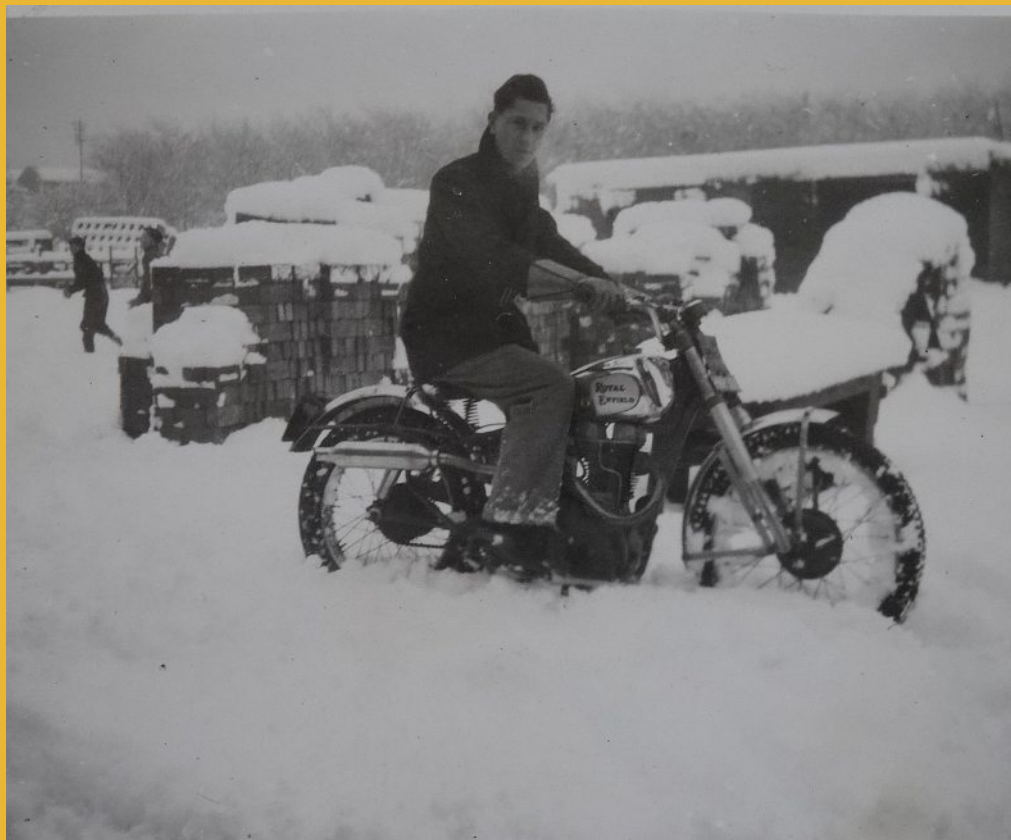


THE GUN

The magazine of the Royal Enfield Owners Club



ISSUE
No.286



Dec/Jan
2021/22

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Contents



Page	2	Adverts
	4	Editorial
	5	Dirt track success
	6	From the Archive
	7/12	Write Away
	11/12	From the Archives
	13/14	Branching Out
	15	From Lembit Opik
	16	Club Sales
	17	Adverts
	18/20	MAG
	21	Calendar form
	22/24	Tech Talk
	25	Club Calendar
	26	Machine Dating
	27	Motor Show
	28/29	Market Place
	30/31	New Members
	31/46	Branch Reports
	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 .

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Front Cover:- Stan Holmes (ISDT Gold Medal winner) outside the Redditch factory competition workshop, trying out the new 350 Bullet in the snow.
(1949) ??



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Editorial.

Happy Christmas and New Year to all. Hopefully this next year will be better than the last, and will allow us to have our normal set of rallies to attend. It doesn't seem very long since I was editing the magazine for last Christmas. Where does the time go? This edition has a lot more MAG content than usual, but it all seemed relevant so has been included. I also needed to fill space due to a lack of members articles, which always seems to be the case at this time of year. No doubt in the new year I will be back to having the problem of fitting it all in. I look forward to hearing about all your Christmas meetings complete with tales of food and quizzes. That is certainly what is going to be happening at Kent Branch. Ride Safe. REGards, Alan.



All contributions for the next issue to reach the Editor
by the **1st January 2022**
Next issue published February 2022

Write Away

17:19

4G 61%

Instagram



royalenfieldeurope
Greenfield Dirt Track



Liked by **malou_kalay** and **124 others**

royalenfieldeurope We are the CHAMPIONS! In our first year of competitive Dirt Track racing on European Soil, we're delighted to make it a clean sweep of season WINS in the "Twins" Class category! With our amazing team mates @gary_birtwistle and Paul Young combining to claim the chequered flag at all 5 rounds of the 2021 DTRA season @dirttrackriders - and securing both 1st and 2nd places in the Championship.

.

.

The result marked Royal Enfield's first "factory" European Championship win since the legendary Johnny Brittain won the



Royal Enfield works riders have taken the top two spots in the Dirt track riders association twins class championship.

REgards Doug Hopkins 12683

From The Archive

Spring 1953

A recent ride through the south midlands brought me to a familiar view at a set of traffic lights. The bridge at Bidford On Avon provided the picturesque location for publicity photographs of the new Meteor 700 twin, and the latest Ensign 150cc two stroke.

A short distance along the road at Honeybourne a very youthful Brian Crow takes to the saddle of the Ensign while the Meteor rider shows the way. Archivist.



Royal Enfield Electra X 2007

Part 1

I was all toggled up in my wet weather gear, and had my 1963 Royal Enfield Clipper running. It was a dark, wet and cold November night and I was about to leave for a bike club meeting. My wife looked at the dismal headlamp beam and asked me to take to car instead. This prompted me to start looking for another bike. I fancied a Royal Enfield Bullet.

So I did some research, and the Royal Enfield Bullet Electra X fitted the bill nicely; last of the pre-unit engines, 500cc, 5 speed gearbox, disc brake, alloy barrel, high capacity oil pump, 12V and electronic ignition. I found a 2007 bike showing 7,000 miles for sale at a dealer (this was 2017). Upon inspection, I could see the engine had been apart (blue Hylomar in the crankcase joint), the back brake was ineffective (I could feel the friction material sitting in the bottom of the drum by moving wheel backward and forward), but after a test ride and sensible negotiation the deal was done and I rode it home to Kent, mainly A roads. I kept the speed to an indicated 65mph, and it didn't miss a beat. This was a 80 mile ride, mainly A roads, across the Dartford crossing bridge (50mph, with cameras, be careful) into the Garden of England. The brake fault was easily rectified; I fitted new EBC shoes, a longer brake arm and made careful adjustment and centring of the brake cam. This bike



became my everyday go-to machine, bypassing more powerful Japanese multis sulking in the garage. The sprag clutch packed up as expected, so I took the opportunity to remove the starter motor, solenoid and associated wiring so I wasn't carrying any unessential weight. I blanked off the starter motor hole. This bike kick-starts easily enough if you know how to do it!

After a year or so, I fitted a big bore exhaust pipe from Hitchcocks, and a short silencer, and also removed the PAV system and blanked off the exhaust port hole. Moving on, we are now showing 10,000 miles, and the regulator/rectifier failed, blowing my LED sidelights/headlamp pilot bulb and tail light. The battery also took a roasting. I could see the power surge happening by the reflection on the car in front which was a Toyota...

Write Away

I replaced the original reg/rec with a Lucas unit, which is not compatible with the standard harness, but comes complete with a plug/socket with tails to solder and sleeve onto the original. The now defunct 14ah battery was replaced with a smaller Lucas sealed alarm battery. Wiring and new terminals were crimped on, as required. As it is now kick-start only this is fine.

While I was sorting that lot out, I decided to do something about the leaking head gasket. It was not blown as such, just leaking oil on the push rod side, and it was getting blown down the side of the bike. I treated myself to an American-made competition head gasket, at twice the price of a standard part, but it's still a relatively cheap repair.

If it looks as if I'm painting a poor picture of this bike, I'm really not. It's great; small and light, with a low seat height and a punchy power delivery but enough about me, let's get back to the bike.

It handles predictably, with the Avon Roadrider standard fitment tyres. At a quoted 27 bhp it's no road burner, but keeps up with, and maybe more importantly stops OK with modern traffic. As it's so slim, it inspires confidence to filter in traffic. I don't know what the MPG is because like many Royal Enfields, the speedo does not contain a trip meter, and to be honest it's so good I can't be bothered to work it out.

One Saturday evening I went to the petrol station to fill up for Sunday's club run (full tank and empty bladder), and on the way home I felt the engine tighten up. I stopped to investigate. The bike was still ticking over nicely, back into gear and away, but then it tightened up again. I rode the mile home in second gear with my hand covering the clutch (two stroke style). As it had now covered 11,000 miles I suspected big end problems, as machines of this year have been known to fail due to faulty hardening of the crank pin.



Write Away

Remember it had the blue Hylomar on the crank case halves? So I don't know its past history. There's only one thing for it; a full strip down..... and I'm glad I did!

Once I had removed the primary drive inner case I could see the problem. The bike had somehow picked up some steel Hawser cable on the road somewhere, which had wrapped itself around the front drive sprocket. The implication of this doesn't bear thinking about. It's only by experience that I decided to investigate.

As the bike was up on the bench, I thought I might as well do a few more jobs. I had always wanted to remove the sprag clutch after it had failed because it was having a free ride, and there was some more weight to be saved! (A bit of a trend developing here.) The engine drive sprocket now has redundant teeth on it. I could either leave as is, buy one without teeth from a kick-start model, or grind off the teeth. Guess which route I went down?

