

THE GUN

The magazine of the Royal Enfield Owners Club



For all the latest news, views and reviews

Issue No. 303



Oct/Nov 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.

Peter Hardwick Tel:- 07889877311
Email:- peterhardwick10@tinyworld.co.uk

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Vacant Position (*see page 45*)

Printed by - Warners Midlands,
 The Maltings, Manor Lane, Bourne.
 PE10 9PH

Published by- The Royal Enfield Owners Club



Contributions for publication

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

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

Front Cover:- Our Despatch Rider Girl Lydia Hurley (*see page 19*)

EDITORIAL

Hi All,

Perhaps we “jinxed” it by daring to mention good weather in the last issue, because it seems all we’ve had here in Scotland is rain, rain and more rain! We know that this gives Scotland a lush green landscape, but COME ON!!!



On page 43 you will see the details of next year’s REOC National Rally which is returning to the UK and will be held in Hay-On-Wye, Wales. Hopefully this might mean a large attendance by those who aren’t able to venture abroad. How many members remember the 20th Anniversary and National Rally held in Scotland, at the Royal Highland Centre, Ingliston, Edinburgh in July 1997? It seemed a good idea at the time, volunteering to organise it, but little did we know it would be fraught with all sorts of things going wrong behind the scenes! The on-site caterers didn’t turn up so Graham Scarth and I had to hurriedly drum up rolls, bacon, sausages, eggs etc. to cook breakfast for those wanting it. Worse than that, there was no bar on the Friday and Sunday night, so again, we hot-footed it to the nearest off license for supplies and set up our own bar! Fortunately the rest of the jam packed Rally went quite smoothly and on the Saturday evening we all enjoyed a sit down meal in the “Herdsmen” restaurant, provided by outside caterers, followed by a live band Ceilidh. The weather for that weekend was scorching and our then Chairman, the late Dave Bogg, presented the many prizes dressed in his signatory string vest! The only thing missing was the knotted hankie on his head. Happy memories!! (*Oh! By the way, who was it that won the “Haggis Hurling”?*)

Again, we’ve tried to make this as interesting a magazine as we can with your contributions. As not every member uses Facebook, we thought we’d share some of the items from there and have decided to name the page(s) “Facebook Findings”. Paula and (Doug)

All contributions for next issue to reach the Editors

By the **1st November 2024**

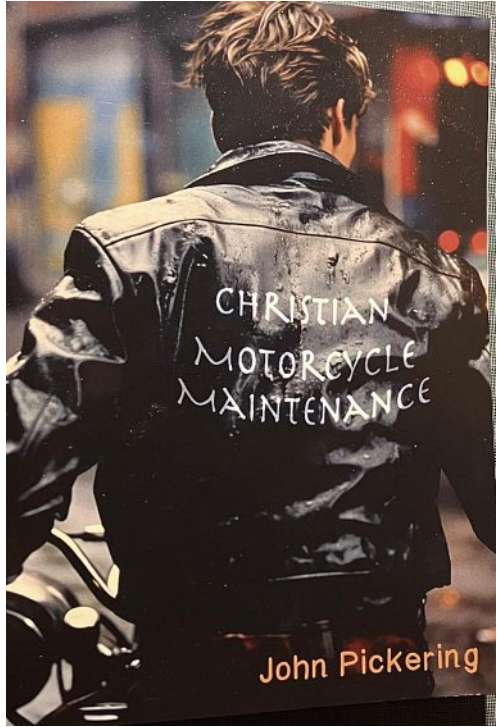
Next issue published **December 2024**

Book Review—Christian Motorcycle Maintenance by John Pickering

John, the author, is one of our REOC members and sent me a copy of his book to read. Despite the title, this is not a “Holier than thou” story. It’s the tale of two friends who went on a short road trip around Scotland. Their mode of transport? None other than a 1965 250cc Royal Enfield Crusader Sports!! Did I say short?

Well they managed to cover 1200miles and the journey was full of excitement and disaster, in equal measure at some points!! I really enjoyed this interesting and entertaining short read (only 69 pages) and would thoroughly recommend it! It’s available on Amazon for £8.60.

Paula Young (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!



Club Merchandise
Sew on patch
For details see page 46



Write Away— Impressions of the Guerilla



Hi Doug, just spent an enjoyable afternoon test riding a Shotgun and pre production Guerilla at Box Hill near Dorking. Organised by Royal Enfield and local dealer Hatfields of Crowthorne, the Guerilla was one of the bikes used at the launch in Barcelona. The bike loves to rev and if ridden in that manner, certainly has plenty of performance. Felt lighter than the Himalayan, a true sporty roadster. Rode it in a group of bikes so couldn't push it to its limits but certainly returned with a big grin on my face. Thought this might be of interest.

Doug Hopkins (MNS)

Write Away— Stock from Haywards

Hi Doug and Paula,
Whilst waiting for my Bullet 350 to be MoT'd at my local dealer, I noticed that they were rearranging their showroom. When I asked what they were doing, they told me that they had just taken delivery of a load of Royal Enfields. "I thought you were giving up the franchise", I asked them.

They replied that they were, but have bought the stock from Haywards of Cambridge, who have cancelled their franchise with Royal Enfield UK. They would not be selling any more new Enfield motorcycles, but would continue to service the older bikes. I know that Haywards have been dealing in Royal Enfields for the best part of 30 years and was one of the more popular dealers with many customers travelling many miles to buy their bikes and have them serviced and repaired by Haywards. More alarmingly is that our Clubs Cambridge branch meet at Haywards on the third Saturday of the month. I hope this arrangement stays in place.

As mentioned earlier, my local dealer is looking to give up their franchise, and I know of another who is also considering to do so. The reason I have been given is they are fed up with Royal Enfield UK interfering and making unreasonable demands on the running of their business. I'm not privy to the

Write Away—Stock from Haywards

reasons why Haywards have given up the franchise, but my local dealer is also not impressed with Royal Enfield UK's parts distribution. I have experience of this myself. I am still waiting for a replacement front brake light switch, (under a warranty claim), for my 500 Classic. I had to wait the best part of three months for the replacement speedometer for my 350 Classic, again under warranty.

Recently, I have had to have a replacement alternator for my 650 Interceptor. Again I was waiting and was without my bike for eight weeks, as Royal Enfield UK didn't have any in stock. At the time the alternator failed, Hitchcocks were also out of stock. As the bike was no longer covered by warranty, a replacement was ordered from India, which took 10 days to arrive. When it did, it was the wrong part. Luckily by this time Hitchcocks had a delivery of Interceptor alternators. Thank your God for Hitchcocks, but it's not the responsibility of an independent parts specialist to insure the supply of spare parts for the new machines, but that of the importers. I have heard of others who have been without their bikes for an unacceptable amount of time due to lack of spare parts. I have also been told that a dealer advised against buying the parts from spares specialist as this would invalidate the warranty.

I find this alarming news and worry about future sales of Royal Enfields in the UK if the importers don't get their act together. I'm very saddened by the loss of Haywards, and hope things improve before we lose the other two disgruntled dealers I know of, or any more I am not aware of.

Leonard Nelson (MNS)

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

Write Away

Dear Editor,

I have been a member of the Royal Enfield Owners Club since the early 1980's. In that time I have applied for numerous Dating Certificates without problems, be they for roadworthy, Trials and Scramble machines or project motorcycles. However in June 2024 I applied for a Dating Certificate for my 1957 Indian Westerner aka Royal Enfield 500 Bullet Scrambler. This is the FACTORY produced Export version. The application was rejected. The criteria of it being an M.O.T. ready motorcycle (which has never been ratified by committee) would exclude all Classic Competition machines like mine. (Motorcycles that are M.O.T. and Tax exempt or project bikes) This situation needs to be resolved. Eddie Berry (MNS)

Right Of Reply

Mr. Berry applied for two MDCs by post. I called to ask whether email was an option and missed his return call. He called me back some time later and I tried to explain that I could certify his Interceptor (which he chose not to mention) BUT that he would need to put mudguards onto the off road Bullet as I need to keep side on pictures of an MOT ready machine for my records in case the DVLA dispute or request verification in the future. There is a difference between MOT'd and MOT ready. I have no interest in what previous MDO's did as they operated in the mode of the times as do I. Those times have changed as has the way we operate.

