

THE GUN

The magazine of the Royal Enfield Owners Club



ISSUE
No. 278



Aug/Sep
2020

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Contents

Page 2	Adverts
4	Editorial
5/16	Write Away
8/12	Road Test
17	Information Page
18	Continental GT Launch
19	Redditch Museum
20/21	Three Years Hard Labour
22/23	Case For The 125cc
24/25	Club Calendar & AGM
26/27	Club Sales
28/29	Market Place
30/31	New Members
31/41	Branch Reports
42/43	Rally Adverts
44/46	MAG Report
47	Crossword



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

Magazine production

Editor - Alan Barringer 13 Temple Way, Worth, Deal, Kent. CT14 0DA
Tel:- 01304 615061 email:- theguneditor@royalenfield.org.uk

Magazine Distribution Officer - Graham Scarth, 39 North Moor Road, Huntington, York. YO32 9QN Tel:- 01904 764806 email:- magazinedistribution@royalenfield.org.uk

Membership Secretary - Teresa Langley, Strathaan, Ardgay. IV24 3BG
Tel:- 01863 766431 email:- membershipsecretary@royalenfield.org.uk

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Front Cover:- Ben and Anna setting off on the latest Kent Branch ride out. We are trying hard to lower the average age of the branch membership.



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Editorial

Welcome to this latest edition of the Gun. Hopefully by the time you read this we will be somewhere approaching normality, and can resume branch meetings. That's if our pub venues have not closed down. Branch reports continue to arrive, so there is still some branch activity. Thankyou to all those contributors who are keeping the magazine filled with interesting articles. That brings me on to the subject of photographs. There must be many members around the branches with old/interesting/unusual or special bikes. Let us all get a look at this variety of machines by sending photos to your branch contact to include in their reports. I cannot guarantee to publish them all, but it would be an interesting exercise to see what is out there.

Meanwhile stay safe and keep those bikes ready for when we can ride again without restrictions.

Regards, Alan.

All contributions for the next issue to reach the Editor
by the **1st September 2020**
Next issue published October 2020

Write Away

I was very saddened on reading of the demise of Jim Chalk.

I remember contacting Jim in 2005 when I was renovating my Crusader Airflow.

I contacted Jim again several times whenever I had a problem with the bike as Crusaders were his speciality. I remember having problems with the alternator which, with Jim's advice, I was able to correct.

Please convey my condolences to Jim's family and friends, he will be sorely missed.

Mike Scotten (10897)
Hounslow, West London
Tel: 07782 547 207

I have had a suggestion from John Palmer, a member in Southend on Sea that it would be a good idea to publish all of the R.E. dealers in the U.K, in the magazine.

Although the idea has some merit, I am afraid that it will not be happening, as it would completely fill the magazine.

In case the member in question does not have internet access, I can inform him that his nearest dealer is Newcome Brothers motorcycles in Chelmsford.

The address is:

New Street, Chelmsford CM1 1PP
Tel: 01245 352 635
(They are closed on Mondays.)

John also gave me some interesting information which may be of use to many of our membership.

The manufacturers who supplied the Redditch factory with metal mudguards are still going strong. They can supply you direct with new mudguards to fit all old Royal Enfield machines.

They are Renovation Spares of Redditch and can be contacted on 01527 402654.

Thank You John for that useful information.

Write Away

The cost of better braking

The clever renovation of worn Crusader forks described by Nick (7691) in The Gun 276 reminded me of another 'modification' which I experienced in 2018, and may serve as a warning to others.

The front brake linings had been replaced on my 1962 Crusader Airflow, and were quite the best of any drum brake I'd experienced, except for the rather aggressive grabbing at the start of a journey in damp weather until they dried out.

One damp December evening I set off for home as usual, the bike having been exposed to the elements all day in the works car park, and requiring some dextrous use of the brake lever to dry it out before turning out onto the main road. The front drum snatched with an unusual clunking sound which I thought nothing of, until the steering began to feel strange. The accompanying picture will show you what I saw when I stopped beneath a street light; the continual shocks from the fierce snatching over several months, passing through the brake plate had broken the fork tube above the anchor point! Not wishing to hang around



for hours waiting for a recovery vehicle, I rigged up a splint from a spanner and some cable clips to add support to the spring rod inside the fork leg. Knowing that it wouldn't come apart, I rode the Crusader home at a gentle pace, doing all braking at the rear wheel.

It's worth keeping in mind the design strength limitations of our old bikes when seeking that holy grail - perfect braking, which could equally apply when fitting disc brakes on other models.

Bob (6397)

Write Away

Is it feasible to identify the Royal Enfield in the attached photograph, either by its registration number or physical appearance? Or maybe a member can recognise it. Is it suitable for publication?



The photograph was taken in 1955. It was our family transport, having what my memory tells me was a Canterbury Double Adult side car attached. I am "riding" pillion, with my older brother at the bars. Any help would be appreciated.

Yours.

Mike Davis (16823) Tel: 07783 836 687

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Write Away

A Constellation Story

Since putting my Connie together and on the road it's had one or two ups and downs. One of the new Indian Lucas coils packed in after a few hundred miles, and a slight piston seizure on one pot was found to be the result of the bores being 2 thou undersize on diameter. Coil replacement and a good honing of both cylinders put things right. However I did notice that the two innermost cylinder head nuts on each head seemed to require slight tightening fairly frequently, and wondered what might be the cause.

The very light weight alloy cylinder heads could be prone to heat distortion from the exhaust ports and combustion chamber area as the heads must be thin in section. Also the positioning of the head studs may not be ideal. When building the engine I noticed some past flame erosion on the bolting faces of each head, towards where the copper gaskets are thinnest. Also the gaskets are largely asymmetrical in area towards the spark plug. Remedies which seem to work, such as reduced area copper gaskets and well rings, utilise the natural spring in the alloy casting to mitigate heat distortion. I did indeed file a little off the area around the push rod tunnels and spark plug areas. Then up to the two innermost stud holes on the top side only using a smooth flat file took 10 thousands of an inch or so off, but no more, on each copper gasket at an angle of 45 degrees to the inner corners. This then introduces a slight pre-tensioning in that area prone to blowing.

Further consideration about the inner head nuts slackening made me wonder if the long in length head nuts, which feature such a small bolting area might in fact be rocking in sympathy with engine vibrations. Examining these I noticed the bases of the nuts was slightly spherical, it could just be coincidence or could it be scuffing between the nut and flat steel washer? Seeking a remedy I counter bored all the washer seatings in each cylinder head to a slightly larger diameter after making a spot face cutter from round silver steel. After this a set of thick steel washers 1/10 inch thick were parted off some steel bar and two slightly larger in diameter but much shorter in length head nuts made for each head. As these nuts are only about 3/4 inch long, a slim 12 mm 1/4 drive extension socket is used for tightening. Fitting well annealed and cleaned copper gaskets with a smear of gasket compound, and moderately tightening down has produced no slackening off ever since.

For those interested, one of these counter boring cutters can be simply made from a suitable piece of circular silver steel purchased from a model engineers shop or steel stockholder. Simply cut an inch length, face off square each end in a lathe and carefully drill a 5/16 hole down the centre. Place the piece in a vice and hack saw a narrow and shallow groove across one end face through the centre of the drilling, and repeat with another at right angles. With a smooth flat

Write Away

file form four shallow tapered cutting teeth leading up to each cross slot. It does require a little care to keep the cutting edge flat by filing steadily up to it. Form each tooth in correct order of cutting rotation. Then using a blowlamp heat the cutter to cherry red for a minute or two and drop into clean water, this then hardens the cutter. Now saw off 8 inches or so of bright 5/16 inch steel bar and after cleaning both parts, secure the cutter to the bar with retainer, leaving about 1 inch of bar protruding from the cutting face, this acts as a pilot. A slow cutting speed is needed and plenty of old oil as lubricant, frequently withdrawing the tool to clear the flutes. Only take off the minimum amount to give a flat seating.

Dave Bower (16224) Tel: 07958 776 489

It was twenty years ago today **Gun 157 June/July 2000**

RE run REVS
The Factory Magazine

“Demob Ditties”

How many firms can boast that the people to whom their advertisements are directed not only read them but go as far as to write their advertisements for them? Since the commencement of the series of Royal Enfield Advertisements in the Cycle and Motor Cycle press, headed “Demob Ditties,” suggestions for alternative “rhymes” have been received from



Royal Enfield enthusiasts in all parts of the country. At a time when it is difficult to assess the power of advertising it is pleasing to receive this completely unexpected and uncalled for assurance that publicity stimulates action and that the Enfield Cycle Co. has so many friends amongst the recently demobilised forces.

■ ■ ■ ■ ■ Many other items of “personal” interest have been submitted for the ■ ■ ■ ■ ■
■ ■ ■ ■ ■ “Revs” Newsreel. Lack of space due to limitation of paper supply makes ■ ■ ■ ■ ■
■ ■ ■ ■ ■ it impossible to include all of these – they will be reviewed in later issues. ■ ■ ■ ■ ■
■ ■ ■ ■ ■ “Revs” welcomes contributions from all who are interested in the welfare ■ ■ ■ ■ ■
■ ■ ■ ■ ■ of the Company. These should be addressed to the Publicity Department. ■ ■ ■ ■ ■

FIVE GOLDEN RULES FOR EVERY CLUB VOLUNTEER

1. I am not on call to all of the people all of the time.
2. I have my own needs which may not be the same as my fellow Club members.
3. I do not have to carry on doing something just because I've always done it.
4. I don't have to say 'yes' to every request that is made of me.
5. I should remember at all times, especially in the face of criticism, difficulties and anxiety that I am doing the best I can.

