



MOJACAR MOTORCYCLE TOURING CLUB

bulletin

A Club for Touring Motorcyclists founded by the late Ken Craven.
www.mojacarmtc.org.uk

February 2010
Issue 181

SECRETARIES BIT

Included in this edition is your “peal Off” BMF associate membership card.

Abergavenny: Paul gives us important information on his weekend, read under his event for details.

Bungay Weekend; Both the Colin’s have information available for B&B accommodation at Bungay. For contact information read under their event elsewhere in the bulletin.

We have a very humorous article this month. Written by new member Ted Yarker, he writes on the joys of owning an Indian Enfield. The model he refers to was from Pre-Watsonian days, they are put together much better now - aren’t they?

All correspondence on subjects other than events to:
A.W. Maidens Hon Secretary,
8 The Cedars, Benson, Wallingford, Oxford. OX10 6LL
Tel No: 01491 838489
E mail ac_maidens68@hotmail.com

.....
.....

ORGANISERS OF EVENTS AND LIABILITY INSURANCE!

As the years pass it appears that the culture of litigation is growing. When renewing our Liability cover the rules for insurance are continually changing - to me this seems to reflect this growing problem. I now ask organisers to ensure that all people who attend club events especially the ride out are club members and, if they are not members that they must sign a disclaimer (available from me.) This instruction is given to me by the insurers. If we do not comply our cover could be void. Non members are most welcome to join us but, they must sign a disclaimer to cover the club and its membership from any claims made by third parties.

Hon Sec

.....

EVENTS FOR 2011!!

There was much debate at the AGM regarding tours and events and the possible conflict of dates when organising said events. Chairman Dave Boon suggested we have a monthly running section in the bulletin, where members could place any ideas or “seeds” of an idea for an event or tour in 2011. It would not commit you to organising the event unless you confirmed at a later date. Prior to the AGM the Secretary would contact you to find out if you still wanted to offer the event at the AGM for consideration. If you required urgent confirmation of your preferred date, because you need to confirm an accommodation reservation this could be discussed at the previous May reunion. If the May reunion was still too late for you the committee would decide whether to accept your date.

At the subsequent committee meeting it was agreed that we would adopt the proposal put forward by Dave Boon. Hopefully it may encourage more members to come forward earlier with ideas for tours and weekend events. So, if you have an idea or the seeds of an idea for a tour or weekend event for 2011, please contact the secretary. Remember, what you put forward is only provisional, you are not making a commitment. Of course, you can still propose an event at the AGM – that’s what the AGM is for.

Hon Sec.

PROVISIONAL OFFERS FOR TOURS AND EVENTS FOR 2011.

Any ideas or offers you have will be inserted in this box.

.....

TOUR TO ITALY

In the previous bulletin we made a mistake with some dates for the overnight stops on the itinerary in the bulletin. We dated 2 days with the same date. This has resulted in some confusion. Correction - The tour finishes on the morning of the Tuesday 15th June. The dates shown on our itinerary in this bulletin have been corrected.

Tony & Christine.

ARTHUR & LYNS SUNDAY LUNCH!

Twenty two members and friends turned up at the White Hart pub Stockbridge Hants for an impromptu lunch. As is usual with these gatherings there was plenty of chit-chat with everyone leaving in a happier frame of mind than when they came. Dave & Sue were the only one's to arrive on two wheels - well three actually. They had taken as round-about route as possible riding their combination to the pub.

Hon Sec

.....

EVENTS FOR 2010 in Date order with details where available.

4 Peaks weekend based at Mulberry House Hostel (Ty'r Morwydd) Abergavenny. Date: 19th and 20th March. Organiser Paul Weston.,

What Ho Clubmates!

We have 27 members booked in, 5 couples and 17 chaps. This includes the Essex contingent; well done Essex boys.