Regarding his point that we require photos of an MOT ready machine (even those that are MOT and tax exempt) "which has never been ratified by the Committee" nor will it ever be so ratified. I do not answer to the Committee, I answer to the DVLA. It's their bat and ball so I follow their rules. The Committee has zero say in the matter. The DVLA inspect, on average, one in four machines certified; another reason we bend the rules for no-one.

Mr. Berry has been informed that all he needs to do is put guards on the bike and I will certify it. I believe that scrambles Bullets had guards, and he can take them off once registered if he so wishes. IF his is the one in four machines that the DVLA chooses to inspect and I have certified a bike without guards, I could lose my standing as a recognised signatory. The system is not as it was a decade ago, let alone in the 80's. I am more strict because the DVLA is more strict. **Please see opposite page!**

John Dove, Machine Dating Officer

REOC Machine Dating Service

When applying for an REOC 'Machine Dating Certificate'

please follow the process below in full;

- (1) Please email clear, colour, side-on digital photos of the completed, MOT ready, motorcycle.
- (2) Please email clear digital photos of the engine and frame numbers along with photos of where they sit on the engine and frame.
- (3) Please supply your current REOC membership number, name as you require it on your certificate, and full postal address.
- (4) Please ensure that you provide all of this in a single email to; machinedating@royalenfield.org.uk 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.

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 have taken effect from August the first 2024.**



From theArchives:
The factory Enamelling Shop, Hewish Rd 1922. The foreman in the suit (extreme right) is Tommy Chapman who was a champion cyclist.

Write Away—A cautionary tale

A cautionary tale of MOT failure, the bike passed but the certificate didn't.

In Feb 2021 I treated myself to a new Interceptor. Eddy's Moto of Tadcaster took a scruffy late 50's G2 Bullet along with a nice '03 Bullet 65 as a part exchange deal leaving only a thousand pounds to pay for a chrome tank model. Eddy's offered great PX rates and kept their word, to the letter. A rare pleasure. Sadly the bike was not to my liking so, long to short, I elected to let it go in June 2024.

The eBay advert was uploaded and the low-ball offers started to roll in. Three weeks into the month long advert a reasonable young fellow requested a view and a suitable time was arranged. He came, he really liked the bike, so I showed him the paper work. I hit peak embarrassment when I noticed that the MOT, the bike's first, on March of this year, displayed a mileage of 47,667 miles. He looked at the speedo to see a little over 7167.4 The MOT should have read 4766.7 but the comma had been misplaced. The mileage hike between March and June of this year was largely due to the REOC Midshires ride to Vienna to meet the RE Forum DE. Even that jump seems trivial compared to the drop from the MOT stated 47K to 7K. Sadly, as a result of the MOT stations mistake and my own slack habit of not checking MOT paperwork details, I lost a sale that night.

The point of this cautionary tale is to warn owners of modern REs that the punctuation point in the mileage display is both way too small and way too close to the preceding digit. No wonder the mistake was made. To make matters worse, the DVSA website gives advice on changes of online MOT details for the first 28 days after the test. Altering the details thereafter is a different league of faff. Please check your MOT mileage; I cannot be alone in having this experience. Even when enlarged, the punctuation appears tiny.



John Dove (MNS)

Write Away— Barney Enfield Part 3

In October I rode the 90% finished Barney Enfield from Bristol to the Kassel – Korbach Gespannfruede Club rally in Edertal Nord Hessen, Germany, going via France and Belgium, where we were well received. Barney was the smallest outfit in attendance, and of course did the most kms to get there – 1100. The



greatest distance any of the locals travelled was 30km. Because none of them ride far, they weren't prepared for someone from far away and there were no awards for distance. It was just a meeting—'ein Motorrad mit Beiwagen Treffen'—of old friends. I didn't do it for reward, I did it to meet up with my mate Uwe Altenhof and to make new friends, and they made me very welcome. I have already booked for this coming October. By the time I got back to Bristol, Barney and I had covered 1300 miles (2092km).



It hasn't all been plain sailing though. I have had a few teething problems, mostly bike related. (1) I have had water in the petrol that resulted in a seven-and-a-half hour wait for AA recovery. (2) A steering head bearing that suddenly got notchy as I rolled Barney out of the garage, the day I set off for Germany. (3) A failed coil and shorting Low-Tension leads. (4) I lost the winged knock-on hubcap from the chair's wheel, it's probably buried in someone's car radiator; I have a replacement now, made by my friend Adam Hope, to keep the muck out. Shame about the knock-on cap though,

I thought it added a touch of class and 60s nostalgia. For ballast, originally I used a 5-litre jerry can of petrol, but it was awkward to get in and out.

Write Away—Barney Enfield



Barney in France with a baguette

Besides, if I needed to use the petrol then I would be without ballast; it also meant I had a big gap at the back where water could get in. So after a bit of thought, and using the bathroom scales, I weighed the jerry can of petrol, and 5lt can weighs 14lb – a stone. I have replaced the jerry can now with a cut down narrow ammo box containing the equivalent weight of lead set in resin. The box is bolted to the sidecar frame and an alloy panel has closed the gap. I still carry 2lt of spare fuel in a Touratech fuel bottle which is mounted under the seat. Because of the seven and a half hour wait for the AA, I now have a fuel tube containing a self-heat chilli, emergency ponchos and bivvy bags, and a few packets of Hot Hands, as well as a Triangle, a portable Jump Start gadget and a mini air pump.

I absolutely love this outfit. It handles beautifully. It might not suit everybody as it is light and narrow. The chair panels leak like a sieve because it is a trials model, and no amount of silicone can get all the gaps plugged. It carries all my camping gear, or a passenger; the original plan was to have a lightweight outfit for myself and my Wife to chug around the lanes where we live, and to keep Brenda the Beemer for the long trips.

However Barney Enfield is the go-to machine now, and Brenda will be getting a well-earned revamp as time allows. As far as the handling goes, well I am not sure how I have achieved it, but this light chair outfit handles wonderfully. It takes left-handers with ease and without lifting. Maybe it's all down to my eccentric six-point setup,

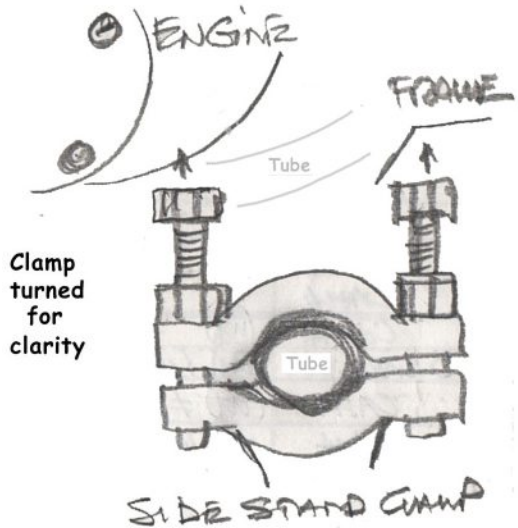
I don't know. Whatever the reason, it works.