Anon

Write Away

It was 40 years ago today from Gun No 8/9 Summer 1980

350cc SIDEVALVE PARALLEL TWIN

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

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

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



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

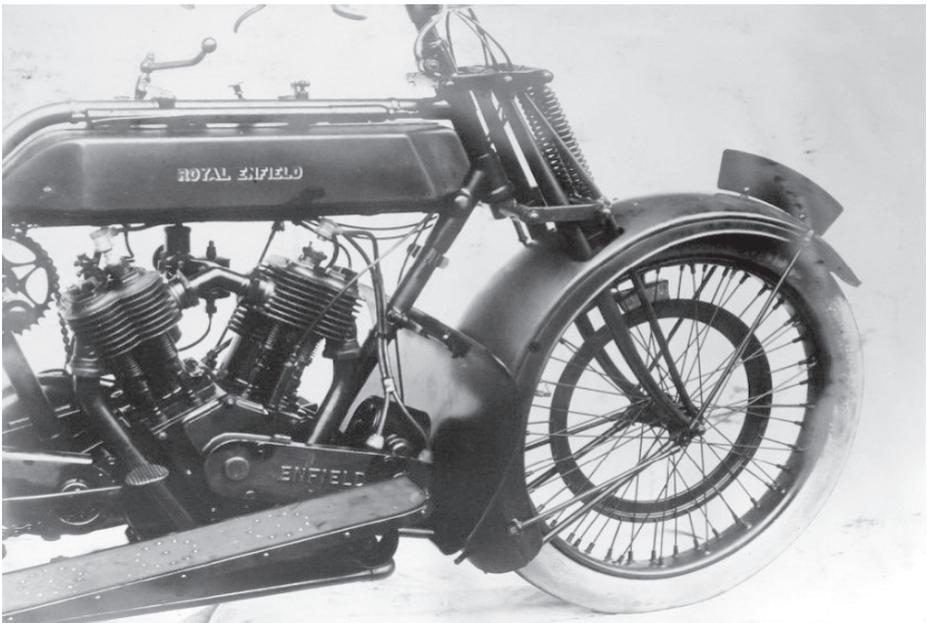
Write Away

From the Archives - The Russian Army Contract

The following feature was published in *The Motorcycle* on March 1st, 1917.

We mentioned in our last issue that the Russian Government order for several hundred motorcycles, which has been in the air for some time past, was a week or two ago distributed among different British motorcycle manufacturers.

We are now able to illustrate the batch of machines which have been completed to that order, the product of the Enfield Cycle Company Ltd of Redditch. All machines built for the Russian Government have to conform to a specification laid down by the military authorities. One of the points stipulated by the Russian authorities is that each machine shall have a ground clearance of no less than six inches. (manufacturers interested in overseas markets should carefully note this fact). As a result, all the Enfield models have the Colonial type frame. Other departures in connection with the machines illustrated are the fitting of semi-TT pattern handlebars with outside cables and controls in place of the V-shaped handlebars of the Enfield with enclosed cables. There are no plated parts on these machines, the mudguards, tank and frame being finished in service green. All the Enfield solo models are fitted with 6 h.p. engines, whilst the sidecar machines have 8 h.p. engines.



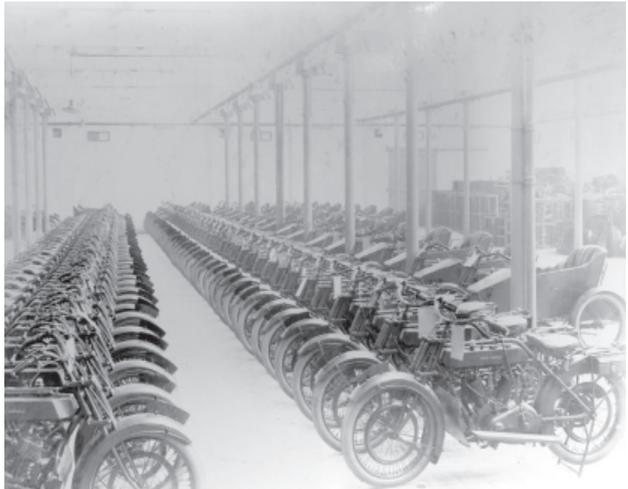
Write Away

In general design, as will be gathered from the photograph, the machines are standard, the new type of fork with double spiral spring in front being, of course, used. The Palmer Cord tyres on the machines are 700x 80 mm section. The mudguards of the standard Enfield have always been of liberal dimensions and flat, so rendering them suitable for extremely muddy conditions.

Technical Innovations

This old magazine article doesn't mention the other motorcycle makers which shared this big order, but it seems that Royal Enfield responded first.

Both the 6 and 8 h.p. motorcycles were powered by J.A.P twin cylinder engines of 770 and 980cc, driving a two-speed chain transmission, but not a gearbox. Enfield's own design had two side-by-side primary chain drives, each with different sprockets to provide a high and a low ratio. This was controlled by rotating



the lever - visible on the side of the petrol tank - through a half turn, which also doubled as the clutch. The photograph shows another chain and sprocket mounted on the seat post below the saddle, fitted with a long crank handle for the hand starting the engine. The large guard in front of the engine may have provided weather protection for the magneto. These motorcycles would have arrived in Russia during very turbulent times. Tsar Nicolas II would be forced to abdicate in the same month, followed by many government changes until the Bolsheviks took control in October and Russia would sign a peace treaty to withdraw from the great war. One can only imagine what kind of service these motorcycles performed and with whom during this period of revolution.

Every spare parts book until 1939 boasted: *“Contractors to His Majesty’s Government, French and Belgian governments and the former Russian Imperial Military Authorities”* so it must have been a big deal for Royal Enfield.

Write Away



Hello fellow new model Enfielders, and welcome to the sixth instalment of the view from the Tango Tart, the legendary 650 Interceptor that suffers my bulk and whims all the time. So since we last spoke, the old girl has ploughed on past her service and seems to be behaving



herself quite nicely thank you very much, I'm sure that's now going to be a cue to the mechanical marvel to expire ungraciously on some distant road. We shall see ! So what's gone on I hear you ask, well for one the rear tyre became smoother than awell smooth tyre. So after checking with the lads that are the over 60 Facebook group that I run, I / We decided that a Michelin Pilot Activ (their spelling !) would fit the bill superbly. £78 of your finest English pounds were dispatched to <https://www.tyreleader.co.uk> and in return just a few days later a huge great black round things appeared. Why is it the look bigger off the bike than on it ? What's that all about, Perspectives I guess you will all know, unless you live on somewhere more distant than our moon, we were in the middle of the COVID-19 issues at this time, but I managed to find a friendly workshop adopting best social distancing practices and for the princely sum of £10 they fitted and balanced the tyre. Now some of the more observant among you will have noticed I kinda glossed over a small matter there, removing the rear wheel. No mean feat it has to be said. I had read volumes saying it can be removed, it can't be removed, the bike needs suspending 6 feet in the air by a goats horn, all manner of witchcraftery. Well, you "Can" get it out on the main stand, but expect to spend many hours, skinned knuckles and the loss of many 10mm sockets in the process.

What I did was to have my (genuine) power lifter of a son physically lift the bike up for me so I could place a short piece of 6x4 under the main stand. That 4" made the difference and out came the back wheel, now I dare say you could achieve the same by poking the bikes bottom out of a shed / garage door on its stand etc. In all events, it makes the job easier. Perfect opportunity to spruce up the bits you can't normally get too very easily, so opportunity grabbed. Once the tyre and its weights were fitted, the reassemble was fairly straightforward, cautionary tale here. Make sure you keep an eye on the orientation of the axle spacers, they are handed, and only go in one way around, also pay attention when reassembling the rear calliper carrier that you engage it in the swinging arm leg correctly. On the Subject of which.... In case you have not heard:

Write Away

Brake Recall On the 650 Twins and Himalayans

Royal Enfield have issued a recall affecting some 15000+ motorcycles over concerns with the calliper and or calliper piston assembly, and an issue with corrosion. Now before you throw your bike in a skip!, this has, (To the best of my knowledge) only affected four (Yes FOUR) UK bikes, so it is a very isolated problem, it seems to centre around "Prolonged" exposure to salted roads. So, contact your dealer, make them aware YOU are aware of the recall and ask their advice, most are saying when your bike comes in they will check the callipers over and at the time of writing RE were mentioning a possible calliper replacement by the end of the year, again check with your dealer, but do get it checked, it's brakes, it makes sense.

Once we had the wheel in, my DIY laser leveller was popped into use to align the front and rear wheels, this is a very handy way to check the front and rear wheels are correctly aligned, the reassuring thing here, was the marks provided to RE on the swinging arm were in fact very close anyway, but if they are obscured or you just want



to make sure the laser is a good update to the tried and trusted length



of wood down the side of the bike method that no doubt many of you will have been using for many years. The End result is a happy bike, and biker, the Michelin tyre performs really well, providing very good grip and giving a lot of confidence in the corners. Its got about a thousand miles on it now, and grip levels are stable, and its wear looks nice and even, not too fast and it promises to have a long life by the look of things, time will tell. Also on

the radar this month is some of the guys with Himalayans mentioning rear rack failures if they go off-road with Auntie Doris strapped to the back for a day out ! It seems that rack has a possible weakness where the curve in it occurs, It's at this point, shown in this pic of a rack that had been removed prior to it failing. One method of fixing this is to brace the curve with a triangular section fabricated from some mild steel like this and then once MIG welded and given a coat of black paint the end result is very presentable and much more sturdy.

Write Away



Going on with the 650s brings to mind the adapter plate that Tim Heseman made for the filter system either the DNA or standard filter which very effectively does away with the rather convoluted cover which is fitted as standard and no doubt axis a form of restriction to the airflow getting into the engine. Tim uses some kind of witchcraft and a 3-D printer to manufacture these rings at a much more affordable cost than the metal ring which is supplied with some aftermarket filter systems. I've had one of these rings fitted onto my bike since the early days when Tim first started to offer them and have experienced no problems and can say with some degree of certainty that the pick up mid range on the bike is much improved over the standard filter cover. You find Tim on a few of the Royal Enfield sites including the over 60s site and can approach him there if you're interested in purchasing one of these rings, failing that he kindly provided his contact details which are here: Tel: 07462 114 013 Or by email to info@tiny-3d.co.uk.

