. at 5,750 Lubrication: Reciprocating plunger pump Starting: Kickstaner



*An under-seat compartment on the right houses the coil and tool roll, there is a matching battery box on the other side. The quick-action filler cap on the right of the crankcase is for oil, the hexagon-headed cap abreast of it on the left gives access to the oil filter element.*

## BSA/Royal Enfield camp Adare, Co Limerick.



The first Irish BSA camp this was run in conjunction with Royal Enfielder's Ireland on the 10th-12th of May. This has previously been a Royal Enfield camp but others are always welcome.

I was asked by Steve Wilson last year if I thought of an Irish BSA camp and agreed it would be a good idea, so Steve and my first BSA, Julie my beautiful A50 paved the way!

With help and support from Royal Enfielder's Ireland, Sprocket and Hubs, Royal Enfield Ireland (BSA and Royal Enfield main dealer) and Adare Camping and Caravan Park, we were delighted to launch the BSA camp.

I arrived to a warm welcome on Friday at Sprocket and Hubs and was soon joined by my Brother Pete and Nula, followed by another mate Steve. After a chat and chew we set off to the camp site and a warm welcome from Royal Enfield folks, BSA and MZ mate.

A few of us went in for fish and chips, me taking brother Pete on my 1967 BSA, Steve riding shotgun. We met Franky from Franky's World YouTube channel, on his royal Enfield Badger (a video on YouTube, Adare BSA camp) I do promise plenty of RE.

An evening followed with more Enfield bikers gathering also a BSA. Plenty of chat, Northern Lights, beer and moonshine to warm the spirit.

Saturday dawned with the sweet kiss of sunshine and the promise of a beautiful day,

The ride out was started from the Royal Enfield and BSA



## BSA/Royal Enfield camp Adare, Co Limerick



main dealer, Sprocket and Hub's. Our glorious leader was Chris Davidson, main dealer himself. The ride-out was seventy five miles from Adare with many a back road to Newcastle West and Desmond Castle. After this break we went over the hills to Glen and the river Shannon with a chance to open up the bikes to Kildimo and a lunch stop at De Bucket pub and restaurant.

The evening embraced us and prize giving started, Long distance joint winners were Dean Southall and Dean Alan from Nottingham, best BSA to Neil Hogger, best classic non BSA to Jason Carins 1939-52 shared with Pete Redmond's Vincent Comet. Cyril got best modern Enfield with his Meteor 350.

More chat, food and grog was enjoyed by all.

In the morning a complementary full Irish breakfast was given by Hugh and Marie, owners of the site, as they have been in business for twenty five years. A collection by ourselves raised one hundred euro for the Blood Blkers.

I would like to thank all who supported and assisted with this camp. It was a brilliant weekend.

John B Nicholls (MNS)



## Branch Report—Devon

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

Since the Devon Rally things have gone a little quiet. Not that many getting out and about. Even our June branch was quiet, with only 4 members in attendance and that apparently included one possible or hopefully new member.



So a quiet time but I have heard that some branch members have been either researching tyre wear and service intervals by riding their bike not once, but twice the length of the country, becoming besotted with a place called Scotland! I can't blame him, I've got previous for the same, but many years ago before routes were called out in code 'NC500' 'SW350'

I would simply get a large scale touring map, a pencil, 'That road looks good around the coast, over the mountains' Many passes were discovered that way. No satnav, just a compass if you were well equipped. Never got lost, may not have known where we had been, but got home eventually.



Today different somewhat, but the joy of travel remains the same.

By the time you read this, hopefully we may see you at the August branch meeting. Thursday 15th August 2024. Normal place. Keep your wheels round. REgards. Andy.

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

## Branch Report—Lincolnshire

Meets twice a month on alternate Tuesdays during winter months at PJ's Café, Hubberts Bridge, near Boston



The Branch continues to meet alternate Tuesdays at PJs with always at least 12 members attending.

The highlight of recent ride outs have been Bill's excellent route from Folkingham to Wymondham Windmill in May and a meeting at Rachel's cafe in Hagworthingham at the start of the month.

On 19th June Barry lead a grand route from Woodhall Spa where 9 members, including new member Chris Sykes set off for Wickenby airfield where a 10th member had travelled independently to meet us there. The route was complicated by a few road closures and diversions but these enhanced the experience. First photo is getting ready for the off and the second the arrival at



Wickenby for a very good quality lunch.

The following month's report will include the Yellow Belly rally from 5 -7. July.

Steve Gibson (MNS)

## Branch Report—Norfolk changes.

Hi, I'm Paul Scarff and I have taken over from Peter in co-ordinating the Norfolk Branch meetings. From July meetings will now be held on the fourth Saturday of the month at 12.00 noon, at the Station Cafe Reepham, NR10 4LJ. I hope to see you there!

