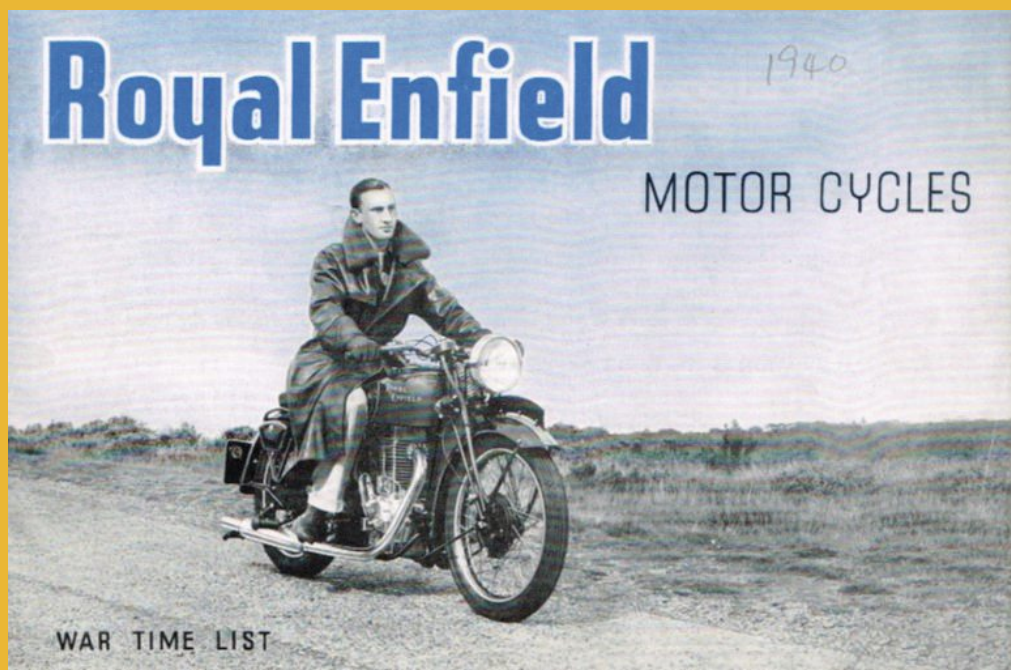


# THE GUN

The magazine of the Royal Enfield Owners Club



ISSUE

No.288



Apr/May  
2022

# Classic parts & accessories for Royal Enfield



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### 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:-

Period advert for the wartime list (1940) of Royal Enfield models. I suspect it was fairly short

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Editorial.

Well, spring has finally sprung, covid restrictions have been removed, and with the weather improving, riding days are back again. Lots of information from MAG this month. I have included as much of the MAG reports as possible, because a lot of it impinges on our freedom to ride, and indeed in the future, buy the machines that we love. Once again many thanks to all those who have contributed to this issue of the magazine. Without you there would be no Gun. Particular thanks to those who have contributed branch reports even when with the restrictions not much has been happening. Hopefully branch activities will now pick up and give branch scribes more to write about.

Ride Safe. REgards, Alan.



All contributions for the next issue to reach the Editor

by the **1st May 2022**

Next issue published June 2022



## Obituary

It is with great sadness that I report the passing away of long time member Keith Benton. I became friends with Keith in the late seventies. He died on the 1st January 2022 aged 85. He helped a lot of club members with his Royal Enfield spares business, and autojumbles around England. He was also a good trials rider on his works replica. We would meet up with Keith, myself, Steve Hart, and Andy Berry to go to the AGM, visit Hitchcocks etc. I feel proud to have known him.  
Ian Johnson (4385)



## Bristol Classic Bike Show – February 26<sup>th</sup> & 27<sup>th</sup>

The sun came out, the storms receded and Covid restrictions were lifted. Welcome back to the 2022 Bristol Classic Bike Show.

What a great weekend, the Somerset and Dorset Branch stand was packed with 16 bikes and thanks must go to all those who brought their splendid machines along. The oldest was from 1921.

A special mention to Cross Manufacturing Co. for the loan of their 1963 Crusader Sports test bike. The organisers also allowed Jacqui Furneaux to show her 2000 500 Bullet that was bought in India and travelled the world. Jason Reeves (Branch Co-ordinator) for supplying a projector and screen to show a very varied film about Royal Enfield and it provided a great backdrop to the stand.

Finally to all those members who set up the stand, it was a real team effort. Thank you.

Mike Ward - S&D Branch Show Organiser

Mike Ward 17234 07970687272 r49mw@hotmail.co.uk

The other day I was in my local W.H. Smith, the magazine and newspaper shop, looking for the monthly motorcycling magazine that I get regularly. Peeking out from behind said magazine was the initial "R" that I recognised as being that of "Royal Enfield". Naturally this intrigued me as an owner and long time Club member so I pulled it out and had a wee look at it.

I noticed that it was in bike magazine format but as it was published by Mortons Media Group, I expected it to just be a feature and have other makes and models of motorcycles in it as well.

To my surprise the whole magazine (book) was all about Royal Enfield from beginning to end with lots of very interesting information. The 156 page magazine (book) has everything in it that a Royal Enfield aficionado would want to know.

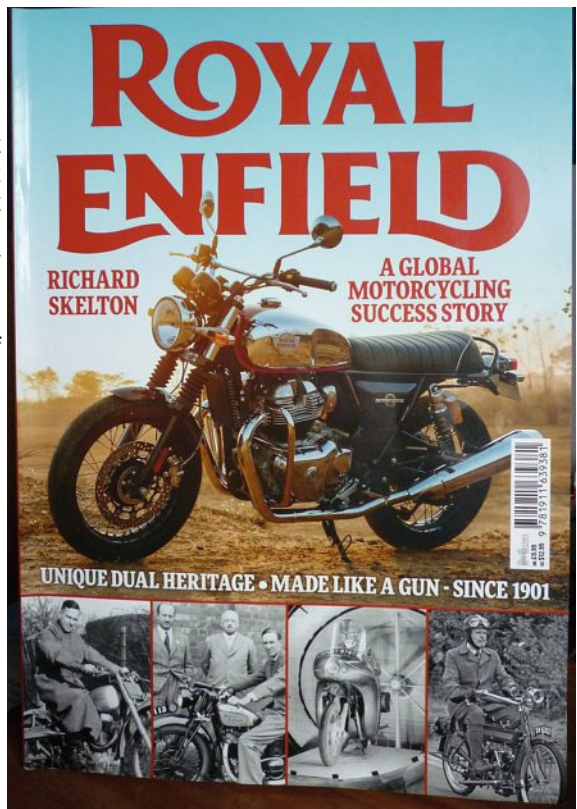
As a member of this Club for over 40 years, throughout that time I have purchased many books about Royal Enfield and I feel this new Royal Enfield story is a mix of of them all. From Peter Hartley, Roy Bacon, Anne Bradford, Gordon May, Peter Miller and a "Big Twins, and 250's" compiled by R.M. Clarke, to name but a few, they grace my motorcycle library. The author has even taken the time to chat with Allan Hitchcock and our Archivist Bob Murdoch, with the REOC being given a mention as well.