Dave Bexley has compiled a route for Saturdays ride out. **Please bear in mind that Mulberry House is closed from 10am to 4pm each day and, that you need to bring a towel(s). Dinner is served at 6pm; Breakfast promptly at 8am.** Bring your own booze if you like a drink with dinner. Evening dress is not compulsory, it's up to you!!

No slacking now chaps and chapes's.

Adios for now

Paul

Kirkby Lonsdale – camping/B&B weekend. Date: 16th and 17th April. Organiser Alan Simister;

I have done a bit of canvassing since talking to Mike Lacey about a change of venue, the general view seems to be to stay in Kirkby and the campsite just out of town. The format will be similar to the past years. I have a new Saturday run already on the drawing board, depending on the depth of the snow. Kirkby is a very popular village for tourists, even as early as April, so if you are intending to B&B contact me soon for accommodation addresses and telephone nos; the same goes for the hardy campers and caravaners. Take a look on the Woodclose Caravan Park website you might fancy sharing a wigwam!!!!!!

May Re-union weekend Lyme Regis – B&B/camping weekend. Date: 1st to 3rd May. Organiser Tony Maidens. Detail to follow.

Tour to Italy. Dates 5th to 20th June. Organisers Tony & Christine Maidens.. See details in bulletin.

Bungay Suffolk – Camping/B&B weekend. Date: 9th and 10th July. Organisers Colin Purches. & Colin Pegram.

We will be using the Outney meadow Caravan Park which is a 5 minute walk from the centre of Bungay. There is ample accommodation in the town at varying prices, of which we will give details in a future issue. The river Waveney runs through the campsite and, it is possible to hire Canadian Canoes by the day or half day. The run will be a ride along the Suffolk Coast stopping at the sunken village of Dunwich for coffee. Lunch will be by the river Deben on the south of the county. The ride after lunch will be through the beautiful countryside of inland Suffolk. Distance, approx 130 miles. If you do require B&B contact Colin Purches or Colin Pegram for phone numbers of accommodation

Malvern Worcester – B&B/ camping weekend. Date: 13th to 15th August. Organiser Martin Heuter.

I can't give away the route - top secret,... (I haven't done it yet) but, I can say it's going to take in the Malvern Hills, the countryside between Malvern, Worcester and up the Severn Valley, stopping in Bewdley (famous motorcycle haunt by the river). Beautiful views, scenery and roads.

I have made a booking for the Morgan Car Factory visitor centre for those who feel like stepping back in time (or leaving their cash).. As the centre doesn't do anything after Friday 12 noon a visit is for those who want to arrive early (i.e. Friday morning). Price to be confirmed (I think its £5 pp). Now - accommodation. I've found a hotel in Bromyard, a small market town, 15 minutes away from Malvern which is going to do us a deal - £30.75 per person per night B&B sharing with secure parking, etc. etc. However, tough times for tourism, so they need to know whether or not we are coming and how many. I need to know by the end of January who wants to join us and the full amount (£61.50 per person) at the same time. I know this is an early commitment but it's a sign of the times. So please, send me a cheque and secure your place. Please ring (07884413318 or 01684 568577 if you need more info) or just send me your cheque to Martin Heuter, 19 Hampton Road, Malvern Worcestershire. WR14 1NB.

Early payments may become a feature for future events, especially during peak season. This event is "slap bang" in the middle of the school holidays.

Hon Sec

Tour of Britain – Using Hostels. Dates: 3rd to 11th September. Organiser David Gilligan.

See details in bulletin.

Autumn re-union and AGM weekend – B&B/camping. Date: 2nd and 3rd October. Organiser Tony Maidens. Detail to follow.

Winter Closer weekend Coalport – Using Hostel. Date: 22nd and 23rd October. Organiser Alan Simister; The hostel is booked, no need for money yet. Lots to do and see, good pubs within walking distance, make that staggering for Mr Weston and an excellent hostel. There are only 4 DOUBLES AVAILABLE for couples, so its

first come first served. If you intend to join us, let me know in plenty of time, it also insures that you have a bed. A run will be organised but I will be putting that out to tender nor being a native of the area.