For further details, please contact me Paul Scarff (MNS) Tel:- 07951 837737

Email:-[paulscarff.reoc@gmail.com](mailto:paulscarff.reoc@gmail.com)

## Branch Report—Mid Shires

**Meeting at the Cuttle Inn, Southam Rd, Long Itchington, Southam, CV47 9QZ, on the first Monday of every month at 7:30pm**

Six Brits managed to attend the German Royal Enfield Forum's rally in Kaumberg, Austria. The rally also attracted a good turnout of riders from Austria, Germany and the odd one or two from France. The rally gave us the opportunity to visit the beautiful mountainous countryside and also Vienna.



The British contingent all seemed amazed at the high percentage of diesel motorcycles at the rally, I counted 9. The photo shows Klaus with his Sommer-Bullet which utilises a 400cc German Hatz engine.

Well done to Jak Lemon from Derbyshire for being the furthest travelled on his Meteor. Best regards

Matt (MNS)

## Branch Report—Wiltshire

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

Wiltshire Branch members have really excelled themselves and we were able to support events including the Double Trouble Rally at Weston-super-Mare, the Radnor Revival in Mid Wales, Gillingham in Gear and the Gloucester Rally. We fully appreciate the effort and planning that is required to make these events such a success and thank all those involved for their endeavours and the warm welcome we received. These events are in my opinion so important and add a richness to being a member of the Royal Enfield Club.

Our Moonrakers Rally will have taken place at the end of June, but who were

## Branch Report—Wiltshire

the Moonrakers?.

Smugglers from the Wiltshire village of Bishops Cannings were going to recover casks of brandy hidden in the Crammer, a large pond in the centre of Devizes. Having been informed that the excise men were waiting for them they proceeded to rake at the reflection of the moon. When challenged they alleged that they were 'raking out that gurt yaller cheese in yonder pond'. The excise men came to the the conclusion that they were village fools of a simple nature and rode off. The year was 1791 and since that date if you were born in Wiltshire you can proudly call yourself a Moonraker.

Keep smiling Steve Higgs. (MNS)

## Branch Report—South Oxfordshire

**Branch contact: Andrew King ([aking.kds@gmail.com](mailto:aking.kds@gmail.com)) Meetings: 1<sup>st</sup> Thursday of the month (19:00), The Midget, Midget Close, Abingdon, OX14 5NR.**

[www.facebook.com/RoyalEnfieldOwnersClub-SouthOxfordshireBranch](http://www.facebook.com/RoyalEnfieldOwnersClub-SouthOxfordshireBranch)

Warmer times are with us, well apparently that is so, or so it should be in mid-June as I type this. Certainly that has been the case for some of the more adventurous members of our wee clan.



Phil, inspired he says by watching The Sound of Music, set off for the hills of Switzerland and Austria on his faithful Himmy. Apparently he didn't find much music or sun, but loads and loads of snow, as he successfully navigated his way through numerous Alpine passes.

Andrew took an alternative strategy, missed turning left into Switzerland, but headed down through Slovakia before tackling the Adriatic Highway and ended up in Greece in time for their National Rally. And, what a fantastic rally it was.



## Branch Report—South Oxfordshire

Great venue, superb hosts, exquisite food and brilliant ride-outs. Well done to Andreas and the lovely Marina, plus congrats to the hardy Brits who made it there. You don't have to ride to Greece or Switzerland to join in the fun - just drop us an email, or indeed simply turn up at The Midget.

## Gillingham in Gear for The Somerset and Dorset Branch of the REOC

Saturday 8th June 2024 Andy Parfitt was indisposed for the event and is recovering, he will be back when he has caught his steed! I volunteered to replace his position for this event and was, and still am, pleased to have seen you all there on such a cool and sunny dry day. Richard Warr was next to arrive on his Himalayan Super bike, a Great bike now doing the miles. Bob Murdoch arrived, Club Chairman and long term committee member and good presenter of interesting topics and events. Herbie Light then attended early, setting up his bike etc. rewarding all visitors with his friendship, there are too many of you to mention;

I could mention more names but it would be unfair to those I haven't the room to include here. Brian Laitt, pictured, received his prize for best original bike from the Mayor of Gillingham; who doesn't wear his chain of office when riding his motorcycle. Brian's 1961 350cc Bullet is also in excellent health, bringing him and his wife from the other side of Shepton Mallet to Gillingham and home again. The bike is also For Sale, as printed in the last issue of The Gun. Good riding and God Bless,

Robin Gillingham



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!

