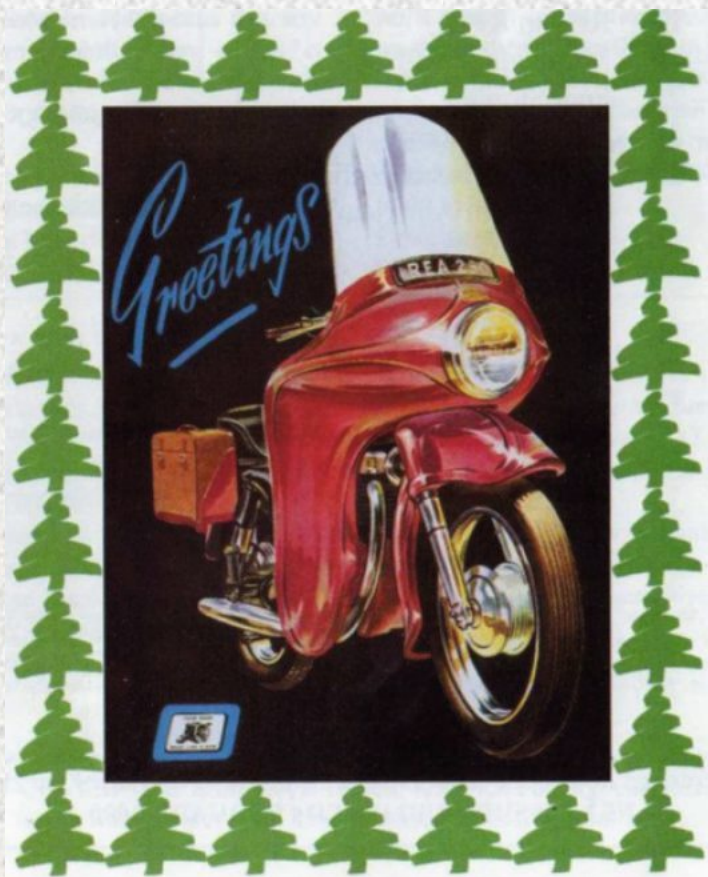




THE GUN

The magazine of the Royal Enfield Owners Club



For all the latest news, views and reviews

Issue No. 304



Dec/Jan 24/25





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Magazine production

Editors

Doug and Paula Young,
 4 Primrose Avenue, Rosyth,
 Dunfermline, Fife, Scotland.
 KY11 2SS Tel:- 07521221131
 email:- theguneditor@royalenfield.org.uk

Magazine Distribution Officer -

Graham Scarth
 39 North Moor Road, Huntington,
 York. YO32 9QN
 Tel:- 07485649017
 email:-magazinedistribution@royalenfield.org.uk

Membership Secretary -

Temporary Graham Scarth (above)

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Contributions for publication

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“**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:- *Royal Enfield Factory Christmas card around 1958*





EDITORIAL

Hello All,

Winter is upon us with short daylight hours combined with grey skies, wet and windy weather which makes it a long one! So you'll have to forgive us for going overboard with the "Christmas/New Year" issue as we've fairly "decked" the magazine! Something to hopefully cheer us all up.



Which takes us from one extreme to the other. Picture a young lady, 22 years old, riding 5,504 miles in searing heat reaching 104.9c on a 350 Bullet, setting out on Boxing day in 1950. See page 24 to read the true story of how Miss Winifred Wells achieved her epic trip, reported in the Royal Enfield Factory magazine "REVS".

2024 has been a year of mixed fortunes in this household. At the beginning of the year we took over as Editors (again!), Doug has had another cancer free year and has managed a few good rides, weather permitting! I managed to break some bones in my foot doing one of my other hobbies, "Outlandering" (that's another story!) and I never realised that a moon boot was so heavy! But all in all, we are grateful for every day especially when there's a magazine to put together and edit, again and again!

Talking of which, we reiterate, this is YOUR magazine and if you're not happy with it then don't just "mutter" about it in the garage/shed, let us know what you'd like to see in it or better still, contribute something!

Stay healthy and have a good Christmas and a Happy New Year. Let's hope 2025 has better weather for us all to get out on our Royal Enfield whether it be old or new.

Paula (and Doug)




All contributions for next issue to reach the Editors

By the **1st January 2025**

Next issue published **February 2025**





Write Away—Q&A

Dave

My name is Hans Mijnders and I am part of the editorial team of the Dutch Enfield motorcycle club, I received your email address via your editor. I am restoring an Enfield Interceptor 2 and have some questions about the oil pressure and the gearbox. Oil pressure: When the engine is cold I have a pressure of 60 PSI plus, this drops as the engine temperature increases to 25 / 30 PSI /3000 rpm When I look at the oil diagram the head only gets oil if the system remains above 50 PSI.I have new big end bearings, the oil pump has been checked and all the correct components have been installed. On the internet I came across other owners who indicate that they simply drive with this pressure. The head gets oil, I just don't know how much. In the Netherlands there is someone who claims that he generates 60 PSI with the pump, I doubt whether that is possible, since I have already tried everything. Gearbox: the ratio's gearbox from the Interceptor looks to be one of a kind. I find it difficult to drive in the city, continuously switching between the 3rd and 4th gear. I have 3 very short and a very long fourth gear? At 3000 rpm the speed in the fourth gear is about 50 miles, which seems correct. Is this normal for a stage 2. Hans Mijnders

Hi Hans,

Your oil pump is working fine. The RE pump gives a "pulsed" delivery which is difficult to measure accurately. Much more important is the oil seal in the timing cover which fits over the crankshaft, it is vital that this has a retaining system of some sort as with 60lbs pressure it can come loose and that will immediately lead to the failure of the big end! If you wish I can supply details of my own method which involves retaining the seal with wires. Alan Hitchcock refers to oil gauges as "worry gauges" and I agree, if all is in order then forget about pressure. There is someone in the Netherlands (I forget his name) who modifies the timing cover to obtain more reliable pressure readings, but I am not sure if this is worthwhile. RE did introduce a modification to ensure the head gets oil even if the pressure at the by-pass valve should drop; part no. 49995 replaces the ball bearing. All REs suffered from a large gap between 3rd and 4th gears, this is a nuisance at city speeds but as the engine is capable of 135+ kph in 3rd but will roll along at 45kph in 4th if wanted this is a problem of small matter. Original gearing was a 20 tooth gearbox sprocket, most owners now opt for 21 which the bike can manage perfectly. Hope this is of some help!

Cheers Dave Hollyman (MNS)



Write Away—Q&A

Hello Dave,

The person from the Netherlands that you are talking about is John van Raafenzwaai. I have regular contact with him, only he has completely rebuilt his Interceptor 2, I got the suspicion that the oil pressure results that he gets were not usable on the standard version that I own. Last weekend we went to the Enfield importer of the Netherlands for the "one ride" a ride of 2 x 60 miles and the Inter did well, sometimes the pressure dropped to 20 psi (during city traffic). During this ride I also wondered whether the pulse operation of the pump had an influence on the oil pressure gauge, I know that it is not convenient to check the operation of a Lucas dynamo with a digital meter, the meter cannot interpret the pulses well and leads to incorrect measurements. Your answer about the effects of the pulse action on an oil pressure gauge has given me some more confidence in the engine. As for the gearbox I will follow your advice and mount a 21 tooth gear. I still have the following 2 things, do you set the ignition to the factory value of 32 degrees? and with which throttle slide do you drive 3 or 3.5? Hans Mijnders

Hi Hans,

Yes I use the standard ignition setting. I do not use the compression plates (under the barrel). The engine runs best on E5 high octane petrol which is readily available in the UK, most supermarkets have it. But it will use E10 quite well. I had the valve seats changed about 25 years ago and have never had a problem. I fitted Mk2 concentrics many years ago also, with these I use no. 4 slides which work fine. I recall that with a Mk1/Mk1a concentric it should be a 3.5. As it is fairly easy to do, I suggest if your engine "spits" on throttle opening, or "misses" go for a ride and change the slides at the side of the road. I do any "tuning" this way because my bike is not quiet and I live in a built-up area! Basic principle, use whatever works best but in my experience factory settings are usually pretty good. Cheers, Dave Hollyman (MNS)



New Club Merchandise
Left:- Full Zip Heavy Fleece Jacket
Right:- light weight fleece for layering (see page 45 for details)





Write Away— Royal Enfield Forum Deutschland

The Forum operates online at: www.royal-enfield-forum.de

During our 2023 AGM it was unanimously agreed that we would approach organisations of other Royal Enfield enthusiasts based abroad in order to foster affiliations. To that end half a dozen Midshires Branch Members rode down to Vienna in support of the RE Forum DE's national rally in June of this year. A lot of EI Bullets and six Diesels in one place, a warm welcome and a wonderful experience!