Ride Safe

Steve Lyons (MNS)

Write Away—Crusader side stand

I often struggle to get my Crusader Sports on its Centre Stand, mainly due to the fact that when I repaired a well worn leg with new feet, it left the bike a little bit too high. It came with a universal side stand (Clamp On Type) but was never used due to no real suitable place to fit it? The main problem with a 'Clamp on' side stand, is that there is always the worry that they are going to slip (Turn on The frame). Just to compound this the only frame position that could be used is a curved tube just at the back of the engine (left side)

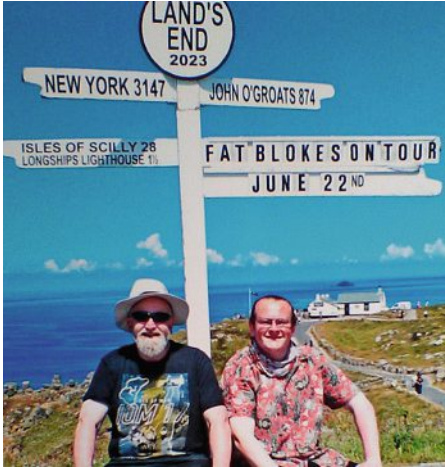


Looking again at this side stand fitment, I put a wrap of tape around the respective part of the frame and clamped the side stand to it, but it looked vulnerable to the issue of rotation. I then had my light bulb moment! Fit longer bolts to the clamp with lock nuts on their shank (See Pic). This arrangement was adjusted till the bolt heads touched the lower part of the engine casing. (Just below the chain exit and the other to a web of frame, Centre Stand stop plate?). Once positioned, the lock nuts were tightened, in effect trapping the side stand by virtue of its clamp but also between engine and frame (Seemed rock solid and unlikely to go anywhere). Extending the side stand arm, it sat about one inch above the ground. Leaning the bike on to it at a gentle angle was obtained, not too far but far enough to give good 'bite' for stability, and minimal pressure on its fixture. Looking on e-bay a Universal side stand is available for 7/8" tube (Check your tube size if considering it) £35.00 from [Motorcycle Classic Parts]

B. J. Wilson (Brian) MNS

www.royalenfield.org.uk

Write Away – Two epic trips



I don't want to take up the magazine with stories of our holidays, but just thought these pictures show that you can tour quite easily on a low powered motorcycle. My son Ben and I both bought our 350 classics on the same day a couple of years ago. Last year my son decided that he would like to visit all 4 points of our fine country. So last summer we overloaded our little Steads with everything we could possibly need for a whistle stop tour to Land's End for a few days. Land's

End is over 400 miles from Kings Lynn where we live, but starting early and just keeping up a steady average (a stately 57 mph) it is easily achievable on little Enfields. Despite the heat and the loads they were both carrying, they performed wonderfully. The roads around Cornwall and Devon are breathtaking and can be taken at a slow pace. We indulged in normal tourist activity, and all too soon it was time to plod home. There were no issues with our little Classics and my son's one was back to commuting duties the very next day after our return home. We did about 1200 miles in just a few days.

This summer we decided to do John O Groats the most northerly point, about 650 miles from our house. We decided not to take camping gear this time, just clothing for our week as we went B&B and hotels. It's a good job we did as the weather was appalling. 650 miles is a bit far with 350 Enfields, so we took two days to get to John O Groats. The scenery was stunning, (see *back page*) despite the rain, snow (yes really, in June!!) and gale force winds. We barely have hills in Norfolk let alone mountains, and there was a time when travelling through the Highlands that we felt incredibly small bowling along on our plucky little steads on winding undulating roads with mountains looming at you from the clouds. Again, we did the touristy thing. Whisky tours and



Petrol Stations are few and far between in the Highlands. At this one you could be waiting some considerable time !

Write Away – Two epic trips

Mealy, tatty cake(?) and even Arbroath Smokies on our way home. The little Enfields didn't let us down and by using a bit of momentum we managed all hills and mountain roads with aplomb. Almost!! A 1500 mile few days away. After my recent spell in hospital put the Kybosh on our planned run to St Davids in Wales (most westerly point) during July, we decided to do the most easterly point, Lowestoft. This is only about 75 miles away. The rural Norfolk roads, starting with the A134 from Kings Lynn, took us on a very pleasant



The pit stop. Give it a try. All home made Scottish delights

journey to Lowestoft via Thetford, Diss and Beccles. These roads have barely changed over the years and are full of gentle twists and turns. The scenery is quite superb too. being "very flat" as Noel Coward famously remarked. It's also the best habitat for a 350 classic. No hills = no playing tunes on the gearbox. At Lowestoft we found the most easterly point, did the



picture thing and then decided to pop to the Blackpool of Norfolk, Great Yarmouth. For many years we had heard of another Nelsons column, hidden in Norfolk, or Great Yarmouth to be precise. The structure is a monument to the great Norfolk man, put up in the 1800s. Horatio himself doesn't grace the top. Instead, we have Britannia stuck up there like a rather grand Christmas fairy on a Christmas tree. She is facing in the direction of Nelsons birth, rather than out to sea. We set off for a relaxed ride home and on the way we found a delightful pub called The Green Dragon in Bungay which is also a brewery. We availed ourselves of a delightful pub lunch and I have to tell you their ales are superb. Drop in if you are that way on your bike. This is a very honest old town

pub. No frills, no gimmicks, just a 170 mile day out. Wales is next as soon as I am feeling a little more robust!

Regards, Stephen and Ben Lucker (MNS)

Write Away—Hello from Jak Lemon

For those of you who were unable to attend last year's AGM, I thought I would introduce myself. I have been a motorcyclist for over forty years and owned over 100 bikes, a lot of which would now be referred to as classics even though at the time a more accurate description would be old nails. I have owned Enfields for the last six years, firstly a Himalayan and now a Meteor. In that time I have attended about a dozen UK REOC rallies, one German and two Greek. There was a call in the Gun a while back for people to step up to the committee as members without a specific role, so after talking to Bob and John Barnard I thought I would give it a go. One of the first things I was asked to do was help negotiate the new club's insurance scheme. I was more than happy to do this as I have insured my older bikes with Peter James insurance for a number of years and found their service excellent. I did find it a bit of a pain having to insure my new Enfields with someone else and finding that companies treated them as they would any new other bike. Dave Young has explained the benefits of the scheme elsewhere but as an example the cost of adding my Meteor to my current policy was similar to the very cheapest quote I could get elsewhere, the difference was that I got all the extras with Peter James and none with the other quote. I hope that the scheme will benefit the majority of club members and will attract new ones.

I am looking forward to assisting the club and committee in other ways in the future and I hope that my previous experience of running events for MAG and other organisations will enable me to assist with next year's International rally which is shaping up to be a fantastic event.

Jak Lemon (MNS)

Write Away- Power's The Pot 2024

This event was in its sixteenth year and we hope for a few more to come. My trusty, some have said rusty, EFI set off from Co Kerry along twisting country roads through Co Cork, Tipperary and Waterford with a couple of rest stops at local villages to support the forgotten businesses in our high speed world. We arrived at Power's the Pot to a warm welcome from Nial, the owner, his family and his crew member Laura. Down at our usual pitch. The banter had already started, friendly slagging of old mates warm handshakes and big hugs from Kipper and Holly, Steve Waller's adorable hounds. We had a few new faces from England, Paul and Marion Stoneham, Patrick Hurley and our old friend Dick Hourigan and family from Bristol. Even although some might

Write Away- Power's The Pot 2024

say Power's is a bit run down compared to some modern sites, it has all the facilities we require. After more arrivals we all retired to the bar where the Jawa/CZ/MZ band entertained us with a mix of trad, rock and country music. Many a joke, and tall stories were told that got even taller as the night progressed. Saturday dawned with the gentle kiss of sunshine and the promise of a good day to follow for our ride out by Ger Duhig. This as always was a well organised ride of approximately seventy miles using the second man drop off. We set off at 11.30 taking in Clonmel before



heading to Cahir. This is a beautiful small market town with a very impressive castle built in the thirteenth century. After this stop hunger drove us on to our lunch stop at Clogheen then onwards over the Vee, a fine road that took us to Lismore. We met Jason (Monty) on his 1952 Royal Enfield Vera. Last stop on the ride was Melodies of Ballymacarbry, Co Waterford for a Guinness.

Back at Power's The Pot and time for awards.

Best Enfield to John Kelly, Classic Bullet 350.

Best vintage Enfield to Jason (Monty) Carins 1952 350 side valve.

Classic non Enfield to Dick Hourigan, Velocette MAC 500.

Long Distance to Patric Hurley, Himalayan 650 kLM.

Best UK Enfield and longest pillion to Paul and Marion Stoneham.

A bbq was enjoyed by all on the Saturday evening and then to the bar for



more music and craic. We had our own film crew by the name of Franky (Franky's World) on YouTube. The video is Royal Enfielder's Ireland Power's the Pot 2024, a big thank you to Franky plus, Ger Duhig for organising the ride out, Mick Doran, Sean and Gerry the Jawa/CZ/MZ band, Mick for the stickers, our host Nial and team who despite poor health looked after us all well. Big thank

you to all who attended and supported. Sunday saw us all going back home and hoping to meet up next year for the seventeenth Power's The Pot.