SUMMER TOUR TO ITALY

The tour has 23 members and reservations are now closed.

The tour will take us through four countries to finish on the Mediterranean coast of Italy i.e. France, Germany, Austria and Italy. After crossing France and the Rhine our route takes us on a ride through rural southern Germany, we then continue our tour into Vorarlberg/Arlberg in Austria. After crossing the Finstermunzpass we enter Italy. Our route then continues over the Stelvio pass to eventually arrive at the lovely Lago D Iseo for a 3 night 2 day stay. We then ride on to and finish near the Mediterranean at La Spezia in Liguria for a 2 night 1 day stay.

Our mileage from the first night in France to our final destination is approximately 970 miles.

Our planned itinerary is as follows:

Saturday 5 June; Group meets at a hotel in Beauvais Normandy France.

Sunday 6 June; Ride to the southern Ardenne to a hotel in Rethel.

Monday 7 June; Ride on for a one night stay to a hotel in the village of Urmatt Alsace Loraine.

Tuesday 8 June; Crossing the Rhine we ride to Southern Germany for a one night stop at the village of Ostrach.

Wednesday 9 June; Into Austria to base the group in St Anton for one night.

Thursday 10 June; Ride into Italy to Lago d' Iseo for a three night stay. This lake is one of the smaller Italian lakes. It is surrounded by mountains and has a mini mountain of its own in the form of the island of Monte Isola, a boat sails regularly from a pier not far from our hotel. On the east bank of the lake a road leads to the village of Cislano, here an extraordinary spire-like rock formation rises from the ground, each spire is topped by a boulder, these are considered to be one of the most strangest wonders in Lombardy known as "Fairies of the Forest". Our hotel is situated adjacent to the lake and is about a quarter of a mile from the nearest village centre. There is also a railway station about the same distance from the hotel.

Sunday 13. Continue on to finish at the old town of La Spezia on the Mediterranean coast for a 2 night stay.

La Spezia sits on the edge of the Mediterranean, it is an old port. The water front is surrounded by pastel coloured houses with many café's and restaurants. It is overlooked by a medieval castle.

Tuesday 15 June group breaks up and folk find their own way home.

Costs - difficult one this - prices have increased in euro land. Assume at the moment that 1£ = 1€. If the pound increases in value during the booking process then costs will be cheaper. Work on approx £53 per person per night Dinner bed & breakfast

Tony & Christine Maidens.

(UPDATE)

To date fifteen Club members have joined this nine day tour of Britain. The accommodation in both the English and Scottish hostels has been booked. Two of the original chosen hostels St Briavels and Monorbier were found to be full therefore the group will now be using Cheddar and Broad Haven hostels instead. This will allow a little more time for exploring both Exmoor and Dartmoor on the first day.

I am currently working on the suggested daily routes which will pass through twelve of our National Parks and total nearly 2000 miles. Researching the places on route, that could be of interest to members, is generating a growing list - castles, cathedrals, coracle centre, micro brewery etc.

Depending upon accommodation being available additional members to the group will be welcome.

Dave Gilligan

A tale from Ted Yarker

As a recent new member to the club Ted Yarker has submitted an article on the trials and tribulations of owning an Indian Enfield (pre Watsonian concessionaires). The bike he refers to is still in the family and well looked after but much anglicized. At the time of the events referred to in this article Ted was 64 years old, he is now in his 80th year. He says "*in the intervening years i have owned the following machines which have reflected their interest in their own way - Honda Dream, Honda 250RS, Yamaha Virago (13lt tank too small), Yamaha Diversion, Moto Guzzi Nevada (great machine), Honda Deuville 2005 model, Honda Deuville 2008 model, with back up in the winter of a Kawasaki 305GPS. All have been indulged in long distance touring. The last 10 years have been spent on the continent touring places I only dreamed about once.*" Ted's story is printed below and is a good one!