As promised at this year's AGM here are the details for the Forum's national Rally for 2025;

June 27 – 29th Satzung, Marienberg, Germany.

Satzung is a small location close to the Czech border making it 485 miles from the Hook of Holland. The larger location of Marienberg offers wider choices of accommodation. Both lie less than sixty miles south west of the beautiful city of Dresden and only twenty miles south of Zschopau the home of MZ.

Most REOC Members ride modern Royal Enfields all of which would take such a journey easily in their stride. I hope you will join us in June 2025.

John Dove (MNS), Midshires Branch.





Write Away—Crusader 250cc 5 speed gearbox

Observations:-

1. All parts to be usable- check cruciform dogs on layshaft, all gears and shafts. Intermediate gear dogs have a small undercut to assist in self centring. But gears must be positioned correctly on layshaft via operator fork! That's the reason I recommend rocking the back wheel later.
2. Minimum end float on layshaft, check on kick start shaft , push & pull. I made new bushes.
3. External gear change mechanism to be free and greased including the gear lever spindle - check pawl spring and pawls quickly lay flat on ratchet. Also tripping pins on underside of pawls, mine were 1/2 worn but still functioning Okay.
4. Operator fork plunger unit- check for minimum side play in plunger, purchase new if needed, I did. This holds operator fork and gears firmly in place so reducing jumping out and loss of drive!
5. Small ball race on mainshaft to have very minimal axial/ radial play and is also tight in alloy plate housing. Use retainer if needed. This bearing controls end float on mainshaft, important for 5th gear selection. Also opposes clutch operation thrust. The alloy cover holding the clutch adjuster has a cast spigot but I'm not sure it bears against the outer ring of the bearing.
6. I use a slightly thicker SAE 90 oil as there is some wear on my mainshaft. Check level frequently.
7. Use delicacy when changing gear, stroke the lever, feel for each change! Initially the dogs make contact on their sides before fully sliding into place. The Heavy Weight box is similar, akin to the second pull on a trigger.

Method

- :-
8. More mechanism in a limited space in gearbox means adjustment is critical! Follow initial set-up instructions in workshop manual, setting pawl backplate correctly, put box in 3rd, set limit stop plate loosely, remove spark plug from engine. Rock back wheel back and forth and use kickstart, keep on with this, change through intermediate gears up & down 2,3,4th several times. Feel for firm, solid changes via the back wheel! Make slight adjustment as required to adjuster rod, feel what difference this makes, noting how pawls lay on ratchet plate. Continue until satisfied with these changes. Light pressure only being needed on the gear lever ,adjusting limit stop plate as required, when it feels right it is right!



Write Away—Crusader 250cc 5 speed gearbox

Now check changes of 1st and 5th, again rock back wheel, if satisfactory then hold gear lever down in 5th and check limit stop plate so that the pin is just at end of travel in slot. Because of wear I had to file up a new external limit stop plate with a slightly longer slot, +0.015" to fully engage 5th gear. Make adjustments with oil in box, it's surprising what a difference this makes. Initially I used a spanner on the square shaft with the pawl mechanism removed for test purposes. Remember set intermediate gears first, take your time, we can't see the internal engagement only feel for it, this is where many youngsters fell down, making adjustments in haste! It is simply a learning technique, practice makes perfect!

9. My box was fine until engine was fully warm when it started to jump out of 5th gear, hence filling up a new stop plate to compensate for wear. The notched operator fork has a slightly greater sweep on the 5 speeders. Many cranks and pivot pins in the change mechanism contribute to lost motion in the operator fork & other areas, after much use! Now I can complete a 50 mile run and not miss a gear!

10. Despite past negative comments, the 5 speed box is sufficiently robust for all normal road use if set-up correctly and used with care. A final thought see clutch frees off fully and in correct adjustment, makes for pleasant changes and riding. I trued up my clutch back plate with a pointer for that!



Happy gear changes :) Dave Bower (MNS) 07398 471689

Write Away— Dating certificate

Hi Doug.

When applying for a dating certificate for a bike without a registration number, start by building the bike to a roadworthy condition. The bike can then be MOT tested on its frame number thereby proving that it really does exist and the DVLA won't need to do an inspection. Then apply for a machine dating certificate with a copy of the MOT certificate. Talk to your local MOT inspector, explain the situation, and ask what he requires. Make life easy for the machine dating officer. Then add the bike onto your insurance. Apply for an age related registration number with an MOT certificate and an insurance certificate and you have made life easy for the DVLA. I have done four bikes on this system and it works.

Chris Brady (MNS)





Write Away—Dating certificate cost

Dear Doug and Paula,

I have been disgusted by the Clubs attempt to make money with the regards to dating certificates. This Club was set up for the benefit of the members not to make money off them at any opportunity. It was with regards to this that I contacted the Chairman but in his reply to me I noticed this comment "*so it was felt by the Committee that the charge for this dating service is outdated and does not reflect the effort and expertise of club specialists*"

As someone who has given over 30 years as a Machine Specialist (Model G) free of charge, I felt I could not continue in this role when the Club was going to make money out of my time freely given. I have been unable to attend the AGM for many years so have not seen the clubs financial reports but surely the club is not in such dire straights that we need to charge for these dating certificates. The Clubs justification for doing this referencing the VMCC gets my blood boiling! The VMCC is an organisation which I have been a member of for over 40 years. It is a business and in no way compatible with the REOC.

Regards John Stephenson (MNS)

Write Away—Four little photos and a brick



The recent and very sad demise of my younger brother has brought about some searching and sorting of family memorabilia and photos etc., and which I'm sure is what most folks do. Such searching around in the distant past can quite often reveal all sorts of surprises and reminders of what's gone before, some welcomed, some perhaps not, and I'm wondering what this might reveal. As my younger

brother wasn't a biker I've no idea why he might have been in possession of the attached four small photos of Royal Enfield, registration no. FYL 883. I say this only because although he wasn't a biker I have always been one and I'm surprised I



Write Away—Four little photos and a brick

haven't at least seen the photos at some time in the past.

What I do know is that my father and his twin brother were both bikers and I also remember when about 5 years old, and just getting to grips with my three wheel pedal bike, how I would ride it to his part time workshop where there always seemed to be lots of motorbikes that dad and colleagues were fettling. And I wonder why/how I got the bug! Ha! All this stuff happened a long time ago, around the late 50's,



and the workshop was in the out buildings in the yard in front of the Shepherds Arms in Horbury, West York's, which is possibly the area where the pics were taken. So, back to the bike, well, it's clearly a rigid with a long seat supported on springs supported by a bridge type bracket over the back mudguard. Also a rather long inlet tube/manifold to get over the mag/dyno set up? But you can see all these details and others which I'm sure I haven't spotted and so any info on the bike and its history would be appreciated, and I wonder what the brick was for?




Many Thanks Bob D (MNS)



New Club Merchandise
Left:- Long Sleeved T-Shirt
Right:- CoolTex Short Sleeved
T-Shirt (see page 45 for
details)





Write Away—The electric start

Hello Doug and Paula.

Firstly may I congratulate you on your excellent work editing The Gun. It must be an awful lot of hard work for you. I hate to think what it must have been like doing 12 issues a year. (I did vote for only 6!)

Anyway I was very pleased to see the reprint of Bill Soltau's letter. I was sure I kept Issue 170 but can only locate No 171! Miss is as good as a mile! I remember Bill's advertisement in The Gun for his electrified Meteor Minor and wonder if a member actually owns it? The whereabouts of his Super Meteor would also be interesting/useful. My memory may be playing tricks but I thought he also wrote a more detailed report of all the things he actually did? Bill was a very skilled and talented engineer and wonder if his drawings have survived? The reason for my interest is that after nearly 2 years I am still waiting for my second knee to be replaced and until it is, riding a kick start bike is out of the question but I am capable of doing a bit of machining. To be able to copy what Bill did would save an awful lot of work! My youngest son who, like me has a Mk1 Interceptor, suggests I just by a 650! Not quite the same thing! Any help you could give would be very much appreciated.