John B Nicholls (MNS) 00353861951137 Email:-thatboyinkerry@hotmail.com

Face Book Findings



Just reading the latest issue of The Gun and thoroughly enjoying it. Bob D's spark plug issues (Page 5) prompt me to advise BRISK spark plugs, available from Dave Angel at F2 Motorcycles Ltd. My Triumph 3TA is old, oily and fouls its plugs easily. But not since I fitted BRISK

plugs. They handle the oil with ease- starts first or second time, every time. I also run them in my old RD350 air cooled which now runs smoother and ticks over beautifully, which it didn't before. How can such a simple item from one brand be so different from another? Beats me, but I really urge you all to give them a try. If you run an old machine with 18mm plugs David sells the sleeve to get you down to std 14mm. His website also gives you the conversion from the NGK codes. And here's a pic of my JF31

Richard Kurtz



First time out for the Meteor Minor this year. Holywood Service Station and Castle Loch, Lochmaben. Only a short trip of 60 miles but a nice mix of fast and not so fast roads.

Keith McCabe



New Club merchandise
Left is the new T shirt
Right is the new overhead hoodie
For details see page 46



Face Book Findings



New carb has sorted the bike out a dream! Also, my Enfield expert came over from the Netherlands, and now she's running like an absolute star. All in time for the weekends event, which was a huge success. We ran our female despatch riders training school, which was so much fun and very informative too, with lessons on bike maintenance and how each part works on the bikes. (see front cover photo)

Lydia Hurley

Hi, I became a member of the REOC about 6 months ago when I bought a trailer full of rusty bits which were supposedly an almost complete pre-unit 1957 Clipper 250. Since then I have had numerous triumphs and disappointments as I discovered exactly what I had bought and what was missing. I also came to realise that the Clipper, although similar in many ways to the Bullet was often different and that many parts were

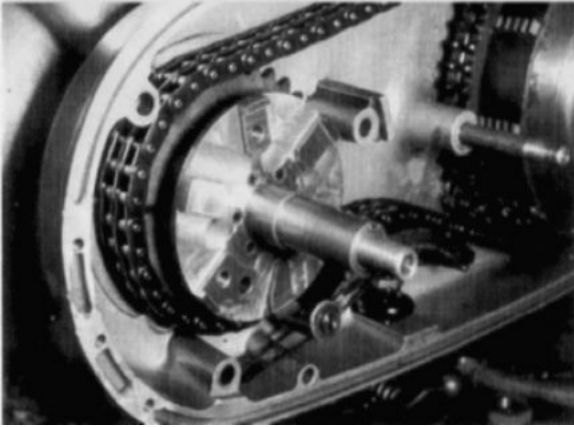


not easily available from the usual suppliers. Ebay has been a saviour allowing me to source a clutch and numerous other parts which could be modified to fit. I am getting close to the first test start of the engine - the moment of truth. Photos of the current state of the Clipper are attached.



Derek Woodward

A Unique Electric Start

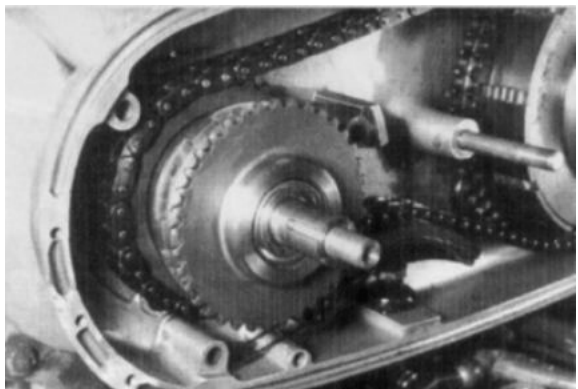


The North East rally at Wooller in 1995 was a bit of a disaster for me as I damaged my tendon kick starting my Interceptor. I had a very painful ride home, then spent the next few months with my right leg in plaster. However the enforced rest provided ample opportunity to think of electric starters, as I did not fancy a repeat

performance with my ankle. Possibilities considered were one of the early electric start British bikes, such as Norton Electra, a more modern bike, or fitting an electric starter to one of my Royal Enfields. The reports on Lucas's attempts to make a starter motor were not impressive and I didn't fancy a Jap bike, or learning to change gear with my left foot. So, as I enjoy a challenge, this left fitting a starter on an Enfield as the best option.

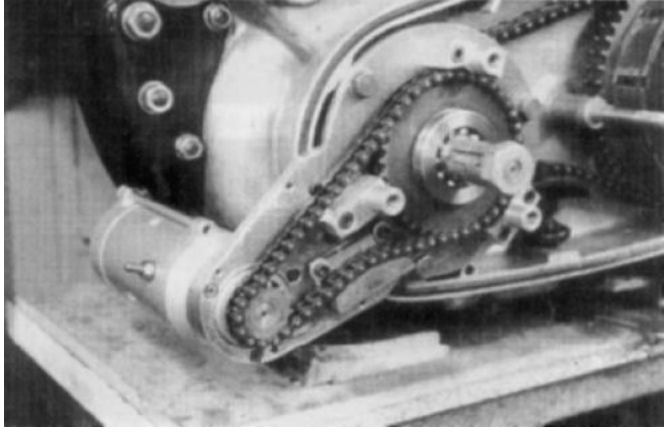
Having read the Gun about the Crusader prototype fitted with a Siba Dynastart, and thinking that turning over a 500 Twin engine should be no harder than turning over a 250 single, the search began for a Dynastart. Two were obtained from auto jumbles, mounted on Villiers crankcases, together with a Siba starter solenoid switch and a Dynastart manual from Bruce Main-Smith. After lot of playing around with the bits, a lash-up was devised to connect the Dynastart to the engine of my Meteor Minor. Then came the 'moment of truth': the starter utterly failed to turn the engine over fast enough,

even when connected to a car battery. So, back to the drawing board. A good friend of mine prepares and tunes early Hondas for racing, and so disposes of their starter motors, which he is happy to throw in my direction. The Honda system, as fitted to the CB450 Black Bomber,

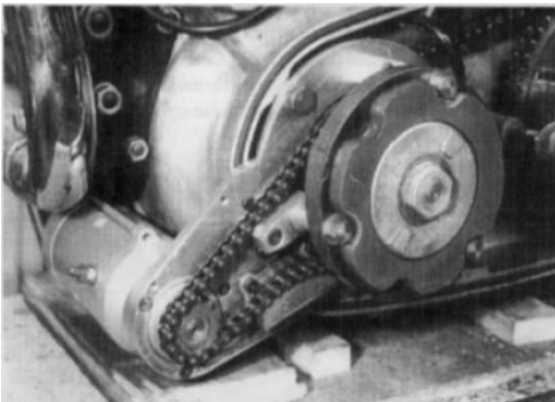


A Unique Electric Start

comprises a starter motor with integral epicyclic reduction box, a drive (using a roller chain devoid of rollers) and a sprag clutch mounted on the inside face of the alternator rotor carried on an extension of the crankshaft. All the components were



measured up and drawn and then started the jigsaw puzzle of what to fit where and how. The only possible place for the starter motor was low down in front of the crankcase, just below the crossover pipe of the Siamese'd exhaust system. Separate twin pipes would not have been possible. The drive end of the motor was located in the aluminium plate extending forward from the inner half of the primary chain case while the other end of the motor was bolted to the right hand side front engine plate, the left hand plate being cut away to clear the motor. The sprag clutch and Lucas alternator were carried on an extension of the crankshaft, machined in EN 16T steel. This extension was secured with a central stud, the drive being transmitted by the cross slot in the end of the crankshaft. The direction of action of the Sprag clutch had to be reversed as it was mounted on the opposite side, and a ball race for it to run on was added for good measure. Outboard of the Sprag clutch went the alternator, with its stator carried on three lugs bolted to the aluminium plate. All these details should become clearer from the photographs.



The new location for the alternator was about one inch further out than normal, requiring a modified primary chain case outer half. A 500 Bullet outer case was used, as it was easier and neater to extend the alternator bulge

A Unique Electric Start

with this type than with the one used normally on the Twins. Finally a small chain case cover was machined from the solid to enclose the starter motor chain. To operate the starter the tool box was modified internally to house a larger 12 volt battery and the starter solenoid switch. When the second "moment of truth" arrived, the system worked faultlessly and has continued to do so for the past six years. In fact soon after initial tests I removed the kick-starter from the gear box. I have now completed a second electric Starter installation, on my Super Meteor, along exactly the same lines, and it works equally well. So as I can't ride two bikes at the same time, the unique Electric Start Meteor Minor will be looking for a new home.