Anyway I purchased the magazine and when I sat down to read it I could not put it down! Really I have not enjoyed a "History Of" for a long time, so I can heartily recommend this magazine (book) to anyone who is interested in the history of Royal Enfield. As you can see I cannot make my mind up whether it is a magazine or a book but either way, it is a great read.

The Author is Richard Skelton  
Published by Mortons Media Group ISBN:

978-1-911639-38-1 @ £9.99

Regards, Doug Young  
(1062)



Write Away

## ...FROM THE ARCHIVES

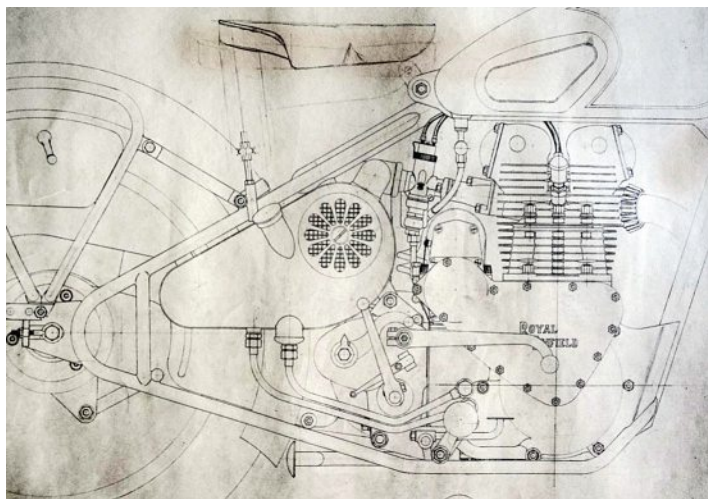
### .The Interceptor Ancestor

Twenty five years of twin cylinder motorcycle experience had been gained at the Redditch works by the time the last of 1140cc Model Ks were sold in 1940. The interruption of war presented a clean design sheet for an all-new parallel twin design when hostilities ended.

The new draftsman, Reg Thomas must have impressed the management sufficiently to be assigned the job of drawing the

General Assembly (GA) of the new 500cc parallel twin machine in 1946. Note the unusual extension to the air intake which passes through an extension to the oil tank presumably to cool the oil, but these features were dropped in favour of a tank within the engine cases for the 1948 prototype.

Archivist



## Write Away

### BE CAREFUL OUT THERE

Sunday (18/04/21) I was riding my RE Constellation home from my storage facility. Less than a mile from home I collided with a private hire taxi. Following said taxi we came to the junction with the main A4040, he pulled away quite quickly and I followed, then to my utter surprise he braked sharply with no warning and I slammed on the brakes but my 1958 Connie had no chance. Although I had nearly avoided his rear bumper my fork stanchion just clipped his offside rear bumper taking out a bit of plastic and a fair bit of mud. Impact speed about 5 to 10 mph, damage cosmetic In my humble opinion.

The story from taxi man and passenger was he'd missed his turning and should have turned left then immediately right. I checked the damage, took photo's with my phone then tried to talk to taxi man. He could not understand me and spoke broken English. I had my larynx removed some 7 years ago and have a voice prosthesis fitted so conversation can be difficult sometimes, in the end I just said to taxi man, no damage I'm going home, and rode off.

I phoned the Broker on Monday to explain what had happened and to warn them a claim might be made against me, even though we had not swapped insurance details. What a complete waste of time. Because I have 7 bikes insured with this Broker on one policy he could not look up my details or help because my policy is on the older system. Yes 4 running and 3 in various stages of rebuild.

The Broker guy was worse than useless, I was warned when waiting 7 mins for an answer that all calls are recorded. As this was the case I tried to explain to useless Broker the reason for my call and would he note that. When asked if he understood what I had been telling him, he clearly had not listened at all.

Just found out when trying to renew my car insurance that a claim is registered against me for over £14,000.00. What a rip off!! How do they get away with this? I have written to the underwriter to ask for an explanation!

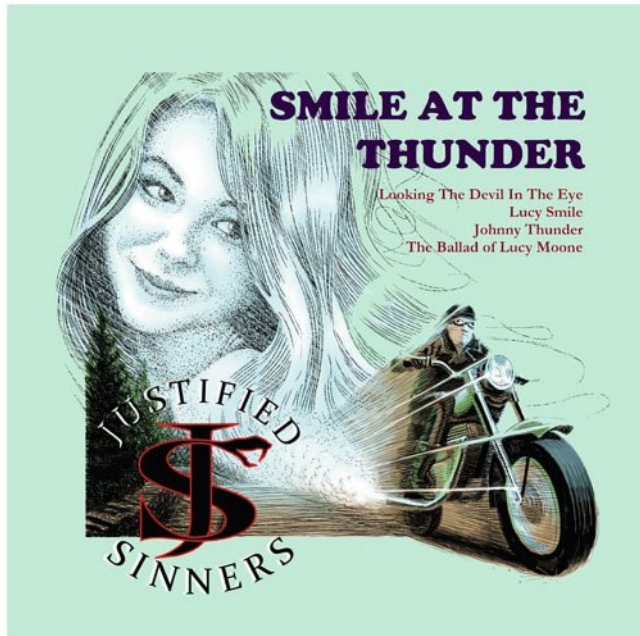
Daniel Finnimore Member No 16087



## Write Away

### A Constellation Symphony

I wanted to make everyone aware of a new EP release which features a Royal Enfield Constellation. The release is by a band called 'Justified Sinners' (so called after a book by James Hogg), and tells the story of two youngsters who met when Constellations were still around. Two of the songs feature the sound of an actual Connie, a musical symphony all by itself!