Best wishes Tim Shakesby (MNS)


Sorry Tim, we've nothing here but perhaps the Archives might. Eds.

Write Away—The value of HPI checks.

This applies to any vehicle you're thinking of buying privately, especially on Facebook Market Place or some other on-line sites. I decided I wanted a second bike as well as my RE Classic 500 and started looking on FBMP as I thought there'd be a bargain there. I saw a suitable bike advertised in Goole, in good-looking condition & for a handy price. I rang the seller and arranged to go on the train at the weekend (with my riding kit), see & buy the bike (if suitable) & ride it home once insurance was sorted out. OK so far...

Mentioning this to my friendly bike mechanic Steve, he said "What does the HPI check show?" cautioning me about buying a vehicle (particularly privately) without doing so. "I haven't done one" I replied but as the advert showed the complete registration number, I took his advice & paid my £14.99 for a HPI check - it's a simple on-line procedure & it's fortunate I did...

The check returned "Insurance write-off, no cosmetic damage, insurer declined repairs", also that the bike had changed hands 3 times in the last 4



Write Away—The value of HPI checks.

months, a Big Red Flag. My speculation: the bike had been submerged, written off, retrieved and got running, then an attempt to insure it was refused. Bike sold on, insurance refused again (or hideously expensive), sold on, (repeat) & I was next. That £15 HPI check saved me a lot of hassle. I declined the deal and later bought a 2008, low-mileage (2850, HPI checked!) bike in great condition & mechanically sound. It wasn't too keen to tick over as the carbs hadn't been properly cleaned out after it had been sitting in the 2 previous owners' sheds for most of its 15 years but I bought it & rode it home. Steve's now fettled the carburettors, given the bike a thorough service & it's a great addition to the fleet. So, check thoroughly before parting with hard-earned money (I'm sure you all do). I initially didn't and nearly fell foul of a dodgy deal - that £15 was well spent.

Stephen Phillip (MNS) 07752 189471

When applying for an REOC 'Machine Dating Certificate' please follow the process below in full;

Please email clear, colour, side-on digital photos of the completed, MOT ready, motorcycle.

Please email clear digital photos of the engine and frame numbers along with photos of where they sit on the engine and frame.


Please supply your current REOC membership number, full name (no abbreviations please) and full postal address.

Please ensure that you provide all of this in a single email to; machinedating@royalenfield.org.uk

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.**

www.royalenfield.org.uk



Write Away—4 Point Ride

Early September, we completed our 4 points of the UK tour on our little 350 Classics. For each run to one of the countries furthest points, we have started from Kings Lynn in Norfolk. We took the decision to go to Wales completely non motorway.

Heading off through Peterborough, Thrapston, and meander through Northamptonshire, Daventry to Royal Leamington Spa, Stratford Upon Avon, through Worcestershire to Leominster, Herefordshire, Hay on Wye, Brecon, Llandovery then nip onto the A40 all the way to Haverfordwest and then St Davids itself.

Chuffing along gently on mostly rural roads, it was a joy to see the changes in the landscape from the flat lands of East Anglia, mostly crop based, which then give way to the rivers and winding roads of Northamptonshire, Warwickshire and more cattle based use of the land. The scenes of cattle in the meadows, coupled with some ancient original forest, is a view hardly changed for hundreds of years and at some points looked like a Constable Painting. Then there's the Chocolate Box villages with thatched roof buildings, uneven stonework and "Wonky Windows" that take you back to another time entirely. They look even better bathed in sunshine, however, sunshine was in short supply this day. The rain started about lunchtime, so we decided to stop for lunch at the excellent Kings Head near Leominster.



temporary friends bikes in the car park at the Kings Head Leominster

We were not the only bikers that had come in out of the rain. There was a group of old geezers on a variety of bikes including a couple of new Enfields (Meteor & Hunter) a Triumph Tiger, a 1980's 1000cc BMW Boxer Twin and assorted Japanese bikes. We all decided to have lunch and a chat. They had come up from Eastbourne and were having a few days exploring the roads and sights of the area. After having lunch they left to carry on exploring and we then headed off

to Wales. Eventually the rain became torrential and we decided to stop at a B&B cum pub in Usk. Welsh Lamb was on the menu that evening. Fantastic!

Write Away—4 Point Ride

It was done to perfection The next day dawned damp but sunny. We took a brief ride to the West End Cafe in Llandovery, which was recently featured in Motorcycle News. Here we met another biking Father and Son, touring Wales on Motorbikes. The Dad was on a 40 year old Honda RS 250 and his son was on some giant of a modern explorer type bike. The Dad was over here from South Africa. I have never been to Africa, so we had a long chat about that continent over a wonderful breakfast. We said our goodbyes and wished each other a safe journey then started off into the stunning scenery of Wales as we made our way to the Cathedral City of St Davids. Living in Norfolk we do not have mountains, we barely have bumps! So the scale and majesty of the scenery we were slowly chuffing our way through was so impressive to us. Arriving at St Davids, we did the touristy thing and visited the Impressive Cathedral itself.



St Davids Cathedral

The whole thing was built during the 1100,s to 1200,s. What a pile!! It was massive. After a little wander around the place we then headed off to Whitesands, which is as far as the bikes can go in a westerly direction

before falling into the sea. To get to St Davids Head itself, one has to wander along a rocky path for about a mile. St Davids ticked off we then decided to go and see the Elan Dam and reservoir. It is a really superb structure and a masterpiece of engineering, which we could ride the bikes across. After a few pictures we were back in the saddle again



Me at the Summit of Snowdon.



. Ben at the top of Snowdon (again).

and making our way along the coast road and heading north as we had a train to catch to take us up Mount Snowdon.

The year previous, my son and a few friends had climbed Snowdon from the east side of the mountain all the way to the summit.

Write Away—4 Point Ride



Me smiling in the rain at the Elan reservoir

We found Welsh hospitality faultless. The roads superb, The weather "iffy" but never boring.

Wales also seems to have more pubs and petrol stations than I have ever seen in any other part of the UK. Our ride home was a little more direct and therefore faster than the journey to Wales. We had to be home in a day as my son was working the next day. So that's one side of the UK to the other in just a few hours on our little 350 classics. They performed faultlessly on the 930 mile trip, no problems at all. Some steep hills had to be

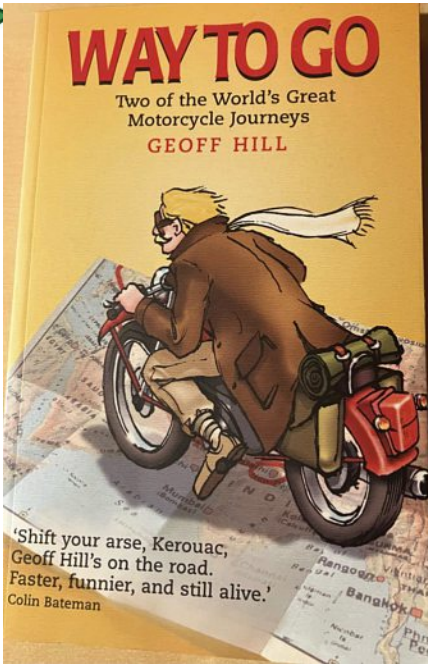


taken at a more sedate pace in 3rd and fourth *Ben at the Elan Reservoir* gear, but the plucky little Enfields managed

it. Both were back on commuting duties as soon as we got home. We've not had time to clean them yet. Our next challenge is going to be all the islands off the coast of the UK that you can get a bike to. That should keep us busy shouldn't it?

Regards, Stephen And Ben Lucker. (MNS)

Book Review—Way To Go



Enfields in India, Harleys in America, what I got was two for the price of one! This is a tale of two motorcycles and although it was the "Delhi to Belfast on a Royal Enfield" that was my prime read, the second half of the book "Route 66 on a Harley Davidson" proved just as interesting. Geoff writes this more as an adventure story than one of facts about maps, miles and cost. He manages to draw the reader into his journeys in both an interesting and amusing way which actually had me laughing out loud at some parts. This is a definite read for those dark nights that are creeping in!