## Branch Report—South Lancashire

Meetings: First Tuesday of the month, 7.30 - 10.00pm Birch Hotel, Manchester Rd, Heywood, OL10 2QD Tel:- 07311291906 Email:-[chris.robinson1956@gmail.com](mailto:chris.robinson1956@gmail.com)



Rides:- Six from South Lancashire went to Bonchester Bridge, Scotland (photo). Missed the quiz prize by just half a point.., otherwise all sounds perfect. Another ride was then to Cornwall & Devon. Planning, it seems, is key: apparently it was exactly a one-thousand-mile round trip. Not sure how far apart that makes the two locations. Reports of other members in Lake Garda, not literally, and Spain and Portugal.

A lot more local ride-outs too. Coming soon on Sunday, 25th August: Roughleys Bike Show Stockport. Expect music, bikes, trikes, food, everything! Exceptionally clever is "Sane" Dave's wheelie in the other picture... look at his left hand... what's missing? By the time this report appears, we should have enjoyed a day at the Astley Mining Museum; the LE Velocette rally. With sunshine?

Hope the spectacular big machines were working. And pleasant nights at the Birch. Welcome to new members John and Robert who came along in June, and possibly more in July as well.

New members, just turn up. No local subs to pay, just bring money for your drinks. Chris (MNS)



## Branch Report—Cambridge (The Fens)

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

First of all I would like to introduce myself. My name is Lea Churchill and I will be writing the report for the Cambridge Branch in future. Our last meeting in June was attended by 6 members. Unfortunately it was a very wet one so we spent most of it indoors in the workshop, so there's not much to report I'm

## **Branch Report—Cambridge (The Fens)**

afraid! By the time this magazine is printed a number of us will have attended the Yellow Belly Rally on 6th July so hopefully I should have a more substantial report from that event. We welcome any new members who would like to come along to our gatherings. Dates for our next few gatherings are:- August 17th, September 21st, October 19th, November 16th and December 21st. Lea Churchill (MNS)

## **Branch Report—Airedale and Wharfedale**

**We meet every third Thursday at Shipley Conservative Club. weather depending, we have a rideout at 6.30 before our 8pm meeting.**

This month John took us from Airedale into Calderdale with a circular route to Hebden Bridge - well that was the plan - but road closures prevented this so we had to turn round and retrace our route, but it did give us chance to look at the scenery from the other direction. May saw some of our group join a new Distinguished



Gentlemen's Ride and 90 dapper people had a great time on a very well organised event that raised £9K for men's health and wellbeing. Well, Hey diddle diddle, we did Paul's ride over the "Cat and Fiddle", a popular and challenging route travelling South (again!) into Derbyshire, Cheshire and Staffordshire before stopping for a photo at Holme Moss summit. This photo was different as we were on our return journey, not the outward one. This day out also included regular events such as getting lost in road works in Huddersfield and getting split up in Halifax on the way home. Thanks Paul for a great day As I write, some of our branch are enjoying five days in the Lake District with friends from the West Yorkshire Facebook group - no doubt there will be stories to be told. Finally, in the last few days six of us set off to celebrate the reopening of the A59, an East /West trunk road that has been shut for ages due to a major landslide in the winter. I don't know what we expected but "blink and you miss it" was the reaction and I'm sure that a huge amount of work has gone on to stabilise the foundations and it is great to have it open again. Here is a snapshot of four (three plus me) north bound over Holme moss. Enjoy your rides and keep safe . Peter Jackson (MNS)

## Branch report—Kent

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



Well, we did it, we rode to Normandy to go and pay our respects to the brave boys who began the end of Nazi tyranny in Europe 80 years ago. We had a couple of setbacks. Someone decided they wanted to chuck their bike up the road, which didn't go well, and we had an unfortunate puncture incident only a stones throw from Utah beach.

Other than that, all went according to plan. We also visited prominent places besides the beaches such as Pointe Du-Hoc and Pegasus Bridge. Some members also opted to go and see the Bayeux Tapestry. One particular highlight for me was the museum at "Dead Man's Corner" where inside you get to sit in a real Dakota Skytrain which has been linked to a simulator which simulates the flight from Essex to Normandy (complete with flak and machine gun fire and a little surprise at the end) like the paratroopers who led the way on the night of 5th June.



For me that was honestly an amazing experience that I hope to do again someday. Responses from all members who attended have informed me that



our trip was more than a success which seeing as it is my first big organised event since taking over as branch Chairman makes me very happy, however, as I have stated many times already it wouldn't have happened without the help of member Steve whom has been a logistical godsend to me and deserves as much, if not

more credit as me. We already have ideas for the next trip or two to take place so keep your eyes peeled.