The EP is titled 'Smile at the Thunder', and can be found on all main streaming platforms, Spotify, Deezer, etc and if you are not familiar with streaming, it can also be listened to on Youtube.

Give it a listen and turn the volume up for the Connie!

Thanks Adam Claxton (3852)

### 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@royalenfield.org.uk](mailto:membershipsecretary@royalenfield.org.uk)

## Tech Talk

### Changing the gearbox sprocket on a 4 speed bullet

**Useful tools** - oil drip tray 90155; clutch holding tool ST25104; clutch puller ST25099; engine sprocket extractor ST25098; gearbox sprocket spanner 98315; alternator spacer shim 98240.

**Replacement parts** - clutch nyloc nut 140769; gearbox sprocket tab washer 111161; chain case gasket 144621; clutch oil seal 111888; adaptor plate gasket 144624; primary chain buffer 200140; chain case oil (ATF) SILK55.

One simple and effective modification for a Bullet is fitting a larger gearbox sprocket. This raises the gear ratio, improving economy and reducing stress on the engine. If you live in a hilly district, raising the gearing may not be a good idea, but it's a sensible modification if you use the bike for touring. It is normally enough to increase the gearbox sprocket by one tooth.

Changing the gearbox sprocket sounds like a major job, but in a couple of hours and working through this step-by-step guide, the job will be done! Please note that all nuts are standard threads, there are no left handed threads during this process.

**STEP 1:** Remove the left side footrest and adjustment. Place an oil tray, (90155) under the primary chain case, to catch the oil that will be released when the cover is removed. Slacken off the large nut in the centre of the chain case and lift the chain case away.

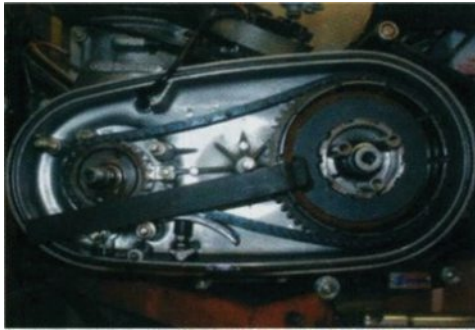


**STEP 2:** Remove the three nuts and washers that hold the stator in position. Lift the stator clear and carefully place it out of the way taking care that there is no stress on the cables. Be careful not to lose the three small spacers, one on each of the studs that support the stator. Remove the large nut securing the rotor.



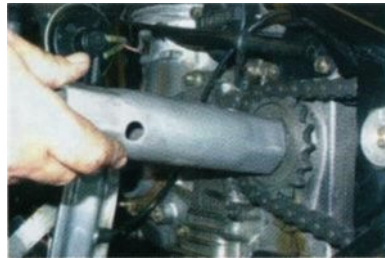
Do this by putting the bike in gear and locking the rear wheel. With a suitable spanner placed on the nut, give the spanner a sharp knock to free the nut. Remove this along with the spring washer and the rotor will now slide off its shaft. As you remove the rotor also remove the small woodruff key and spacer behind the rotor.

**STEP 3:** Slacken off evenly the three bolts that secure the clutch spring retaining plate, remove these, the washers, plate and springs. The large pressure plate can now be removed along with the clutch plates.



**Note:** carefully stack the clutchplates in the order you remove them, it helps when reassembling the clutch. To remove the clutch centre retaining nut, lock the clutch with the clutch holding tool (ST25104) and undo the large nut. Using the clutch puller tool (ST25099) remove the clutch centre from its splined shaft, the sprocket comes away with the centre.

**STEP 4:** Undo the nut holding the primary chain tensioner and slide the tensioner off. The clutch centre with sprocket, engine sprocket and chain will now slide off their splines as an assembly. If the engine sprocket is tight on its shaft use the special engine sprocket extractor tool (ST25098). Behind the engine sprocket is an oil seal which does not need to be disturbed, but remove the three nuts and tabs that hold



this seal in place, the inner primary chain case can now be removed carefully. Now you'll have access to the gearbox sprocket. The gearbox sprocket nut will be secured by a locking tab washer. Undo the large nut with the special box spanner (98315). Slacken the rear wheel spindle and nuts and adjust the snail cam, to give the final drive chain more free-play. Remove the connecting link from the final drive chain and remove the sprocket

from its shaft. **STEP 5:** Reassembly is the reverse process, but a few tips may help. It is advisable to replace the gearbox sprocket tab washer (111161) not forgetting to bend the tab once the sprocket nut is tightened to approx 70 NM. When fitting the final drive chain ensure the split link is fitted with the closed end facing the direction of travel. Check the oil seal behind the clutch (111888) and if there are signs of damage or wear replace along with its gasket (144624). Be careful when sliding the seal over the shaft that you do not cause damage.

Remove the old gasket between the inner chain case and crankcase and replace with part 144621. It is not normal to need sealant on this, but a small amount of Hylomar or Wellseal will not harm. Re-fit the inner chain case and fit the three nuts and tabs positioning them to secure the crankshaft oil seal. Replace the engine sprocket, clutch centre/sprocket and primary chain assembly on their shafts, turning slightly to locate the splines.

Using the clutch holding tool, fit the lock washer and clutch retaining nyloc nut, tighten to torque, 55 NM. It is advisable to use a new nyloc nut, 140769. Replace the clutch plates in the correct order - starting from the clutch back plate -

- 1; dished plate with **the raised centre facing towards you**;
- 2; 24 segment type friction plate
- 3; flat steel plate
- 4; bonded friction plate
- 5; flat steel plate
- 6; bonded friction plate
- 7; dished plate with the **raised centre facing away from you**
- 8; bonded friction plate
- 9; outer pressure plate

(The 'three plate' clutch fitted to early 350"s does not have plates 4 and 5.)

Refit the clutch springs, clutch spring retaining plate, and three bolts with washers. If it's difficult to compress the springs sufficiently to start the bolts in their threads, try using a 1/4 BSF bolt about 1/2 inch longer than standard and tighten sufficiently to allow the other two standard bolts to start, then replace the long bolt with the 3rd standard bolt. Tighten all 3 bolts fully.

Refit the chain tensioner and tighten up the securing nut. You might want to fit the rubber buffer chain adjuster (200140), a modification that helps prevent noise and vibration.