I'm hearing a lot of owners bringing to me the problem with inconsistencies in pricing for servicing on the bikes it seems that some dealers are charging in excess of £250 for the first service almost £200 for the second service and I dread to think what they will charge for the third service at 6000 miles. My own dealer gave me a sheet when I collected the bike with prices on and that was approximately £200 for the first service which includes valve clearances, change of engine oil and filter and a general check over to make sure everything was okay, that seems to be a reasonable sum when you take into consideration the cost of the particular oil that Royal Enfield specify and the cost of the filter as well. I'm hearing from some owners the dealers are charging in excess of £200 and after barely 1 hour on a hot engine saying they've done a full service on the bike including the valve clearance. Now understandably some owners are expressing concern that the service has been done correctly and to Royal Enfield specification. This seems to stem from a basic lack of trust between the owners and some dealers, no doubt fuelled by the horror stories you read online of the

Write Away

performance levels of some dealerships, this is a situation that must change if the brand is to move forward, and introducing menu servicing and pricing would seem to be a simplistic cure all to this situation and reinforce owners confidence in the dealer network to levels that we have come to expect in the motorcar trade where menu servicing and pricing is commonplace. Anyway enough of the doom and gloom the sun is out summer is amongst us and the lockdown is slowly being brought to an end as I write, once again we are seeing life returning to normal outside meetings taking place and the possibility of restaurants and public venues starting to open up. Hopefully this will mean that the calendar of events can start to reappear as well and those favourite haunts that we all ride to and enjoy so much in the summer months can get back on their feet with the support of all of the bikers up and down the country who make this hobby, this passion, this way of life that we all choose and all enjoy so much enjoyable as it was before we were struck with this terrible situation. So until next time, and we speak again I must say enjoy your bike, ride safe, and support what is one of the Best brands available on the market at the moment, as others struggle our brand goes from strength to strength, and long may it continue to do so from the tango Top and me farewell till next time. Davey Bee & The Tango Tart.

Dave Blakeney, Mid-Shires (16956) dave.blakeney@yahoo.co.uk

Slow road out of lockdown

Hope you are all getting about a bit more now within the regulations, as front-line worker have more restrictions than some due to my work.

However managed to meet for Coffee and bit of a ride out with Diamuid outside Fenit Co Kerry. Both on 500 Enfield's with stove and coffee pot's. Strong coffee and sweet cake enjoyed before the sound of bullets were to grace the lovely countryside of North Kerry.

I would like to welcome my dear friend John Bale to the REOC. A decent fellow with a lot of motorcycle history, now John has a beautiful EFI Bullet enhancing the roads of North Devon and hope he will be back in County Kerry some day, even Powers the Pot. Hope to have more to report in the next issue including Power's the Pot, trip to Adare and Sprocket and Hub's.

John B Nicholls



Information Page

Do you want to share information, seek technical advice or make contact with other club members? **Royal Enfield Owners Club Est. 1977** Is our own growing and successful 'closed' Facebook group for club members only, policed by club committee members. We look forward to hearing from you!



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The 250cc Continental GT Launch Run

On the evening of 23rd October 1964 we find Brian Crow and Doug Bellamy at the John O' Groats Hotel in Scotland getting ready for Brian's stint on the cooking 250 Continental GT launch machine. The launch planned by Roger Boss was to ride the bike a 1,000 miles to Lands End inside 24 hours using a team of five riders. We have already read about the Silverstone and Oulton Park race track events and now its the turn of the road riders. When Brian set off at 7pm it was dark and there was light snow, he was following a schedule and had to achieve an average speed of 43mph as did the other riders to get to Lands End in time. Brian rode successfully to Fort William and did his change over with the waiting Peter Gaunt, Enfield's Works Trials Rider.



Peter's task was to ride through the night to Carlisle, which he did, pushing the little Redditch firecracker to its limit for a number of hours. He did so well despite the cold he gained an hour on the schedule. This turned out to be a wasted effort as no one had anticipated such a gain in time so third man Patrick Braithwaite was not there to meet him. There are no pictures of Peter with the GT.

Pat's ride was uneventful and despite the abandoned ride of Geoff Duke at Oulton Park he made good time using the M6 heading for his changeover at Penkridge in Staffordshire. He also reported the GT was a 'right goer'.



We find Pat at a SHELL filling station handing over to Bruce Main-Smith. Bruce's task, which was the longest stint on the GT, was to ride to Silverstone down the A5 to meet with John Cooper. After refuelling Bruce heads off via the Cotswolds to the final hand over point in Taunton where a waiting David Dixon is itching to get aboard the GT. No pressure here David

you are the last man! David keeps good time and despite a light rain shower makes it to the Lands End Hotel with half an hour to spare. The GT had made it and the Launch was a resounding success - Roger Boss could start breathing again!

James French (10011) james.french17@zoho.com

Redditch Cycle & Motorcycle Museum

It was the circular plaque on the old factory wall in Redditch that got me thinking (actually, it woke me up!) about the history of the Enfield Cycle Company, and whether there'd be enough general support to fill out a germ of an idea to try forming a museum dedicated to the company and its full history, way back to the needle-making company under Mr Townsend, to present-day production in Chennai, etc... That "stirring of ideas" was about four years ago, before the old factory was demolished and the area redeveloped into the Royal Enfield Industrial Estate as it stands now. At that first sighting of the plaque (and admittedly, not knowing the rich history at that time), I first contacted Redditch Borough Council about the notion of forming a permanent museum...and received a very lukewarm response, so I didn't pursue it further. Last year, though, as my workload eased up, I followed up with refresher calls, a different set of Councillors were in place, all very keen to push the idea ahead. I contacted John Budgen, Chairman of the South Mids branch of REOC, I enrolled as a Club Member, and in no time at all, John, myself and Branch Secretary Brian Tomlinson formed the nucleus of Trustees to create a Charitable Incorporated Organisation (No. 1188666) - we were "rolling"! Discussions have taken place at many levels, with the result that we are currently negotiating the short-term use of the ex-Woolworths store in the town centre as a "project showcase", along with the Redditch Local History Society (keen supporters of the Museum from the beginning), and another local interest Group, the John Bonham Memorial Trust, (he of Led Zeppelin's drummer fame, no less!), both Groups wishing to share the premises with us on a long-term lease, which we intend to negotiate with the property owners once we get this "showcase" promotion rolling and fully-supported by various grant and funding organisations, plus public support, etc.. Initially, we're aiming for a "window"-type display with a few Royal Enfield cycles & motorcycles on display, plus photos, presentations and proposed floor-plans, etc, for longer-term occupation; after the "showcase", we're hoping to stay in that building, given it's size and 'presence' in the Church Green sector - and it's right next-door to the original Enfield Cycle Company's factory outlet shop, so it'll be in the right place, historically. With the right support from the beginning, we are confident of keen interest from the local population, and anticipate a decent flow of artifacts and memorabilia donations or loans from ex-employees and local enthusiasts, though any other loans or offers would be made welcome! Start-up time and date is imminent, and will be notified on the social media links below. In the meantime, I have created a 'crowd-funding' page on JustGiving to set up a fund pot to pay for basic set-up materials and fixings, event insurance, etc - if anyone is happy to chip-in, please visit:

https://www.justgiving.com/crowdfunding/redditch-cycle-motorcycle-museum?utm_term=N38gwag3B

We also have a Facebook Group and a Page plus a Twitter account, as follows:

<https://www.facebook.com/groups/518235438936260/?ref=bookmarks> - Supporters Group

<https://www.facebook.com/Redditch-Cycle-Motorcycle-Museum-104515567872504/> - Page <https://twitter.com/home?lang=en-gb> - Twitter account

(or @RedditchMuseum if link doesn't work correctly).

We hope to see you all and meet you there!

Barry Love, John Budgen & Brian Tomlinson

"THREE YEARS' HARD LABOUR"

*A Motorcyclist by Force of Circumstances Tells How He Was Converted
into an Enthusiast*

SOME years ago I was forced to become a motorcyclist so that I could travel between home and work, and I suppose I was as pleased as the man who forgot to post his all-correct football coupon! Motorcycles were, so far as I could see, noisy, uncomfortable and dangerous, containing a mass of complicated machinery which could go wrong for the least reason and leave the owner stranded.

I went to the local agents with only the vaguest of ideas as to my requirements. I knew I wanted something capable of doing the 9½ miles and yet I was convinced that anything "big" would result in my immediate decease. Reasoning thus, I decided on a 125 c.c. machine, although what that meant I hadn't the least idea. Similarly, the choice of make was purely accidental. They had but a limited stock, and the only one I could have immediately was the Royal Enfield. So the "R.E. 125" it was.

That was certainly a lucky accidental choice! I couldn't have wished for a more reliable machine. I gave it three years' hard labour and in 15,000 miles I have had to make absolutely no replacements attributable to bad, or doubtful, workmanship by the factory.

Perhaps 15,000 miles may seem early to start singing the praise of the machine, but, before you decide, consider some of the work it has done, and the conditions it has endured.

First, it has enjoyed no real cover from the day it was bought. It has spent all its nights covered merely by sacks or ground-sheet, and yet only once did it fail to start in the morning when asked to do so. Even then, all would have been well had I, then, known the trick of removing the small screw in the crankcase. . . .

by A. NEWLYN

Then, again, the "R.E." has suffered running conditions such as the makers never dreamt of. In the winter there was no alternative means of transport; it was a motorcycle or walk—and yet I have never had to miss work! Mind you, I was late occasionally, but that wasn't the machine's fault. It was willing to go faster, but I just daren't risk it. For six weeks at a stretch during my first motorcycling winter the roads were completely covered with corrugated and rutted ice that necessitated a self-imposed 5 m.p.h. maximum. The wheels slithered and sloshed all over the road and, despite the cold, I was sweating, either with fear or with the exertion of holding the model upright. However, I did not come off, either that year or since.

But worse than this, during the 1952 blizzards the shorter route was completely blocked for two weeks by drifts up to 10 ft. deep, and I had to negotiate 15 miles each journey. Even this way, I could only proceed through soft snow a foot deep by dismounting and pushing, to help out the slithering rear wheel.

For days on end during that winter I had to adopt drastic measures to get the machine started. The petrol hadn't frozen, but snow round the tickler had, and the only way of flooding the carburettor prior to starting was by unfreezing with boiling water. Even after that the engine never let me down.