It's available on Amazon for 9.95

Paula Young (MNS)

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**The Royal Enfield Club Nederland
Hans Mijnders Interceptor during the Ride to
the Dutch RE importer. 2024,
see Q&A page 6**

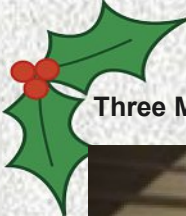


**The Kiwi Bulletin
No. 139 October 2024
Chris Blenkinsopp thinks it is the
longest town name in the world**



**The Royal Enfield Owners Club of North
America The Bulletin issue 125 Jeff's VAX
Interceptor shows only 3700 miles and is in
what he calls "unmolested condition".**





Three Mugs at the AGM



See Website for the full AGM Minutes.

The “Three mugs”. Don McKeand, and brothers Jak and Carl Lemon were awarded prizes for currently leading the *Enfield Explorers* by Branch Secretary John Barnard at the Annual General Meeting on September 21st. Of course everything could change by the end of next year when the winner's trophy and prize will be awarded!

www.royalenfield.org.uk

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



®EOC Trademark ownership

It will be a surprise to many members that our club owns two historic Royal Enfield trademarks, which we pay for.

In 1995 Ian Parry set up a sub-committee of the REOC with the aim of safeguarding the use of the name Royal Enfield and the *made like a gun* logo. Ian successfully secured them in two trademarks: -

UK00002024203 ROYAL ENFIELD and **UK00002027094 made like a gun + cannon device** for use on items of clothing, headgear, printed matter and club services. We get most value from the second trademark which is located centrally in our unique club badge.

As a matter of interest, at around the same time, Eicher Group in India acquired Enfield India Ltd, and also the trademark *Royal Enfield* for use on their motorcycles, whose 350 and 500 Bullets had previously displayed just *Enfield* on their petrol tanks.

Every five years we pay a fee to safeguard our two trademarks, which are due for renewal in 2025 at a cost of approximately £1500, so we need to get our money's worth. It's important to understand that the club didn't want to prevent our trademarks being used by other parties, we wanted to ensure that we can use them without any legal challenges from others.

We recently commissioned a professional designer to produce (restore) a nice sharp master artwork of our club badge to standardise what had become a mix of poor copies of previous copies of the club badge over the years. On our website you'll find two design variants in three different colours, which can be downloaded and enlarged or reduced for any decorative purpose. One has a simplified gun image more suitable for embroidered garments and some specific printing techniques. Please use our unique club identifier, incorporating a trademark, which you're paying for!

You'll find them under the heading *Members Area* on our website www.royalenfield.org.uk. You'll also find Ian Parry's more detailed explanation of our trademarks.



These three REOC logos are ours. Branches please use them





The 2025 REOC Greek National Rally has already been announced!

May 30th- June 2nd 2025, Delphi (see page 41)

After a difficult period of searching for the right location of the upcoming Greek Rally, finally we decided to make it in Delphi. That was not easy because the rally standards are always in higher levels. **Delphi**, a picturesque town lying on the slopes of Mount Parnassus high above the Gulf of Corinth, is one of the most famous historic sites in Greece.



The Archaeological Site there is a great way to immerse yourself in the history and mythology of Ancient Greece. A lot of things to do in the area and the campsite "Chrissa" which will host the event was marvellous, full of pine trees, with shadow for the tents and a swimming pool with a bar.

Registrations for the rally have already opened and we are sure we will organise a nice rally! The distance from Athens is only 185 kilometres and around 2.5 hours riding. Think of the idea to fly-ride for the rally as an option. There is a rental company here with a great variety of Royal Enfield models. For the first time the event will be held for 4 days (3 nights) so more activities will be announced at the **Rally Touring Guide** start of the New Year! More information about the rally at the official UK website or via REOC Greek branch email: reocgreece@gmail.com The photo above was from our last ride to the area, start of September to finalise everything with Greek REOC members Kimon Delon, Arman Daniel and Dimitris Pistolis. Looking forward to seeing you next year!

Best Regards, Andreas Papadakis (MNS) General Secretary

Members!

We have been running an Electronic Newsletter since May this year to help alleviate the news being "out of date" as the Gun is Bi—Monthly. As we said previously in Gun issue 302, the Newsletter is produced in the Month the Gun isn't published i.e January, March, May, July, September and November. So if you have missed copy date, your contribution can go in the Newsletter!

Face Book Findings



Having just read of John Doves salutary speedo saga in this months Gun I thought I'd post on here what I did when I first got my Interceptor 4 years ago. The photos don't really do it justice, but a tiny drop of red enamel paint just where the decimal point should be (is) has made the trip meter easy to read at a glance. This may not sound much but I found I was spending far too much time trying to work out what it was at the expense of watching the road! Steve Gibson

On the way to the Super Sausage cafe (more explorer points) I visited what was Jack's Hill Cafe. It is the last of the six tower cafes remaining although it's future looks far from certain. Like most of the old biker cafes it was built to serve lorry drivers. Sadly killed off by covid guidelines which allowed service areas to open but not cafes. No, I can't work it out either, it has overnight parking, showers, toilets and food just like a service area



Carl Lemon



New Club merchandise
Exec High Vis waistcoat
(For details see page 45)



Face Book Findings

Spotted a vary rare bike at our local bike night. I understand (from this site) the first Royal Enfield to bear the Bullet model name from 1932. Some very interesting features ahead of its time with four



valve head. Two alternative spark plug positions, just swap the HT lead over if one gives you trouble in competition. Martin Mansell

Stuart Bell comments “the Connie is getting all excited about meeting a few of her mates for this afternoon Ride out”.



www.royalenfield.org.uk

5,504 Miles

Trans—Australian Journey

The first woman to achieve this epic ride uses a Royal Enfield “350 Bullet”

For her annual holiday Miss Winifred Wells decided to motorcyle from Perth, Western Australia, to Sydney and back on her privately owned "350 Bullet". She set out on Boxing Day, 1950, equipped with food and spare clothing in two pannier bags, a suitcase strapped to her carrier and a knapsack. There was no need for waterproof clothing, as it was mid-summer in Australia, so her outer clothing consisted of riding boots, breeches, sweater, leather jacket and an old tweed cap; the latter to protect her from the scorching glare of the sun.

Miss Wells, 5ft.5in., 22-year-old daughter of a furniture manufacturer in Shenton Park, Western Australia, achieved what has been acclaimed as one of the most prodigious feats in Australian motorcycling history. In 21 days she accomplished her solo ride from Perth to Sydney and back, a distance of 5,504 miles. Thus she averaged 366 miles per day, alone, braving the barren, sandy, waterless wastes of the Nullarbor Plains, a



sparsely inhabited desert more than 1,000 miles wide. To tackle the desert itself would daunt many a husky male rider. Only those who have had first-hand experience of this feat can truly appreciate the courage and determination of this slim slip of a girl in crossing the desert twice within three weeks. The following itinerary, together with the map, will enable the reader to form a rough picture of this, one of the most arduous and dangerous long-distance rides in the whole history of motorcycling.

MISS WELLS'S • ITINERARY

1950

Dec. 26: Left Perth at noon, spent night at Southern Cross.

Dec.27: Reached Norseman

Dec.28: Rode 298 miles and camped in bush.

Dec.29 : Reached Eucla

Dec.30 : Reached Ceduna

Dec.31 : Reached Port Augusta.



RE—RUN REVS Vol. 5 Winter 1951—52 No. 13

1951

Jan. 1: Reached Adelaide 1-30pm
Departed for Melbourne same
afternoon

Jan 2: Reached Melbourne.

Jan.3: Rested.

Jan.4: Left for Sydney.

Jan 5: Reached Sydney.

Jan.6: Rested.

Jan.7: Left Sydney.

Jan.8: Arrived Melbourne 8 a.m.

Jan.9: Rested.

Jan.10: Left Melbourne, 7 a.m.,
arrived Adelaide 7 p.m.

Jan.11: Left Adelaide 1.30p.m. for
Port Augusta.

Jan.12: Reached Ceduna.


Jan.13: Reached Eucla

Jan.14: Reached Norseman.

Jan.15: Reached Southern Cross.


Jan.16: Reached Perth 1 p.m.