Replace the rotor spacer onto the crankshaft, fit the woodruff key and slide the rotor onto the shaft. Refit the large spring washer and nut that hold the rotor in place and tighten to the correct torque, 55 NM. To avoid serious and expensive

damage, there must be an even air gap between the rotor and the stator, a minimum of 0.008". To ensure the correct air gap wrap the alternator spacer shim (98240) or similar around the rotor, fit the stator, and tighten the three securing nuts and washers and then remove the shim. Adjust the primary chain tensioner to give between 10 and 12mm free play (5-6mm upwards movement and 5-6mm downward movement) on the top run of the chain. Rotate the chain and check the free play again.

Check the "O" ring around the circumference of the inner chain case and replace if damaged (these are normally in good condition). Refit the primary chain case outer cover and tighten the nut and washer to 14 NM. Refill the chain case to the level plug with approximately 430ml of ATF oil (SILK 55).

Adjust the final drive chain, tighten the anchor nut and axle nuts, refit the footrest and re-adjust the rear brake. Make sure there are no parts left over - if not, job done

This technical article was printed in Gun Issue 207 Oct/Nov 2008

Thanks to Alan Hitchcock for sending it in.  
RE-typed by Doug Young (1062)



## More Tech Talk

Crusader range, easy 4 spring clutch conversion.

A recent glance at a Facebook debate prompted me to pen this brief article. That said I do feel as though I may be trying to teach Granny to suck eggs. The Facebook debate seemed to centre on whether or not a Continental GT 250 owner should opt for three additional clutch springs in order to reduce slip. To be polite let's assume that the clutch in question had suitably flat pressure plates. Either way the online commentators involved only mentioned the options of either three or six springs, going on to discuss the relative merits of springs combinations between hard and softer options. Practicing my politeness I declined to chime in with the four spring option. Surely everyone knows about it I thought? The simple conversion is much favoured by trials campaigners who suffer from clutch slip when their unit construction 250/350 operates with lowered primary gearing. A real pain when you have stalled your machine in a section.

In case the simple but effective conversion has not been documented in recent years, here it is;



There is a gap of approx..  $\frac{1}{2}$  inch between the raised centre of the clutch-out and the spring-retaining-plate when compressed.

Find a suitable sized bolt and cut approx. 10mm off the shaft for use.



Please note; approx. is near enough for this modification. It is not an engineering undertaking. The modification can be done by anyone with a hacksaw, drill and basic hobby lathe in about an hour.

Drill a hole in the spring retaining plate, smaller than the OD of the bolt shaft, and 'turn' the bolt shaft down along it's length by 3 mm to create an interference-fit with the drilled hole and Loctite into place. Find a suitable spring or cut down a spare.

Reassemble with the bolt shaft as the fourth spring retention plug.



Seen from what will be the inner side of the spring retention plate. Crossed scribed lines ensure central drilling.



Seen from what will be the outer side of the spring retention plate.

JD Midshires Branch

## Enfields on display!

The Motor Cycle of April 20, 1961, describes this picture thus: "At the Royal Enfield owners' club concours d'elegance, held at the Redditch factory, the awards were presented by joint managing director Major Victor Mountford. In this group are E J Clark (third best machine), Major Mountford, R G Unsworth (the club's general secretary), D Baxter (runner-up) and C D Pemberton, whose 1956 Super Meteor gained top marks."

Mr Pemberton's sparkling 692cc Super Meteor is from the first year when the Meteor became 'Super' – before that, from its launch for 1953, it had simply been named Meteor. With its upgraded name it also gained a new frame, as well as being fitted with an alternator. It lost its place as Royal Enfield's 'top of the range' job when in 1958 it was joined by the faster, flashier Constellation, which had basically the same engine. The Super Meteor remained in production until 1962.

A native of Redditch, Major Victor T Mountford had risen through the ranks at Royal Enfield, joining straight from school, originally on motorcycle sales, before transferring to the motor mower side. He returned to motorcycles in 1933, becoming general sales manager after the Second World War, then later became joint MD.



Royal Enfield endured a tough 1960s, the firm stopping motorcycle manufacture in 1970. Of course the name continues today, on a range of smart and popular Indian-built machines, including the Interceptor 650 – the original (736cc) Interceptor having been added to the RE range, the year after Super Meteor production ended. Interestingly, when the first Indian Enfield Bullet was built in 1956, it was ridden the 14,000 miles to the Redditch works – and Vic Mountford was in the welcoming party which met it.

(Source: The Classic Motorcycle ,issue 7 May 2021)

andrew papadakis

## 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'**

Garment colours are as follows:-  
Polo shirts:- royal blue, maroon, black or white  
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Sweatshirts:- royal blue, jade, maroon, grey or black.

**All items - Please check availability of colours/sizes before ordering,**  
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Enquire by phone, or email to [clubsales@royalenfield.org.uk](mailto: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 Straidhaven Road, Nutts Corner, CRUMLIN, BT29 4SN

Make cheques payable to "Royal Enfield Owners Club"  
or ☎ 07545 274883 or 07769 744503 with your credit/debit card details  
£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!



**Contemporary** parts & accessories for  
**Royal Enfield**

The advertisement displays several motorcycle parts with labels: Silencers, Camshafts, Fork Adjusters, Big Bore Kits, Shocks, Valves, Carb Kits, and Vibration Plate. The Hitchcocks Motorcycles logo is prominently displayed.

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See the full range of our Royal Enfield parts & accessories on: [www.hitchcocksmotorcycles.com](http://www.hitchcocksmotorcycles.com)



# The endless war on potholes

## MAG called for Innovative national debate on National Pothole Day

Members of the Motorcycle Action Group (MAG) last year voted repair of potholes as their second-highest priority. MAG used National Pothole Day to once again call on national and local Government to come together to find innovative solutions to this problem. For motorcyclists, solutions can literally mean the difference between life or death.

The issue of potholes on the UK road network is nothing new. National Pothole Day was created in 2015 to raise awareness of the ever-growing pothole problem on our roads.

Established by StreetRepairs.co.uk, MAG supports the awareness campaign to rid Britain's roads of the pothole blight. MAG regularly encourages members to report potholes and other surface issues and promotes innovative products and repair methods to the relevant authorities. MAG also offers to advise local authorities on prioritising the potholes that cause greatest risk to riders.

Potholes on bends, in braking zones and at junctions can cause far more than inconvenience to riders.