Joe Sultana (MNS) Chairman Kent Branch

Tel:-07496 200330 Email:-[joesultana95@yahoo.com](mailto:joesultana95@yahoo.com)

## Branch Report—Wessex

We meet at the Wyke Down Pub, Andover 7pm on the second Thursday of the month.



Busy couple of months. Enjoyed a 70 mile test ride of the Himalayan to the Enfield day at Sammy Millers where I joined fellow branch members for a ride out. Branch ride to the excellent Amberley chalk pits museum bike show.

Rod led us on a tour of local villages for the May club night run. Joined Andover Norton for a ride to the Norton day at Sammy's before joining an Enfield ride to Beaulieu

for their TT Classic gathering. Sizeable branch turnout for the Spirit of the Sixties charity ride which took us on a scenic route to Nothe Fort Weymouth.

Branch ride to Gillingham In Gear, then on to Clouds Hill to visit T E Lawrence's grave, before calling in at the World's End pub at Almer, which has an Enfield in the bar. June club night ride out incorporated the most twisty, hilly roads in the area.

John and I joined Enfield dealers Cooperb for their Epic 800 mile four day tour of Wales. Great group of lads who led us on a fabulous route taking in many stunning locations. Loaded up, the Hunter took everything that the Welsh mountains could ask of it with ease and is proving to be a very capable, comfortable bike to tour on. Photos show Green laning in Wales and at the start of the Andover Norton ride.



Photos show Green laning in Wales and at the start of the Andover Norton ride.

Doug Hopkins (MNS) Tel:-07857 692445

### Did you Know ?

That The Royal Enfield owners Club obtained the Factory Ledgers on Loan in 1980. Then in June 1986 "We" (The Royal Enfield Owners Club) managed to purchase the Ledgers for the princely sum of £700.

## Branch Report—Glevum

Contact; Russ Williams Email: [-REOCglos@hotmail.com](mailto:-REOCglos@hotmail.com)

Tel:-0758 7065 007 or For full report and calendar of events please see our FaceBook page.

In addition to the normal busy life of the branch with ride-out and monthly meetings, we have also had three notable events in May and June. **The Distinguished Gentlefolk Ride 2024**; Team Glevum entered and raised over £2000 for men's health charities. Thank you to all who sponsored Team Glevum! Here they are in all their finery. Patrick (Black Tie) was particularly singled out featuring prominently during the photo-shoot at Sudeley Castle.



On the 1<sup>st</sup> June we held our **annual rally** and ride out which culminated in a visit to our local RE dealers to celebrate their Open Day. Fantastic numbers of visitors yet again, great spirit and ride through glorious Gloucestershire culminating in a visit to Fraser's Motorcycles. Many thanks for all the members that help create the event, who led the ride and also for all the branches and individuals that attended. Hope you enjoyed yourselves. As usual members generously donated fantastic prizes and those who participated raised over £270 for Sue Ryder. A very big thank you to all and I think you would agree there were some pretty fantastic bargains that were had! Our final show case event was a couple of weeks later; the prestigious **Prescott Bike Festival**, held near Cheltenham. We were honoured to be



invited as a small local club and have our own pitch. The branch did itself very proud and we received very positive comments from the organiser, Gordon Dowie. Considering we are only a branch of the national club; I do think we outshone many of the national clubs that were present (perhaps not in the gazebo department though). We have already been invited back next year,

let's hope we have the same weather and a few more camping!  
Russ Williams (MNS)

## Branch Report—Peak District

Meet at the Duke William, 91 Church Street, Matlock, DE4 3BZ on the first Tuesday of the month at 19:30.

The better weather in late spring and early summer has seen the branch quite active, with various local rides out during the week. A few of us joined the Bob Minion's chip shop run to Matlock Bath and four of us rode over to



meet up with the Lincolnshire branch (*photo above*) for a ride around the Melton Mowbray area. May saw Jak undertake a 20 day, 5000 mile round trip to the REOC national rally Greece (see photo) calling in to the Austrian rally on the way home! You may have seen his regular updates on various REOC Facebook pages. (*See Editorial*) Graham and Alan did a 10 day tour of Scotland and Graham also recently joined the Cooperb Motorcycles trip to Wales.



The monthly meetings have been generally well attended, but the branch would be delighted if anyone would like to come and say hello, whether you have a new RE, an

old RE, a basket case or just an interest in our brand of motorcycle.

David Dreher (MNS)

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!

**Branch Report—South Wales May - June 2024.**

contact:-Gary (Ted) Edwards; [tededwards68@gmail.com](mailto:tededwards68@gmail.com)

Tel. 07900 070717 Meetings: 1st Thursday of the month, 1930hrs The Gaer Inn, 37 Gaer Road, Newport NP20 3GY

Please see our FaceBook page for some fantastic photos of our rides.