Hon Sec.

ENFIELD DEVOTEE

(or, *Mein Kampf* (?))

Why would anyone want to own an outdated style motorcycle when he already owned a modern Japanese machine with the associated unfussy reliability that one comes to take for granted?

In my case it happened like this. One of my biker sons suggested a run out of town to visit a dealership to view the latest goodies on offer. On entering the dealers emporium my eyes rested immediately on a gleaming ENFIELD BULLET taking centre stage on a wooden podium and looking down on its stable mates, who were in turn being admired by shuffling, would-be, owners and browsers.

I could not take my eyes off this object of beauty and began thinking that perhaps I should return to riding bikes for pleasure, recapturing some of my long past youth into the bargain.

Memories came flooding back to that day in 1950 when I had gazed longingly at the latest ROYAL ENFIELD BULLET with its pioneering swinging arm rear suspension. In my eyes the best looking bike of its day. Earning a mere £5 for a sixty hour week however, put a

machine like this well out of my reach. Some day perhaps.

The undivided attention I was giving the ENFIELD was soon noticed by the shop's owner who abandoned the prattling of my son to join me in my reverie. I was a push-over, and one week later saw me proudly riding the bike back home at the running-in speed of 30 mph. Included in the bike's documentation was an unsolicited letter from the dealer stating that my machine had occupied centre display on the ENFIELD stand at the recent Motor cycle show in Birmingham... WOW!! This would account for the highly buffed crankcase, primary drive, and timing cover. This bike was special - I thought to myself. Little did I know what was to come. Great excitement as the first 500 miles were reached, now was the time to open it up and see what it could do. Both the handbook and the dealer had promised 70 mph on tap, I would settle for that, and, proceeded towards ESKDALE with a plan to ride over HARDKNOT PASS. My decision to take this route was inspired by a recent report of the LAKELAND HISTORIC VEHICLE CLUB (Motor cycle section.) annual Rally which had taken in some of the well known passes found locally. The first disappointment came when I decided to go for top speed along that very inviting flat stretch of road known locally as "THE WREAKS LEVEL".....60 mph was the limit. The ride continued along the coastal way to ESKDALE, via BOOTLE and RAVENGLASS, where a stop was made to take liquid refreshment at ESKDALE GREEN. Making my way to the *foot* of HARDKNOT PASS, I began the climb in fine style using 1st and 2nd gears. Soon I had caught up with a mature FIAT saloon piloted by two equally mature ladies who were startled somewhat by my overtaking manoeuvre, conducted as it was with some élan. Things were going well, or so I thought, until approaching the final hairpin at the steepest part of the climb, the bike ran out of steam, and no known trick would persuade it to go higher. In the distance could be heard the groaning of the little Fiat going for the summit. This amounted to some *loss of face* and, I struggled to turn my machine around just in time to adopt a posture of one admiring the view, as they passed by somewhat bemused. Dark thoughts were in my head as I coasted back down to the bottom and returned over BIRKER MOOR to base. Perhaps the cautionary words of advice offered by family and friends would turn out to be sound, perhaps I should have invested in a "True British" and well sorted bike.

Ah well!!

The mileage was now 550 miles, time to change the oils and give the bike its first service. I had decided to carry out this task myself, rating my skills as equal to the unknown skills of the dealer, and it was a long way to travel anyway. This was to turn out to be a very bad decision, having in this one action violated and invalidated the wafer thin guarantee offered by the importers.

All fastenings were checked. A new battery securing bolt replaced the missing one, and I noted that the contact breaker points were in need of re-setting. (Was this the cause of the missing performance?)