MAG Director of Campaigns & Political Engagement, Colin Brown, said:



**Seventy-four motorcycle KSI reports (Killed or Seriously Injured) list poor road surface as a contributory factor.**

"I hear riders raise the issue of potholes more than most other issues. My analysis of motorcycle KSIs that occur as a result of substandard road surfaces was simply a confirmation of the fears. Our road network is a valuable asset, especially to those of us who share the passion of riding motorcycles. The inadequate investment of Government money in maintaining that

network betrays a poor understanding of that value. It is high time that national and local Government sat down to come up with a credible plan to tackle the issue. We can all accept that funds are stretched – and that is why innovative thinking is vital.

"We need a bold solution that will be applied at scale and with ruthless efficiency. Lives depend on it."

London MAG save Lewisham riders big money.

MAG activists in London are campaigning to save big money for motorcyclists in Lewisham. Proposed motorcycle parking charges were set to be the same as those for cars. MAG activists rallied support from Lewisham's motorcyclists and worked with the Council to dramatically revise the proposed charges.

Lewisham Council first proposed a new parking charge structure in the summer of 2019. They claimed the need to tackle air quality as the principle justification for the charging regime. The consultation said that the proposals would "ensure that low emission vehicle owners will see charges reduce, while those who own the most polluting vehicles will pay the most." *continued over*

The charging scheme would have seen motorcyclists paying up to £3.50 per hour for short-stay parking. Residents with motorcycles would have been shelling out up to £125 for a resident's permit. Additionally, riders using their bikes to earn a living would have faced bills of up to £625 for an all-zone business permit.

Thanks to the work of MAG's London members and Save London Motorcycling the revised charges are reducing to a far more palatable 80p per hour or £2 per day. Resident motorcyclists will be able to get permits for just £20-£42 per year, and business permits for riders are slashed to £50-£125 per year.

MAG's Greater London spokesman, Spen McEvoy, commented:

"This is a great victory for common sense. We would have been paying the same charges as vastly more polluting cars. We are delighted that we have made such a significant intervention on behalf of riders in the Borough"

The Council will apply a Traffic Regulation Order (TRO) to implement the charges. The TRO is subject to a statutory three-week consultation, but the implementation is expected to take place later this year.

---

MAG: "motorcycle 'Action Plan' is just half of the story".

The 'Action Plan' for zero-emission Powered Light Vehicles (PLV) is just half the story that misses too many opportunities.

The document is billed as the 'Action Plan' for Government and industry to help realise its full potential in decarbonising the UK's transport sector. The plan makes ten recommendations but in the document's foreword Minister Trudy Harrison states that she "can't endorse and commit to everything in this plan".

MAG's Director of Campaigns & Political Engagement, Colin Brown, said:

"The Government committed in its Transport Decarbonisation Plan to work with key partners on an action plan for the sector. For me a fundamental mistake has been to exclude the most key partner in this equation – the users of these vehicles! Riders often make the claim "if I had to explain, you wouldn't understand". It is clear that this plan doesn't fully understand motorcycling from a rider's perspective. Sadly we are going to have to make a real effort to explain. I hope the Government is prepared to make the effort to understand."

Colin went on to say:

"MAG often uses the strapline 'the heart and soul of biking'. We are not prepared to stand by and allow the Government to remove the heart and soul of biking. We believe the current policy proposal to end the sale of new petrol motorcycles by an arbitrary date will do just that. For our members,

motorcycling's heart and soul cannot be fully perceived through the restricted 'mode of transport' lens used by policy makers. The proposed policy route is set to destroy innovation, variety, passion and choice in motorcycling by focusing on a single technology route to banality. Motorcycling as we know and love it will be destroyed. We cannot accept that future."

MAG is calling for the action plan to be reconsidered with the input of the riders' voice.

MAG Chair, Neil Liversidge, commented:

"I was re-elected as Chair of MAG with a clear mandate: to oppose the ban of ICE vehicles. MAG is dedicated entirely to opposing those proposals. We are not opposed to decarbonisation but the Government must allow the rider to decide how that is achieved."

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In an encouraging move forward, MAG held a summit in Warwickshire with like-minded organisations to consider the best way to defend our right to buy petrol and diesel powered road vehicles, of which motorbikes and scooters are clearly a subset. Groups who attended included the Alliance for British Drivers and CAR26 – a group which has similar concerns to those MAG has expressed. MAG's Chair, Neil Liversidge, and Vice-Chair Ian Churchlow also attended, together with the Political Unit.

Those dedicated to the classic 'scientific method' would find common cause with the work we are doing. It was unanimously agreed that none of the represented groups would publish anything that wasn't backed up by solid science. Furthermore, to move the subject forward in a responsible fashion, the summit committed itself to engaging directly with those who may have an alternative view. Together we can get the best outcomes by listening and testing our thoughts and data. 'What characterised the way in which we interacted was our collective commitment to respect the rule of scientific analysis, economic reality and political objectivity,' says Lembit, MAG's Director of Communications and Public Affairs. 'Anyone truly dedicated to doing the right thing in terms of our transport options in the years ahead may be quite energised by joining the work of the group. For MAG, a major objective is to ensure that each mode, including motorcycles, plays their part in the UK transport mix, without having to be universally powered by electric engines.'

The group will now continue to implement specific action steps, including a rigorous analysis of the true benefit environmentally of shifting to electric vehicle power. We'll also be inviting those interested in the issue to share their views, and then seeking to collectively find the best answers to the environmental questions powered. The short to medium term aim is to influence Government policy, with a further physical summit expected to take place in the Summer to gauge progress.

After a number of rearrangements, MAG finally met with Transport for London



in January 2022 for the Motorcycle Safety Roundtable with key officers. Massive thanks go to Keith Prince who is London's greatest biking ally on the Greater London Assembly. The meeting discussed an apparently dramatic fall in motorcycle deaths in London. There was no single theory regarding why this is the case. But MAG believes this strongly supports the supposition that biking deaths, more cycling deaths, are related to the level of traffic generally on the road. Incidentally, for cycling there appears to be a different relationship with the accident statistics. Cycling mortality levels seem to be directly proportional to levels of cycling. If this is correct attempts to reduce cycling deaths through the restriction of other traffic is essentially futile. MAG London was very much on form, offering insights into the flaws around low traffic neighbourhoods, 20mph speed limits and the apparent inability of London traffic planners to understand the needs of motorcyclists. Colin Brown asked for a summary of how over 40 junctions which TfL claims have modified have been altered with consideration for motorcyclists. They didn't offer a response in the meeting by the way. Lembit continued the inquiry, by requesting data to prove 20mph speed limits were actually cutting down accidents. Again, no such data was available at the meeting. Looking ahead, we agreed to hold further meetings to analyse training and qualification criteria, in the context of creating a level playing field for ALL two wheelers – cycles, e-scooters, e-bicycles and motorbikes. When Lembit suggested this, nobody opposed this suggestion – an encouraging development in the sense that this is the only logical way forward. MAG is grateful to TfL for meeting us. More importantly, we look forward to having meetings that will expeditiously lead to policy improvements in relation to how bikers are treated as road users – and congestion reducing vehicle operators – in the months ahead.