Nor are cold and snow the only hazards the machine has endured. Take that ambitious tour I attempted in 1952. By a coincidence I chose the very week during which some of the heaviest rain of the century fell; when the tragedy of Lynmouth occurred. The whole week was one long



*The writer and his 125 c.c.
Royal Enfield two-stroke.*

rainstorm, but worst of all was the Monday when I did the run from Rochester to Bournemouth. It rained all day—really rained, I mean; a veritable monsoon. If the bike had given out on that day I would have forgotten all I owed it and thrown it over the hedge!

Have you ever gone through roads flooded continuously to a depth of 9 in. to a foot? That little "R.E." did—all day. At times it was even rather pleasant. The spray from the front wheel would hit the cylinder, warm up by the contact and then continue up on to my body. By the time I was at my destination I was soaked completely to the skin—not just slightly wet, which is what most people mean when they say this. The great thing was—the bike kept going.

Nor have its trials been only on the road. We have a practical joker round here who decided to see whether the engine would run on water. One day, during the holiday luckily, I tried to start and couldn't. I went through all the first-aid tricks learnt from long experience, but none was effective. The secret of the failure lay in the half pint of water that some clever dick had poured through the filler, and which was now nestling at the bottom of the tank. . . !

I suppose I realized from the start that a complete strip was essential, but, lazy, I tried to get away with it by merely draining the carburetter and tank. The "R.E." was towed some miles at the end of a long iron chain, much to my trepidation. But apart from a few coughs, there was no result.

So a complete strip it had to be. Have you ever seen an engine that has been run on water instead of petrol? It's a heart-breaking sight! Rust was everywhere—cylinder rusted, piston hardly movable, rust on the bearings and so on. Luckily, nothing was pitted, as I had caught it in time, but one thing I would advise—keep away from people who think it's fun to put water in your tank!

Keep your bike away from cows, too, by the way. I awoke one morning to find the windscreen broken, the gear lever bent into a lovely U, legshields twisted into unrecognizable shapes, not to mention sundry scratches and other evidence of a cow's trampling. The panel beater restored the legshields, some strong arm stuff got the gear lever straight again, soap and water removed other evidence of the episode, while the farmer's insurance company replaced the windscreen; so I didn't really suffer any loss from the incident.

If you want some statistics about the "R.E." you're welcome, even though it's ten to one you'll never believe me. The average m.p.g. now is 160; but at one time I was getting nearer 210 m.p.g. (I told you you wouldn't believe it, but I know the figures are accurate). And, by the way, did I mention that some 6,000 miles have been done with my wife on the pillion?

With two up the consumption goes up to about 130 m.p.g., but, since even the makers doubted the ability of the machine to take two at all, I do not grumble.

Well, there are some of the details of my Royal Enfield's three years' life. Apart from the hard graft, I have derived a great deal of pleasure from the machine and I estimate our saving on fares to have more than equalled the initial cost. I am extremely glad that, due to my ignorance of motorcycles, I chose accidentally the 1950 125 c.c. Royal Enfield, and I will always look upon the machine as a very gallant little two-stroke.

Case for the 125 c.c.

A Summing-up After 38,000 Miles on a
Royal Enfield One-two-Five

by L. GOLDING

THE old view of 125 c.c. machines was one of amused tolerance. They are now treated with respect, for they have fully proved themselves in every sphere of motor cycling, except, of course, for high-speed work. This article is written in an endeavour to dispel any remaining fears the novice may have concerning the suitability of a one-two-five for his needs. The man who considers himself a budding Freddie Frith need read no further. By all means save up for that "racer," but by the time you get it your pal on his 125 will have had many thousands of pleasurable miles to his credit.

Examine your intended mileage with all honesty, and work out just how much will be done in conditions where cruising speeds in excess of 38 m.p.h. will be used. I rate 38 m.p.h. as the true "ever and ever" cruising rate of a 125, one- or two-up. My Flea has covered over 38,000 miles, of which only 10,000 miles were covered at speeds below my usual requirements, which shows that 75 per cent. of my needs are met by the 125. I care not a fig for maximum speeds, but by way of interest my machine has done 55 m.p.h., two-up, free-wheeling down a steep hill that shall remain unnamed! Incidentally, this is a practice *not* to be recommended, yet the road-holding was remarkably good!

My advice is: Drive with feeling, allow plenty of time for overtaking, and keep the engine turning over sweetly. In fact, treat the engine as a friend, and not, as so many folk do, as a slave. The 125 c.c. will take two anywhere, but give the engine a chance to warm up to its cruising speed. On a long run I take anything up to an hour to reach a gait of 38 m.p.h., and always keep the engine just below the point when two-stroke rattle sets in. When climbing hills in second, or bottom, don't overdo the revs. The machine will be moving very slowly and in consequence receiving little in the way of a cooling draught.

On runs round the 200-mile mark, two-up, one cannot expect an average of over about 23 m.p.h., including stops, or 28 m.p.h. running time. My Flea has two enjoyable pillion tours to its credit, one in the West Country and the other in Norway. On the Norway trip all luggage was carried, and on the run from London to Newcastle to catch the boat our time, although some three hours longer than a larger machine would have taken, was nothing of which the Flea need be ashamed. Average speeds suffer rather badly because of the 125's slow rate of climb on hills. Head-wind, too, can play havoc with one's rate of progress.

Incidentally, for pillion work add 5lb pressure to the front tyre and 8lb to the rear. Make sure that the pillion seat is securely attached (preferably a spring seat), and provide adequate support for the mudguard.

When going on tour, arrange the luggage evenly by putting some of the weight on the tank. Modern brakes will be found quite up to the extra load of a pillion rider and luggage, but don't take everything you *think* you may need.

Getting Comfortable

Being a light machine, a 125 is inclined to popple about over the bumps unless one sticks rigidly to the recommended tyre pressures and fork adjustment. If possible, give your saddle a padding of Dunlopillo sponge rubber, and do the same for your passenger. Long runs can only be done if the machine fits, and even a 125 can be made to suit practically all statures. So experiment with saddle, handlebars and rests. The gate change on some models was something of a knee bruiser to long-legged folk, but now we have foot-change and tele-forks, riding should be much more comfortable. Foot-change, incidentally, really brings out the performance of these babies.

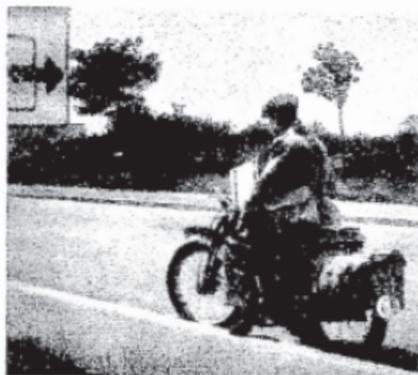
Everyone knows about the economy of 125s. My best consumption figure has been

180 m.p.g., and the worst, 105. Normally, I count on 130 m.p.g. This is on a daily trip of 25 miles involving 100 to 140 gear-changes. By one gallon of fuel I actually mean one gallon plus the half pint of oil. How many realize that for every 16 gallons coupon value the "petrol" owner gets 17 gallons of fuel?

Although maintenance is simplicity itself—there is little to adjust—owners should see that adjustments are "spot on," and that decokes are very thorough, particularly as regards the exhaust system.

After 38,000 miles my repairs have naturally gone beyond the realms of simple maintenance, but after three years running the following list of spares cannot be called excessive or expensive. H.T. coil replaced at 6,000 and at 33,000 miles (I seem to be unlucky when it comes to coils). Make-and-break unit renewed at the same time as a precaution. Front-wheel bearings at 27,000 miles, and rear at 18,000 (very slight play is again present in the rear wheel). Primary chain replaced rather unnecessarily at 20,000 miles. The third rear chain has just been fitted. Clutch relined three times. Kick-starter ratchet wheel renewed at 33,000.

Small-end bearing at 25,000, and now again requiring replacement. Front-brake linings at 17,000 and 27,000, and rear at 31,000 miles. Final drive and rear sprockets at 26,000. The original throttle cable said "Enough" at 38,000 miles, and the front brake cable is beginning to fray. Clutch cables must be in the region of six. The fork assembly is somewhat sloppy, but not excessively so, and the original fork suspension rubbers are in good condition.



"On the run from London to Newcastle our time... was nothing of which the Flea need be ashamed"

Lion-hearted

An interesting point is that spokes have given no trouble whatever. The second set of tyres is in use and as yet practically unmarked. New piston rings were fitted at 33,000 miles, and three sparking plugs have been brought into use at different times; but all are still highly serviceable. While on the question of plugs, it is essential to adhere to the maker's recommended plug. Due to a crash, the frame broke near the gear box, but the machine was used for some time without the damage being realized! Speaking of crashes, I have found nothing so stable on ice as a 125 c.c. machine.

And so, young and old, experienced and merest tyro, within reasonable financial grasp lies a wealth of motor cycling fun. In 20 years of motor cycling I have never had such useful service from a machine as that supplied to me by the lion-hearted Flea. It has been suggested that as a mark of my esteem I treat the engine to a rebore and the paintwork to a respray. A rebore I consider quite unnecessary for a long time to come, and a respray a luxury beyond my pocket.

With due solemnity I raise my travel-stained cap to these amazing little machines. Verily 'tis said, "The proof of the pudding is in the eating."



"My Flea has two enjoyable pillow tours to its credit, one in the West Country and the other in Norway. On the Norway trip, all luggage was carried"

Club Calendar

Corona Virus

While the current restrictions exist, all the Rallies during the foreseeable future are cancelled.

If however during the Summer months and the restrictions are lifted, the rally organisers may wish to resurrect their rallies.

To find out and enquire whether that is the case by members wishing to attend, they should telephone or email the Contact to check.