At the end of the first day Miss Wells had reached the small town of Southern Cross. Next morning she began the most gruelling part of the ride, crossing the Nullarbor Plains. She arrived at Norseman safely by the evening of the 27th and the next night she was quite alone in the desert with no human habitation for at least 100 miles. A nasty skid on some loose gravel outside Coolgardie upset her a little, and this prevented her from pressing on to Eucla, her intended destination. Her remarks on the incident are typical. "so I used my bike, ground



sheet and blanket to rig a shelter in the bush. It was the loneliest hole you ever saw. but I wasn't scared." She rode into Adelaide New Year's Day led by our distributor, Mr. George Bolton, a great welcome was given to Miss Wells by motor enthusiasts there. The letter we received from Mr. George Bolton subsequently describes the next leg of the journey to Sydney, and after only one day's rest, back again to Adelaide. After having covered 1.731 miles to Adelaide across arduous desert country in the blazing heat of summer,

Miss Wells left the City at 5 p.m. the same day for Melbourne, and so to Sydney where she arrived at 6.15 p.m. on 5th January. She spent a day seeing the sights and set off on the return journey on the 8th arriving in Adelaide at 7.20 p.m. on the 10th. She had completed the run of 462 miles from Melbourne the same day, having left there at 6.30 a.m. Our hopes are high that this gallant little soul will win out. When she left Adelaide at 3.00 p.m. on the 11th ins., with the machine running as new, the temperature was 104.9c. As she travelled north to Pt. Augusta, so the temperature increased, but she succeeded in reaching Pt. Augusta, a distance of 204 miles, by 8 p.m. On 12th inst. we received a telegram stating that



She had left Pt. Augusta at 6 a.m. and had arrived safely at Ceduna, a distance of 323 miles due west at 4 p.m. Thus we await further progress. The roads through which she is now travelling are merely bush tracks through sandy, waterless wastes and her very life depends on the reliability of her machine.

I have taken precaution of phoning the police at Pt. Augusta with whom I am personally acquainted, asking them to advise other police along this lonely track to be on the lookout for her, in case of emergencies. Mr. L. B. Clarkson, our Australasian representative, advised us shortly afterwards that the phenomenal journey had been completed within 21 days, as scheduled by Miss Wells.

He sent us a copy of the telegram he received from Carlyle & Co. Ltd., the dealers at Perth, from whom the machine was purchased by Miss Wells two weeks before her trip.

It read:-

"WINIFRED WELLS ARRIVED
BACK IN PERTH ONE PM TODAY
—STOP.

CONGRATULATED BY LORD
MAYOR ON COMPLETING
MERITORIOUS RIDE COAST TO
COAST AND BACK IN TWENTY-
ONE DAYS —STOP.

SHE IS FIT AND WELL —STOP

ROYAL ENFIELD BULLET CAME
THROUGH WITHOUT MISSING A
BEAT ENGINE RUNNING LIKE A
WATCH. CARLYLE"



Miss Wells returns to Perth

In recognition of her magnificent feat, this Company sent out to Australia a handsome trophy which was presented to Miss Wells at the Claremont Speedway, Perth, where she rode a lap of honour on her "350 Bullet".



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

It's been a busy couple of months for branch ride outs. Early September six of us rode down to Ibsley in the New Forest for the Perce Simon reunion, great display of off road competition bikes.

The following week we rode down to the Arbutnot trial, watching the bikes cross the ford at Stratford Tony. The Royal Enfield One Ride, hosted by Hatfields of Crowthorne, started very well with pre ride baps and coffee, followed by an enjoyable ride through the back lanes of Berkshire to the Control Tower cafe at Greenham Common. The month ended with a busy weekend riding to the working day at the Rural Life Museum, Farnham on the Saturday, followed by a very well attended ride through the Cotswolds to the Oxford Bus, Morris car and cycle museum in Witney.

October started with a ride out to the Beaulieu vintage tyres breakfast meet from where we rode on to the fascinating Eling tide mill. The lure of the new forest had us riding down there again to visit the Airfields museum at Bransgore. Returning home through the Forest we managed to locate the Battle Command HQ, now overgrown in the woods overlooking what was Ibsley Airfield. Unfortunately a tyre was punctured on the way home, but fixed in 15 minutes thanks to the tubeless tyres on the Hunter.

The free entry to the National Motorcycle Museum open day, ensured a sizeable group of us attended. Very impressed with the 1970 twin engined Interceptor drag bike that became the first unfaired bike to top 200mph at Bonneville.

Doug Hopkins (MNS)





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



The Lincolnshire branch of the club met up with the Suffolk branch of the club at Browns cafe on 11th September, this has become an annual event and it was very gratifying to see that both branches simply merged into one group of Royal Enfield owners with everyone chatting away; the very best of reasons to be in the club, especially when the weather was generally kind to us. 24.9.24 Back at PJs with 11 members and 7 bikes with the Twins being in the majority.

8.10.24 on what will probably be the last ride of the season for the Lincolnshire branch of the club. 12 members met up at Rachel's cafe Hagworthingham, though only 4 bikes including Barry on his very neat BMW RS 100 which he has owned for over 30 years, and I was on my newly acquired Jawa 350 2 stroke twin! Finally, the Christmas dinner has been booked at PJs for Monday 16th December, even if you can't make the Tuesday meetings you'll be more than welcome to join us for the celebrations, though please let John Stones know to book a place for you.



Many thanks Steve Gibson. (MNS)



Branch Report—Wiltshire

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

Contact enfieldwilts@gmail.com

Sunday 13th. October saw the Branch mark its Twentieth Anniversary with a celebratory lunch held at the REME Museum M.O.D. Lyneham, where forty eight members of the branch sat down to a feast of stories and anecdotes. The first meeting of the branch was held on 1st. September 2004 at the White Hart, Wroughton, Swindon. Alan Snook, our Branch President, gave a presentation outlining the history and formation of the Wiltshire Branch. We were honoured with the attendance of our founding members who many of you would have known



through their previous commitment to the National Royal Enfield Club. A magnificent Twentieth Anniversary three tier cake was officially cut and distributed to round off the festivities, thanks to our branch Master Baker Karen Titcombe. It was truly a really memorable occasion and a big thank you is extended to our branch committee whose efforts made the day such a success. The September branch meeting included a report by our Chairman who attended the



Club A.G.M. where relevant points from the agenda were shared with the membership. We were also able to attend the Dolphin Breakfast Ride In at Gillingham, where we joined members of the South Dorset and Dorset and Somerset branches for what has now become a rather enjoyable. annual event. Keep smiling.



Steve Higgs (MNS)

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).



The AGM rally seems to be really gathering momentum with lots of members (including several from the Mid-Shires Branch) choosing to take advantage of the camping/social opportunity. I wasn't able to make it to the rally myself yet John forwarded this photo of his early-'50's Bullet at the campsite.

A couple of us from the Mid-Shires Branch entered the Salisbury Motorcycle & Light Car Club's annual Arbutnot trial, this year's event was exceptionally hard because of overnight rain on the Saturday night so

there were lot's of machines that dropped out in the opening miles of the 80mile route. The flooding was so bad on one track that a Villiers powered Greeves stripped all the threads from the barrel base studs because of hydraulic locking! My bike suffered "drowned magneto syndrome" yet I was able to dry it out and complete the course. Those who did manage to press on were able to enjoy a ride through some wonderful countryside along the Wiltshire/Dorset borders. I took the photo of this trials Bullet at the lunch stop, I have no idea who the bike belongs to, I was simply amused by the golfers practicing in the background.



Cheers Matt (MNS)



New Club Merchandise
baseball caps
(see page 45 for details)





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

Hoping to have a lunch time meet on 28th December, still working on a venue. I am waiting a venue to confirm for 25th January (2025) & 22nd February will probably be the ‘Gumboots Concept Eatery’ by Lonmay (Peterhead) for lunch! Emails will be doing the rounds nearer the time. As our numbers increase it is becoming essential to give an estimate of numbers to many of the venues, please try and advise your attendance, or not, timeously.