As Clint Eastwood said in *Magnum Force*; *a man's got to know his limitations*, so I jobbed this off to a gear cutting specialist friend of mine. He said the gear was really hard, but a straightforward job. The final part of this modification was to cut the hump off the primary chain cover and reuse this metal to fill the hole. This is what we did; when I say 'we', I had this job done by another top notch craftsman, and what a cracking job he's done. It just needed polishing, which may or may not get done – I'm a rider, not a polisher! We still have great craftsman in this country thankfully.

While this was away being done, I thought I might as well take the engine and gearbox out, as you do. I know these engines are restricted in many ways, but I already had the big bore exhaust and less restrictive silencer, so thought I'd see if I could soup it up a bit! What happens next you might ask? Good question! Find out in the next issue. Pat Daly (18308)



Write Away

Speedo odometer failure fixed

On the way back from the wet but enjoyable and long awaited Fossil Rally my speedo dropped to naught, not unusual but I was still riding. Then a few miles from home it picked back up. Worked all that week then on the way to the October Fest it stopped just as I was leaving my home town of Cheltenham by the famous race course.

After a cracking weekend I returned home to the task of fixing it. After a bit of head scratching and poking around looking at various bits I found that the inner cable had worn just above the flattened squared off part that goes into the worm drive on the front wheel. The worm drive is possibly worn too. This has allowed the cable to drop sufficiently so that it did not engage in the speedo at the top.

I had assumed that because the cable was driven nicely by the worm drive that the speedo was at fault. Do not make this mistake, put the cable into the speedo and check that out first before stripping the speedo as I did. Still I do now know I can do this and put it back together again.

I tipped my collection of washers onto a tray and selected a brass washer the same outer diameter as the round part attached to the bottom of the cable that fits into the worm drive and had worn. I then filed the inside to make the hole square and fit over the square end of the cable end. I put it all back together with the new spacer in place and it now works.

I also greased the worm drive which, had I done better in the past may have saved or delayed the problem. I have done 54,000 miles. I can now keep using my original speedo.

Brian Jenner (07914)

A QUESTION FOR THOSE MEMBERS WHO OWN OR RUN A B&B, HOTEL, PUB OR CAMPSITE ACCOMODATION?

Would you be interested in offering paid accommodation to
fellow members of the club?

I intend to try and set up a County by County, Country by
Country listing in the Club Website (password protected) a
listing of members who can offer an overnight stay or longer
to members whilst they are on their travels.

Hopefully this could be beneficial to both the travelling
members and establishment owners.

If you are interested in having your details listed, please
contact me at, membershipsecretary@royalensfield.org.uk

Write Away

Roger Wakeham (18194). I am trying to find out previous history for a RE 250 Continental GT 1965. I have two names, a Mr. Paul Field of Lincoln and a Mr Christopher Edmondson of Gainsborough who were previous owners. MOTs have been recorded in the York and Lincoln areas between 2006 and 2018. John Dove has got it recorded as a numbers correct machine, if anybody has any information that may help please contact Roger Wakeham
lindapaws2066@gmail.com mob 07856359459

I have been given your information by a friend. Michael Sweetland membership/no. 08230. I showed him 2 photos of my father on his Royal Enfield motor bike, he thought you might be interested in seeing them.



I don't know much about them. His name was Donald Poulton. He would have been in his late teens or early twenties.

The latter years of the 1920s early 1930s.

At the time he was living in Salisbury and he and a friend used to travel around the UK visiting various places on them.

I know he went to Scotland and the Isle of Wight. That is the limit of my knowledge,

I would be interested to know what model the bike is, looking at books we couldn't decide. Hope these will be of interest to you. Meg Parsons

mddpmaggie@aol.com



One Saturday back in 2001 my wife and I went to look at some new Enfields. I rode a 350 around for a while and then remember I had left my wife standing waiting for me. When I got back to Betty she said get off, I said have I upset you and Betty said no but you have such a smile on your face we are going to buy one.

So I have had the Enfield in the photo for twenty years from new in 2001. It is a 500 but I had the 350 mudguards fitted before delivery, the short silencer was added two years later when the Indian long type developed a rattle.

I am now in my late seventies and at that time had not rode a motorcycle for about thirty years. Since buying the bike and not hearing anyone else ride it I have often wondered if it has the same sound as the old fifties motorcycle I rode in the past.

A few months back I had what I believe was absolute prove it does. I had gone out for a ride round some of the many country lanes we have here in the Bury St Edmunds area. As I came into the village of Risby I turned into a narrow lane with cottages to my left and the village green to my right. About 30 yards in front of me was a very elderly lady (remember I am in my late seventies). The lady was bent over badly, had trouble walking and was being



lead by a tall young man holding her outstretched left hand. They were to the cottage side of the lane and I had slowed to a walking pace. Not wishing to startle the lady. I continued with very little throttle to their right. As soon as the Lady heard the bike she stopped nearly pulling the young man over backwards, stood upright and turned towards me. As I

passed her the lady had a big smile on her face and tried to wave to me with her right hand.

On the way home I wondered what memories the sound of the motorcycle had bought back to her, perhaps she rode one, perhaps she had known someone who had one, but what ever the Lady recognised the sound of that bike. Bill Page. (08513.)

Branching Out

Hi everyone,

Season's greetings to all.

My wife and I celebrated the festive season somewhat early as I rebuilt her Electra X into a 535 with better crank and bearings, with an all over renovation. Probably could have bought another bike cheaper but that particular bike has been in the family for a few years, and it wasn't saleable before the renovation.

As the days get shorter. Or the nights get longer (I'm guessing it depends whether you're a glass half full or half empty sort of person) I'm expecting less action regarding new REOC branches being formed but, there still seems to be a list of things that need to be done. Lots of event organisers have already set plans for 2022 so I'm trying to avoid double bookings.

Multi Branch Meetings have gone well this year as we all attempted to make up for lost time during lockdown. It's proven to be a great way to see some different faces and bikes.

My local branch (South Wiltshire) attended no less than 4 multi branch meetings and then we evolved into double day weekend events as everything sprang into action for the closing months of summer. In a few events we took part as a bike group and with the centre stage entertainment. The attached photograph sees me in the motorcycle parade wearing my Wiltshire Rock 'n' Rollers shirt so that I could be on stage immediately afterwards.

I hope the new year evolves into a great year for all

Recent updates are in the form of established branches that had seen quiet times but are now being regenerated after venues had closed etc.

So, with fresh enthusiasm, it's a welcome back to.....

Chesterfield Branch is now up and running again with a new venue. Meetings every 3rd Tuesday at The Three Merry Lads, Chesterfield S42 7AJ. Contact stevepoulton57@gmail.com or turn up at the venue for a warm welcome.

Thames Valley Branch is also looking to get busy again. Whilst they are still operating from the same venue, they are considering a change to a more accessible venue for members away from the built-up area in Bracknell. So, if you live in the area and have a venue that you would prefer, please get in contact with the group

They currently meet every 3rd Wednesday, 7:00pm at The Weathervane, Wokingham Road, Bracknell RG42 1NA

The new contact details for Thames Valley are max.fowler1946@gmail.com

Nearest and Newest Branches

Let us know if your branch has changed venues.

All branches can be found on the club website but, if you're not sure where your nearest branch is, please give me a call.

Please also call if you're interested in setting up a new branch. All we need is a volunteer to be branch contact and a venue to meet. I'll see how many members are in the area and we can get your local branch set up

Jason Reeves

branchcoordinator@royalcnfield.org.uk



Active Travel is Us

Exclusively in The ROAD, this autumn MAG demands parity of esteem for the one long distance 'active travel' mode of transport available to the general public: the motorcycle. MAG's Director of Communications and Public Affairs, Lembit Õpik, reports.

'Active travel' is the phrase used to reference ways of moving around that are 'good for you.' In the parlance, 'active travel' equals 'healthy travel.' This is almost always defined as cycling or walking. It's a highly politicised term, because with it comes a demand for investment. The inference is always the same. If you've got a motor then it's not active travel, so it's bad.

MAG challenges this evidently inaccurate claim. Anyone who's ridden a motorcycle knows it's 'active travel' too. Sure, it's fun. And yes, it can take you a long distance. You can even carry a reasonable amount of cargo. Yet it's an evident truth to say that motorcycling is a healthy form of transport because it requires physical effort to control a motorbike or a scooter, in a manner that will never be the case for those travelling by car, bus or train.

That's why MAG is taking the debate to the active travel lobby. Our message is simple: biking is part of the active travel mix. And we're not going to be dismissed, derided, or deterred from making this point because it's a fact known to anyone who's ever ridden a powered two-wheeler.

There's a further compelling reason why we have the right to demand parity. The active travel lobby accepts electric bicycles and the more controversial e-scooters in their active travel agenda. So, there's no logical reason to deny motorcycles, which require sustained physical investment.

MAG has never disrespected nor

dismissed the right of cyclists to do what they do. If you want to cycle to work for three, or even 30 miles, knock yourself out. However, we will no longer silently accept any justification for the kind of 'apartheid' that some seek between cycling and motorcycling.

MAG has actively and sincerely reached out to the cycling lobby to work with us to generate policies for all single track machines, namely those that have two wheels instead of four. The fact that the cycling community hasn't accepted this in the past is no reason to think they'll continue to refuse in the future.