Wobbly's Red Rose Rally

September 10th - 14th 2020

Calder Farm, Settle Road, Bolton by Bowland, Lancashire BB7 4NT

Camper vans inc Elec £18 / Day
Tents £10 / Day

Contact: John Hamer

01706 360828 or 0793 332 1135

hamer89@btinternet.com

Fossil Gathering

September 24th – 27th 2020

The Cross Keys, Lydford-on-Fosse, Somerset TA11 7HA

Tel. 01963 240478

£10 /tent/night £12 /caravan or camper van/night £15 with electricity
Rally Contact: Rob Graham

01258 817074

Annual General Meeting
3rd October 2020
Woodland Waters,
Willoughby Road,
Ancaster NG32 3RT

October Fest

October 9th - 11th 2020

Island Meadow Caravan & Camping Park, Aston Cantlow, Henly in Arden, Warwickshire B95 6JP

www.islandmeadowcaravanpark.co.uk
holiday@islandmeadowcaravanpark.co.uk

Phone Katherine

01789 488273 with your ETA.

Agreed Rally fees, Tents £6.50 pp per night, Campervans/Motorhomes etc £20 inc power and 2 people per night.

Rates still applicable for long stays.

Marshal: Michael Sliwowski

0773 0110 158

poloenfield700@googlemail.co.uk

Eire, Limerick Summer Camp

July 10th - 12th 2020 ***

Power's the Pot ***

August 7th - 9th 2020

Camping & Caravan Park, Harneys Cross, Clonmel, Co Tipperary, Eire, Contact John B Nicholls

00353860879855

www.powersthepot.com

West Cork ***

September 25th - 27th 2020

Hungry Hill Hostel and Campsite
Adrigole West Cork

*** Invitation events only not official REOC events therefore no trophy status.

Members wishing to hold events for next year's club calendar please contact the Social Secretary

P John Hamer through

hamer89@btinternet.com

REOC October Fest, 9th to 11th October 2020

Island Meadow Caravan and Camping Park,
Aston Cantlow, Henly in Arden, Warwickshire B95 6JP.

<http://www.islandmeadowcaravan>

email: holiday@islandmeadowcaravanpar

Phone Katherine 01789 488273 with your eta.

Agreed rally fees, for tents £6 per person per night.

Camper vans and caravans with
power for 2 people £20 per van.

Rally rates apply for early arrivals and those who stay over.

MARSHAL - Michael Sliwowski 0773 0110 158.

email: poloenfield700@googlemail.com

2020 ANNUAL GENERAL MEETING

The Club rules require a minimum of 30 members in attendance in order for this meeting to take place.

Social distancing is still 2m at the time of writing, but may have been reduced when you are reading it.

It will however need to have been totally removed in order to fit that many people in the room.

We have not yet cancelled the AGM, but the next copy of The Gun will be too late to inform you if such a decision has been made.

Please check with the Chairman or Membership Secretary before travelling to Woodland Waters on Saturday 3rd October.

Club Sales

Code	Item description (see website for photos)	U.K.	Overseas
S1	Machine Badge - stainless steel	£9.00	£9.50
S2c	REOC enamel lapel badge - red / yellow / blue / green	£1.90	£2.15
S2e	Cannon pin badge - chrome	£1.90	£2.10
S2f	60th year of Bullet badge - green / white / orange (India)	£2.10	£2.30
S3a	Sticker - silver with 'Cannon' + 'Made like a Gun'	£0.70	£0.95
S3b	Screen sticker (inside screen)	£1.00	£1.30
S4	Sew-on patch	£3.10	£3.35
S5	Key fob - with red / yellow / blue / green badge	£2.80	£3.20
S11	Gun magazine binder - red or blue	£6.40	£7.25
S15	Tie - royal blue or maroon (printed - reduced to clear)	£2.00	£3.00
S16	40th Anniversary of REOC, enamel lapel badge	£1.90	£2.15
S20	Sweatshirts - small to Large	£13.70	£15.20
S20	Sweatshirts - XL	£14.70	£16.00
S21	T-shirts - small to XXL	£6.60	£8.10
S22	Caps - Withdrawn		
S24	Polo shirt - embroidered logo - small to XXL	£14.95	£15.95

All prices include postage and packing.

Garment colours are as follows:

Polo shirts:- royal blue, maroon, black or white

T-shirts:- royal blue, sky blue, maroon, jade, grey or black

Sweatshirts:- royal blue, jade, maroon, grey or black

All items - Please check availability of colours/sizes before ordering,
or give alternatives, as all colours or size/colour combinations may not be available.

Enquire by phone or email to clubsales@royalenfield.org.uk

For security, phone calls are not answered from unknown overseas numbers

Please quote your **membership number and a contact telephone number**
when ordering from:

Adrian & Cherry Saunders

12 Straidhavern Road, Nutts Corner, CRUMLIN BT29 4SN

Make cheques payable to "Royal Enfield Owners Club"

Or ☎ 07545 274883 with your credit/debit card details

(£10 minimum transaction for credit/debit card orders)

PayPal also acceted - email for details of how to pay

For security, please do not send card details by email, nor send cash by post

About REOC Club Sales

To help Club Sales run smoothly for both our customers and ourselves, we felt it time to explain a few things and ask for your cooperation:

1. We **only** sell what is shown on the Club Sales page, and that's **all** we do.
2. For any other sort of enquiry use the Contact Tool on the Contact Us page of the REOC website, <https://www.royalenfield.org.uk/> If you can't see who you need to contact, send to the Chairman.
3. We strongly advise you to check with us first, by phone or email, to see if we have what you want in stock. We don't re-order small batches of stock as it is very uneconomical.
4. If sending an order by post, please include your telephone number in case we need to contact you. We don't have access to the Club Membership list.
5. Please note that we do not answer any overseas telephone numbers which we do not recognise. Overseas customers are advised to use email.
6. When ordering, by any means, you need to provide your Membership number as we are only allowed to sell to REOC members (HMRC rules).
7. Payment by card can only be used for orders over £10. Cheque and PayPal payments can be for any amount. Please follow any PayPal instructions sent to you carefully, to avoid the Club being charged.
8. Clothing sizes are as stated, they are neither over, nor under-size.
9. Please always use the latest edition of The Gun when considering ordering, as stock range and prices change. Still check availability though.

Adrian and Cherry Saunders, REOC Club Sales

Market Place

For Sale

For Sale: 1957 Royal Enfield 350 G2 Bullet .Reconditioned, original good tinware, on the road and well sorted. Fully documented history mainly Northamptonshire, with patina. I wish to Swap for pre 40s motorcycle W.H.Y.

Andrew Kear (16692) Gloucestershire

Tel: 01594 562991 Mob: 07377923716 kearandrew500@gmail.com

For Sale: 1952 J2 500cc Twin port £4000 ONO.

Cheers Bob. (16738) Lancs.

Tel: 01524 735039 Mob: 07919064123 bobwoof41@gmail.com

For Sale: A pair of 500 twin cylinder heads complete, plus an early suitable manifold. No missing fins but may need a little attention.

S. M. Body (6897) Essex Tel: 01708452376 or 07830336496

For Sale: 56 Bullet electra X. Dark metallic blue, 5500 miles, very good condition, sadly not used now. Avon fairing, full bore down pipe, goldie exhaust, new battery. £2000 or nearest offer.

Leighton Thomas (7073) South Wales Tel: 01656 721401 or 07770833571

For Sale: 700 Enfield parts, 4 heads, 1 timing cover, gear lever, Std. piston, gaskets, rocker cover, parts book and manuals. Interceptor monoblock twin carburettors, new slides.

Leighton Thomas (7073) South Wales Tel: 01656 721401 or 07770833571

For Sale: 1961 350 Bullet needs restoration, 4 Bullet 350 engines, 1 1954 350 engine and gearbox, fork legs, wheels, Bullet frame with V5 plus other spares.

Philip Martin (2314) Ring for details 01422 343478

Still for sale!: 1960 350 Bullet, Redditch built. First registered 1964. Original registration; dating certificate from RE club. 53000 miles showing. Good mainly original condition apart from tank which is 1953? and requires respray. Photos available. Sensible offers around £2200.00. Reason for sale; ill health.

Andy (14413) New Quay, West Wales

Tel: 01545 560418 andycmaww@btinternet.com

For Sale: "Himalayan' side bags (pair) to fit on the crash bars. As sold by Hitchcocks. Unused. £45 plus £7.50 pack & post.

Piers Kurrein, Harrogate Tel: 07866 622 196

For Sale: 350 Indian bullet crankshaft with new big end £85.00 Berkeley 700 twin crankshaft std size lightened and balanced excellent condition £150.00.

Mick Seager Tel: 01507 338230 mickseager@live.co.uk

Market Place

Wanted

Wanted: Any parts for Honda Z50 and Qa50 contact Bob (16738)

bobwoof41@gmail.com Mob: 07919064123 or 01524 735039

Wanted: for 1953 bullet 350cc G2 rear panniers and fixings if possible.

Mike (16608) Hampshire

ingiemike@hotmail.co.uk Mob: 07712622601 or 01420 475758

Market Place

Wanted

Wanted: Royal Enfield Prince alloy centre stand same as later Ensign Part No.38893A.

Nick Calvert (03773) E. Yorkshire
Please contact me by email: nick1200b@hotmail.com or phone or text 07745040729

Wanted: A pair of leather pannier bags to fit original 1950's pannier frames on Meteor Minor.

Graham Kemp (6804) Fife Tel: 01337 840560

Wanted: Large pre-war SV motorcycle about 500cc plus. Prefer unrestored, running or not, and complete but almost anything considered please.

Alex Taylor (16292) Abingdon
alexrtaylor574@gmail.com Mob: 0781 8668165 Tel: 01235 832038

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. **Adverts in upper and lower case only.**

Non-members £5.

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

I write to you from South Africa regarding an image in the latest magazine #277 on page 25. There is a picture of "Richard's 1955 Bullet" located in the Cornwall Section report, and the paintwork looks immaculate.

I am rebuilding a 1951 G2 and much of it is the same colour. But the paintwork has clearly suffered and I'd like to touch up the scratched areas (spray and brush).

I am unable to colour match the paint (local auto paint suppliers out here are reluctant, to say the least) and the various sources I have tapped to discover the paint say either "no luck" or, in Hitchcocks case, a late-80's suggestion of Toyota Windsor Grey metallic 1662. The images I have of this colour paint on the net make it look greatly unlike any colour of a Bullet.

So I'd like to ask Richard if the paintwork on his Bullet has been resprayed or touched up, and if so, what colour did he use?