## **Anti-Tampering Parliamentary Debate in the offing – Make your views known to your MP**

As is often the case with issues like this, the proposed anti-tampering legislation is sinking from sight. The consultation has finished and we await the next step from the Government. We have requested further meetings but had no response, and the petition that surpassed the 100,000 signature mark to trigger a Parliamentary debate is still waiting for attention. Whilst there is little more that MAG can do at this point, you can make use of this pause to ensure that your MP is appraised of your views on the proposals. Don't hold back from asking your MP to look out for the scheduling of the debate, and politely ask him or her to make a point of speaking in that debate on your behalf. MP's will be unlikely to show an interest if their in-trays are not filled with many letters from their constituents.

## Club Calendar 2022

### Club Calendar 2022

#### Official Club Rallies

##### Devon Rally

May 20<sup>th</sup>-21<sup>st</sup> 2022

Webber Park

Castle Lane, Woodbury, EX5 1EA

Please phone and book direct with Site 01395 232276 or Web site, [www.webberspark.co.uk](http://www.webberspark.co.uk)

and mention "The Bike Rally" We have negotiated a price of £20 per pitch per night, Inc electric hook up. Hardstandings available. For those hardy ones camping who do not require electric, the fee is £15 per pitch per night. On the Saturday there will be the normal ride out.

Any queries, call Andy Lobb 07866696381

Or email, [andylobb57@gmail.com](mailto:andylobb57@gmail.com)

##### Otty Bottom Kent Rally

June 10<sup>th</sup>– 12<sup>th</sup> 2022

Kingsdown International Camping Centre,

The Avenue, Kingsdown

Kent CT14 8DU

Contact Mick Connolly 01304 205233

[reoc.kent@talktalk.net](mailto:reoc.kent@talktalk.net)

##### Wiltshire Moonrakers Rally

July 1<sup>st</sup>-3<sup>rd</sup> 2022

All details to follow

##### Wobbly's Red Rose Rally

September 8<sup>th</sup>- 11<sup>th</sup> 2022

Orcaber Camping and Caravanning Site

Orcaber Lane , Austwick, Settle

LA2 8AE

Motorhomes, Caravans 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 Farmhouse.

Contact John Hamer 07933321135 or [hamer89@btinternet.com](mailto:hamer89@btinternet.com)

**Powers the Pot** \*\*\*  
August 5<sup>th</sup> to the 7<sup>th</sup> 2022

Please book with Nial at Powers the Pot and also Inform John B Nicholls if you are attending.

Powers the Pot

Harney's Cross, Via Clonmel

Co. Waterford, E91 F782

Ireland

Contact Nial at Powers the Pot (+)353 8608 79855

[Powersthepot1@outlook.com](mailto:Powersthepot1@outlook.com)

\*\*\* not official rallies

## HOME COUNTIES BRANCH AUTOJUMBLE 2022

Will be held on Saturday the 23rd April at Yardley Gobion Village Hall, Chestnut Road, Yardley Gobion, Northants., NN12 7TW.

Items for sale will be motorcycle spares OF ANY MAKE, clothing, tools and literature. Complete bikes and projects also welcome. This is your chance to shift all the odds and ends you don't need and that have been cluttering up your workshop over winter!

This event follows the successful Midshires Branch Autojumble a few years ago, we would have held it in 2019 but you all know what happened! This is a charity event with all profits in aid of the mental health charity Mind to commemorate our late Branch member and stalwart, Dave Baldwin. The last event was a great success, lots of parts and accessories changed hands and the socialising was worth the price of admission on it's own!

Yardley Gobion is in Northamptonshire, just off the A5 north of Milton Keynes and not far from Junction 15 of the M1. The Hall will be signposted from all 3 access roads into the village, parking at the hall will be for stallholders only but there is plenty of parking nearby (High Street,) and in the adjacent pub car park 3 minutes walk away. (The Coffee Pot Tavern, NN12 7TN) The pub will be open serving drinks and hot meals and we will be serving tea and coffee in the Hall as well as cake and biscuits

Doors will open to the public at 10.00am and close at 4.00pm. £3 entry per person, no concessions.

Stallholders £5 per table indoors, £10 for an outdoor pitch (van sized.) Complete bikes and projects outside please, there will be a display area outside for indoors stallholders. Your stallholder entry fee gets you 2 wrist bands so bring a helper! Stalls set up from 08.00 and clear by 17.00 please. Contact Mark at [trials59@yahoo.co.uk](mailto:trials59@yahoo.co.uk) for bookings and further information. Stall bookings are going fast already. Mark Mumford (04102) (Home Counties Branch Sec,)

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## All Event Organisers

Please send your Event details to me as Coordinator giving as much information available at that time, or more later when it comes to hand.

John Hamer (Social Secretary)

0793 332 1135 or 01706 360828

[hamer89@btinternet.com](mailto:hamer89@btinternet.com)

## Market Place

For Sale. Mitchell Avon Fairing with fittings (N.O.S.), 1938/9 model J cylinder head, Model G delux crankcase, Clipper, Bullet, Crusader wheels, Clipper, Bullet, Crusader forks and casquet, pair Desabell silencers (used), Indian Apache 692cc crankcases, double sided front wheel, Bullet chain cases. Ian Johnson (4385) Tel:- 07811 906146 Lancs.

For Sale. 500 Bullet E/S DL 2002, 45520 miles. Recent motor rebuild, not run in, started and run only. Sensible modifications. Over 175 spare parts to be sold with the bike, will not split. List of parts on request. £3250 . Tel:- 07977910860 or text. Neil Winter (09025) Swindon.