'Our message is simple: biking is part of the active travel mix'

What does this mean in practice for your right to ride? Well, since we represent active travel in a very real way, we should also benefit from the kind of investment other forms of active travel have received in recent years. The simplest example would be access to bus lanes. Another would be better motorcycle parking provision. Bikers aren't asking for segregated motorcycle lanes the way they make them for cyclists, but an interesting debate would be the case for allowing motorbikes and scooters to use those lanes that already exist for cycling, and which are largely empty for much of the time. There's no safety reason why this should be prevented, and since motorcycles and scooters demonstrably present an economically far more significant



mode of travel than cycling to the economy, it increases the financial utility of those same lanes.

MAG will present this case calmly but firmly in the next couple of months, as November and December close off a year defined by the removal of road space from bikers. We're already in the process of ensuring we engage decision makers at local government level and in the national governments of Wales, Scotland, Northern Ireland and in Westminster. We've got the facts, and we've got the rational for what we're promoting. We also offer – yet again – the chance for the cycling lobby to work with us on this. We want to hear their concerns if there are any, and we'll work towards an accord.

Let's be honest. If the likes of Sustrans and Cycling UK choose not to engage, that's fine. It will mean they have no desire to disagree with the strategy we're proposing. In such a circumstance, we can look forward to working with the cycling, walking and healthy living community to ensure motorcycling takes its rightful pace in the active travel agenda for the UK.

Club Sales

Code	Item description (see web site for photos)	U.K.	Overseas
S1	Machine Badge - stainless steel	£9.50	Email a list of your requirements for a quote
S2c	REOC enamel lapel badge - red / yellow / blue / green	£2.50	
S2e	Cannon pin badge - chrome	£2.50	
S3a	Sticker - silver with 'Cannon' + 'Made like a Gun'	£1.50	
S3b	Screen sticker (inside screen)	£1.80	
S4	Sew-on patch	£3.10	
S5	Key fob - with red / yellow / blue / green badge	£3.20	
S11	Gun magazine binder - red or blue	£7.00	
S15	Tie - royal blue (printed - very few left)	£2.00	
S16	40th Anniversary of REOC, enamel lapel badge	£2.50	
S20	Sweatshirts - Small to Large	£14.20	
S20	Sweatshirts - XL to XXL	£15.00	
S21	T-shirts - Small to XXL	£7.30	
S24	Polo shirt - embroidered logo - Small to XXL	£18.50	

All UK prices include postage and packing.
Overseas (non-UK) customers, please email for a quote
Always order using the current issue of 'The Gun'

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

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£10 minimum order for credit/debit card orders
PayPal accepted (£10 minimum order) - email for details of how to pay

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

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!

Royal Enfield Owners Club - Est. 1977

Private group

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See the full range of our Royal Enfield parts & accessories on: www.hitchcocksmotorcycles.com



News from the Motorcycle Action Group (MAG)

MAG defends motorcycle ownership with no strings attached.

The Motorcycle Action Group (MAG) is set to oppose restrictions on the rights of motorcycle owners to modify their own property. Highlighting a new Government consultation, MAG warns of the potential end of motorcycle customisation, aftermarket parts and even what it means to own a motorcycle.

A recent suite of consultations published by the Department for Transport (DfT) include proposals to give the state powers to prevent riders from making modifications to their motorcycles. MAG has long opposed anti-tampering legislation from Brussels but now the post-Brexit UK Government is making a bid to introduce its own powers to limit what aftermarket motorcycle parts can be bought and sold in the UK.

MAG attended an online webinar hosted by the DfT on the consultation.

MAG's Director of Campaigns & Political Engagement, Colin Brown, was quick to point out to officials that proposals for electric vehicle charging infrastructure simply failed to recognise that the Government also plans to electrify motorcycles.

Colin said: "I was expecting the lack of motorcycle focus in policies for the charging infrastructure, but the anti-tampering proposals came as a real sucker punch. As the owner of a motorcycle with less OEM parts than after-market ones you can imagine my reaction! This renewed attack on the right to do with your own property what you wish is not something that I can see many motorcyclists welcoming. Just look at how many memes appear on social media about pay day and bike parts! I paid good money for the ownership my motorcycle on the understanding that ownership buys the right to do what I like to it."

MAG will be meeting with Department officials to gain a full understanding of the implications of the proposals before forming a detailed response to the consultation. MAG will also discuss these issues with other groups in the National Motorcyclists Council (NMC) and the industry.

The charging infrastructure proposals can be found here:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1020983/future-of-transport-regulatory-review-zero-emission-vehicles-print-version.pdf

The anti-tampering proposals can be found here:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1021000/future-of-transport-regulatory-review-

News from the Motorcycle Action Group (MAG)

Does new motorcycling minister signal a bright future for riders?

The Motorcycle Action Group (MAG) asks if new Minister, Trudy Harrison, is a sign of a bright future for riders. Is her appointment a signal that attitudes towards motorcycling are changing at the Department for Transport (DfT)? At a Westminster Hall debate the new minister praised MAG for its lobbying work.

Trudy Harrison, MP for Copeland since 2017, has been appointed Parliamentary Under Secretary of State at the DfT as part of the September cabinet reshuffle. Her primary responsibility is decarbonisation of transport. MAG believes that her appointment signifies a DfT change in attitudes to motorcycling as Trudy is a motorcyclist herself.

In a Westminster Hall debate held on 26th October, Trudy mentioned her delight when her father gave her first motorcycle at age 16. She commented:

“Dad took me to the garage and unveiled my first motorbike, as I thought, though it was probably a moped—a 50 cc bright blue Honda Camino. I have since had many enjoyable days out riding pillion on bikes from a Honda 900 CBR Fireblade, through to my dad’s last bike, which was a Yamaha FZR1000.”

MAG’s Director of Campaigns and Political Engagement, Colin Brown, said;

“MAG has long said that the best policy decisions for motorcycling are likely to be made by people with experience of riding motorcycles.

Having a DfT minister with a first-hand understanding of what it means to ride a motorcycle can only be a good thing. I was particularly pleased to hear the warm words spoken about MAG by the Minister and many of the speakers in the debate.”

Bill Wiggin MP thanked the National Motorcyclists Council saying:

“The NMC has representatives drawn from a wide range of stakeholder groups, including the Auto-Cycle Union, the British Motorcyclists Federation, IAM Road Smart and the Motorcycle Action Group—I am a member of both—the National Motorcycle Dealers Association, and the Trail Riders Fellowship. What an august body it is.”

Ian Paisley MP said:

“I am also a member of MAG, which was mentioned by the Hon. Gentleman”

Steve Baker commented:

“Like my Hon. Friend the Member for North Herefordshire, I am a member of Motorcycle Action Group. In fact, I have just received their latest excellent edition of The Road magazine, and if it does not contain at least one letter from my father, I will be extremely surprised—it usually does.”

Can I start with a declaration of sorts? I am a biker. I am proud to ride with Yes Bikers for Scottish independence and, like almost every other speaker, I am very happy to support many of the campaigns run by the Motorcycle Action Group, which I particularly thank for its help preparing for today."

MAG members in Cumbria have long had an excellent relationship with the newly appointed minister. In making her ministerial response to the debate, Trudy Harrison said:

"There were many references to the Motorcycle Action Group, which does a great deal of good both in lobbying for policy change and with its charitable work. I have had the pleasure of seeing that for myself in Copeland. That group's work, along with that of other charitable organisations, is superb."

The debate covered many themes and issues that form MAG campaigns. The influence that MAG commands in the 'corridors of power' is clear. It is also clear that Trudy Harrison is prepared to champion motorcycling within the department as summed up in her comments:

"One of the first things my Hon. Friend asked for was confidence that motorbikes are appreciated. They certainly will be by me. We have not had long this afternoon, but I have heard a lot. I agree with Members about the importance of road safety for motorcycle users, and the key role that motorcycling can play in meeting our current mobility needs.

There was a request for an acceptance of motorbikes. I assure my Hon.

Friends and other Members that they have my personal advocacy."

A full recording of the debate can be seen on Parliament TV here:

<https://www.parliamentlive.tv/Event/Index/a3334a61-a7ff-4701-b830-6da0a2edf636>

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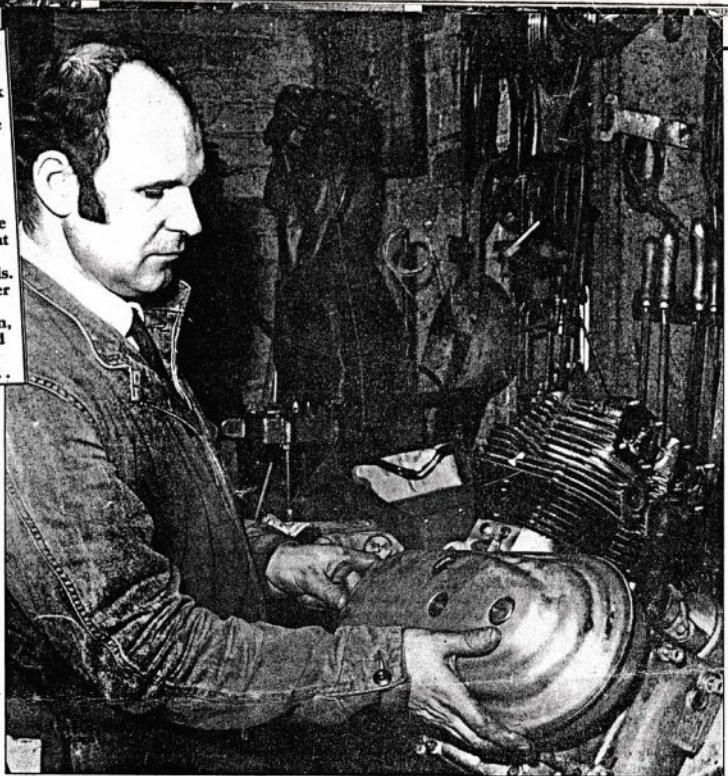
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THE big Enfield twins look formidable motors, but they are surprisingly simple to work on. In fact the only special tools necessary to strip one down are the crankshaft extractor and clutch hub extractor.