The late Bill Soltau sent this letter to the Gun August 2002 Issue 170



**The Royal Enfield Club
Nederland Bulletin
Edition 158 2023-24**



I am Marijke Visser, I am retired, but I still work one day a week as an accountant.

I am treasurer of the AJS - Matchless club and also for about ten years that of the Royal Enfield Club Nederland This is my 2012 Classic.



All Event Organisers please note

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



**The Royal Enfield Owners Club of North America
The Bulletin issue 135
April/June 2024**



This Nice Series II Interceptor was at a recent show in Clifton, New Jersey. Brian Gundry, who took the photo, said that beauty belongs to his friend, Amilcar.



**The Kiwi Bulletin
No. 137 August 2024**



Royal Enfield Guerrilla 450 will be directly rivalling the Triumph Speed 400 upon launch. As part of its portfolio expansion, Royal Enfield will be launching the Guerrilla 450 on 17th July in Barcelona, Spain

The New Guerrilla 450

“It was 44 years ago today” from Gun No 9 Summer 1980

350cc SIDEVALVE PARALLEL TWIN

A photograph of this intriguing machine was included in issue 9 of "The Gun" and two more pictures will be found on the photographic pages of this issue. When it turned up at the Founders Day Rally in May, it caused quite a stir, and hardly anybody knew anything about it, except that it was being ridden at the rally. It was constructed in 1945, and it was owned by the National Motor Museum at Beaulieu. Here then is a bit more information.

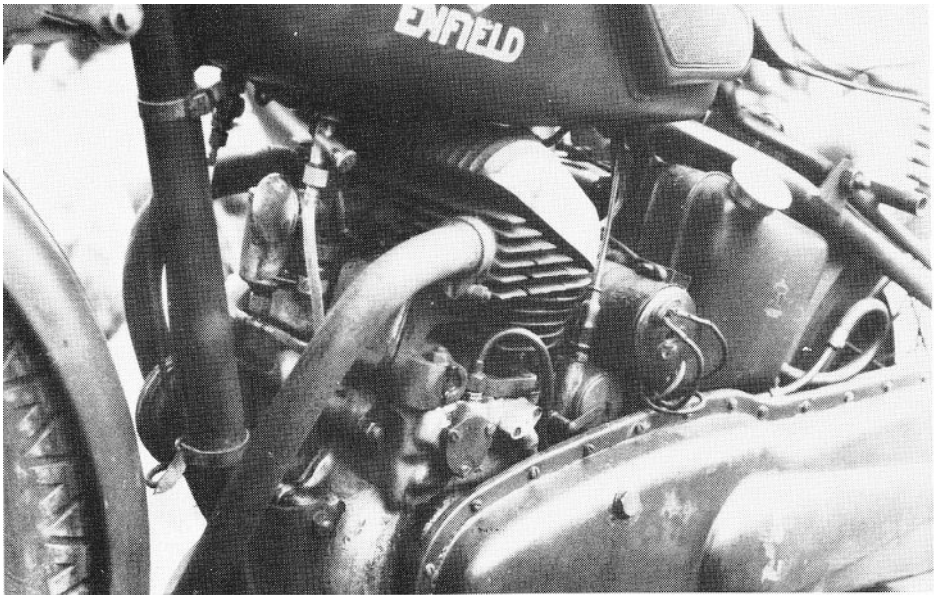
Towards the end of the war B.S.A., Triumph, Douglas and Royal Enfield submitted designs to the War Department to specifications which included a twin side-valve engine with fully enclosed transmission. The eventual choice was the T.R.W. Triumph, and the similarity between the two engines is very obvious.

The Royal Enfield is 350cc with its valves and carburettor at the front of the cylinder block. The primary and final drive chains are enclosed in a massive oil filled chain case. Tensioning of the final drive chain is as yet a mystery, although a slipper tensioner is suspected.



This 1945 WD Prototype is owned by Beaulieu Museum and was seen at Founders Day . It has a totally enclosed rear chain.

“It was 44 years ago” today from Gun No 9 Summer 1980



The enormous combined primary and secondary chaincase can be clearly seen

The chaincase is held on by approximately 34 screws, so it is a formidable task. The slipper method is made likely by the fact that the gearbox is bolted directly to the rear mudguard and the rear brake backplate is welded into the frame loop. The drive to the camshaft is by chain and is similar to the system used on the later o.h.v. twins.

The saddle and rear mudguard are detachable as a unit by unscrewing four bolts. The rear tyre is 17 x 450. Presumably the fat section was to compensate somewhat for the lack of rear suspension. The front forks are Royal Enfield girder pattern with check springs at the side, which appear to have been borrowed directly from the later WD/CO model. Mag. dyno and battery look after the electrics with a single "push on, push off" lighting switch with no dipping arrangements.

An electric horn is fitted, but no cut-out button is included. The petrol tank is held in place by a single bolt through the side. Unusually for Royal Enfield, there is a separate oil tank under the saddle. The cylinder head is deflected, but there is no information available on what the pistons are like yet.

It was 44 years ago today from Gun No 9 Summer 1980

The machine was designed by H. J. Hatch who, according to the late Graham Walker, hoped that it could be brought into production as a post-war deluxe touring machine.

Although the machine was on display in the 1950s it has rested in the museum cellars for many years until Doug Dunford got it out, cleaned it up and got the workshops to check it over. They fitted new points and renewed some of the plumbing, and it was started up without any problems, although a rude person at Stanford Hall said it sounded like a washing machine.

Doug was enjoying his ride until the clutch faded out. The current Beaulieu museum guide book makes mention of this bike. Many thanks to DOUG DUNFORD of the National Motor Museum for supplying the information for this article.



Engine detail shows forward facing carburettor, camshaft cover plate and separate oil tank.

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 Email:- swglincs@hotmail.com

30.7.24 8 bikes met at PJs for our usual lunch and get-together with the rain just holding off.

14.8.24 8 bikes set off from Woodhall Spa for an enjoyable run led by Barry through little country lanes and picturesque Lincolnshire villages to Barnetby Le Wold for lunch where we were joined by

Mick and Jenny. This made for 10 diners at Veronica's cafe . The menu had a good range and the food was good as was service but a notice declared "only 1 credit card payment per table!" which caused much amusement and debate around the costs of running a small business.

On 27.8.24 The Branch were all invited to what is becoming an annual event where Jenny and Mick Seager held an open house afternoon, where 9 bikes arrived and at least 17 people enjoyed the hospitality on offer including a very welcome spread that must have taken a great deal of preparation and hard work by all involved. Everyone had a great time chatting and looking at Micks 1940s Matchless and of course Royal Enfields.

Finally there is to be another meeting at PJs on 29.8.24, but I ought not wait for it before submitting this report!

Steve Gibson (MNS)



Branch Report—Wiltshire

Meet last Thursday of the month at the Mallard Lyneham. SN15 4PL.

Contact enfieldwilts@gmail.com.



Our Moonrakers Rally this year was an outstanding success. The move to the Coopers Arms in the Vale of Pewsey was seen to be very advantageous and we hope to rebook the venue for our 2025 rally. I know some of you travelled considerable distances to be with us, it was very much appreciated and we look forward to seeing you again next year.

The Rally Ride Out saw 34 solo machines and 3 combinations take off for a meander around Salisbury Plain only losing one of our own branch members before the lunch stop at the Bustard Inn near Stonehenge. With the help of our resident chef and the branch 'Raffle Dealers', £475.00 was raised for our preferred charity the Wiltshire Air Ambulance. (see *back page*) We were also able to support Market Lavington Show, Cassington Bike Night, Seend Classic Vehicle Show and our regular branch display at the Calne Bike Meet where forty Royal Enfield Club members from various branches were able to display their machines.