I can confirm 29th March 2025 will be our annual grand lunch, a return to the ‘Admirals Inn’ at Findochty is booked, menu and further details will be sent out nearer the date. Robert will be coordinating this. Time to start thinking about runs and activities for the 2025 summer! There seems to me to be some who fancy a weekend (or longer) away, please feel free to volunteer to organize!! 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—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.**

At long last, it would seem that we have a glimmer of light for our little Island Branch, with a very interesting meeting of three members for our October evening, including Ron, who has just about put 6 months of problems behind him, and climbed back onto the Classic350. The only bright spot in the bad times for him was the trip to the MGP, and watching Andrew McLean on his RE take the third step in the Classic.

The evening meeting was followed by a short run on the 23rd with five machines leaving Carisbrooke at 2.30pm, heading East toward India, but having to stop at Bembridge, where we sat, overlooking the harbour and enjoying some rare sunshine, sipping coffee and listening to Steve’s tales of a recent trip from Santander, through Spain and France, on his new Classic 350, before heading for home.

Ron Wallis (MNS)



Branch Report – South Wales

Contact: - Gary (Ted) Edwards; tededwards68@gmail.com

Tel. 07900 070717 Meetings; 1st Thursday of the month, 1930hrs
at the Gear Inn, 37 Gear Road, Newport NP20 3GY.

Please see our FaceBook page for event details and fantastic photos.



August saw our biggest event of the year, our annual rally at the Llandoverly Rugby club.

What an amazing turn out! There were club members from South Wales, Wiltshire, Somerset and Dorset, Lincolnshire, South Midlands, Lancashire, and the Peak District. In all around 44 attended. Due to the large number of riders, the ride out was

split into 3 groups, with 20 minutes in between. The route was approx. 100 miles, and took in the stunning Elan Valley, Lunch at the Two Hoots café in Devils Bridge, then a lovely meander down through mid-Wales via Llyn Brianne. The weather behaved, and everyone agreed what a great day it was. Many thanks to Ted, Richard, Kev, Paul R, Dave H, Gerald, Kobi, Claire, Milly, for organising the rides, manning the welcome tent, and ensuring that everyone got back safely. Also thank you goes to Brian and Gill our Support Vehicle crew.

In the evening, we were treated to Rebecca with her Harp and the very talented singer/guitarist, Jim Ramsey. We also had a quiz from Dave H, a raffle, and an awards ceremony, with a notable rosette given to Andy G, for being the most optimistic rider, on his 1947 model G. Unfortunately, the Welsh hills prevented him from completing all of the route.

Ted Edwards (MNS)





Branch Report—South Lancashire
Meetings: First Tuesday of the month, 7.30 - 10.00pm Birch
Hotel, Manchester Rd, Heywood, OL10 2QD
Email:-chris.robinson1956@gmail.com Tel:-07311291906

Sheila gave John the good news that he'd won Stan's Raffle; all proceeds to St Ann's Hospice. Stan kindly donated the prize... 2 Oulton Park BSB tickets, including access to restricted areas! A great way to start; John's first time at the Birch, on his extremely nice orange Interceptor. Also, a request on social media for bikes to turn up at a local care home, for Michael's 86th birthday. He's still mad about motorcycles; lovely to meet him! Pleased Royal Enfield could oblige. A lot of great rides reported,



to destinations national and international. Technical: Along with professional mechanics, dismantled my Bullet's new front brakes twice. Fully adjusted, the shoes only just touched the drum when applied, a bit. Finally measured carefully on the bench... the new about 1/4" less across than the old. Lesson learned... check lovely new parts properly before starting work. Cleaned up the old shoes (plenty of meat left) and put them back on. It now stops as superbly as any RE Bullet...



Happy Christmas and best wishes for the New Year... see you again soon at the Birch Hotel. We'll have the winner of the Christmas Dinner Quiz in the next Gun. First meeting of 2025: Tuesday 7th January.

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.



As the planned riding season comes to an end the branch still holds ad hoc ride outs, the latest being to the wonderful Tintern Abbey on the Rive Wye.

Two planned events have recently occurred where we were invited to the White Birch Manor Vintage Extravaganza, Awre (for those not familiar with Forest language it's

pounced 'rrrrrr', mind). A wonderful day at this glorious location; we were privileged to be invited to their inaugural event. We have also been fortunate to be invited to a day at the Cross Engineering Museum, Bath. We are taking 12 members to the museum in this very much anticipated event.

Notable dates for your diaries.

Sunday 22nd December 2024, Farmers Club, Sandhurst – Glevum AGM, Brunch and Awards Ceremony.

Saturday 18th January 2025, Skittles Evening at Newnham Hall, Newnham-on-Severn. Finally, just to be the first and most annoying, here is a Christmas picture of Mummy Elf in her Grotto from last year. Ho, ho, ho

Russ Williams (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

**Branch Report—Suffolk The White Horse Lemons Hill Tattingstone
Ipswich IP9 2N Contact Stephen Tel:-07939351740
Email:-stephenjbackhouse@hotmail.com**

The Branch continues to thrive and has enjoyed many meets and rides. The breakfast club continues its popularity and some of us now meet for breakfast at The Claydon Crown before each Saturday meet up.

Saturday 3rd August joint meet up with The Norton Owners Club, a great turn out and we look forward to them joining us for our October meeting. The mid Suffolk Railway Museum visit, a club favourite. Again an excellent turnout. The Copdock Motorcycle



show in Ipswich was a huge success for both exhibitors and visitors, a warm dry day encouraged a massive crowd. A good display of Royal Enfield bikes on our stand dated from 1932 to present day (a 450 Guerilla which attracted a lot of attention). Hopefully some of the curious visitors will join the club and Suffolk Branch.



Us and The Lincolnshire branch are meeting up again next Wednesday at Browns cafe Mundford good weather has again been booked lol. Seriously though the weather

forecast is promising, more about that day later. We meet on the first Saturday of each month at The White Horse. 12:00-15:00 As always, a warm welcome is assured for visitors.

So, any Royal Enfield owners in the area please drop by to say hi. Anyone who would like more information about us feel free to contact me. (details above) Best wishes from the Suffolk branch. Stephen (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.



Hi all I would like to take this opportunity to express condolences to the family of Mick Goody who recently passed away, his son, Kris informed me of this at today's meeting. Mick was a well liked and respected member and I'm sure will be greatly missed by all who knew him.

Well, the weather didn't let us down again! It was raining, the turnout was good though, considering, a few hardened souls braved the elements on their bikes - great effort guys! There was plenty of chatting and tea and bacon rolls supplied by Andrew, to warm us up, (Royal Enfield tearoom ("work in progress"

still). Here's hoping next month's meeting will be a lot drier, I'm hoping to book a test ride on the impressive BSA GOLD STAR, reborn in 2021, harking back to a bygone time, but now with all the modern technology. Andrew was full of information regarding the BSA GOLD STAR, all the different models, price ranges etc.,

I will report back in next month's issue of THE GUN on the GOLD STAR, if I am lucky enough to get the ride.

Next Haywards Royal Enfield dates (Cambridge - The Fens) - 16.11.2024, 21.12.2024, 18.01.2025
Lea Churchill (MNS) 07768681766





Branch Report—Airedale and Wharfedale

From November we will meet at The Commercial Inn Thackley BD10 ORR. on the third Thursday of the month 7.30pm or, during British summer Time 6.00pm for a ride out then meeting at 8pm.

Poet John Masefield called Autumn, “Season of mists and mellow fruitfulness”. For us it becomes “season of mists and road slippiness”! That was the situation on the 2024 R.E. On one ride, Wharfedale to Hawes in Wensleydale then to Kirkby Stephen in Cumbria, 100 miles of the 140 was in thick mist! However, the biker community made for a good day out with money raised for Alzheimer’s research.

Our October meeting was the fifth anniversary of our group. Our initial ride out was on the Sunday when Boris told us "You must stay at home!" So COVID stopped us. But, despite all set backs our branch has become a group of 15 to 20 with 10-12 meeting for rides or a club night natter.

Of the rides we have enjoyed this year, through Yorkshire, Lancashire, and Derbyshire, October 13th to the Howgill Fells was a memorable event with John both leading and stopping to share his local knowledge of the countryside as well as a few good cafes

So as we settle in to our new home (Thanks Steve for arranging this) the memories, stories, will no doubt be shared among the Engineers, the Raconteurs, the Polishers, the AC50 sprayers and the I'm-too-busy-to-clean cleaners.

Keep Safe all.