There are other special tools available if you strip Enfields for a living, but the average owner will find that he can get by with the above-mentioned two tools.

We went along to Gander & Gray, of 594 Romford Road, Manor Park, London, where we watched Enfield specialist, Bill Branton rebuild a Meteor Minor...



START by checking the crankshaft for ovality. Up to 1½ thou is permissible. If all is well, the shells can be examined for scuffing and rods refitted. Always fit new big-end screws as they will have stretched and may break if left in. They should be torqued up to 23ft. lb.

There are two Allen-headed oil plugs in the crankshaft. These should be removed and the oilways cleaned out thoroughly.

The operating mechanism of the early Enfield clutch is of somewhat unconventional design. But once you see how it operates, it causes no problems.

The two outer steel plates are dished, the centre plate is flat. When reassembling, remember that the dished parts point inwards towards the flat plate. In other words, if the centre metal plate and the two bonded plates which go either side of it were removed from between the two dished plates, the two plates would rock against each other if replaced correctly.

Do not forget the cush rubbers, three distance tubes and retaining plate before fitting the pressure plate assembly. The distance tubes must be fitted over the pins which secure the outer plate to the clutch centre. The six springs should be in their correct positions between front and pressure plates. The pressure plate screws are tightened as far as they will go.

To get final adjustment the control cable should be slackened from the handlebar end and the pressure plate withdrawal pin turned by a screwdriver in its end slot until the mechanism has about ½in. free movement. Anti-clockwise will take up clearance, clockwise will increase it.

Tighten locknut and recheck for free play.

It must be understood that if there is insufficient clearance on the clutch mechanism the clutch will slip even though there is clearance on the cable.

Meteor Minor engine. Points gap 15 thou. Ignition timing ½in. before tdc fully retarded, or ¾-7/16in. before tdc fully advanced. Tappet clearance with engine cold is nil on both inlet and exhaust.

When mounting timing pinions the marks on the two top ones must face each other and the line on the bottom pinion must point downwards. As the pinions are on keyways incor-

rect timing is impossible if the marks are lined up correctly.

Be sure to get the chain tensioner with its large lobe downwards. By slackening the nut which holds the quadrant, the tensioner can be moved to the left or right to slacken or tighten the chain. Correct adjustment is ¼in. up and down movement.

So that the chain will not be strained in tight spots, turn the engine over and check movement all round. Take up all backlash in the quadrant in the tightening direction. Tighten tensioner nut and recheck.

The rotor is keyed on to the crankshaft end and great care

must be taken to see that it runs evenly, as the air gap between rotor and stator poles should be 20 thou in all positions.

Fit rotor to shaft, do up holding nut and bend tab washer back. Then fit the distance pieces over the three studs and put stator in position with leads in the 12 o'clock position on the inside. With the nuts and shakeproof washers which secure the stator done up finger-tight, insert six strips of non-magnetic material 15 thou in thickness and about ¼in. wide between pole pieces and rotor. Tighten the nuts and withdraw strips.

'FROM OUR FILES'

Overhaul a Meteor

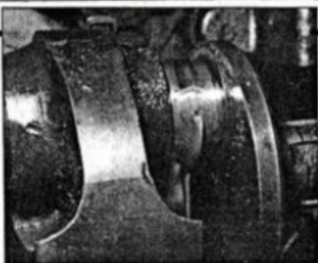
Bill Branton of Gander & Gray

rebuilds this Royal Enfield 500 twin

From Motorcycle Mechanics, April, 1970



1 The first step is to check crankshaft for ovality with a micrometer. If measurements vary by more than $1\frac{1}{2}$ thou, the crankshaft must be reground.



2 Make sure oilways are clear by squirting oil through pump-worm side of crankshaft. After a time it should pour out of the big end feed holes.



3 Big end bearings consist of white-metalled steel liners. These are available in various sizes which must be quoted when buying new ones.



4 The drive-side case must be heated to allow main bearing outer race to enter its housing. Keep race square with bore and drift into place.



5 Drive inner race on to shaft until just flush with end. Inset distance piece. Warm up case and bearing outer race before dropping crankshaft in.



6 Heat inner race of timing side main bearing and tap it gently on to the shaft. The timing side bearing is ball and the driving side roller.



7 Examine cam follower faces for signs of wear or cracking. Lightly oil cam spindles and insert shafts in their correct positions, exhaust to front.



8 Heat timing side case with outer roller race and drop it over crankshaft. While doing this, make sure to lift the tappets clear of cams.



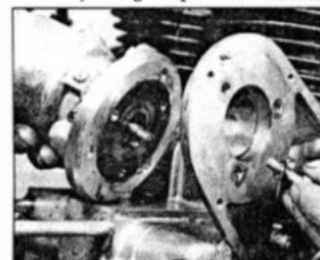
9 Do up the two inside screws using a screwdriver through the holes provided. When re-plugging these holes, smear jointing compound on threads.



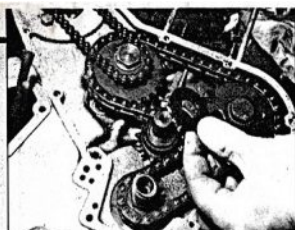
10 There are three Simmonds nuts in the timing case. Do these up first. Note the thrust washers and Woodruff keys in position on the camshaft ends.



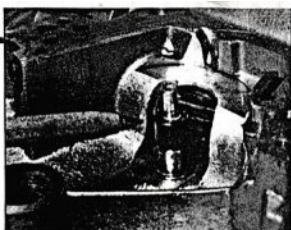
11 Fit pinions with their timing marks in the positions indicated above. When positioning the chain tensioner the large lobe goes to the bottom.



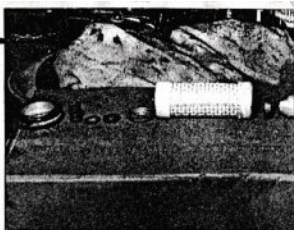
12 Smear jointing compound on to the magneto and connect it to timing case by its three bolts and shakeproof washers. Be sure threads are sound.



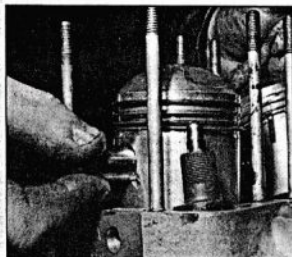
13 All the pinion nuts have left hand threads. Chain tension is set by moving tensioner to the left to tighten. Don't forget to replace washer.



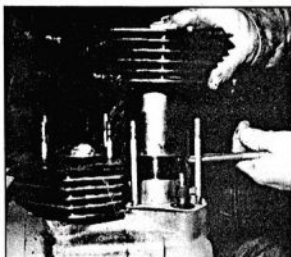
14 All oilways in the crankcase must be absolutely clean. The neoprene seal indicated here controls oil feed to the big ends and must be renewed.



15 A new oil filter should be fitted every 5,000 miles or sooner. Be careful to replace the components in the order shown in the picture.



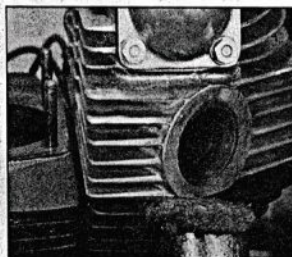
16 Having cleaned and lubricated small ends, heat pistons and fit to rods. Renew rings if gap exceeds $\frac{1}{16}$ in. Clearance in grooves is 1-3 thou.



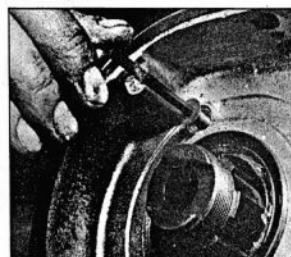
17 Use two base gaskets when replacing barrels, one on crankcase and the other on the barrel. A piston ring clamp can be an asset for this job.



18 Examine push rods for straightness or damage to cup ends. You will notice that one end is deeper than the other. Fit deep end downwards.



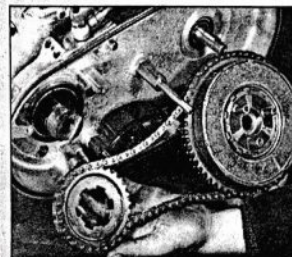
19 See that dowels are in position in the barrels and push rods are right way up. Coat both sides of copper gasket with compound and slip head on.



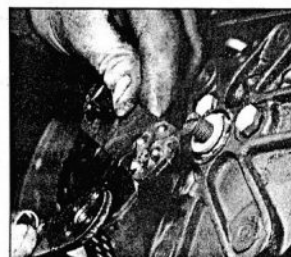
20 Renew oil seals in primary chaincase and grease them liberally. The case can now be screwed to the engine by its three countersunk Allen screws.



21 In the older type clutches there is a clutch thrust bearing which should be examined for wear before replacing. Look especially for pitting on track.



22 Fit primary chain slipper tensioner into the bottom of chaincase. Then the clutch and engine sprockets together with primary chain follow.