Thanks.

Chris Davies (#15563)

PO Box 2024, Durbanville 7551, South Africa

WELCOME TO OUR NEW MEMBERS

May, June 2020

Martyn Serjeant, Bristol	Perry Touzel, Newcastleton
James Jewitt, Preston	H J Rijnveld, NETHERLANDS
David Green, Hyde	Mike MacLeod, Forfar
Stephen Allen, Doncaster	Nick Jeffery, Princes Risborough
Laurence White, Faringdon	Darren Edkins, Betws-Y-Coed
Ian Straiton, Ruthin	Russ Calvert, Christchurch
Andrew Hodge, Prestwick	John Hunter-Holmes, London
Socrates Xenoudakis, GREECE	John Bale, Ilfracombe
Gary Brooker, Thetford	Dave Pattinson, Melton Mowbray
Stephen Collins, Ferndown	Stephen Britt, Hailsham
Christopher Booth, Bridport	David Morris, Salisbury
Manfred Kronenthaler, GERMANY	David Mountford, Bristol
Harry Danaher, Andover	Jan Van Silfhout, NETHERLANDS
Niko Sema, GREECE	Paul Lambert, Stowmarket
Andy Welburn, Neath	Geoffrey Wallis, Bristol
Andrew Cooke, Belfast	David Gilbert, Shoreham-By-Sea
Robert Jones, Birmingham	Ian Curror, Paignton
Nawal Saighal, St. Albans	John Roberts, Kendal
Emma Taylor, Colchester	Mike Benson, March
Pete Revell, Saundersfoot	Terry Clarke, Kilgetty
Jack Enright, Buxton	Roger Stretch, West Drayton
Adrian Birtles, Romsey	John Gowers, Evesham
Steve Taylor, York	John Slatter, Cheltenham
James Bookey, Southwell	David Sampford, Devizes
Mike Austin, Wisbech	Peter Craig, Newport
Jamie Taylor, Bath	Frederic Maier, FRANCE
Myles Ridley, Tadley	Tara Byrne, Hinckley
Peter Anstee, AUSTRALIA	David O'Farrell, AUSTRALIA
Steven Hague, Scunthorpe	Peter Twelftree, Thetford

Welcome to our New Members

James Deacon Colchester	Akis Papaggelis, GREECE
Kevin Twidale, Bedford	Dianne Staak, IRELAND
Gordon Jones, Tadley	Christopher Horton, Sheffield
Mike Crozier, Carlisle	Robert Marks, Ventnor
Alan Thomas, Whitley Bay	William Kerr, Peebles
Magnus Johnson, Kirkcudbright	Allen Drummond, Birmingham
Mike Boyes, Bristol	Dean Hoare, Wisbech
Brian Wilkinson, Scarborough	Andy Lowe, Broadstairs
Mark Dowling, Swindon	Steven Moxey, Newbury
Jason Howard, Welshpool	Gary Kirk, Nottingham
John Woodfield, Pickering	John Ellis, Oswestry
Peter Blick, Studley	Colin Rodens, Swindon
Michael Saunders, Hove	Neal Wills, Blandford Forum

Membership Secretary

Teresa Langley, Strathaan, Ardgay IV24 3BG

tel: 01863 766431

email: membershipsecretary@royalenfield.org.uk

Branch Reports

Cambridgeshire Branch

Very sorry to hear of the death of Frank Roberts. His contributions to the Cambridgeshire Branch as contact were very much appreciated. I would like to have attended his funeral on behalf of the club, my condolences from the club and myself to his family.

Meetings (if held) 11am. Third Saturday of the month

Saturday August 15th

Saturday September 19th.

Venue: Haywards of Cambridge, authorised dealer for Royal Enfield motorcycles, Girton garage, Huntingdon Road, Cambs CB3 0LQ.

Tel: 01223 276128

Ted Dore (8926)

Branch Reports

Cornwall Branch

Some of our members have been quite busy during the corona virus lock down. There's always something to do, especially with Enfields.

Vince has almost finished rebuilding his 1956 350cc model G Deluxe. He is just waiting for the tank to be resprayed, and then some minor adjustments to be made, and it should be ready for the road. This project has been spread over about seven years. We are all now waiting to see it back on the road.

Keith has also been busy converting his 2006 350cc Classic Bullet into a trail bike by using many parts from Hitchcock's. Alloy wheel rims, front 21" and 18" rear shod with Continental Escape tyres, and high level exhaust system with baffles fitted to keep the right side of the law. It certainly is a smart looking machine.

Trevor has de-restricted his Himalayan.

Since owning my 2018 Himalayan, I always had the feeling the bike had more potential than what it came with. I know they have to be that way to overcome import emissions rules etc. However it doesn't mean one has to put up with it, so the obvious way to go was to improve the breathing which will apply to almost all, if not all applications.

First off I purchased a rather nice s/s silencer which is wrapped in carbon fibre, and has the appearance of a sports silencer, also the quality is top notch. So when I say I only paid £19.99 including p&p, I somehow could hardly believe it. Anyhow it had a removable baffle, which I decided not to remove as it's only slightly louder than the original with a deeper note, most importantly it's about a quarter of the weight of the original, which unless you've had one off is "bloody" heavy. I didn't want to use the loose collar with the springs included with the new silencer because it would never be airtight, also it had the potential to move around which would have been a pain. So I ordered a made to measure s/s adapter to connect the new silencer to the original front pipe, along with a couple of s/s exhaust clamps. I used my dremel to carefully remove the eye's spot welded onto the large silencer inlet pipe so my adapter would slide over and clamp on. I then fitted it to the bike and clamped it to the front pipe, a much better job and airtight to boot.

Next I fitted a chrome stay with holes punched along it's entire length, to which I made up a steel backing to complement it and make it a much stronger proposition, because if the chrome stay were to say fracture later down the road, maybe across one of the holes, the whole system would be relying on the front pipe to hold it up, probably with dire consequences.

Next job was to remove all the air injection components, which also amounted to some considerable weight, and fit an air injection delete kit to help stop any popping and banging on the overrun which is a pet hate of mine. I know some

Branch Reports

like to hear it, but I hate it. The small hoses removed from the system were used as breather pipes from the underside of the tank to the atmosphere.

Finally I used a BMC performance air filter along with an iridium spark plug. Total outlay was around £110...ish so not too bad. I am considering fitting the Booster Plug which is now available which is simply plug & play, and is supposed to make various improvements to engine performance, although it's not cheap at £130 including vat and p&p so maybe at a later date.

The alternative of course is to go with the big bore kit now available. Although it only raises the capacity to 462cc from 410cc. Which no doubt is very good but very expensive also if you purchase the kit along with a Powertronic Controller, which I believe is required, with vat & p&p it's over a



grand, and then there's the option of a forged piston which is a further £165 + vat & p&p. Well in conclusion my bike has now been trans-formed, it's quicker, more responsive and runs cooler, it's almost like I added some 3 to 4 BHP? Just feels so much better, and a joy to ride with no popping back on the overrun. Estimated total weight removed around 12 ~ 15 kgs, which also improves performance.



As we are still not allowed to meet as a group, some of us are going out on solo rides around the lanes, back roads and coves of Cornwall, which is quite enjoyable in the recent good weather, especially as there is a great lack of traffic.

Hopefully we will be allowed to meet for a group ride-out in the near future.

Bob Reed (6167A)

Branch Reports

Airedale and Wharfedale Branch

Branch ride out increases by 25%! our inaugural ride out on March 22nd attracted four members, but our easing lock down evening ride on July 25th attracted five members! So our flotilla comprised three Bullet 500 EFI's one Himalayan and a very nice 1966 JAWA , Pauls optional ride to his Bullet.

It was a glorious evening and we covered about forty five miles of some terrific lanes around Wharfedale and the Washburn Valley.

At one point the sun was very low and became a bit of a hazard on a sweeping left hand bend. When we stopped for a chat Paul (JAWA) said "The sun was bad on that Bend!" Richard who was behind the Jawa, wryly commented "It made no difference to me, I've been shrouded in thick blue smoke for the last half mile (haha.)

Oh, I almost forgot, Chip Shops are still closing at 8pm so next time we need to set off earlier!

Our group was formed in the winter and was just about ready to organise some events when lockdown stopped all that, but now we need to get going again.

The Pub that we have adopted has a big beer garden and we hope to meet there quite soon and there are some suggestions for outingsso watch this space.

Enjoy what you can of the summer.

Keep safe and ride safe.

Peter Jackson (17222)

Are you an enthusiastic and active Royal Enfield owner/rider Who does not have a local Branch to attend ?

If so your National Committee is here to help you to form one. It only takes one person to say "yes you can use my name and number as a local point of contact" to open a Branch. Let me take care of the rest for you.

Once I have your name, number and email address I will count the Membership numbers within a thirty mile radius of your post code and, assuming there is sufficient to support an initial meeting of half a dozen or so, I will write inviting them to a location of your choice.

Preferably a quiet pub or cafe at a weekend lunchtime.

It really is that simple, put a little in and get a lot more out !

John Dove Branch Coordinator.

(jd.btsdf@gmail.com or tel:- 07766947932)

Branch Reports

South Lancashire Branch

Contact John Hamer Tel: 01706 360828 Mob: 07933 321 135 Meets at Birch Hotel, Manchester Rd, Birch, Heywood OL10 2QD 1st Tuesday of the month 7.30pm

First Tuesday of the month.... Well, at the time of writing we hope that hotels, restaurants, cafes etc. will soon be safe and allowed to re-open. Until then just keep an eye on The News.

Things are, of course, opening up bit by bit. And John managed a ride-out and socially - distant visit. He's here with the Model G, making sure he's 2 metres (6' 6") from Sheila.



Note the hand-operated gear change which got a thorough testing on the way... and passed with flying colours. Amazing what can be done with an old paint roller. They say that re-using is even better than recycling.

We're looking forward to the Wobbly's Red Rose Rally in September. Very much hoping we'll not be locked down (or up!) by then. Bolton-by-Bowland, near Clitheroe, Lancashire, is idyllic. Pendlewitch country, beautiful lanes to ride on, fabulous views and a campsite with extremely modern and clean toilet / shower block. See the advert elsewhere in the Gun.