More names and bikes keep appearing at meetings and rides. It's marvellous to see everyone. Thank you (and the regulars) for making the effort. The June meeting was the best attendance to date with 18 turning up and with better weather, great to see The Gaer car park with so many Enfields in it. A trial



camp and ride out recce took place in May to test possible rally circuits. Good attendance and most managed to miss the thunderstorm. Kobi and Andy G have new waterproofing now! A great social event too in one of the local hotels where a couple of non-campers stayed. We were me, Ted, Kev, Kobi, Andy G, Paul R, Gerald, Dave H, Tone and a couple of tourers also joined us

on the ride too. Bitter-sweet for Gerald – bag caught on fire, tin of casserole lost, bag now repurposed by Kobi to Tool Roll.

June Anniversary meeting was a treat. 28 Enfields from far and wide – a magnificent spectacle filling the car park at Baffle Haus. Good weather, good ride-out, good company. Thank you all. Also thanks to RE UK for helping out. The end of June saw a representative group take 5 Enfields to France. We all covered over 1,000 miles with no problems, other than a small puncture which was sealed. The Baguette Bikers will be planning more trips I am sure. It was a great tour and went without a hitch. Lots of valuable experience gained for the next one. Regards, Richard. (MNS)



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

**Branch Report—Cornish Contact Email:-[bob.reed@btinternet.com](mailto:bob.reed@btinternet.com)  
Tel:-07379781998. Meetings at The Plume of Feathers, Scorrier, Redruth  
TR16 5BN, on the first Wednesday of the month 7.30pm.**



We held our Cornish rally on the second weekend in May. The weather was excellent for a change. The rally had a reasonable number of members, some even arriving from Manchester (thanks for coming guys).

On Friday evening we were sitting around our campfire, when Adam drew our attention to the night sky, and there shining away were the Northern lights. What a sight, and what a privilege on our rally.

On the Saturday ride out, 19 bikes left the campsite, and we headed towards St Austell then on to Mevagissey, where we had to wait for a while, whilst a large motor caravan reversed back down a narrow street from where it was stuck. After that we rode on through Port Mellon, and on to Gorran Haven for a coffee/tea stop on the beach front. On leaving

Gorran Haven up a steep narrow lane we had to open a farm gate and cross a field on a track to another gate, and the last one

through closed the gates (thanks Vini). It was then down to Hemmick beach, across a ford, up the hill, passing Porthluney Cove and Caerhays Castle, down to Portholland, where we stopped for a while. We then rode through Port Loe, and Veryan to St Mawes, where we stopped for lunch. After lunch we headed to St Just In Roseland, and then on to the river Fal, which we crossed on the King Harry Ferry. After leaving the ferry we rode through Carnon Downs, and followed a C road to Chacewater, on to Blackwater, through Mithian and on to Perranporth for a brief look at the sea front, then on to Goonhavern and back on the Newquay road to our campsite at Quintrell Downs.

We had excellent weather, good company and a very enjoyable time.

Bob Reed (MNS)



### **Branch Report—NE Scotland**

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

**31<sup>st</sup> August** - trip to the Grampian Transport Museum - meet at Rhynie, 11.00 departure, short run, lunch maybe at the museum or if numbers are not too many, there is a small Bistro across the road.

**28<sup>th</sup> September** - Jacqui and Tony will host us for lunch, short run to get there, 11.00 departure from TBA. A trip around the castle - £5each - in the afternoon can be arranged, limited numbers, first to book get the places!

**26<sup>th</sup> October-** meet in the lay-by at Culsalmond for an 11.00 departure-roundabout trip to see Roland, for a cuppa and fancy piece no doubt. Route and lunch stop to be determined.

Bit dated now, but the visit to the Old Prison at Peterhead I think was enjoyed by all. In May we visited 'Morayvia', a museum of flight at Kinloss. Lunched at a welcoming 'new to us venue' just along the road before going to the museum, a great experience even for those not expecting it to be!

Guides are all ex service and mostly served on the exhibit they are guiding. Will need to go again, ran out of time to experience all that was available!

The June run was organised by Robyn, a run from Turriff to Buckie for lunch, on to visit our local RE shop in Elgin, then back to visit Teresa and Stephen for a cuppa. Great 100 mile run round some very tiny lanes in places.