For Sale. 1988 350cc Indian Enfield Bullet with superstar forks. Engine and gearbox rebuilt, new carb, sprockets, chain. Updated clutch and headlamp. Sorn for 10 years. Engine running, receipts for over £1600. Sell for £1500. Tel:- 07873340189 J. Hollingworth (15105) Manchester.

For Sale. 1955 350cc Bullet, 1962 250cc Super 5, 1964 Continental. All stored in dry garage in original condition. William Wise (01556). Tel:- 01926 313191 (evenings) Leamington Spa.

For sale; 1958 Clipper 350. Original spec except single sweat, not dual. Ready to ride. Original log book and number plates. It's time to reduce my collection. £3000. John Mountford, Angus. (6455) 07712751992. [john@mountfordkirrie.f9.co.uk](mailto:john@mountfordkirrie.f9.co.uk)

For Sale. 2008 Royal Enfield 500 Electra X. Good condition. MOT end April 2022. 5400 dry miles. Offers IRO £ 1800. Tel: 01609776130. Northallerton, North Yorkshire. email: [priswatopia42@btinternet.com](mailto:priswatopia42@btinternet.com) David Ward (18456). Buyer collects

For Sale. Bullet 500 EFI, black, less than 3000 miles, mainly dry. On SORN, no MOT. Rack & Top Box. Buyer collects £2600 o.n.o. Tony Gover (14702) Tel:- 07593389016 Wareham.

For Sale. Job lot of Crusader spares. 5 speed gear unit and clutch, oil pump, crankshaft, con rod and piston, front GT hub, rear wheel, speedometer drive, yoke, plus numerous bits and pieces, seat, frame etc. Clearing out shed hence £350 the lot, no offers, buyer to collect. Brian Clarke (13906) Tel:- 01482 633516 [bclarke41@icloud.com](mailto:bclarke41@icloud.com). (E. Yorks)

For sale Royal Enfield Crusader Sport 1966 excellent condition £4250 telephone 01239682205 Ieuan Davies (3370)

For Sale Side stand Connie/ Interceptor, Concentric twin carbs, Oil filter neck, front engine plates Crusader, Alloy full stand for 19in wheels, Altette horn, High Handle bars for Interceptor, Rev counter Mk1A interceptor, Carrier for Indian Bullet, Alloy top yoke cover for Airflow, Tel:- 01239682205 Ieuan Davies (3370)



For Sale. 1991 RE 500 Bullet Café Racer complete restoration with new wheels, loom, tank. The engine and gearbox have been rebuilt and its T&T Sept 22. £3750ono “ Simon Robinson (18498) Tel:-07870654532

For Sale. Royal Enfield Twin 500. 1956. Fitted with 700 Super Meteor Engine. New Carb, Ignition System by Electrex World, Belt drive clutch, plus many more mods. This Bike has been hand built by me from a blend of British and Indian Enfield parts. including, spare crank and cases, barrels and heads etc. Selling to make room for new project using Indian Bullet. So would consider PX for one in any condition. Steve. 10145. 07944841487 after 6pm or [rammrod21960@gmail.com](mailto:rammrod21960@gmail.com)

For sale. Bullet efi Gold star silencer with heat shield + all fittings, as new (part no. 91150) £95, also chrome wrap around crash bar (part no.200024) some pitting £25. Geoff Norton (16540) mobile. 07974683582 geoff.norton@live.co.uk (Kent)

For Sale. 1957 Super Meteor, electronic ignition, 12 volt electrics, LED lights, 5 plate clutch, s/s wheels, Avon fairing and period panniers. Massive folder of documentation including some engineering drawings, £4750 o.n.o. photos on request. Can deliver. Alan Barringer (12923) Tel:- 07804442966 or 01304 615061,e-mail [alan.barringer@btinternet.com](mailto:alan.barringer@btinternet.com) (Kent.)

For Sale. As new Northpass Hickory Waxed Jacket XL- Barbour Royal Enfield Trophy collection with furry detachable liner £120.00 inc. postage. Missing the belt. [a1barbarian@gmail.com](mailto:a1barbarian@gmail.com) Tel. 01646 563054

For Sale. BSA C15 front fairing in fair condition for £35, Alan Pearson (18177) Tel:- 01388776250 [peo36@hotmail.co.uk](mailto:peo36@hotmail.co.uk)

For Sale. Royal Enfield 1939 250cc Model SF,S,D Crankcases. Round type. Scarce. Very good useable condition. Stamped DS. 363. Both correct matching halves numbered N74. Now surplus to my requirements. £50. Would post, UK only. Simon Whitnall (18448) Tel 01284753974 or 07783277629.Email: [swhitnall93@gmail.com](mailto:swhitnall93@gmail.com)

Wanted. 1958/9 500cc die cast type Bullet crankcases. Ian Johnson (4385) Tel:- 07811906146 Lancs.

Wanted. Clutch and handlebars, or any information drawings or measurements to help me restore a 1933/4 R.E. 148cc CYCAR model Z. Bill Ward (1842) e-mail [bill.ward@ntlworld.com](mailto:bill.ward@ntlworld.com) or Tel:-02082951269

Wanted. Clip fitting carburettor 1” bore for Model C side valve 350cc. Cash or a few swaps Mike Macleod (17682) Tel:- 01307 830318

Wanted. WD/C/CO parts to help complete a restoration. Any parts of any condition needed, even if they are only fit as a pattern. Tel: 07847011289 Charlie Hall (18442)

Wanted complete front wheel, with brake and speedo drive, for a 1949 , 350 C/O model, just the hub would do. Ronald Menzies, 18220 , 01463-237860,or [ronniemenzies@hotmail.co.uk](mailto:ronniemenzies@hotmail.co.uk).

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.

## **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](mailto: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.

Just a small piece on my bike acquired March 2021. I did a thorough check over to look for any issues which might cause a breakdown and gave it a service. So far I have covered 600 miles on it with no issues thankfully. A good ride is when the bike brings you home!