Peter Jackson (MNS)





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



Since the last report the branch has successfully settled into their new home – The Red Lion, Drayton. Indeed, hot food is now available to assist with our beverage consumption!

Despite slightly inclement weather the scope of branch activities has remained broad. Particularly popular with Ross has been breakfast meets – the full English at the Dolphin Pub, Wallingford, being highly recommended. Slightly more adventurous was the scouting run to Kop Hill Climb, with a view to Andrew’s 1937 Model G taking part next year (time will tell!) Whilst ride-outs have been varied, Jim has continued to entertain us all with his stolid

determination through riding his treasured classics. His latest ‘mishaps’ have included a cracked engine cover, a self detaching silencer, and a holed piston. Perhaps a new RE next year Jim?

Looking to the future Planning is well underway re our participation in the International Rally, with camping and bunk-housing appearing to be the favoured options.

Do feel free to join in at the Red Lion to talk all things RE, and indeed life in general,

Andrew (MNS).





Branch report—Kent

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

Well, looks like riding season is now over. Here's to a better one in 2025. Most things are wrapping up now, sad to say. However there are always highlights. Firstly it's again to do with our shining star Maria, who won a prize at the recent Elk Promotions event at the South of England Showground. They had a special category for people under 40 on pre 1980's machines (She didn't win on her Enfield but we will let her off seeing as no one else is winning anything). Always good to see people keeping the old rust buckets and warhorses chugging along, and Maria is no exception, sporting a collection which includes a Flying Flea, BSA Bantam and even a James Cadet! It's a wonder she finds the time to ride them all. Furthermore, I also ran into Roy, displaying a superbly eye catching 2003 custom 350 trials, which he has aptly named "Marylin" because everywhere she goes people take pictures (including me obviously). A wonderful paint job courtesy of a friend in his



riding club, including a bronze/gold amalgamation of other colours used on the rest of the bike, painted around the front at the top of the forks and around the headlamp and instruments. He reports that the machine ticks over near perfectly which I am inclined to believe and he clearly takes pride in her as she was spotless by my reckoning, but feel free to judge for yourself. Altogether a really stand out machine and one I won't soon forget.

Regards Joe Sultana. (MNS) 07496200330
joesultana95@yahoo.com





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 last branch meeting on the 17th October 2024 almost caught me out as the third Thursday of the month can come round so quickly. 10 members attended including a new member from the very edge of our area Taunton. Welcome to the fold Dave, with your immaculate 650, pictured below in the Picos mountains of Northern Spain. I'm green with envy! Dave has already joined our WhatsApp group which has proved to be so popular. I like to refer it to members "that do want to ride" rather than "those that follow" on Facebook. T

That is not being derogatory to the followers, but it has proved to be a great way of communication. I know that other branches are following our example. Please follow the guidelines for it, always start or end with your name so your efforts can be acknowledged. If you'd like to be included in our group, e-mail me and I'll pass your details on for an invite to be sent. Certain members make us all envious especially when they publish photos of being at gorgeous locations. I'm afraid that I'm guilty of stealing any suitable pic. from whoever to further our aims, but if I don't know who you are, how can I give you any recognition?

Arrangements are well in hand for our Christmas meal on the normal branch evening meeting on 19th December 2024 at 7.00pm prompt so hopefully will see you there. Seasons Greetings and Best Wishes to everyone.

Andy Lobb (MNS)



Club Calendar 2025 Official Rallies

2025 REOC National Rally
Greece Friday May 30th - Monday
June 2nd Chryso, Delphi 330
54 Greece. Chrissa Camping
Rooms & Bungalows
(www.chrissacamping.gr) Tents or
rooms inside the campsite Info &
bookings: reocgreece@gmail.com
Contact: Andreas Papadakis +30
6974805700



Wiltshire Moonrakers Rally 4—6th July 2025

Venue - **The Coopers Arms, Ball Road, Pewsey, SN9 5BL.**
Register at Email:- enfieldwilts@gmail.com Details to follow

REOC Welsh 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.



Market place

For sale

For Sale 2007 Electra 500XS, Black and chrome, Exceptional Condition. 20500 kms. Service record. All MOTs. MOT March 2025, Full detachable Craven luggage, Heated grips, offers around £1750. Nottingham area. Phone Peter (MNS) Tel:- 07810 872773

For Sale Royal Enfield Himalayan Scram 411. July 2022 Grey/Yellow 5300 miles. Excellent condition. R. Enfield Warranty until July 2025 Fitted:- Tail tidy, main stand, small screen, rear master cylinder heel guard. £2,200.00 Oxford area. Robert Harris (MNS) Tel:- 07935 369722

For Sale 3 petrol tanks, 2 constellation 1 big head bullet. All sound with no damage. 1 connie tank has good chrome and in red (£300), the other no chrome and in green (£100). Big head tank in red but chrome starting to peel (£350). Also pair alloy twin brake fork legs, one lug partially broken (£100) Gino Anderson (MNS) Tel:- 0795 2721416 for details/pics etc.

For Sale Nicely run-in Green "Classic 350" 1,494 miles, £3,375. One old slow owner from new. Full service history balance of warranty and road side assistance applicable. Nice personal plate and extras. Mobility scooter now required sadly. Don Glover (MNS) gloverdonaldalfred@gmail.com Tel:- 05148 26558

For Sale 2022 Royal Enfield Meteor Super Nova 3150 miles, mint showroom condition. Brown and Black, fitted rear rack. £2,500 J. Woodward (MNS) Tel:- 01285 861462

For sale Hitchcocks 612 Bullet 2005 4 speed complete and has run. Selling as a project as it needs sorting out properly I have a pdf of pictures and info £2000 ono Tony Rudd mem no (MNS) Tiverton Devon Tel:- 07969509527 Email:- apr@blundells.org

For Sale. Royal Enfield Meteor 692cc Twin 1954. Owned for many years. REOC Dating Cert.. VGC. Boyer ignition. Stainless pipes and silencers. Good runner. £3,450. Royal Enfield Model G36 350cc 1936. Very original bike. REOC Dating Cert. Good condition & runner, with extensive history file. £3,450. Ian Hiscutt (MNS). Tel:-07794 953251 Sandhurst, Berks.

For Sale Rare 2002 Royal Enfield Lightning 535 Mk.2. Excellent, show winner (best Indian at Int. Rally) low mileage. Personal import, full U.K. spec, all parts available from Hitchcocks or direct from India. Valuable transferable reg. OIL ---, extras. new MOT. £2195 o.n.o. (delivery poss) will send pics/view on Ebay. Mick (MNS). 07850 687700. E:- reoc.kent@talktalk.net



Market place

For Sale

For Sale 1964 Olympic. Rare. 250cc. No Skirt, otherwise complete and original. Used regularly. Starts and runs well. Ride or restore. £1600 ovno. Bakewell Derek (MNS) 07891 230368 for photos and information

For Sale Triumph Sprint 955i 04 Blue 22ks. MOT March, matching panniers. £1500 Paul Walker (MNS) Yorks. Tel:- 01274 632689

For Sale 1959 Royal Enfield Constellation red and chrome tank. Nice condition, starts and runs well. MOT till March 2025. Contact for more details and photos. £3750. Peter Salter (MNS) Hertfordshire Tel:-07827 323 055
Email:- peterfaafo@gmail.com

Advertisements are free to all paid up (non trade) R.E.O.C. members. These adverts should be limited to 30 words or less. Send adverts directly to the Editor, quoting your full name, membership number, county or town, telephone number, email address. Non- members £5.

Trade advertisements rates as follows per issue .
—full page £120, 1/2 page £60.

GUNS FOR CANCER

I undertook this project of scanning all the Guns from number 1 to present day for "Cancer" as I have lost a few of my closest friends to this disease. I am sure that some of you will also have been touched by losing someone you know to this dreadful illness. As a Bowel Cancer survivor, I am so thankful for the treatment I received. Now that it is near Christmas, perhaps you would like to have all the older GUNS to look through while sitting by the fire sipping your "Wee Dram". Here is your chance! Send me an email and I will send the GUNS in pdf format to you via a google drive link. All I ask in return is that the next time you go d in to town and see a Cancer charity shop give a donation of your choosing WHY? ...because **Cancer has no boundaries!** Doug Young



Club merchandise

Left is the new neck snood

Right is the new Zipped Hoodie sweatshirt

For details see page 45





A page to leave open on the table!