The eagerly taken road test revealed no improvement in power but, still enamoured with my new toy I chose to

overlook this and to get on enjoying the new riding experience. 1500 miles later saw me out for a Sunday ride with one of my new found biking pals who followed behind on a nicely restored B.S.A. A10. Bowling along a nice stretch of road at 60 mph, a speed which I had maintained for several miles, I felt the engine tighten up and pulled over to the side of the road with the clutch lever held hard in. Below me - welling up, was the smell of hot metal and frying oil. Pulling up alongside me my riding companion was able to relate the sight of sparks and blue smoke emanating from below the engine. This made sense as the ENFIELD crankcase breather is located directly above the rear chain and gearbox output sprocket. (One of the innovative ideas ENFIELD had to lubricate the chain, and I testify to its usefulness by still using the original chain and to it having been adjusted twice only in 15000 miles.)

After a delay of some 10 minutes or so, I tried the bike for starting, and as it fired up straight away decided to continue with the day's run. No more troubles occurred that day and keeping the speed down to the high forties seemed to ward off the by now awaited seizure. What had changed was the engine noise which was now proclaiming "PISTON SLAP".

Off came the head and barrel, new piston rings were fitted and both valves were lapped into their seats. It was noticed at this stage that the cylinder bore was badly scuffed on the thrust side, with similar marks on the piston. Put back together again the bike was lightly ridden, but with a lack of confidence and for short runs only. At this point I became very furtive about all things ENFIELD as my wife had began to appear, forever poking her nose into the garage and making remarks along the lines of:- *"I thought you had bought a brand new bike," "Does it not run then," "What a waste of money that has turned out to be"*. Relentlessly it went on and on. 1720 miles, contact breaker points adjusted again, engine noisy and reluctant to start when hot. I continued to ride the bike lightly dreading the time when my wife would find me working on it again. The rides taken at this time were an attempt to beguile "her indoors" into thinking it was running O.K.. As therapy I made a point of lavishing lots of attention on the paint work and bright parts to keep the bike looking as new as possible.

1800 miles covered and a push rod jumped out of its socket causing a mystery stop. This happened on a Sunday ride miles from home, and soon taught me that bikers were still objects of scorn and derision to motorists when help is required. With no one to answer the phone at home (Sunny day! all out enjoying it) it was "shank's pony" hoping someone would notice my plight and offer me a lift. The bike had been left in the custody of a small filling station that I was lucky to encounter on my perspiring way.

After some miles of tramping the road, a car pulled up, the window lowered and a girl's head poked out and bawled her offer of a lift, the driver of the vehicle was an intimidating sight at first take, with his heavily tattooed body parts and with gold piston rings in his nostrils and ears. He was a member of the local " Hells Angels "chapter and going my way. This guy, despite his appearance, was a gentleman of the road and insisted on taking me to my doorstep refusing all remuneration, even

though he had been inconvenienced by having diverted from his planned route by several miles. I re-learned a lesson here, never to judge a person on their appearance alone.

During the push rod replacement job I decided to remove the engine decompressor to re-lap its tiny valve into its seat, suspecting this component to be leaking. (I must confess to have been looking for trouble all the time). I certainly got trouble. This item had been fitted cross-threaded at the factory and refused to lead into its threaded seat on re-assembly. Off came the cylinder head once more and the ubiquitous "HELICOIL" was applied to the problem. The repair lasted for a few miles only before burning out so, the head was removed again and the orifice welded up permanently. (A decompressor is not a big loss with such a low compression ratio engine. 1982 miles. I quote my wife in all her triumph.