23 Grease the balls which go between the torque arm and clutch operating lever when front plate is in position. Don't forget washer on bearing.



24 With stator and rotor fitted and all nuts tight inspect the chaincase rubber joint, clean off both surfaces and put outer case into position.

Club Calendar

Wobbly's Red Rose Rally

September 8th- 11th 2022

Orcaber Camping and Caravanning Site

Orcaber Lane

Austwick

Settle

LA2 8AE

Motorhomes, Campervans and Tents, pitches all £10 / Day plus £5 per adult /day plus £5 Electric hook up (It's because some tents could hold 10 adults, and campers 1 or 2.) All ablutions available for our use in main Campsite.

There will be a REOC Banner placed at the entrance drive to our rally site on Orcaber Lane on the left before the Main Camping Site and Farm House.

Contact John Hamer
07933321135
or hamer89@btinternet.com

None Official Rallies ***

No other rallies have currently been notified.

A Message from The Greek Branch

International Rally

Unfortunately, next year's Covid restrictions at the Greek campsite areas create many difficulties to organize it in Greece...

Today we went to Epidavros city ,but the last minute problems were too many to solve....We wouldn't expect that.

So, unfortunately, we must cancel it for next year.

It is up to you what to decide about the next International rally. Maybe a 2023 rally in Greece with better circumstances? Maybe not!

The decision is yours and we will accept it with wisdom.

It was a great honour for us your proposal but due my wedding liabilities plus all the problems above it so difficult finally to organize it ...

Best Regards

Andreas Papadakis

REOC Greek branch

REOC Machine Dating Service.

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

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

Please email digital photos of the relevant engine and frame numbers along with photos of where the numbers sit on the engine and frame. Please email digital photos of 'brass rubbings' of the engine and frame numbers, preferably with paint removed. Please supply your current REOC membership number, name, as you require it on your certificate, and full postal address in all communications. Please ensure that you provide all of this in a single email to; jd.service.repair@gmail.com If email is not possible for you please follow the above process in full by post to:, REOC Machine Dating Service C/O Ainsdale, Sawbridge Rd, Grandborough, Warwickshire. CV23 8DN.

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;



South Midlands

Last chance for discounted tickets (until 12th November)


The South Midlands branch will be representing the club at the NEC again this year. Peter Hardwick (15812). (Club discount applies)

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Market Place

For Sale. 500 twin cylinder heads with manifold £50. Clutch parts £10. Police motorcycle boots size 9 as new £200. Black ladies motorbike trousers, medium, red and black motorbike jacket medium, red and black crash helmet, all good condition £150 o.n.o. Stanly Body (06897) Tel:- 01708 452376 or 07734263493.

For Sale. 1966 Crusader 250 Trials, full original spec in immaculate condition, V5, ready to ride, £3750, Details and photos on request, delivery anywhere U.K. /Ireland Will Corry (15481) 07506 940955 willcorry17@gmail.com

For Sale. Royal Enfield Electra X 2005 in Red, complete in standard trim. VGC. 9.5K on the clock. Very reliable, good tyres, chains etc. genuine reason for sale (buying another Enfield). MOT May 2002. Please contact for further details. £2100.00 ONO. Robin Notton 01672 513747 Wilts.

For Sale Kawasaki KH125-K2 registered July 1983 with paper work. Been stored since 2000 approx. Spare engine plus other bits. £600 will eventually go to highest offer or best cause. Brian Jenner (07914) 07967454581 bjenner@blueyonder.co.uk (Cheltenham)

For Sale. 650 Interceptor, 19 reg, less than 800 miles, lovely orange colour and comes with short screen, aftermarket exhausts, sump guard, fork gaiters. Only selling due to health. £4750 o.v.n.o. Tel:- 01994 240795 Jim Baker. (Carmarthenshire)

For Sale. Model G2 1937. Nice original oily rag condition with all the correct original numbers including the number plate. All running and working OK, reducing collection. £6,500. Alex Taylor (16292) 0781 8668165 or alexrtaylor574@gmail.com

Free. My late father-in-law, who rode a 250 Clipper until he was 80, had a collection of various classic bike magazines plus many back numbers of "The Gun" (and the "Francis Barnett Directory", as after 80 he opted for a lighter bike with electric start!). Anybody who would like to have these (for free) would be welcome to pick them up from us in Guildford. They could email me at phil.beastall@ntlworld.com or text me on 07988764319

For Sale Kawasaki KH125-K2 registered July 1983 with paper work. Been stored since 2000 approx. Spare engine plus other bits. £600 will eventually go to highest offer or best cause. Brian Jenner (07914) 07967454581 bjenner@blueyonder.co.uk (Cheltenham)

For Sale: Type S² Deluxe engine c/w dating cert. (3/1938) for rebuild or spares, £150; also Type S engine with chain drive dyno, similar (1938/9) £50; 1950s rear mudguard with valanced sides, fits Bullet/Meteor £50; model G gearbox for spares £50; model WD/D gearbox excellent £100. Also, engine parts for pre-war and wartime Models B, C, CO, G,H and J. Phone for more details. Ian (3998) Sandhurst, Berks. 07794 953251.

For sale: Ariel VH Red Hunter 1957 500cc with tradesman's box sidecar, ideal for riding to Tesco or rallies! £5450 Tel 07909914345 Warwickshire Matt (16561)

For Sale. Northpass Hickory Waxed Jacket XL- Barbour Royal Enfield Trophy collection with furry detachable liner £80.00 inc postage. Missing the belt. Erik a1barbarian@gmail.com Tel. 01646 563054 Pembrokeshire.

For Sale. 1938 J2 Bullet 500cc. This is the top of the range bullet for 1938. Mine since 1987 but it is getting too heavy for me. Fully rebuilt and good working order, a rideable pre war bike. I can deliver it in my van . £7000-00. Lots of spares available for this model. Chris Brady(07170) 01280 848491 evenings (North Bucks)

WANTED

Wanted: Telescopic Main Tube - chromed stanchion, for 2000 Indian Bullet 500cc. Pat Booth (17071), patbooth2000@hotmail.com, or 07732603350. (Northern Ireland)

Wanted. Cloth badge, Royal Enfield made by Wassel in the 60's and 70's. Looks like tank badge. Your price paid. Ray Clarke (08421) Tel:- 07582396827

Wanted: to complete a project - 1966 RE Continental GT . Dual seat or usable seat base, rear mudguard mounting frame (and seat mounting). Also any parts for rear set footrests, brake and gear levers. Roger Trevaskis (18334) Coventry. rvtrevaskis@gmail.com or Tel: 01676 532960

Wanted : Cheaper Royal Enfield bullet (500) non-runner? for diesel conversion at Pricepart motorcycles. Anything / condition considered. Surrey . Graham Wisden (17872) 07749620004. oddbod@protonmail.com

Wanted: late '50s/early '60s 350 bullet engine and gearbox. Any condition considered. Also wanted, lower fork yoke for a big twin (with the fittings for a steering damper). Sean Magee (17593) sean.magee609@gmail.com East Yorkshire, Tel. 07375091893

Wanted: For 1956 pre unit RE Clipper project. D shaped Speedometer, Exhaust system, Rear wheel, Rear brake drum and sprocket, Saddle, Rear number plate. Usable condition preferred. John Fortune (18278) , Huddersfield, 07799 491005, john4tune@gmail.com

Wanted trailer suitable for Electra X/GP Manx sidecar combination. Minimum deck width (between mudguards) 66 inches. Peter O'Brien,

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.

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Terence Newberry Eastleigh
Patrick Daly Gillingham
David Mitchell FRANCE
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Kev Walsh Catterick
J Hollingworth Manchester
David Medicott Worcester
Colin Reid Sutton Coldfield
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Ballymena
Terence Pordage Cambridge

Membership Secretary Teresa Langley Strathaan, Ardgay. IV24 3BG tel:- 01863 766431 email:- membershipsecretary@royalcnfield.org.uk
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Branch Reports

NE SCOTLAND *contact Bob (REtrialer), email-*
bob.nes@btinternet.com *(preferred) or tel 01651 851569*

Saturday 25th December, no meeting! (Happy Christmas all.) Next official meeting will be on 29th January 2022, assuming all went well at the end of November, it will be at Lochter Activity Centre, as will the meeting on 26th February 2022. If we do get some nice days, keep an eye open for short notice runs, emailed details.

Report from John on the September run—

Our September meeting was a ride out with me (John), Roland and Martin on a newly acquired RE Bullet 500 efi, leaving from Ellon. With me leading we set off towards Peterhead via the East Coastal Tourist Route through Cruden Bay. Turning west at Peterhead going through Mintlaw we had to do a wee detour because of road closure through Old Deer and Maud before getting back on the road through New Pitsligo, then on to Fraserburgh, meeting Robert there for a bite to eat at the café on the esplanade. On to the Heritage Centre which is well worth a visit. Robert and Martin left us there so Roland and me headed west along the North Coastal Tourist Route stopping off at Pennan for a cuppa but unfortunately it was closed due to illness. Heading further west to Tarlair an outdoor swimming pool shamefully not in good repair and unused. We then head south home.

The October run to the Grampian Transport Museum at Alford was well attended and despite the rather 'orrible weather, six of us arrived by motorcycle, and we were able to park them on the entrance area. The displays had been altered since our last visit, took a fair while to walk around and take in. The café provided an excellent light lunch. The run home, for me at least, was dry!