Stay safe, Chris (8113)

Branch Reports

Greek Branch

Contact Andreas Papadakis Tel: 00306974805700

Meets several times per month in different places, centre of Athens.

The Greek summer is here and our branch is preparing for several meetings and rides! The quarantine finished soon in Greece so we started many activities! Due that very difficult situation we impressed about the four new members, we didn't expect and the interest for our historical club!

One of our favourite places to meet is Lola cafe (see the photo below) and we took time to start to organize the next International Rally in Greece!

Let me inform you that September in Greece is mild so ideal for camping! The area we booked for the rally is by the sea so all participants will enjoy it! Epidavros city is a historical place so there are many monuments someone could visit and also the great Ancient Theatre of Epidavrus. I would like to note that bookings at the camping not accepting before 1st January 2021.

One of our new members is Adamantia Alexaki with her stunning Continental GT535! I admire her passion about Royal Enfields and she is always very active!

We all looking forward to see you next year at the rally and try to visit earlier UK for a REOC rally (maybe next Spring).

At the next Gun issues will inform you about the activities & rides of the International rally! Feel free to email us if you have any questions!

Regards Andreas Papadakis



(Sorry Andreas, this was the only picture that would download, Editor)

Branch Reports

Mid Shires Branch

Meeting at The Friendly Inn, Frankton nr Rugby, on the first Monday of every month at 7.30pm. (www.facebook.com/reocmidshires)

Despite the lack of places available to host our usual Saturday morning breakfast outings, we have managed to keep a few of our regular riders happy with a few social outings, albeit with reduced numbers being able to attend. The ever popular A5 Truckstop has been able to operate as a takeout service, which works very well as long as the weather is good!

We have also had some of the members managing to practice their social distance trials riding on some of the local Green Lanes.

The first weekend of July will have seen the New Bullet owners gathering for their annual meet at Hatton Locks, while the Himalayan owners are gearing up for their 2nd Base Camp weekend at the end of the month in Wiltshire.



Another inter-branch meet went ahead at the ever popular Chedworth Farm cafe on The Fosse Way, again with food served as a takeout. Apparently the Black Pudding was rated as 'the one to beat'. Sounds like a challenge!



At least there seems to be a bit of a return to normality, with the Club nights starting again on the first Monday of July. It's bound to be a well attended evening, and I for one will be glad to see many of our members together again, whilst keeping our distance of course.

Simon Edler (16783) Branch Scribe.
Attached photo is of John Dove, showing how it's done!

Branch Reports

West Riding Branch

Club Contact Kevin Moore 07736775211 sidecarkevin@ntlworld.com

We intend to resume meeting monthly at the Reindeer Inn, Old Road, Overton, Wakefield WF4 4RL at 8.00pm 1st Thursday of the month as soon as we are able. In addition, from Spring to Late Autumn we also aim to have a 3rd Tuesday ride out leaving the Reindeer at 7.30pm. (To avoid disappointment, please call or text Kevin to confirm a ride is on).

Although 'Lockdown' looks set to relax somewhat for most people, there is little to report in respect of the last couple of months, so we would like to dedicate our space this month in fond memory of a founding WR Branch member:

West Riding Club Obituary - Steve Hunt (Old Steve)

12-05-1951 to 08-05-2020

The West Riding Branch is sad to report the death of Steve Hunt, after a long battle with cancer. He was one of our longest standing branch members and had been with us since the branch started in September 2010.

'Old Steve' was not particularly old but he had become known by this nickname as there were soon several other 'Steves' in the branch. Perhaps a fairer title should have been 'Original Steve', he was certainly that! Steve was a proper 'old school' engineer who had completed his apprenticeship at Phelon and Moore in Cleckheaton manufacturers of Panther Motorcycles, albeit during the fading days of the British Motorcycle industry. He worked in engineering all his life and a



highlight of his career was getting to work on 'Oddball', a 1000 Tonne Bucyrus Erie 1150B class walking dragline miner at Swillington open-cast mine. This is largest example of such a machine in Western Europe and one of only two remaining albeit now a static exhibit. We learned that Steve had worked on this machine back in the day, when we visited it on one of our themed ride-outs. In retirement Steve had a proper 'man shed' full of everything (and more) he could need to maintain his two Royal Enfields, which were a Crusader and an early 1964 Indian Bullet with a 450cc Conversion. Both of these machines were maintained to a high level and always kept in good condition.

Branch Reports

Steve was a real gentleman and whilst not recognised as one of the groups chatterboxes, he spoke a lot of sense and when he did tell a tale or give advice, it was most certainly worth listening to. He was always keen to offer maintenance advice to fellow members. Steve was a keen attendee on our ride outs, and was a pleasure to ride with. He continued to ride until the last year of his life and when he could no longer ride, he still attended some meetings.

As a club we managed an eight motorcycle escort for Steve on his final Journey to Liversedge Cemetry, with Mark Aisbett heading this up on Steve's old bullet before a socially distanced funeral. It was good to briefly meet some of Steve's family and hopefully there will be a memorial 'get together' later this year.

Bristol Branch

Meetings 1st Mondays at The Fox Easter Compton BS35 5RA

Contact Andy Ward 07890 333383 andy.ward2@btinternet.com

BRISTOL IS GO!

These are still strange times and it may be a while till we can get back to the pub for branch meetings. Thankfully, technology allows us to keep in contact and the weather has been very kind. We decided it was time to engineer a socially distancing attempt at a ride out. The weather then decided to test our willpower with some pretty bad downpours prior to the day.

Thankfully the Bristol people demonstrated that they're built of sterner stuff and the weather backed down. So, Sunday, 28th June saw 12 motorbikes and 15 smiling people cruising around The Cotswolds as we followed Shaun on his 1952 Sunbeam. We managed to find a suitable spot for tea and comfort breaks.



We all met in a large car park and exchanged stories of where we'd been on our own in the interim but, all agreed It was great to see a good mixture of new and familiar faces and travel in a group once more.

Jason Reeves (12417)

Branch Reports

Somerset and Dorset Branch

Contact Robin Gillingham 01963 251406

Meets at Lydford Parish Hall, West Lydford TA11 7DH. 2nd Monday of the month.

Very little to report except that The Fossil Gathering is cancelled due to uncertainties in my and fellow members ability to be there! and local health warnings.

Providing we do not have further outbreaks of Covid 19 locally I have thoughts on a preliminary meeting some time in October? May be just a hub. Please contact me with your thoughts or unruly comments.

The replacement bike for my written off Continental GT 535 has just had it's first service. Love the riding position, super relaxed after the GT.

Looking forward to our next meet up.

Robin, for branch scribe

Kent Branch

"All Revved Up & No Place To Go", lets hope that by the time this edition of 'the Gun' comes out, things will have improved a little and a few group rides and events will have taken place.

Only confirmed local event on the calendar so far is Romney Marsh (Hamstreet) bike show/jumble on Sunday 13th September. Augusts major event, The International West Kent run is definitely cancelled.

A few of us rode from around the county to meet up at the Cranbrook home of Dave Sparrow, where we 'distanced' ourselves under his gazebo for the first chance of a natter in a long while.

Was so good to be able to get out for a few miles in brilliant sunshine. Learnt that another of our 'old' members had treated himself to a Himalayan and, from reading last months mag. with seven new Kent members, not yet met, I guess there are more new Himalayan/Interceptor riders here.

Surely a younger trend in our membership now as evidenced by Ben & Anna, on the front cover of this months issue, setting off on their own ride-out!

I sincerely hope all members and their families are keeping well in this nightmare and that soon club nights can be re-started at 'The Cock' giving us the opportunity for a major 'catch up' with as many present as possible. I will continue to update members on my mailing list.

REgards, Mick Connolly

email: reoc.kent@talktalk.net 01304 205233

facebook:- Royal Enfield Owners Club - Kent

Branch Reports

Otty Bottom Kent Rally
12th - 14th June 2020

cancelled

Kingsdown International Camping Centre
Kingsdown, Kent. CT14 8DU

01304 205233 07850 687700

NE SCOTLAND

Contact Bob (REtrailer), email- bob.nes@btinternet.com (preferred)
or tel 01651 851569

PROVISIONAL, if still permitted there will be a run out towards the end of the coming months. May not be on the last Saturday to avoid too many crowds! I will circulate e-mails nearer the time, also need to see what is open and if it needs booking.

It would seem that Royal Enfields make ideal essential shopping vehicles. Unfortunately they appear to have a mind of their own when it comes to the choice of route to and from... according to members reports. (My own experience also.)

I am not sure there will be many highly polished machines about here, seems most of us are becoming green fingered, tidy neat and productive gardens (or pretty and scented if you prefer flowers) seems to be the preferred 'lockdown' activity.

So maybe that is a clue for upcoming run outs?

Hope to have had the first by the time this is published, need ideas for another 3?

Stay Safe everyone.

REtrailer (07404)

REOC INTERNATIONAL RALLY 2021

Epidavros - Greece
Friday 3rd September -
Sunday 5th September
At Bekas Camping,
Epidavros Municipality
210 52

<https://bekas.gr/en/>

Tel: 0030 2753099930
Please book directly
(booking no earlier than
1st January 2021)

170km from Patras port - Nice B&B also at the area
Branch contact: Andreas Papadakis 0030 6974805700
email: reocgreece@gmail.com



WOBBLY'S RED ROSE RALLY 2020

**Calder Farm, Settle Rd, Bolton-by-Bowland,
Clitheroe, Lancashire BB7 4NT**

From the A59, take the Sawley road
towards Bolton-by-Bowland. After the
Copy Nook pub, take the 2nd left,
towards Settle. The Campsite is 1st
on the left Modern site facilities.

Small tents: £10 per day
Campervans: £18 per day
(including electricity)

Arrivals: Thursday 10th September, after 2pm

Coach & Horses pub/food, approx ½ mile Ride outs on beautiful country
lanes, with wonderful views of the surrounding areas.

Contact: John Hamer 07933 321135 hamer89@btinternet.com



Rally Adverts

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Lovely site, super views, clean, modern facilities. Great rides.