"What's all that smoke then?" I could not sleep at night for thinking about my ENFIELD. One thing was certain there would be only one winner however long it would take. That was it - WAR! Off with the cylinder barrel and away to be re-bored plus 20 thou. All together again - having been reassembled secretly during the hours of darkness, lest my wife would beset me with her non-stop financial aspirations and priorities. There then began a period of calm. I gradually built up a wary confidence in the bike to the extent that over a drink with my eldest son who was up on a visit. I suggested a run to John-O-Groats. My son being of adventurous spirit in his own right agreed to the plan and consented to ride my 250 Honda. Hasty indeed were the preparations, and with prophesy's of doom and gloom, not to mention all sorts of disasters ringing in our ears we were off. After a 9 am start and using A and B roads whenever possible INVERNESS was reached in darkness at about 7 pm. The weather had been fine and the riding experience terrific. A Bed & Breakfast was found after two tries and, with a good hot meal partaken near by, the exciting day closed in a sleep. During the day's run the bikes had hauled us some 250 miles, and although the ENFIELD had performed without bother by prior agreement, nobody made any mention of it. Just in case!

The following morning saw us continuing our journey to John-O-Groats in drizzling rain and we reached there about noon, cold, wet - and in my case miserable. The ENFIELD had struck back at me again this time with a third gear which would not stay in engagement. Having rested the previous evening in a B&B at ONICH some twelve miles from Fort William, the return trip took in Loch Ness, Fort William and Glencoe, Loch Lomond, Glasgow, Carlisle and Windermere. To compensate me for the loss of third gear the weather had perked up and, the ENFIELD engine had coped manfully with the extra load imposed on it by being taken from 2nd gear to top gear. The trip had been a success and was to introduce me to a new and now passionate pastime of long distance touring. (Not always carried out on the ENFIELD I might add!) 5000 miles. Gearbox stripped and a new lay shaft and gear cluster replaced the old one which was found to be badly machined with a high spot which did not allow the third gear drive dogs to engage fully. The opportunity was taken to renew the gear change mechanism having found a supply of genuine ROYAL ENFIELD parts through the motor cycle club to which I

now belonged. These parts were sold to me by a fellow enthusiast. YES !! I still remained enthusiastic despite my bad luck and particularly with my wife monitoring all my unsteady progress. The gear box is now a joy to use. 5000 miles. Never entirely happy with the known defect in the cylinder head, but now enjoying riding a trouble free machine, I decided to lay all demons and invest in a new head and valves. (Through my various researches I had also discovered that the exhaust valve guide was not concentric with the valve seat.) The Head and barrel were removed and reassembled with new holding down studs manufactured by my engineer son, the replacement studs were shouldered to allow an increase in diameter and the use of a coarser thread to replace the cycle thread as tapped into the crankcase. The new studs allowed me to tighten the head down to a known torque figure of 25ft/pounds. (ENFIELD do not quote torque figures). This one modification has proved worthwhile and I would recommend it.

6000 miles. Trouble again but this time innocuous and quickly repairable. The ratchet pawl within the kick-start mechanism broke up. On examination of the defunct part it was noticed that the "case hardening" was of very shallow depth. The ROYAL ENFIELD part which replaced it was noticeably a different colour. At this point in the saga I will come clean and confess to trading in my 250cc Honda Dream for a more powerful 550cc: G.T.I. Kawasaki which was to become my serious long distance touring bike. A tour of IRELAND in a clockwise direction from DUBLIN was planned with my eldest son and his wife riding my Kawasaki, and myself trusting to go along aboard the ENFIELD.

NO - I was not mad - this was my choice, for I had developed a trusting relationship towards the rogue and firmly believed that nothing would go wrong. The tour was a wonderful experience and my slow mount was ideal for the bumpy badly surfaced roads, the norm in IRELAND. The return journey was not without incident - when in North Wales the throttle cable snapped and the spare that I thought I was carrying turned out to be a front brake cable. This was discovered when I had the tank off the bike on a service station forecourt and with rain lubricating everything. Although A.A. callout was an option I was determined to ride the bike there and back and so opted to ride the remaining 160 miles with one hand for the steering and the other for the throttle cable, now with its outer stripped back and with its inner fashioned into a loop round my thumb. Here I will pay tribute to the Enfield's stability and state that I had no problems controlling the machine which had to proceed with the throttle fully open for the duration of the journey. (It is nigh impossible to control engine speed holding the throttle cable this way - it is all or nothing. Wide open, or tick-over). Flat out all the way without any respite motoring at 60-65 mph, two miles from home came the dreaded "Knock" from down below. The oil carried in the crankcase - ENFIELD fashion gets very hot and in my case had evaporated more than half its volume losing its viscosity. Knocking and vibrating the machine was garaged for the night (or whenever?). I had enjoyed my ride around IRELAND. The bike had given me no trouble in the larger sense, and I retained the will to lavish yet more attention on the rogue yet again. 10550 miles had now been covered and once more the