REtrialer (07404)

Branch Reports

South Oxfordshire Branch

Branch Presidenti: Arthur Chilvers (ART)

Branch contact details: Andrew King (aking.kds@gmail.com)

Meetings: 1st Thursday of the month – 1900 – Plum Pudding, 44 High Street, Milton, Abingdon, OX14 4EJ

So were up and running. Small, yet perfectly formed, and a merry bunch of guys. Emerging like a butterfly from enforced enclosure we have been busy experiencing the challenges of organising our own ride-outs this last month.

First port of call was a trip to KOTI Autotalli, nestled in the North Cotswold, within the beautiful town of Chipping Campden. Quintessentially British, created and established in 2020, with the aim of being a home garage for those petrolheads and riders routed into the UK moto culture, it represented a lovely 2 hour back country lane for the lucky five of us (Art, Rob, Alex, Andrew and Lawrence) who ventured out on a gaggle of Enfields (both old and new). A great time was had by all - the warm welcome and great coffee / cakes making it a venue worthy of visiting again.

The following weekend found us all staying closer to home. Just a wee 30 minute ride found us

representing the club at The Bell Inn's (Aldworth village) quarterly classic vehicle meet. It was only a pity that Jame's clutch cable snapping at the start prevented him from experiencing the fun. For those within the south Oxfordshire / border areas who are unsure about joining in, just give it a go and drop an email to Andrew (or indeed just turn up at the pub and ask for ART – the Geordie in the corner).



Branch Reports

Airedale and Wharfedale Branch.
The branch is becoming more active, Whatsapp is working well and monthly meets continue to be a good pint and natter evening on the third Thursday of the month at Shipley Conservative Club, thanks as ever to Ed for making us welcome and even supplying a sausage roll or a sandwich or two.

Since our last Gun magazine we have had an evening ride to Squires at Sherburn (East of Leeds) - Great said Tom, I know a cross country route, lets meet at 6pm - we can get there, have a coffee and be back before its totally dark. When everyone finally remembered where we were meeting it was 6.30, then after a short ride, Tom pulls up. "Sorry people" i forgot to fill up- its been a busy day! - 20 minutes later Tom re-joined the group and it was a trouble free ride after that. The return ride in the dark, was without incident and thanks to Tom for leading a good evening. It's surprising how much like real life "Last of the summer wine" becomes as you get older!.

The retired among us enjoyed a mid-week run to Tan Hill, the highest pub in England 120 miles or so in glorious weather made for a great day out.

The North Yorkshire market town of Masham is becoming a popular lunch time run for us and by the number of other bikes parked in the square, we are not the only ones who think so.

Towards the end of September, branch members joined others on a sponsored run to support the R.E. charity for this year. thanks to staff of Eddy's Moto for organising this.

The latest run took us to Slaidburn one damp Sunday afternoon, ably led by "Gravel Pit Steve" - a name he earned from the choice of lanes with plenty of gravel down the centre. this time he excelled himself as we had to contend with the gravel, 100 metres of road that was liberally coated in cow muck, corners with damp leaves and his last and best effort - 4 sheep stood in the road, blind side of a tight bend. no wonder we had to stop in Settle for Fish and chips on the way back!

If I have got my seasons right, by the time we read each others news, Christmas will be upon us so best wishes to all and keep safe , ride safe.

Peter Jackson (17222)

Branch Reports

Bristol

Branch.

Hi we've had a couple of runs some dogged by poor weather, The Bristol commemorative run was poorly attended due to rain, 4 of us braved it and although it was wet we had a few breaks in the weather and a nice lunch in the pub where the original 1977 founder members stopped. The landlord was the original having been there from the early 70's but unfortunately couldn't remember it.



Phil Spooner led us on a pleasant run in and around Abergavenny and stopped for refreshments at the Baffle House, a very bike friendly café in absolutely horrible weather but it was mild so very enjoyable, 8 bikes turned up and Richard brought his wife as pillion.

And on the 31st of October we rode in to one of our members Historic Bus Group for a charity free bus run with tea and cakes.

We meet at The Fox,
Easter Compton,
8pm the first
Wednesday of the
month. Andy Ward
(02590)



Branch Reports

Kent Branch Contact *Mick Connolly Tel:-01304 205233, reoc.kent@talktalk.net Meetings 2nd Tuesday each month 7.30 p.m. at the Cock Inn, Henley Street, Luddesdown, DA13 OXB*

The weekend of October 23-24 saw a number of members attending the 'Lord of Lydden' motorcycle races at the circuit between Canterbury & Dover. As reported in the last 'Gun' racers/winners there have included Shane (Shakey) Byrne, Phil Read, Darren Dixon, Bradley Ray, T.T. sidecar legends Dave Molyneux & 8 times world champion Tim Reeves, the last two fighting for more honours at the weekend. Excellent & exciting racing enjoyed by all those who attended.

At the exhibition pavilion, some famous riders were there for us to meet with race winning bikes including those of the late Bill Ivy & Barry Sheene. As many of you will now know, on Wednesday 27th October, former Grand Prix winner Paul Smart whilst riding his Ducati road machine was in collision with a car on the A21 near the entrance to Bewl Water. He died at the scene. Paul was known to so many in Kent with motorcycle businesses in Paddock Wood & Maidstone. He was also of course, married to Barry Sheens sister. We can only express our condolences at such a awful time.



Some members went along to the Offham Steam fair on a lovely sunny day, as it always seems to be there, despite taking place at the end of October. Not so fortunate were the brave souls who ventured to the 'South of England Classic Bike Show' at Ardingly in Sussex on the 31st. Horizontal gale force winds & torrential rain certainly deterred me, & I was in a car!

October also saw our A.G.M. at club night, having skipped a year for obvious reasons. Lots of positivity for next year, lets hope it's well founded. I was re-elected as chair for another year, with Richard again returned as treasurer with Les & Joe taking on the roles of facebook info & ride out co-ordination.

Hopefully, when you read this we shall be about to have our Christmas party/quiz night (14th Dec.) where all members & partners will be most welcome. Lets hope Covid doesn't spoil this one!

Just one pic. this month, of Martins trials bullet parked next to the 'Worlds Fastest Shed' which clocked 101 mph at Pendine Sands. It has an Audi RS4 455 BHP engine which may be a tad more than Martins!.

Merry Christmas & Happy New Year to you all, REgards, Mick Connolly

Branch Reports.

Cornwall Branch Report.

I went to the October Fest Rally. Which was very well attended. It was good to meet up with and chat with other members from across the country, after all the lock downs and cancellations etc. There were thirty four bikes on the ride out. All in all, a very successful rally.

On the next Sunday 17th October several of our members went for a ride out with the Cornish Rockers and Ton Up revival group. We met in the morning at Portreath. Adam then lead us down the North Cliffs to Gwithian, where we were joined by Sean on his new Interceptor. We then turned off up to Connor Downs, Gwinear, Carnell Green to the B3280 to Leedstown, Townshend, Relubbus, and St Hillary, where we turned left and came out onto the A394 to Helston. We then took to the back lanes to Gweek, and up through some picturesque woods along Gweek Drive to Garras, and across Goonhilly Downs, where we

stopped in a lay by next to Goonhilly Satellite Earth Station for a break.

On leaving Goonhilly Downs, we rode through kuggar, Ruan Minor and the very picturesque fishing village of Cadgwith to The Lizard, where lunch was consumed in the biker friendly Regent Cafe. After lunch our return route was on the A3083 through Ruan



Major to Penhale, where we turned left, to Mullion, and down to the delightful Poldhu Cove, and then on to Cury, where we turned left and came out back onto the A3083 at RNAS Culdrose. Then back to Helston, where I then turned off towards home, and the others headed towards Redruth and home, after a very enjoyable ride out in excellent weather. Thanks Adam. I'm sure there will be many more rides to come.

Bob Reed (6167A)

Branch reports

Suffolk Branch

Branch contact stephenjbackhouse@hotmail.com mobile 07939351740

September 11th being a lovely summer's day provided ideal riding weather for a long looked forward too trip to visit a private collection of Victory motorcycles located next door in Norfolk.

After meeting up for breakfast a group of members continued on to see an impressive Victory collection (one of every model produced. plus some non Victory that had found their way into the collection) and hear from the owner the history of Victory motorcycles.

Super weather, nice coffee stops, breakfast and a great collection what more could we ask for? A good day had by all.

Another long planned event arrived on Sunday 18th September with the Copdock Motorbike Show. A huge event held here in Suffolk.

Unfortunately there was no Royal Enfield Dealers there but R.E. was proudly represented by the Suffolk Branch. Who's hard work and commitment put in place a stand which received a lot of attention and interest, especially popular in the line up of Royal Enfield bikes from the 1950s until the present day was the Meteor 350 belonging to one of our members.



A big thank you to those who organised the stand and or spent the day at the show so their motorcycles could be displayed.

The approach of winter will

unfortunately quieten activities but we shall continue to meet the first Saturday of each month at the White Horse Tattingstone.

Visitors and interested parties always welcome

Best Wishes from The Suffolk Branch.

Stephen 16476



Branch reports

South Wales Branch: September/October 2021 Meeting.

Report by: Richard Hallaran Member 18106

Branch contact details: Gary (Ted) Edwards; tededwards68@gmail.com Tel. 07900 070717 (text or email and Ted will respond).

Meetings:

1st Thursday of the month, 1930hrs Y Maerum Inn, 140 Marshfield Road, Marshfield, CF3 2TU.

We have changed venues!

Unfortunately meeting at The Gaer Inn, Newport came to a sudden and abrupt end when we arrived and found the pub was no longer operating.