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Southport
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Blackburn
Ramsbottom

0 3 6 9 12
MILES

All being well, the Calder Farm site will be open again by 10th September and we can go ahead as planned. Nobody currently knows what the regulations will be regarding pubs and cafes; bring a few extra supplies! In the unlikely event that the village shops are closed, it's quick and easy to get to Clitheroe, about 7 miles. Per night: Camper vans £18, Tents £10. Information, confirmation of the event etc, contact John Hamer: hamer89@btinternet.com Phone 01706 360828 Mobile 07933 321 135 Or: Calder Farm 01200 447725

REOC National Facebook Page

The REOC FB page has two purposes, or two core values if you like. "To paint Royal Enfield Motorcycles new and old in a positive light and to promote the Royal Enfield owners Club".

If you can do either of those in words or pictures or simply just wish to follow others doing so please visit.

www.facebook.com/royalenfieldownersclubUK/Policing;

Rally Adverts

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MAG Report

E-10: the end of reason?

This version: 2020 05 23

MAG's Political Unit has been valiantly battling against bad ideology and fake science in their bid to inject facts and common sense to the transport fuel debate. In this article, Lembit Öpik reports another depressing lurch away from logic – the threatened introduction of 'E10' bio-ethanol into the UK's fuel supplies – a move that could increase greenhouse gases and starve the Third World.

The potential introduction of E-10 fuel in the UK affects your right to be able to use older and high performance vehicles that still have years of life in them. But it also causes the *opposite* outcome environmentally to the one intended, and incentivises the production of fuel instead of food for people in countries least suited to powering us instead of feeding themselves.

What is E-10 and what's the plan?

E-10 is vehicle fuel that contains 10% bioethanol. This has been used in a number of other countries, but the United Kingdom Government has so far been reluctant to introduce it for technical reasons; related to the impact on older vehicles. The UK Government now says it will introduce E-10 in 2021. This will then be the 'default' fuel for road vehicles.

Why is this happening and what's the likely impact?

Officially, this is to reduce greenhouses gases from transport (critics suggest it's also being used by the eco-lobby to force older road stock off the highways, to help abolish internal combustion engine vehicles 'in the shortest possible time'). E-10 'biofuel' has been opposed in many European countries because of the negative effect on vehicles, particularly older ones. Carburetted, turbocharged, high performance and old engines, especially those designed for leaded fuel, all stand to suffer when burning E10.

Reaction to E-10

In the UK many road users have opposed E-10. The RAC's Fuel Spokesman, Simon Williams, says E-10 could mean 600,000 vehicles won't be useable. Most belong to

MAG Report

lower income groups – that’s why they drive older vehicles. Many vehicles will run badly, with poor cold start performance and the risk of ‘pinking’ – pre-detonation. Ironically, all this REDUCES engine efficiency, increasing emissions.

MAG’s position on E-10

MAG believes introducing E-10 is based on a false grasp of the facts. Studies show that, far from reducing emissions, international biofuel production can create up to 420 times MORE CO₂ than conventional fuels. This has been known since as far back as 2008. The Government has no excuse for pretending the hard, scientific evidence is not available.

In fact, the BBC released UNEQUIVOCAL guidance in its educational materials confirming bioethanol increases greenhouse gas emissions, stating clearly: ‘Although bio-fuels are in theory carbon neutral, this does not take into account the carbon dioxide emissions associated with growing, harvesting and transporting the crops, or producing the ethanol from them. Therefore, overall, more carbon dioxide is emitted than is absorbed, which means that it contributes to global warming.’ There is no ambiguity in this statement.

If E-10 doesn’t provide an environmental benefit, risks damaging engines, and forces the scrapping for hundreds of thousands of vehicles for no benefit, this should *at most* be offered as a niche product – if at all - for those wishing to use it *despite* the ecological on-cost and potential additional fuel charge of the product (it is quite likely to cost more than existing petrol). It’s actually hard to see why *any* consumer would make such a choice! It is even possible the move could expose the Government to legal challenge, based on the *retrograde* nature of the policy, regarding their claimed obligation to cut climate change gases ‘in the shortest possible time.’

Again, ironically, if the Government allows use of E10 even on a discretionary basis, it must also then introduce policies to offset the *increased* emission of greenhouse gases the use of E10 will generate. Without that, it is questionable whether, under the Government’s own legal obligations, it can allow the sale of E10 at all.

Leaving aside the environmentally damaging nature of E-10 usage in terms of increased greenhouse gas emissions, MAG agrees with the RAC’s view that E-10 will lead to the scrapping of at least 600,000 perfectly serviceable road vehicles, including motorcycles – many owned by those economically least able to replace them.

Moral problems with supply

What about supply? Any agricultural product has variability in supply. This could lead to shortages. Furthermore, the notorious ‘palm oil scandal’ is a salutary lesson in what could happen with the problems of sourcing an agriculturally dependent product. Some years ago, Third World producers ‘slashed and burned’ vast areas of rainforest to supply a sudden surge in demand for palm oil, as the First World foolishly believed that palm oil was in some way eco-friendly. If the economic circumstances are favourable to the wide scale supply of E-10 in the same way, this will happen again. The UK has capacity to generate E-10 related products but it’s an ominous sign that these facilities lay largely mothballed, because it’s not economic to run them in this country.

There’s an additional moral question here. Are we really willing to entertain a policy that could lead poorer nations to use vast tracts of land to power our vehicles instead

MAG Report

of using that land to feed their own people? Humans can't eat petrol or diesel. Humans CAN eat what could be grown instead of the ingredients for E-10. This problem has been reported since 2007. Unless the oil price remains consistently low, which is extremely unlikely given market forces and cartel supply planning, this food-or-fuel equation is not just an economic theory: it's a probability.

Flawed impact assessment

The Government's 'impact assessment' fails to respond to – or even acknowledge - the vast body of academic research documents that explicitly state biofuels increase greenhouse gas emissions - and risks starving poorer nations. To ignore so many warning, all objectively and quantitatively outlining these issues, further compromises the validity of the entire E-10 proposal.

Label lunacy

Then there's the question of labelling. There is a proposal to change the wording for E-10 from '*Not suitable for all vehicles: consult vehicle manufacturer before use*' to '*Suitable for most petrol vehicles: check before use.*' This cynical move seems to try to create some impression that 'most' – therefore probably 'my' – motorcycles will be able to use it. It would be like a food label stating: '*suitable for most people: check before use*' when previously the labelling said '*Not suitable for all people: consult your doctor before use.*'

This word play seems an attempt to make the change to E-10 appear palatable even though, for hundreds of thousands of riders and drivers, it's not. It could provoke a test case whereby a vehicle user claims the wording implied their vehicle could run on E-10 – but it went wrong instead. A better phrase would be: '*Not suitable for all vehicles, and may increase greenhouse emissions: check before use.*'

Any alternatives to E-10?

Is there something MAG DOES recommend? Yes. The obvious way to reduce emissions is modal shift from cars to motorcycles. Evidence proves this cuts emissions (and congestion) with no need for infrastructure or fuel changes. Fuel additives are another option. The best ones cut emissions and fuel consumption and are available now. They're a required part of the fuel offering in parts of the world like Texas with no ill effects.

E-10? Just say no!

To summarise, MAG's primary objections to E-10 are; an increase in greenhouse emissions; practical concerns about supply; moral concerns about supply, including potential deforestation and the effects on less wealthy countries that may supply E-10 related products instead feeding their own people; scrapping of hundreds of thousands of perfectly serviceable vehicles, many of which are motorcycles, with significant environmental consequences; and disproportionate harm to low income vehicle owners.

With all this against E-10, it's a barmy to consider making this a default ingredient in forecourt petrol. If the Government draws back from mandatory E-10 usage, it will be acting wisely. But if it insists on pursuing this madcap project, then, as far as fuel policy is concerned, that would signal not only the end for many cars and motorbikes, but also the end of reason.

John Budgen MAG Representative, REOC, membership number 11349

The Gun Crossword Issue 278



ACROSS

- 1 Structure: small hex cells, beeswax
- 5 Intelligence, artificial
- 7 Medical condition. Not Mr, Mrs, Miss
- 9 The USA equivalent is AAA
- 11 Not C of E
- 12 £-s-d (Before £-p)
- 13 Mixed with oxygen, to weld
- 17 Fairing
- 20 Male surgeon's title if not Dr
- 21 Probably leaks from fountain pen
- 22 On a sign; you can park here
- 23 Symbol for Aluminium
- 25 Système International (d'unités)
- 26 Gibbon, orangutan, chimp, gorilla
- 28 Pull with force. Queen
- 29 Word after Inter, Fishing, etc.

DOWN

- 1 Before Carriage. Taxi
- 2 Gurkhas' country
- 3 Swiss singer, high & low
- 4 Single-storey houses
- 5 Opposite of PM, time
- 6 It is 3rd person to be
- 8 Green light for this
- 9 Electric welding, spark
- 10 Card: High or Low?
- 14 Pewter beer mug
- 15 Wax hearing protector
- 16 Periodic symbol Nickel
- 18 Medical journal
- 19 Greeting. Opp. "Lo"
- 22 Small letter in big one
- 24 Pay this, MOT & Ins.
- 26 Indefinite article
- 27 Education (physical)

Congratulations to all those who sent correct answers. Remember there can only be one entry pulled from the hat. So keep sending those crosswords in! Puzzle Master.

The winner of crossword puzzle in Issue 277 is
Vic Salmon
(6025)

To arrive
 with the
 Puzzle
 Master
 before the
 contribution
 deadline
 shown
 in the
 Gun



The committee have agreed to a prize of one years' free membership to the winner of the crossword competition. All correct entries will be "placed in the hat" and a winner drawn out. The membership secretary will be notified and will inform the winner, whose name will be published in the next copy of The Gun. If you do not wish to cut your copy of The Gun, photocopies are acceptable. The competition is restricted to Club members only and one win per member. Send your completed crossword, name and membership number (or UK postcode/country.)

to: **Puzzle Master, 63 Shaw Road, STOCKPORT. SK4 4AL**



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