Now for something a little different our branch chairman Mike Davis (code name Wombat) took seven of our branch members to the Big End Rally held by the Leicester Phoenix Motorcycle Club at Hinckley. This event is now in its forty fourth year and Wombat was able to catch up with his old pals Benny Caravelli and Mick Ayriss. The organisers were really pleased to see so many of our branch members in attendance but were of the opinion they were needed to carry Wombat back to his tent each night!. Keep smiling!

Steve Higgs. (MNS)



Branch Report—Isle of Wight

contact, Ron Wallis, 01983 752861 ron.wallis10@gmail.com

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

Afraid the year to date has been somewhat flat for us as a branch, largely because yours truly has had a lot of bad luck with health problems, so with that in mind, is there any Isle of Wight member who would be willing to take over the position as club Contact? Or if a member could come forward, to organise a run or two, on or off the Island, I am sure that we could re-energise the branch. Meanwhile, maybe we could have a special get-together before or just after Christmas, at the 8 Bells of a place of your choice. It would be really good to see a proper gathering of REs, to prove that we do exist.

Ron Wallis. (MNS)

Branch Report—Norfolk Branch at its new date (fourth Saturday of the month, 12 noon), at its new venue (Station Cafe Reepham NR10 4LJ). For further information, please contact Paul on 07951837737,

July saw the first meeting of the Norfolk Branch. The weather behaved, and as you can see from the picture six Enfields graced the car park, with great representation from Norfolk, Suffolk, Essex and Bedfordshire! We'd welcome anyone to come along and join us at future meetings.

Paul Scarff (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—Mid Shires

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).



Over the summer months we attended two major events locally; we had our usual stand at the VMCC Founder's Day which received lots of interest and also three of our members (John, Ray & Oryst) competed in the pre-65 trail at the Mallory Park Bike Bonanza. Personally I just went to the Bonanza as a spectator. Next year I'll have to get my self organised in advance and either book in for track sessions or (and?) enter the trial.

The photos show John Dove riding his mid-50's Bullet and one out of the five GP5's that I spotted in the paddock.

Cheers

Matt (MNS)



Club merchandise Machine badge Stainless steel
For details see page 46



Branch Report—South Oxfordshire

Branch contact: Andrew King (aking.kds@gmail.com) Meeting at the Red Lion, Drayton, OX14 4JB, on the first Thursday of every month at 7.00pm

www.facebook.com/RoyalEnfieldOwnersClub-SouthOxfordshireBranch

This summer witnessed the branch's inaugural expedition into rural Wales. The weapons of choice; a gaggle of 411 singles, a 650 Shotgun and a 67' Constellation. Accommodation was a mix of camping and B&B (for the softies). Day 1 dawned bright and dry in Rhayader. After a hearty breakfast we set off for miles and miles of lanes. Small hamlets passed by where all the names rolled off the tongue e.g. Llwynbaedd, Abbeycwmhir. The woodland had near vertical drops off the side of the road. Lunch was at Towy bridge Inn and an A road saw the day end with 100 miles ridden.



Day 2 (Sunday) was again dry and bright. More lanes took us to Llanidloes, Machynlleth and Aberystwyth then Devil's Bridge for tea and cake. A right turn saw us heading for the Elan valley, another 100 miles. An aside to our travels on tiny lanes was that we hardly saw any big, high powered adventure bikes with fitted luggage. They seemed content to play on A roads, leaving our plucky Royal Enfield's to soak up the best Wales has to offer.



New members please note the change in meeting venue to the Red Lion, Drayton. Cheers,

Andrew King (MNS)

Branch report—Kent

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



Hope you all enjoyed reading about our Normandy excursion in our last report. We have decided on a trip to Holland to mark the anniversary of "Operation Market Garden" next year, so stay tuned for details as they are finalised. As for right now we have just come away from the Betteshanger Heritage Sprint where our new female member, Maria was sprinting her custom 500 Bullet "bobber" feel free to check the branch YouTube channel for videos and photos taken by me and others at the event.

We have seen a steady growth in members all year which is fantastic as well as a diversity in age range which is even better. Hope to see more and more as time goes on. See you all at the next event!

Joe Sultana (MNS)



New Club merchandise

Yellow Hi-vis waistcoat

Sunburst yellow

For details see page 46



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



Very sunny for Astley's Mining Museum LE Velo rally. Bikes of all ages and types. One favourite, a red Bullet, simply with "Enfield" on the tank. (Till 1999?) Soon after, "Royal" was restored. South Lancs members in good numbers; great ambassadors for RE.

Enfield India returned: Stolen near Manchester, social media was flooded with descriptions, helped by it not being "Royal".

Police found thieves trying to start it near its home! Reunited with its elderly owner, only minor damage was reported. Although locked and covered... a lesson that extra security measures are vital.

Looking forward to Tuesday 3rd December, the annual Christmas meal and Quiz. Remembrance Sunday: M60 Ring of Red. Details coming on Whatsapp. New members...no subs to pay at the Birch meetings. Just arrive; join the Whatsapp group for ongoing information.

Other info: Roughleys Bike Show, Stockport; bikes, trikes, one sidecar (RE / Watsonian!) Live music. Hardly rained... amazing!

And... Stan's popular raffle made around £100 for St Ann's Hospice. Prize: two tickets for the Oulton Park BSB Championship. Here's Stan with his nice green machine!



Chris Robinson (MNS)

Branch Report—Glevum

Contact; Russ Williams Email: -REOCglos@hotmail.com

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



Ken looking dapper as ever

In addition to the normal busy life of the branch with ride-out and monthly meetings, we have also had some very enjoyable rides. **The John Roche Ride Out**; distinguished member John R led the way in a glorious trip by the banks of the Severn and down memory lane, culminating in high tea at Wendy and Dave's country retreat. Fabulous weather, company and refreshments, all home-made.

There then followed the **Black & White Ride** organised by Andy and Patrick, taking in the historic villages and hamlets with their black and white cottages in South Herefordshire, with a stopover at Shobdon Airfield, Leominster.

Here we were entertained by a classic sports car and helicopter event. A further ride was organised to Stratford-Upon-Avon, where members re-fuelled on fish and chips on the banks of the River Avon. Our final ride-out in August (over the Bank Holiday weekend), and arranged by Charlie, is to accept an invitation from a local hostelry in the Forest of Dean; Dog and Muffler in Joyford. Charlie worked exceptionally hard to acquire this invite, personally visiting the pub every night for a month, before they finally conceded. A final note from me to apologise for poor bike maintenance, breaking down not once, but twice on consecutive ride outs. The latter being 50 miles from home when the throttle cable snapped. If anyone witnessed a Classic being ridden without use of the throttle rotor, it was because the cable was wrapped around my hand, direct onto the spindle!



Russ Williams (MNS)

Branch Report—NE Scotland contact Bob (REtrialer),
Email - bob.nes@btinternet.com (preferred) or Tel:- 01651 851569.

26th October, last summer ride-out! 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. 30th November, maybe 28th December, 25th January (2025) & 22nd February will be visiting venues around the area for a longish lunch! Venues to be determined, an email will be sent nearer each date. I have approached a new venue to try by Banchory (The Cowshed), they have plenty of space. Anticipating 29th March 2025 will be our annual grand lunch, details will be sent out later!
Any club members visiting the area are welcome to join us, contact me as above (we don't bite, many will arrive by car through the winter)!

REtrialer (MNS)

Branch Report—Wessex

We meet at the Wyke Down Pub, Andover 7pm on the second Thursday of the month. Doug Hopkins Tel:- 07857692445

Email:- doughopkins@hotmail.com

7th July Seven branch members rode in the coast to coast run from Lyme Regis to Minehead via Sheppys cider Taunton. July club night rideout around the local lanes calling in on filming locations used in 'Worzel Gummidge'. 24th July good branch turnout for the Tortoise and Hare run, starting in Wells. The entire Hare entry went AWOL due to a missing Marshall, but Mike was happy to lead them all on a route of his own. 28th July four branch members rode down to Exeter Quay to join the Dartmoor run across this very scenic part of the country. Due to the disappearance of his Bonnie's gearlever, Mike's ride across Dartmoor was brief, but a big thank you must go to Les for returning home to get his van and rescue him.