I was pleased to be able to ride my 650 Continental GT for the first time to a meeting in September after just passing my test. I had walked to the previous two meetings, so this was a special event. After rolling up feeling very pleased with myself, things went down-hill..... not with the bike but, the pub had been shut down! After a quick discussion, off we went to the Y Maerun (see the full address above). It looks like a lovely place and welcoming, so we are going to start meeting there.



Ted had made the effort and got out on a 'Somerset' tour during a spell of lovely weather. Wife and luggage for an overnight, all went well with bike, route and venues. No falling off or falling out. Looking at the photos on the group Facebook page, I can understand how pleased he was to make the effort. A route to go on the list.

Since the October meeting, Ted and Dave managed a trip to the Brecon Beacons with a

stop at Talybont Reservoir. Take a look at the photo on the Facebook page.

If you are a REOC member in the South Wales area, please give Ted a shout and make an effort to come along. The more the merrier. It would be a shame if there was no South Wales branch, so give it a go. I am looking forward to a few bimbles, and although the weather is changing, we will keep in touch on the 'South Wales REOC' Facebook page which Gary 'Ted' Edwards has set up. Regards, Richard.

Branch reports

Devon Branch. *contact Andy Lobb, (17057), Mobile no. 07866696381.*

Address, 57 Gatehouse Rise, Dawlish, Devon, EX70EH. andylobb57@gmail.com

I have taken over from Rose who previously submitted Branch reports.

Hopefully I can carry on with her excellent work.

"Hello everyone, firstly, let me introduce myself to you, my name is Andy Lobb, and I have been volunteered to take over from Rose, who amongst other things compiled the report for the Gun, for the Devon branch of our club. Her act will not be an easy one to follow. Our thanks go to Rose for all that she has done.

I have only been an Enfield owner for a few years, but my acquaintance with the marque goes back a long time, to when I was only 16 (a long time ago) and my brother had a very nice fire engine red coloured 350 Airflow.

Recently, I have been rather inactive bike wise, due to having been wiped off of my 500 classic, (still to be repaired), back in September 2020, spending a long time in hospital, but I'm gradually getting the use of my legs back, so time is perhaps something I have.

The first thing on the agenda as such, is to welcome everyone back, it's going to take some time for the effects of Covid to wane, but there have already been a couple of branch meetings, at the Swans Nest, a very nice hostelry on the Dawlish road from Exeter, at Exminster. The staff always make us most welcome and besides the usual beer, they serve an excellent pot of tea. Meetings are on the third Thursday of the month, at 7.30, if you haven't been, pop along and you will be most welcome. We have already tentatively booked our Christmas Dinner to coincide with our December meet.

An item that was discussed at our last meeting was the formal name of the branch. Amongst, others, it has been known as the Torbay and Exeter and the Devon and Exeter branch.

Members, decided that it was important for present and future members to identify with thier branch, and simply 'Devon Branch' aptly describes us. A vote was taken, and carried, so welcome to the REOC, DEVON BRANCH.

Several members have bought or are in the process of purchasing the new Meteor and we look forward to seeing them out and about on our regular rides.

The rides normally depart from the Exeter, Imperial Inn, each Sunday at 10am, in company with the Exeter British bike club, but if unable to make a Sunday the club also meets each Wednesday at 10 am, at the large lay bye, in Cowick Street, Exeter, better known as the speed camera layby for obvious reasons!

Obviously not a lot has been happening of late, but if you have any exploits on your Enfield in Devon, that you would like to share, I can be contacted by email, andylobb57@gmail.com Or by phone, 07866696381, but please not at unearthly times!

Ride safe, and may your tyres always remain round. Andy Lobb."

Branch reports

Wessex branch notes.

Branch meetings are now held at the Bell Inn, Weyhill Rd, Weyhill, Andover, SP110PN on the first Tuesday of the month at 7 pm.

On the first Monday of September John and I rode down to the Pierce Simmons Reunion in the New Forest. Great social meet with many off-road legends from trials and scrambling attending. We took the scenic route to the Forest via Shaftesbury, zig zag hill and sixpenny Handley.

Afterwards rode down to the coast before returning home through the Forest, managing to incorporate a water crossing and a section of green laneing into the mix, Great day.

A few of us took part in the Salisbury MCC Mavro run, getting to the start nice and early to enjoy the coffee and Bacon Baps. Whilst we were taking part on the run, we met up with fellow REOC member Dave Cromwell on his very nicely kitted out Himalayan at Compton Abbas airfield which is situated at the top of zig zag hill, yes a favourite stretch of road.

John had a very enjoyable day with the Dorset branch on the Dorchester ride out to Mangerton mill, Bridport, whilst Gordon took part in the Royal Enfield organized 'one ride' with Habels of Salisbury for a nice ride round the New Forest, and I joined in with the lads from Hatfield's of Crowthorne for a very enjoyable ride up through Twyford and Henley to the H bikers cafe nr Wallingford for a late breakfast. Even though it was years ago that I bored out and fitted Hitchcock high lift cams to the Electra Lean burn, the bike still surprises many with it's turn of speed and the fact that it returns over 90 mpg regardless of how it's ridden. Having been impressed with a Meteor on the 'one ride' I returned to Hatfield's bike shop a couple of weeks later for a test ride. The build quality and smoothness of the balancer shaft engine was very impressive. Comfortable riding position and even the toe and heel gear change felt right. Although it's a cruiser, the footrests are not too far forward and ground clearance is excellent when chucking it around twisty roads. Only rode it for an hour ,but it seemed comfortable enough to ride all day.

The Bell seems to be proving popular for branch meetings, having plenty of room and at the October meet we discussed our stand at the south of England showground classic bike show, Ardingley, Sussex at the end of the month, deciding to take the bikes down the previous day and make a weekend of it.

REgards Doug Hopkins (12683) branch contact

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).

No sooner than I report on the previous camping trip, that the season is at an end. Thankfully the weather was a lot more favourable than the Wiltshire trip in August. The club was well represented at The Overland Event held over the first weekend in September. In fact Royal Enfield was well represented by the number of Himalayans that converged upon this event, certainly making their presence known amongst the many other adventure bikes that attended. As I mentioned in the previous issue, it was my first time at this event, only made possible by the postponement of the Greek rally. And what an event it was, with most of the round the world bike traveller's, apart from the illustrious Ted Simon, (due to travel restrictions) in attendance. Despite a sell out of 600 or so pre sold tickets, it certainly didn't seem crowded at all. In fact apart from a few queues at the food and drink outlets after some of the presentations ended, it felt very casual indeed. For anyone thinking of travelling or who just wants to sit and listen to the tales of those that have done it, and to be able to actually meet and talk to these people in person, I couldn't recommend this event highly enough.

But if you are interested, you'd better get those tickets booked for next years event, they're already available and don't forget it's pre book only.

Another event I attended was the RE One Ride. I joined the organised run led by Cooper B, with a group ride out, starting at their showroom, and ending up at Gilkes Cafe in Kineton. The run was very well attended, with nearly 50 bikes in all. Thankfully the weather also played its part and a dry sunny ride was just what we needed.



Despite it being nearly November, at the time of writing this, the breakfast runs are as always, very well attended, with some new venues also being visited.

Club nights are, as ever, proving popular, with new faces and machines attending. The Friendly Inn will also be hosting another Mid-Shires Christmas meal, so hope to see plenty of the members there to round off another successful club year.

And on that note, may I wish all the Branches and members, not forgetting the club Officers et al, a very merry Christmas and a happy New Year from all at the Mid-Shires.

Simon Edler (16783).

Branch Reports

The South has Risen Adare July 2021

When I got a phone call from Sharron of the Northern Monkeys asking me if I would get a meet together for the weekend of the 10th of July, I was only delighted for the Royal Enfielders Ireland to welcome our friends from the North to the sunny south.

We had got the okay for a camp of up to fifteen people from Hughe at the Adare campsite who is a lovely fellow and Enfield rider, support is a two-way street you know?

Friday the 9th of July had arrived and we had all fifteen places filled, I had to take my wheel for a rebuild so had experienced the kindness and friendship of Chris and Elaine from Royal Enfield Ireland and Sprocket and Hubs with the use of a lovely Himalayan for the weekend, thanks folks.

Hugh had given us a lovely corner private camping area with tables and blocks of wood for the bike stands. Thirteen Enfielders had gathered before nightfall from North and South, beer wine and food were enjoyed along with great company and fine weather. The Saturday dawned with the kiss of sunshine and promise of the hug of fine weather all day. After a visit to Sprocket and Hubs we had a short scenic ride out to give us a good appetite for the lunch at our dear friend's pub Sean Collins, as always Sean provided a warm welcome good food and great service. The main ride out followed, we were joined by the mighty Chris Davidson on his 175 Bantam that got slightly hot and locked up for a time just to give us a break in the beautiful Limerick countryside. After cooling down it ran fine all the way to Loch Gur, a beautiful body of water with nice coffee and cake. The ride back to the camp was without problems and enjoyable in this beautiful part of the country with lakes, rolling hills and pretty villages.



Another great night was had with dear friends including Chris, Elaine and Hugh who joined us for the evening and nights festivities, we had our own private security with the handsome Kipper who is the faithful hound of Steve and a K9 Northern Monkey.

We had a good collection of bikes with Himalayans, Bullets, BSA, MZ and a BMW. Rain refreshed us in the morning to say our good byes.