REtrialer (MNS)

### **Branch Report—Isle of Wight**

**contact, Ron Wallis, 01983 752861 [ron.wallis10@gmail.com](mailto:ron.wallis10@gmail.com)**

**Meet on 1<sup>st</sup>. Thursday of each month 7.00pm, at the 8 Bells, Carisbrooke High Street PO30 1NR.**

We do not seem to have much in the way of enthusiasm for the Royal Enfield Badge on this Island, although I know for a fact that there are well over a hundred machines of various sizes and ages sitting in local garages, and indeed many used each day, but when it comes to sitting with a few like-minded souls with a drink in one hand, and a Bullet or Meteor Manual in the other – nothing.

The membership at meetings amount to any 2 from 4. Afraid to say that, owing to a bout of ill health, I have had to cry off from a couple of evenings, and one run. So come on chaps, how's about a chippy run on Thursday 8th August. Start 7.00pm from Hare and Hounds top car-park, to a venue TBA.

Ron Wallis (MNS)

## 2024 REOC National Rally Greece

A fantastic Rally was held in Pelion at the start of June.

More than 90 participants and 60 Royal Enfield motorcycles attended. The Greek weather for one more time was awesome, and we believe that all enjoyed it. A very interesting presentation about the Royal Enfield's expedition in South Pole with two Himalayan's was made by Dean Coxson. Dean is working as a senior development engineer at the RE UK Tech Centre. Two daily rides, the one to an old railway station, the other to a unique village, "Tsagarada" with gorgeous route and full of green.



REOC UK member Jak Lemon was awarded as the longest distance world traveller as he rode from Wirksworth in Derbyshire.

I would like to thank again all the REOC members who came from abroad and many of them were here for the second time after the 2023 REOC International Rally. We feel that we had a reunion! We had two dinners also, one to a lovely village with beautiful scenery and the other to the campsite. Marina Konstantinidou once again was our secretary. Thank you all again for



coming to the Greek rally and we hope we were worthy of your expectations yet again!

Andreas Papadakis (MNS) General Secretary REOC Greek branch

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

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

**Trade advertisements rates** as follows per issue .

—full page £120, 1/2 page £60.

## Club Calendar 2024 Official Club Rallies

### 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)

#### **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

**R E Breakfast** ride in at The Dolphin, Gillingham, Dorset Saturday the 7th

September from 09.00, Hot food served from from 10.00 Club

Contact Robin Gillingham 01963 251406

#### **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)

### **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](mailto:socialsecretary@royalenfield.org.uk) or send him a message via "Contact Us" on the website**

**The Worcestershire Rally and AGM September 20/21/22**  
**The Drum and Monkey, Newbridge Green, Upton upon Severn, Worces-**  
**tershire 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)

**AGENDA FOR THE 46th AGM**

**THE ROYAL ENFIELD OWNERS CLUB**

Saturday 21st September 2024

The Drum & Monkey, Newbridge Green, Upton on Severn WR8 0QP  
11:00 hrs PROMPT (See Club Calendar above).

- 1 Apologies.
  - 2 Minutes of the previous AGM held on Saturday 16th September 2023 and acceptance of the MOM.
  - 3 Matters Arising
  - 4 Chairman's Address
  - 5 Treasurer's Report
  - 6 Adoption of Accounts
  - 7 REOC Club Officer Reports
  - 8 Proposals from the Membership/ Club Insurance..
  - 9 Any other business (no motions accepted on the day)
  - 10 Election of Officers and Committee Members
  - 10a. Election of Treasurer - Gary McClure
  - 10b. Election of General Secretary (currently vacant, any volunteers?)
  - 10c. Committee Member - Jak Lemon.
  - 10d. Committee Member – Sean Keogh
  - 11 Presentation of Trophies.
  - 12 Close of meeting.
- Tea/coffee and a midday buffet lunch provided free to those attending

**Market place****For sale**

**For Sale** 2010 Royal Enfield Woodsman EFI 5904 miles only, selling as I need the space in the garage. Several mods/upgrades (see club website for-sale section for details and pics). Sean (MNS) Banbury area £3000 ono  
Email:- [s.keogh@pteppic.net](mailto:s.keogh@pteppic.net)

**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](mailto:gandsmarsden@btinternet.com)

**For Sale** 1960 royal Enfield 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 (MNS) Northamptonshire  
Tel:- 07719793074

**For Sale** Royal Enfield 1962 250cc Sports Crusader café Racer conversion 1971 rare Super 5 frame, Total engine re-build. Garaged last 44 years. Please ring for details. £2395 OVNO. Tony Pearson, Durham [Tel:- 01388 776156/776250](tel:01388776156776250) Email:- [peoford@hotmail.com](mailto:peoford@hotmail.com)