4th August whilst a great selection of bikes were displayed on the branch stand at the Popham mega meet, I rode down to Box Hill to ride a pre production 450 Guerilla at the factory organised Tour of London. 6th August very enjoyable evening ride out over the gravel tracks on Salisbury plain. 18th August ride out to Burford, Boughton on the water and Bibury motor hub before a refreshment stop at Hungerford common. 25th August branch members displayed bikes at the Shalbourne classic vehicle and the White Horse Country show at Uffington.

Doug Hopkins (MNS)

Branch Report—Cambridge (The Fens)

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



The August 17th meet was well attended, with glorious weather after the deluges we have been suffering recently! Ted Dore brought along some of his displays, information sheets and awards received for events over the years, very interesting and Ted tells a great tale. As usual the quantity and quality of the bikes attending were great, in the workshop there are many bikes for sale , it's well worth taking a look. There is a new Norfolk Royal Enfield Branch starting on the 4th Saturday of the month at 12 noon, Station Café, Reepham NR10 4LJ. Contact Paul Scarf – 07951837737

Thanks again to Andrew for providing the excellent tea and rolls, much appreciated by all.

Lea Churchill (MNS) 07768681766

www.royalenfield.org.uk

Branch Report—Cornwall Branch

Contact Email:-bob.reed946@btinternet.com Tel:-07379781998.

Meetings at The Plume of Feathers, Scorrier, Redruth TR16 5BN, on the first Wednesday of the month 7.30pm.

Sunday 2nd June several of us met up at Smokey Joe's in Scorrier in fine weather at last, to go for a ride around West Cornwall. The first place we headed for was Portreath for coffee, before riding down the North Cliffs to Hayle, and taking a back road to the top of St Ives, where we joined the B3306, riding past Zennor, through Morvah, Pendeen and Botallack to St Just for a pasty lunch.



Suitably sated we rode past Land's End Airfield to Sennen. We then turned left onto the B3315 past Porthcurno, and down to Lamorna, up a very narrow back lane, and down through Mousehole with the stunning vista of Mounts Bay to our right.

We passed through Newlyn and Penzance on to Marazion for an ice cream stop whilst looking at some other bikes parked there, and also marvel at St Michael's Mount. We headed our various ways home via Goldsithney, Townsend, Praze-an-Beeble and Black Rock. A good ride out in good company.



On the weekend of 28th to 30th June, Richard and I attended the Wiltshire Moonraker rally at the Coopers Arms in Pewsey, where I met a few members whom I hadn't seen for some time. It was good to meet some old friends and catch up on things.

Bob Reed (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.

Contact:- Richard Shepherd Email:- richard.ratman@live.co.uk



This picture is very significant to me as it came up on a Face Book memory from 8 years ago. (I was 69 then!) It is me on my neighbours restored 1956 Norton Dominator and it spurred me on to return to biking. after many years. While I drooled over the bike Nigel said "If you can start it you can have

a go on it" and after two kicks! biking was back in my veins! So out I went into traffic thinking all the time "I must not drop this whatever happens!" Having always had a leaning towards classic style bikes this attracted me to Royal Enfields; my first was a Bullet 500. Now I have a Meteor and I love it!

We have enjoyed a number of rides and recently Paul led us into East Yorkshire, stopping for food at Seaways Cafe to the East of York, and after a food break we passed through a number of attractive villages, stopping again for "afternoon tea" at Sutton Bank Gliding club, which is well worth a visit. If you are in the Sheffield area, the Polka Dot cafe is also worth a visit for good food. Just across the road is one of the starts of a series of winding lanes with some tricky tight bends and the day some of our group went, the road surfaces had been tarred and chipped making riding as if on glass. Thanks go to RE enthusiast Derek, who knows the area, who took the lead and got us safely through to the A57.

Thanks also go to the West Yorkshire FB group who send invitations to us and we also reciprocate and share biking stories. It's One Ride charity rides soon, so enjoy the event raising plenty of money.

Peter Jackson (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), Mobile no. 07866696381 Email:- andylobb57@gmail.com

The Devon Branch meetings remain very quiet, averaging 10 or 12 members attending. What has boosted some interest, somewhat unusually has been the introduction of a Whatsapp Group. I don't know even if I'm calling it by its correct name, but it has aided communication between members. They have included myself in the group so I can see via my phone what is happening!



The last meeting was attended by representatives from CMS, the Exeter based Enfield dealer. They brought along a booklet of the Enfield range. It reminded me of when I joined the fold a few years back now. The restricted offering was a choice of variations of the Bullet, and the beginnings of an off road machine. HOW THINGS HAVE CHANGED! The new models have to be incorporated within our club and will no doubt become the main topic of conversation. Times move on, which we all must do.

Andy Lobb (MNS)

All Event Organisers please note

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

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.



Hi, not so much club activity over the last couple of months as people have been off on their travels. Most weeks have still seen a local ad hoc ride out, usually organised by Graham. Alan has traded in his Meteor for a new Himalayan which he seems very pleased with. My Meteor suffered its

first major fault at 36,000 when the alternator expired, I thought it was the regulator/rectifier at first as I know of a couple that have gone on Interceptors. Not a difficult job to replace although I think it would be easier on Classic 350s and Hunters as you have to loosen the front subframe on the Meteor.

As always we welcome new and old faces at the Duke William DE4 3BZ, 1st Tuesday of the month 7:30pm.

Jak Lemon (MNS)

Branch Scribes please remember to inform the Branch coordinator

J. Barnard if you change your Branch meeting venue or your meeting times.

Send your new information to

Email :- branchcoordinator@royalenfield.org.uk



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The Royal Enfield Owners Club is pleased to announce a partnership with Peter James Insurance.

Market place**For sale**

For Sale Royal Enfield 411 Scram. July 2022. 5,200 miles. Grey and Yellow. Still under warranty. Excellent condition. Main stand, Rear master cylinder heel guard, Headlight screen, Tail tidy. £2,400 ono Call Rob H. 07935369722 (Oxford) Thanks for your help. Robert Harris. (MNS)

For Sale Red Continental GT 535, excellent condition 2015, 5372 miles, MOT till June 25. Hagon shocks, Dynojet Power Commander plus sports silencer, raised handle bars and Dart fly screen. Looks and sounds terrific, £2350, Tel 07340165459. Email arthur.carpenter1@btinternet.com. (MNS), West Cornwall.

For Sale Royal Enfield Electra X 500. MOT. 20/06/2025, 32,000 miles. One owner from new. Good original condition. £1.950. Richard (MNS) Nottingham.
Tel:- 01159556145 Mobile:-07724816127

For sale. Yamaha vmax, full power, 28000 miles, 1 one owner from new. 1998. Good condition for year. Scottish borders (MNS). James Lauder, ercildoune, main street, morebattle.kelso, td58qg.
jameslauder500@yahoo.co.uk 07816479825

For Sale Brand new Hitchcocks rear polished steel rack for Meteor 350 £100.0

0 inc p/p Brand new LOMO dry bags (throw over type) £50.00 Alan Gordon (MNS) Tel:- 7707639955 or acgordon@outlook.com

For Sale 1961 Constellation, electronic ignition, stainless wheels. See Classic Bike magazine February 1992. owned since 1975. £4,500 Dave Longhurst (MNS) Notts
Tel:- 01159394298

For Sale Complete your Enfield collection with a Royal Enfield Bullet Sprint pedal cycle. Hurst 10 speed derailleurs. Dates from about 1960. Collection only from Wensleydale. Ian Mackenzie (MNS) £50 or best offer.
Email:- imackenziegm@gmail.com.

Market Place**Wanted**

Wanted Sidecar unit to fit a Royal Enfield Bullet or C5 Ron (MNS)
Tel:- 07484804466 Stoke Area

www.royalenfield.org.uk

REOC Welsh International Rally
 15 / 16 / 17 Aug. 2025 - 3 full days!

Baskerville Hall, Clyro, HR3 5LE, near Hay-On-Wye
 Organised rides and activities (details to follow). Bar, restaurant, function room, indoor swimming pool.
 Direct Booking www.baskervillehall.co.uk. Extensive camping. **Rooms - first come, first served, book now!**

The next REOC International Rally will take place over three days, August 15th/16th/17th 2025, based at Baskerville Hall, near to Hay-on-Wye, Wales.

