

## Registration Form

**Registration is reserved for the owners of UK-built RE twins and to members of the organizing clubs.**

Mr, Mrs, Miss First name:..... Last name:.....

Number of additional persons:.....

Motorcycle (brand):..... Model:.....

Capacity:..... Year:.....

The rally registration fee is :  15 € per person x ....  
(excluding meals and accommodations)

### 1 – Accommodations\*

• Campsite:  10,90 €/night/pers. x .... night

• Cottage (for up to 6 people):  38 €/night x .... night

• Dormitory:  14,50 €/night/pers. x .... night

• Rooms in a guest house:  30 €/night/1 pers. x .... night

35 €/night/2 pers. x .... night

\* These accommodations will be allocated to UK-built RE twin owners on a first-come, first-serve basis.

### 2 – Meals :

• Pot d'amitié (eating, drinking, and socializing) at all times (it is France, after all)

• Friday dinner: .....  12 € per person

• Saturday lunch: payment directly to the restaurant

• Saturday dinner: .....  15 € per person

• Sunday lunch: On your own

Please note that breakfasts are included in the registration fee

Total: .....€

Please make your payment either by cash or money transfer (please ask for account information to “Fanakick Motorcycle Club.”)

**To register, please send a cheque for the registration fee,  
together with your meal and accommodation selections, to:**

**Fanakick Motorcycle Club - José Nobre - 9, rue de Brisay - 28700 Denonville - France**

**The registration deadline is April 8, 2010**

**Questions? Contact +33(0)6 80 58 48 92 (of course we speak English!)**

**THE**  
**Royal Enfield**  
**Interceptor**  
**Golden Jubilee**  
1960-2010

**7-8**  
**9 May**

**Chaillac (36) France**

ROYAL ENFIELD OWNERS CLUB FRANCE  
FANAKICK MOTORCYCLE CLUB

# Interceptor golden Jubilee may 7-9, 2010

## The INTERCEPTOR saga

In early 1960, Royal Enfield exported to the United States a special order of 212 enduro-style competition machines based on the 692cc Constellation twin. RE selected the name "Model 700 Interceptor" for this machine, thus marking the first time RE uses the name "Interceptor." Though powerful, the VAX-prefixed engines proved too heavy for their intended purpose and no additional units are made.



Meanwhile, RE was preparing a new flagship model to replace the Constellation and, in November 1962, the Interceptor Mk. 1 (or Series 1) was born. Equipped with a Lucas K2F magneto and twin 30mm Amal Monobloc carburetors, the Mk1 Interceptor sports a modified oil system and redesigned top end. Its 736cc, 52 hp engine reached speeds of nearly 115 mph (185 km/h). A Deluxe model with 12v lighting is introduced in 1964.



Economic and competitive forces in the domestic market prompted the Enfield Cycle Company LTD to restrict production of the Mk. 1 for export only as of December, 1965. After being acquired by Norton-Villiers-Triumph, RE re-introduced the Interceptor to the UK market in late 1967. But this Interceptor was a new model aimed directly at U.S. customers: the Interceptor Mk. 1a. The "Road Scrambler" featured aggressive styling with wide braced handlebars, a small chromed fuel tank, twin Amal Concentric carburetors, colling disks on the front hub, and battery and coil ignition.

In October 1968, RE unveiled its most successful Interceptor: the Series 2. Although cosmetically similar to the Mk 1a, the Series II offered a redesigned wet-sump engine with significantly improved breathing, and Norton "Roadholder" forks and front brake. Equipped with the largest and most powerful engine then available in a British motorcycle, the Series II was hailed as the world's first "super bike." A supplementary air filter housing, oil cooler, engine bash plate, and passenger grab rail were offered as options, complementing the ground-breaking features of this bike.

While the Series II was a success, it isn't enough to overcome competitive forces, and Royal Enfield closes its doors in July 1970. A stockpile of Series II engines was sold to American Floyd Clymer for his Indian-badged, Italjet-framed motorcycles. Clymer's sudden death in early 1970 left some 200 Series II engines without a home.

Thanks to the UK's Rickman brothers, the Interceptor lived on in the form of the Rickman Interceptor, which featured a nickel-plated frame; front and rear disc brakes; and a lightweight fibreglass fuel tank, seat, and air box, all mated to the powerful Series II engine. Only 138 Rickman Interceptors were built, but few would argue that the Series II interceptor went out in style.



## > Information

If you prefer not to join the group for meals, we will provide suggestions for local dining.

## > Program

### Friday, May 7th

- From 4:00 pm · Welcome and registration
- 8:00 pm · Dinner at the museum (requires 12 € payment with registration)

### Saturday, May 8th

- 8:00 am - 9:00 am · Breakfast (included in registration fee)
- 9:00 am - 4:00 pm · Jubilee ride departs (arrive ready to go with a full tank, etc.)
- 4:00 pm - 8:00 pm · Exhibition open to public (participants and exhibitors)
- 8:00 pm - Dinner (requires 15 € payment with registration)

### Sunday, May 9th

- 8:00 am - 9:00 am · Breakfast (included in registration fee)
- 9:00 am - 12:00 am · Sunday ride

## > Meals

- Friday dinner: 12 €
- Saturday dinner: 15 €



- Campsite: 60 sites are available  
**Price:** 10,90 € per person per night



- Dormitory: 24 beds available in 2 large rooms with 12 beds each. Access to locker rooms (male/female) with showers and toilets included.  
**Price:** 14,50 € per pers. per night



- Cottages: 3 small timber cottages with 2 single beds and 2 double beds for 6 people.  
**Price:** Each 38 € per night



- Guest House: 8 rooms with 2 beds each and bathrooms with individual toilets.  
**Price:** 30 € per night for 1 person  
35 € per night for 2 persons



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**Register today and tell your friends**