**For Sale** 500cc 1960 Meteor Minor Sport cafe racer project never finished. Engine run well have owned over30 yrs. Frame Number 6517 Engine number EA 35172. No paperwork. £1000 or a good near offer Contact Mick and Cassie Fryer Email:- [cassieafryer@yahoo.co.uk](mailto:cassieafryer@yahoo.co.uk) or Tel:- 07906454846

**For Sale** Royal enfield 250 continental 1967 SGN704F Frame number 72010 Engine number 17302 Had since 1977 I have the V5 in need of restoration Offers please call Stephen 07973562278 or email, [stephen.r.godden@gmail.com](mailto:stephen.r.godden@gmail.com)

**For Sale:** Honda CBR600FV. 31000 miles. Black/silver. Owned from new in April 1998. All Mot's, history, vgc. £2400. Paul Davenport. (MNS) 01902 276738. Wolverhampton Email: [paul\\_aesuk@yahoo.com](mailto:paul_aesuk@yahoo.com).

**For Sale** Royal Enfield bullet/Sixty-5 parts. kickstart lever £11, heal/toe gear lever £10, clutch cable new 5 speed £6,50, throttle and decompressor cable new £5, fork gaters new £13, 2 sets of points new £11, Indian electronic ignition, new £15, stop tail switch £3, front crash bars £30, Tel Ron 07484804466 (Stoke area)

**For Sale** BSA A10 with Watsonian Monza sidecar, 1959, good reliable machine, dynamo and magneto recently rebuilt. £6000 Matt (MNS) Tel 07909914345 Warwickshire

**For Sale** 1961 Redditch Bullet 350. Carefully owned for 15 years. M.O.T. until June 2025. Ready to ride. Sensible offers to Brian Laitt (Somerset) (MNS)  
Email:- [brianlaitt@hotmail.com](mailto:brianlaitt@hotmail.com)

**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.

**Market place            For sale**

**For sale** 2020 Interceptor. In near new condition having covered only 114 miles. Just serviced and New MOT. £4500.00 ono. Fraser Blackwood (MNS)  
Tel:- 01315521772, Edinburgh.

**For Sale** 2007 Electra 500XS Watsonian Highway Upgrade. Black and chrome, Exceptional Condition. 20450 kms. Service record. All MOTs. MOT March 2025, Craven luggage, Heated grips, New front tyre, £2,000 ono. Notts. contact Peter (MNS) Tel:-07810872773

**Free** hydraulic bike lift, full length possibly CLARKS from Machine Mart  
You must arrange transport, the lift is free but donation to the air ambulance would be welcome. John Hulme (MNS) Tel:-07765391900 Andover Hants  
Email:-[francishulme@gmail.com](mailto:francishulme@gmail.com)

**Free** to a good home. Numbers 1 to 300 copies of "The Gun" mostly in folders.  
Collection only Len Pinkard (MNS) Tel:-02920565568

**For sale/swop** Prince front hub , Prince dual seat, Prince tank, Ensign front forks, WMO x 19 wheel rim, Prince headlight. Chris Brady (MNS) tel-01280 848491 North Bucks

**For Sale** 1953 Royal Enfield 700 Meteor in a 1954 Meteor frame. New loom, voltage regulator, battery. Receipts for other parts too numerous to list.  
Q-plate. Engine runs sweetly. Spare dual seat. £2750. Ian Hicks (19481) Suffolk. Tel: 07759334924, [jdhhheh@gmail.com](mailto:jdhhheh@gmail.com)

**For sale** 1965 Crusader Sport. Matching numbers. Engine overhaul, new piston, big end shells and other parts, new AMAL carb, 12v electrics, new wiring, stainless rims. Lots of spares. Price £2,150. Email Jim Whitton (MNS) at [birdboot@btinternet.com](mailto:birdboot@btinternet.com) for more info and photos.

**For Sale** 1995 Royal Enfield Bullet 500cc. Unfinished project, not much left to do.  
Tel:- 01440786739 or Email:-[david.summerlee928@btinternet.com](mailto:david.summerlee928@btinternet.com) for more information. David Summerlee (MNS)

**Market place            Wanted**

**Wanted** 1968-70 Royal Enfield Interceptor Series 2. Must be roadworthy or needing minimal work to complete. Mathew Watkins (MNS)  
Tel: 07841902933 (Monmouthshire).

**Wanted** Prince/Ensign clutch complete or any clutch parts. Prince front fork steering head bracket 43055 (top yoke). Prince exhaust system , 43192 flywheel , Lots of Prince/Ensign parts to swop. Chris Brady (MNS) tel-01280 848491 North Bucks

**\*\*For details on how to send an advertisement  
for Market Place see page 39 of this Gun\*\***

## 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 7<sup>th</sup> 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.