Baskerville Hall is a stately home converted to a hotel with private rooms, dormitories, a restaurant, a pool and an extensive camping area, surrounded by over 100 acres of forests and fields, and has a lot to offer. Set in the Brecon Beacons National Park, it's a great location for some of the best riding roads in the UK.

More details will be available as we get activities organised, but please see your website for brochure pages, and photographs taken during a recent visit, or go to the Baskerville Hall website. Single, twin and shared rooms are not reserved for REOC, so book early! When booking accommodation or camping, please mention the REOC event.

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.

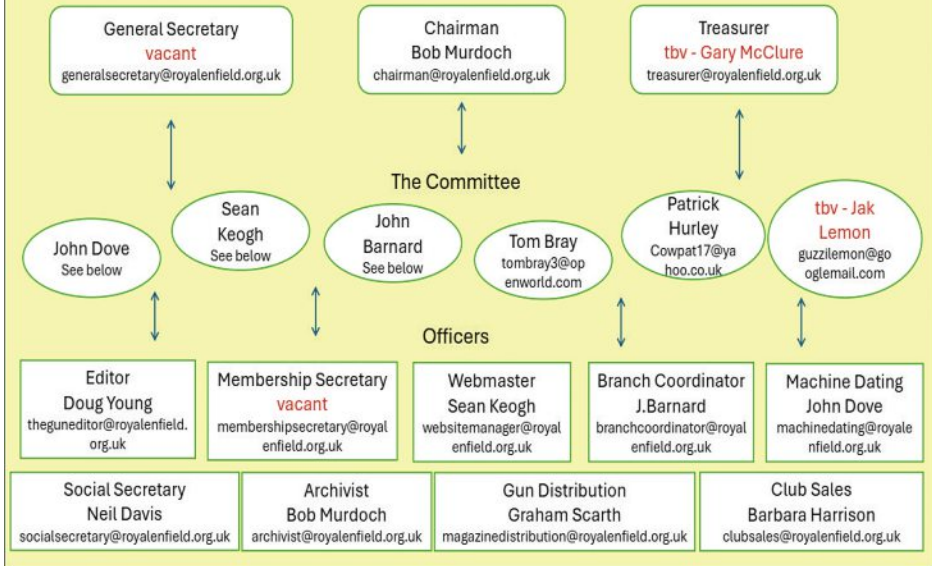


Long-standing MAG member, volunteer for the Cassington Bike Night, and local Councillor, John Broad contacted Oxfordshire County Council requesting road repairs in advance of the annual event which attracts upward of 7,000 bikes. The large 'trench' in the Yarnton to Cassington road posed a significant risk to the thousands of bikers that would be attending the event. John said: "I attended the Cassington Bike Night planning event the week before the event and, luckily, I drove there in my car as I noted a massive trench in the road that required dealing with before the thousands of bikers arrived. I mentioned this to the team, and they attempted to get it repaired using 'FixMyStreet'. Because it worried me so much, I pulled my 'councillor hat' and contacted the OCC officer directly.

Not only did they pull out the stops to get the hole repaired but they filled in most of the holes all the way from Yarnton Village as well." John went out of his way to get the repair dealt with and, importantly, to thank the Council after it completed the work. As the reply to John showed, councils rarely receive such thanks. The OCC department engagement officer wrote: "I have passed on your appreciation to our contractor; both the works manager and site gang who carried out the repairs. That's great news they did such an excellent job and it's a real morale boost to get such positive feedback." MAG's Director of Campaigns & Political Engagement, Colin Brown, has written to the leader of Oxfordshire County Council and the Environment & Place (Operations) department to add MAG's thanks for this excellent example of best practice. Councillor Liz Leffman, Leader of Oxfordshire County Council, replied saying: "OCC filled in over 30,000 potholes last year, but the work of our Highways teams often goes unrecognised, so it was great to receive a message from MAG thanking me for our quick response. I am delighted that we have been able to help to make the Bike Night a safe and successful event" Colin Brown, MAG Director of Campaigns and Political Engagement said: "In March we launched the Great MAG Road Maintenance Treasure Hunt with a view to uncovering examples of best practice.

Motorcyclists face significant risk of death and serious injury because of poorly maintained road surfaces. Seeing a Council react to concerns raised from motorcyclists in this way is the kind of thing we set out to encourage. Over 7,000 bikers attended the Cassington Bike Night, and all were safer as a result of John Broad's efforts to ask for repairs, and the council's speedy and responsible actions." The next Cassington Bike Night will take place on 30th June 2025. John Budgen (MNS) Mag Rep

Royal Enfield Owners Club - Aug 2024



REOC Vacant Positions

Membership Secretary.

To monitor renewal and new membership payments, issue new memberships and to work closely with the Magazine Distribution Officer.

General Secretary. Join a team of nine volunteers who manage and plan club activities. Set up meetings, take notes and distribute MOMs four times a year.

If you're interested contact chairman@royalenfield.org.uk

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

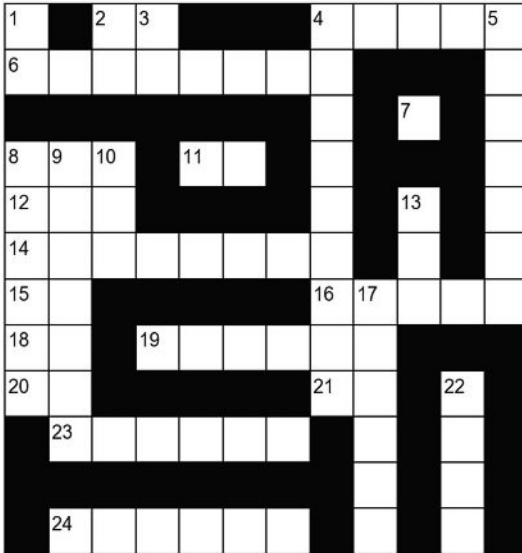
Barbara Harrison

Email: clubsales@royalensfield.org.uk

Tel:- 07973 721208



*REOC Standard Emblem



ACROSS

- 2 Reverse abbreviation for Road. GP etc.
- 4 Large, majestic Scottish bird. Golden?
- 6 Ivory-white mausoleum, Agra, India (3,5)
- 7 First letter. And first vowel
- 8 Single spot card. Person who excels
- 11 007's Aston Martin ???. (David Brown)
- 12 UK health system
- 14 Month the next Gun magazine appears
- 15 UK ships. Not the RAF.
- 16 IS MOT (anag.) Leaves out or excludes
- 18 The letter "n" Half an "em" printing size
- 19 AND AGE (anag.) Plan, programme
- 20 Australian state far from the east
- 21 Mister ?? The talking TV horse
- 23 From India. Also, USA bike marque
- 24 Season between spring and autumn

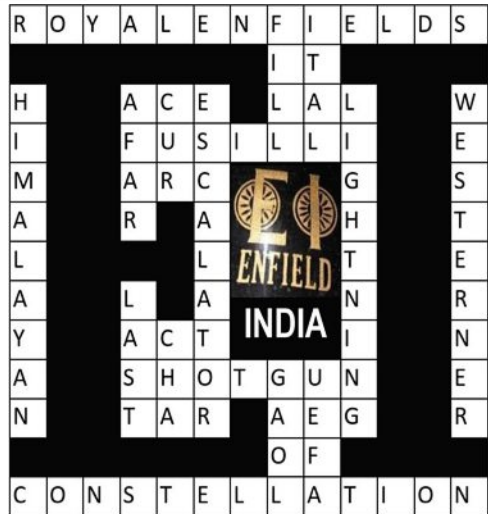
DOWN

- 1 Abbreviation for saint or street
- 2 Person playing music; radio or club
- 3 Abbreviation for room
- 4 RECODE TEL (anag.) E.g. on spark plug
- 5 Maritime flags. RE: 1950s 2-strokes
- 7 A top exam mark. A music note after G
- 8 Scottish patron saint. His day: 30th Nov.
- 9 Modern name for Madras
- 10 European Heart Group
- 13 SIR (anag.) Polite Indian form of address
- 17 Hot curry. University of ? In Chennai
- 22 Hunters Bike's vowels are often removed

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

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 :- Ian Marchant (MNS)

www.royalenfield.org.uk



*Wiltshire Branch Calne bike meet. (above)
Two Enfield's under the brooding Scottish sky (below)*