CHRISTMAS WISH LIST

	Colour
Blue Evolution Special T-Shirt	<input type="checkbox"/>
Effortless Speed T-Shirt	<input type="checkbox"/>
Overhead Hoodie	<input type="checkbox"/>
Zippered Hoodie	<input type="checkbox"/>
Polo Shirt	<input type="checkbox"/>
T-shirt	<input type="checkbox"/>
Sweatshirt	<input type="checkbox"/>
Hi-Vis Waistcoat	<input type="checkbox"/>
Baseball Cap	<input type="checkbox"/>
Fleece Snood	<input type="checkbox"/>
Premium Thick Fleece	<input type="checkbox"/>
Micro Fleece	<input type="checkbox"/>
Cool T-Shirt	<input type="checkbox"/>
Long Sleeved T-shirt	<input type="checkbox"/>
Key Ring	<input type="checkbox"/>
Machine Badge	<input type="checkbox"/>
Lapel Pin	<input type="checkbox"/>
New Motorbike	<input type="checkbox"/>



Club Merchandise For Sale

Machine Badge * (stainless steel)	£9.75
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
Special Run tee-shirt Effortless Speed (cream)	£18.00
Special Run tee-shirt Evolution (blue)	£18.00
Polo Shirt (17 colours)	£22.99
Classic T-Shirt (7 colours)	£19.99
Overhead Hoodie (19 colours)	£33.99
Zipped Hoodie (12 colours)	£36.99
Classic Sweatshirt (14 colours)	£29.49

**All items now
With free postage
And packing**

*****NEW LINES TO KEEP YOU WARM AND SAFE THIS WINTER*****

Baseball cap (black, grey, blue)	£18.00
Hi-Vis Exec Vest (orange, yellow, red)	£23.00
Cool T-Shirt (pretty much any colour you want !)	£20.00
Long Sleeved Cotton T-Shirt with sleeve & breast logo (22 colours)	£33.00
Premium Zipped Fleece (7 colours) super warm jacket	£40.50
Micro Fleece (8 colours) perfect for layering	£32.50
Microfibre Neck Snood (black / grey / petrol blue)	£17.00

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

To order please ring or email Barbara Harrison stating the details of your requested items (colour, size etc..) membership number, address, telephone and any special delivery instructions.

Email: clubsales@royalenfield.org.uk

Tel:- 07973 721208 **Non-UK members please contact Club Sales for prices**

Further details of all items can be found on the members pages of the website



***REOC Standard Emblem**





MAG news October 2024

Seizing illegal motorcycles by police and then crushing them does seem to be a waste, so the West Midlands Police have come up with an alternative plan and these motorcycles will not be crushed, but will be used for maintenance projects and will serve as learning tools.

Royal Enfield brand with its modern classics and likewise with Triumph built in India represents 11% of the total motorcycle industry, and has grown at twice the rate over the last few years.

Blinded by the light – every year at the start of autumn there is an increase of glare-related claims. Dazzling is much more of an all-year problem to the brightness of modern LED headlights. Halogen lamps produce 1000 lumens, whereas the latest LED can produce up to 4000 lumens. They emit a whiter light too. Research by the RAC found that 89% of drivers believe some car headlights are now too bright.

The Advertising Standards Authority upheld part of the complaints against JD Sports advertising campaign. There were 61 official complaints, including one by the BMF, about the advertising of Nike Air Max trainers, worn by lads doing wheelies on off-road bikes, whilst wearing unsuitable clothing and footwear. The 2 main complaints were: irresponsible riding; trainers are not motorcycle safety gear. Dangerous riding is illegal, but wearing trainers on a motorcycle is not. The ASA ruling upheld the first theme but not the second theme.

John Budgen MAG Rep (MNS)





DOWN

- 1 LEAF (anag.) Flying RE
- 2 M/c brand now from India (5,7)
- 3 TREACLE (anag.) Sparky RE
- 4 THE RUN (anag.) Orion's RE
- 5 Flying mouse that hits cricket ball
- 6 This magazine (to read, not fire)
- 14 Citroen Goddess car
- 15 Same as the big letter it's in
- 17 Is this the answer? Yes it is!
- 18 To cause something to explode
- 20 HOT GNUS (anag.) Sawn off RE
- 22 Christmas birds. Diesel RE (pl)
- 23 Rare blood type: 1st two letters
- 24 REMOTE (anag.) Meatier RE
- 26 It's the end of 2024 (Not BC!)
- 29 Opposite down, no clues this way
- 30 Compass direction: Granada TV
- 32 Expression of triumph / surprise

ACROSS

- 1 Huge amount of money. Luck
- 4 Brown sauce, London landmark
- 5 UK car maker, previously BLMC
- 6 Mix up "Gun" to get a wildebeest
- 7 Put "&" between: Casualty dept.
- 8 Female sheep, you know!
- 9 Opposite of "yes", or number
- 10 Territorial Army. Thanks
- 11 Screws onto bolt. Brazil, pea etc.
- 12 TEA (anag.) Ate in the present
- 13 Short for "editor"
- 15 The first letter of this month
- 16 Ghost ones in the sky
- 19 Romanian tennis player: Ilie ? (m)
- 21 German tennis player: Steffi ? (f)
- 25 BIO (anagram) A Japanese sash
- 27 Pound. Money: £. Weight: ?
- 28 I'm unwell, poorly. I'll be off work
- 29 United nations. French: 1
- 31 1/1000 inch. You in some areas
- 33 Pferdestarke, German horsepower
- 34 Merry Christmas & Happy (3,4)



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

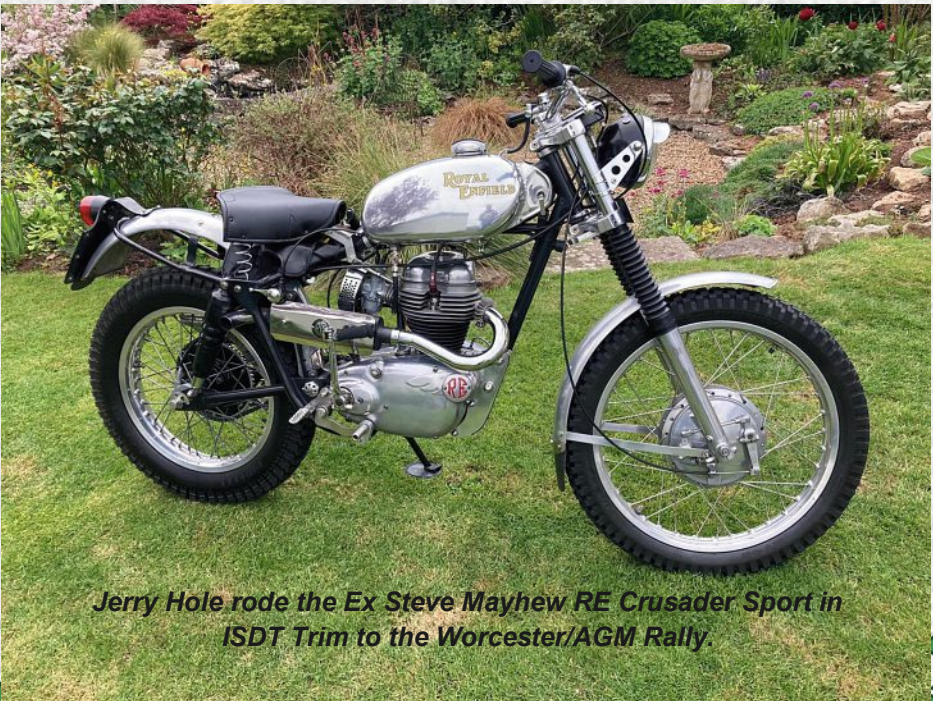
Well done to all who entered last time. Only one can be drawn from the hat, so keep them coming!

The Winner :- John Sharp (MNS)





"My first RE arrived today! Feel like a kid at Christmas lol Haven't had a bike for around 20 years so taking it nice and easy. Just back from a 40 mile ride and I can't stop smiling!" Phil Evan



Jerry Hole rode the Ex Steve Mayhew RE Crusader Sport in ISDT Trim to the Worcester/AGM Rally.