engine was in bits, but this time on the bench in my garage. The big end bearing had survived! the cause of the horrible sound being that of the broken up drive side main bearing, All bearings were replaced with superior European types, it being interesting to note that the three bearings removed were of RUSSIAN: CHINESE: and INDIAN manufacture. What a mixture. (I recall the MZ's downfall being attributed to forced use of Russian manufactured bearings).

With the engine newly assembled once more, the road test was a dream come true. The engine ran quietly the top speed had improved towards the 70 mark and smoothness was now the order of the day. In its present form I have been encouraged to use the bike as intended. This is the machine I dreamed of all those years ago. 12500 miles. The tyres were showing a little more than half worn but the front was showing signs of cracking around the casing. Having read an article in one of the magazines where the writer had advocated replacing tyres after six years use and that included standing time as well, I decided that a change was due. The theory is that rubber denatures in time leaving the treads hard and potentially dangerous. I don't usually panic at statements from my betters but decided for once to take heed. Front and rear tyres were changed for the same type that had been on the bike when I bought it, I am glad I did this as the benefits we recognised immediately with the bike being more stable especially on cornering, confirming to me that ibis was no fad, but that the newer softer rubber gripped the road far better.

14000 miles. The ENFIELD now delivering on pleasure rides with reliability I had come to expect. Riding home one evening in the dark from my bike club meeting, the engine cut suddenly, coasting into the side of the road I began the rudimentary checks, found nothing wrong and kicked the bike over to be surprised by the engine starting up and "plonking" away as usual. I carried on home wondering.

Over subsequent rides out the same thing would occur, but never was I stranded for more than five minutes or so. The ignition coil was on my suspect list but on testing turned out to be in perfect order. The contact breaker points and condenser were replaced and normality returned. With this last little job came even more smoother running. 16000 miles are now on the clock, the machine is used almost daily for local running about such has grown my affection for it. Despite the new **YAMAHA VIRAGO** which now keeps the ENFIELD company, it will be the ENFIELD which will be hauling me around FRANCE and the Low Countries for my holidays this year. The problems that I have experienced in seven years of ownership and the cost of putting things right have yet to reach the cost of a replacement exhaust system for the VIRAGO. The cycle parts have proved reliable and durable. The paint-work and chrome still gleam, making routine cleaning worthwhile and rewarding. I write all the foregoing, not to put off prospective enthusiasts, as I am sure that not every ENFIELD can be as troublesome as mine. Rather, I write to emphasise that the machine at its price and its individuality makes sense if you wish to enjoy the alternate riding experience. The ENFIELD has 18 bhp. on tap and my VIRAGO has 44 bhp. I would not dream of making direct comparisons, for each bike gives me a different sort of pleasure and enjoyment when ridden. The final bonus is that it was the ENFIELD which has opened the doors of the ROYAL ENFIELD OWNERS CLUB to me and resulted in me gaining many new and interesting friends. Should any of my readers who have bothered to read this far, think that I have skated over some of the problems rather too glibly, I remain happy to discuss things in more detail at anytime.

Happy ENFIELD riding.

Ted Yarker.

.....

Our intrepid member Lawrence Bransby on tour in Eastern Europe 2009, parked on a rather rickety looking bridge. He is riding his totally reliable Kawasaki.