Thank you to all who attended and supported us like I say support is a two-way street, Sean Collins, Sprocket and Hubs, Adare camp site and Royal Enfield Ireland always support us and we give them ours, this is always a good idea especially in the difficult times we are in. Ride free and happy. John B Nicholls (10710) thatboyinkerry@hotmail.com 0861951137

Branch Reports

South Lancashire. Contact: chris.robinson1956@gmail.com Tel: 0161 4421906 Mob: 07951 983 158

Birch Hotel, Manchester Road, Birch, Heywood, OL10 2QD.

First Tuesday of the month 7.30pm

We're now continuing to have meetings as usual and there's contact by email with those who can't get to regular meetings. This started under lockdown, but goes on effectively.

DATES

5th October: We were delighted to welcome Gordon May to the Birch, to give a talk on the history of Royal Enfield and his 8,400 mile ride from Manchester to Chennai (Madras) on a 1953 Royal Enfield. It was an extremely good session, together with some of Gordon's wonderful pictures in a slide show.

Appreciated by all.

Several members bought Gordon's fascinating books from him. I didn't, as I've already got them all. (Still waiting for the next one to come out!) The photo is a bit misleading, since there were a lot of men there, too....

2nd November: Regular meeting at the Birch.

7th December: Excellent Christmas dinner, the second this year. The first was in June, carried over from last December. Quiz with Royal Enfield prize calendars, music and much more. Winners to be published next time.

4th January: No meeting is planned, as it has been suggested in the past that people are still getting over the celebrations. But do keep in touch and there's nothing to prevent us getting together at the Birch if there's the demand.

1st February: Back to a full-time programme. We'll see what spare parts were received as Christmas presents?



Merry Christmas and a Happy New Year to all! Chris (8113)

Branch Reports

South Wiltshire Branch Contact Paul Adams peacho1967@yahoo.co.uk

Meetings 1st Thursdays at White Horse Country Park, Westbury BA13 4LX

September gave the South Wiltshire branch an interesting series of events to cover both days of the weekends. The first Saturday of September we had our 4th multi branch meeting at The Dolphin pub in Gillingham Dorset to meet up with not one but four of our neighbouring branches. A really good turn out on and well supported event on a sunny September day. The following Sunday we took part in a classic vehicle show at our very own White Horse Country Park base with over 600 vehicles turning up on yet another glorious, hot day and this grand event was staged by the local Trowbridge and Westbury Lions. The event turned out to be much bigger than expected and additional parking spaces had to be arranged for the numerous unexpected amount of visitors which certainly bodes well for the event next year, it was actually reported to be the biggest classic event in the west. A member of our group (Rob Wells) not only showed his bike but he also took part on stage with his band called Stamp. Later in the month we were invited to take part in Somerset Festival of Transport which was a two-day event. This came about as a few members of our group have taken part in the event over the years in the form of Wiltshire Rock 'n' Rollers. The event was also a huge success and we have already been formerly invited back for year's event. In between these activities a couple of us unfortunately had to rebuild our engines which was

unfortunate but we are glad to say we are back on the quiet roads once more. We also have exciting times ahead. At our next branch meeting we will also be joined by the organisers of Trowbridge council events, as they would like us to take part some upcoming events. Watch this space.



in

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Branch Reports

South Midlands. It's great to see more new members listed in the last edition of The Gun, but from a branch point of view it's even better to see a fair few new local members, so welcome aboard to Graham Butler (Brum'), Stanley Kettle (Kidderminster), Chris Greaves (Redditch) & Jeffrey Powell (Wolverhampton).

To say August and September have been busy for the branch is a bit of an understatement, with the branch attending many events. The first one, which was due to happen just after the last branch report was typed up, was the opening of a new Amazon depot in Redditch. They only wanted a couple of bikes, so our Chairman, John Budgen, and Secretary, Brian Tomlinson, put on a small display, which included some RE cycles as well as John's sidecar combo'.



Over the bank holiday the branch attended a brand new event, The Duck Inn Bikefest, Redditch, the landlady of which used to work for RE. The two day event was a pleasant one and I hope it continues next year. Both days saw a rather vast range of bikes on display from many a different manufacturer, but my favourite was a rather delightful RE 500 Twin, who's owner left his bag after he departed. Not to worry though as Webley MK II, my Himalayan, came to the rescue and delivered said bag to the owner who was waiting in Broadway. Talking of Himalayans, the second day, the Sunday, saw myself and a



fellow REOC member yak about them for most of the day. Hopefully this event will gain in popularity. The branch also attended The Arrow Valley Show, the Tardebigge Fate, the Redditch Needle Museum & Bordesley Abbey Open day and

Branch Reports.

the RE Birthday Party at Midlife Classics, Droitwich Spa, all, just about, on consecutive weekends. It's quite hard work attending these shows, but it's for the good of all parties, namely the events themselves and the branch/REOC as a whole. I thank everyone who's helped out this year, be it by actually helping set up the displays, or just attending with a bike and yakkin' about them. It's good to spread the word! Understandably it's been busy and somethings have to give at times, especially if the notice of an event is somewhat short, thus the branch could not attend the Hampton Loade Station Classic British Bike Meet in early October on the Severn Valley Railway. Perhaps the recent new members will mean more folk are able to help out and attend shows and events, so as to give others a break, and at the same time add a new level of variety to the displays. The more that do, the easier it is for all.

So, would you be interested in helping out with the shows and events that the branch is involved with? If so, pop along to a branch meeting at the Studley Sports & Social Club, Eldorado Close, Studley, on the 3rd Wednesday of every month or contact the branch via the Facebook page (search for Royal

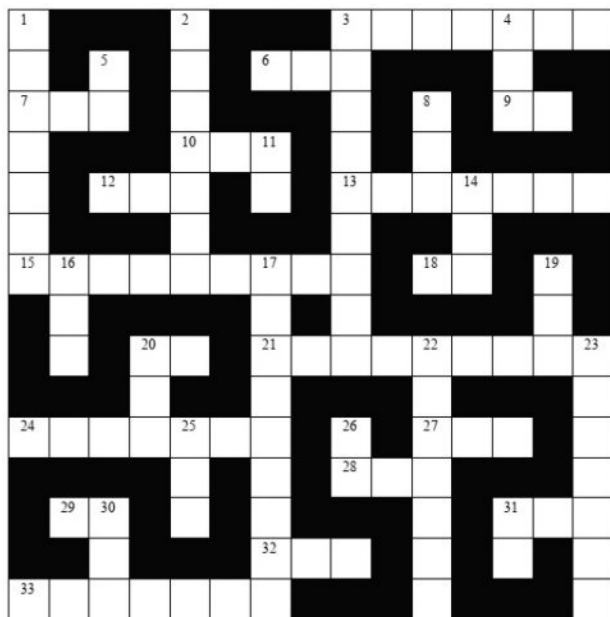
Enfield OC South Midlands Branch). September saw the return of the Borders Classic Bike Show in Cleobury Mortimer. The branch was not in attendance (perhaps this could be an idea for the future???), but your scribe did so on his Ducati (he runs and hides, tee hee). Branch member Stephen Stott, won best Pre-War bike with his RE Model 203. That's all for now, but let us know what you've been up to with your RE's. You might well find yourself included in these reports! Chris Instone (16553), 07800907055.



Photo' 1: John Budgen at the Amazon depot opening. An employee samples John's combo'.

Photo' 2: Some of the bikes on display at The Duck Inn Bikefest. Photo' 3: Branch member Stephen Stott & his RE Model 203, winner of best Pre-War bike at the Borders Classic Bike Show.

The GUN Crossword issue 286



ACROSS

- 3 Not fork handles. Four ...
 6 Result of burning, or a tree
 7 One of Santa's little helpers, Riley
 9 On the back of UK vehicle abroad
 10 Duckhams, GTX, 3 in 1, Cooking
 12 Vehicle speed in UK, USA
 13 One who shapes/designs, eg hair, car
 15 Birthplace of Jesus
 18 A person playing records etc on the radio, at discos
 20 Measure of intelligence
 21 The time after childbirth, could be before *care*, *depression*, etc.
 24 Holy, virtuous, like a saint
 27 Chinese cooking pan
 28 The holly and the ...
 29 United Nations, French One
 31 Electronic Fuel Injection
 32 Cook Christmas dinner in this traditional oven?
 33 Bikes fired from guns

DOWN

- 1 The definite article + Cot (synonym)
 Scene in church at Christmas [3,4]
 2 Don't drink it and drive/ride
 3 Longer than Xmas
 4 Yule ... or Captain's ...
 5 Go here? Wear flowers in your hair
 8 Opposite of night
 11 Velocette little engine bike
 14 36th US president, '63 to '69
 16 Probably a lot at Xmas. Opp drink
 17 Shorter than Happy Christmas [5,4]
 19 Jamaican music before reggae
 20 There was no room at the ...
 22 Happy Christmas and Happy... [3,4]
 23 Person against new technology, destroyed machines to save jobs
 25 If not 4-stroke, then this number
 26 Abbreviation for *mile*
 30 Zero in football score
 31 Initials on most recent post boxes



The committee have agreed to a prize of one year's 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 inform the winner, whose name will appear in the next 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 to arrive before the contribution deadline shown in The Gun: **Puzzle Master, 63 Shaw Road, Stockport, SK4 4AL**

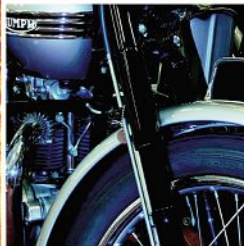
Well done to all who entered last time. Only one can be drawn from the hat, so keep them coming! The Winner: **P. Smith (18063)**



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