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



### New Club merchandise

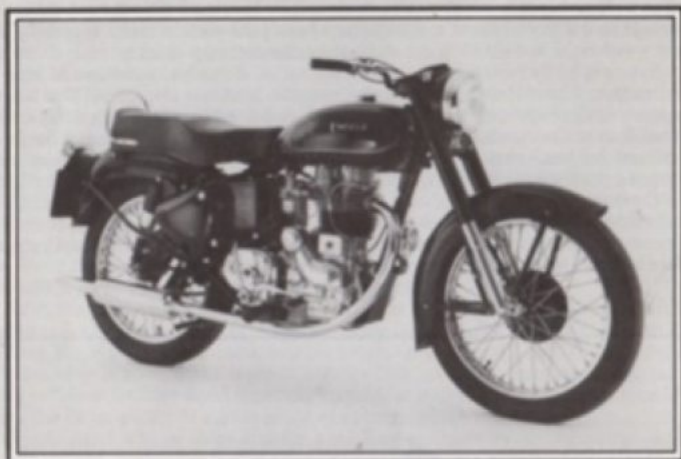
Left is the new T shirt

Right is the new overhead hoodie

For details see page 46



# The Classic Bike



## The Enfield 350

A classic design, built to a standard that is unmatched today. Smooth, gentle power and plenty of torque give the Enfield 350 a charm of its own.

Excellent rider comfort, traditional finish and reliability are coupled with great economy. Maintenance comes under the heading of pleasure, because it is so simple and inexpensive.

For those brought up on high revving oriental twostrokes, the Enfield 350 will be a revelation. Just write for a brochure and the address of your nearest stockist, to:



**SLATER BROS.**

Collington, Nr. Bromyard, Herefordshire.

*In February 1977 Slaters started importing Enfield India 350 Bullet and exhibited it at the 1977 Motorcycle Show as a Royal Enfield. This caused controversy as the ownership of the Royal Enfield name was in dispute. The bike was aimed at the 'more mature' riders.*

## 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

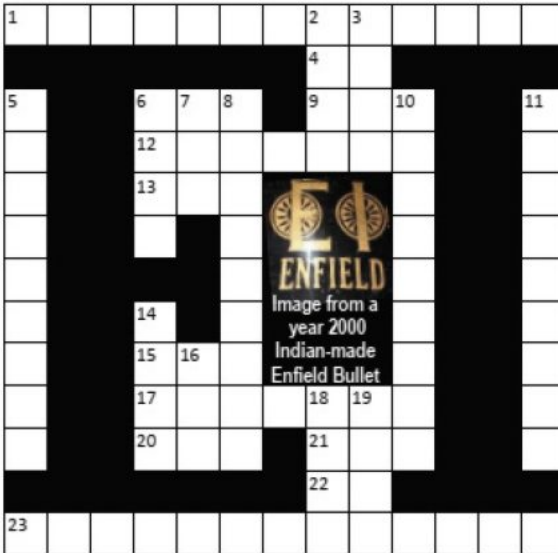
Barbara Harrison

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

Tel:- 07973 721208



\*REOC Standard Emblem



**ACROSS**

- 1 Our regal bikes (5,8)
- 4 it has the meaning of "computing"
- 6 London m/c café. Card. Fighter pilot
- 9 RE boss Sid's surname. Reversible
- 12 Pasta: Corkscrew/helical
- 13 Type of welding using electricity
- 15 Actors do it. Anag: Cat
- 17 A long gun. Sawn off? RE bike
- 20 Black, sticky if hot, makes roads
- 21 Allgemeine Electricitats — Gesellschaft
- 22 Should have, should've. NOT should
- 23 A group of stars. An Enfield bike

**DOWN**

- 2 Request at petrol pump: "=it up, please"
- 3 BL car just after Morris Marina
- 5 Mountainous RE bike. Anag: *Any Hi Lama*
- 6 Wise Men came from a great distance away
- 7 Unkempt dog, probably a mongrel
- 8 Moving stairs in shops, stations, airports
- 10 Sheet or forked. Seen during thunderstorm
- 11 RE, re-badged as a USA **Indian**-brand bike Not from the East! Anag: *New RE Rest*
- 14 Cobbler repairs shoes on one. Not the first
- 16 A cup of this. Tea. Chat while you drink it
- 18 Prison. Alternative spelling of "jail" in UK
- 19 European Football Associations union



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

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

The Winner :- **John Moulton (MNS)**



*Neil Davis and Matt Little (picture above) from the Mid Shires Branch both successfully completed the longest route ("C"), for late vintage machines at the Banbury Run . Matt was surprised how many of the Enfields were v-twins, He especially liked the pre-WW1 machine with the Swiss-made Motosacoche engine (picture below)*