Here's to a good riding year in 2022. James French (10011)



### **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](https://www.facebook.com/royalenfieldownersclubUK/Policing);**

# WELCOME TO OUR NEW MEMBERS

Jan/Feb 2022

Paul Davenport	Wolverhampton
Stephen Westwood	Colchester
Simon Robinson	Darlington
Theodoros Maragkoudakis	
GREECE	
Peter Stockhill	Exeter
Alan Gordon	Falkirk
Bryan Geeson	Llandudno
David Henshaw	Ammanford
Michael Stegherr	GREECE
Kostantinos Kyriakopoulos	
GREECE	
David Delaney	Chorley
James Wrathall	Carnforth
Laura Walter	Sturminster
Newton	
Michael Gibson	Kendal
Tony Harris	Hinckley
Barry Rustell	Southampton
Robin Winney	Yarm
Mick Barratt	Wisbech
Tony Fox	Diss
John Raggett	Cobham
James Cobbold	Wigton
Stephen Embrey	Faversham
Colin Baylis	Daventry
Clay Frake	Melton Mowbray
Stephen James	Romney Marsh
Elwyn Jose	Camborne
David Gunn	Machynlleth
Tim Harvey	Bungay
Victor Colverson	Saltburn-By-The-Sea
Andy Evans	Welshpool
Anthony Lockwood	Ipswich
Jason Pountney	Lincoln
David Renn	AUSTRALIA
Roy Watton	Gosport

Simon Lock	Bath
Steve Gretton	Shrewsbury
Dave Gretton	Shrewsbury
John Wood	Stourport-On-Severn
Dean Halliday	Newcastle upon Tyne
Clive Angel	Bridgwater
Christopher Brown	Lingfield
Kevin Everett	Hull
Paul Holyoake	Guisborough
Jeroen Van Wijnsberge	BELGIUM
Jams Abbott	Bedford
John Roberts	Kendal
William Anderson	Woodbridge
Glynn Jones	Glenrothes
Robert Holmes	USA
Micky Flynn	Castlewellan
Steve Benbow	Cardiff
Ronald Adam	Linlithgow
John Clarke	Wells
Andrew Boss	Redditch
Rob Pounder	Swindon
Martyn Smith	Leeds
Philippe Negre	FRANCE
Glen Batchelor	Leamington Spa
Les Barby	Stanines-upon-Thames
Philip Cook	Saffron Walden
Peter Hogarth	Bournemouth
Manpreet Singh	Hounslow
Kristian Ward	Derby
Tim Hurst	Lydney
Martin Patton	Ormskirk
Guy Greenway	Cambridge
Alan Simpson	Swindon
Jaidip Sen	Lincoln
Colin Mackay	Forres
Nick Brooke-Potter	Weymouth
Clifford Sexty	Stroud
Jon Wrightson	Exeter

<b>Membership Secretary</b> Teresa Langley Strathaan, Ardgay. IV24 3BG tel:- 01863 766431 email:- <a href="mailto:membershipsecretary@royalcnfield.org.uk">membershipsecretary@royalcnfield.org.uk</a>
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## **Motorbikes and Gender**

I've often been intrigued about the language people (particularly men) employ in talking or writing about their prized possessions like motorbikes or cars. Generally it seems, motorbikes are looked upon as possessing female attributes and thus referred to as an 'old girl', or less respectfully and affectionately, as I've read in 'The Gun', a 'tart'. Why is it that bits of metal screwed together are thought of as female rather than male?

Is it to do with the fact that we sit on a motorbike and ride it? When mounting a motorbike we are astride it. These actions certainly can be related to men's engagement with women in certain other aspects of life. On the other hand, the internal combustion engine could easily be seen as more masculine than feminine with a piston thrusting up and down. Further, the motorbike as a whole, as opposed to a part of it, could conceivably be thought of an extension of 'you know what'. Admittedly, here a motorbike is not quite in the same league as the front end of an E-type Jaguar, but arguably there is a case to be made for the former in that respect.

When a motorbike is started we give it a tickle and kick it into life. This manoeuvre could perhaps be equally applied to both men and women in encounters with the opposite sex. Let us not analyse the 'suck, squeeze, bang and blow cycle' of the OHV engine in terms of men and women. We might get into all sorts of embarrassing and controversial areas to do with the urges human beings have little control over. It appears there is a tendency for human beings to anthropomorphise their relationships with objects they come into contact with whether the objects are living creatures or inanimate.

In present times feminism is a force to be respected, so perhaps a reassessment is needed in the language we use to describe motorbikes so that a more balanced picture emerges and



encourages more respect for the so called 'weaker sex'. What follows is a reinterpretation of how we might look at our two-wheeled 'companions'

*The 'old boy' sat in the corner of the garage looking very sorry for himself. A pool of oil was on the floor underneath him. His incontinence had got much worse. 'You filthy old sod' I shouted at him in a completely unsympathetic manner. 'I've mollycoddled you for years on end and this is the thanks I get. You are knackered and ought to be put down' (i.e. scrapped).*

*I was nearly knocked over with astonishment when I thought I heard the 'old boy' answer back (in retrospect it could have been I imagined this). 'Go boil your head you old fool. Don't belittle me with your abusive insults. Take a look in the mirror before you criticise your fellow man. Your waterworks aren't exactly in tip-top order. You had to get up five times in the middle of the night, otherwise you'd have wet the bed. And what about that ridiculous looking rug on the top of your bonce. You're fooling nobody into thinking it's natural hair. You have a beer belly the size of a 50 gallon barrel and you can't generate enough power in your decrepit pins to burst me into life. I've heard you muttering to yourself that you need to fit an electric starter to me which would involve extremely painful surgery on me just for your benefit. Why don't you think of others instead of yourself all the time.'*

*The 'old boy' continued. 'Have you ever asked yourself how I'd feel about burdening me with an electric starter? It's the equivalent of you deciding to have cosmetic surgery to make you more attractive to the ladies. You'd better watch out the next time you take me for a run. I'll be inclined to seize myself or have a tyre blow-out which might result in you being pitched over my handlebars.'*

*At this point my next door neighbour walked past the garage door with her dog and heard me talking to myself. She must*

*have been concerned about my grasp of reality as she stopped to see what was happening. 'Wullie', she said, loudly and emphatically, 'ya muckle gowk, is it no aboot time you spent fewer hours o' the day tinkering aroond wi ' yer bloody oily auld motorbikes and helped yer wife in the hoose and gairden?'*

Neil Macvicar (16675) [macvicar.neil@yahoo.co.uk](mailto:macvicar.neil@yahoo.co.uk)  
Tel. 01316521715

## **Branching Out**

Firstly, a big thank you to those brave enough to travel a bit further than usual at the end of January.

On arrival at Coventry Motor Museum, it was quite an experience to have huge gates opening to a big secure car park that was reserved just for our motorbikes and several staff just waiting to escort us in via our reserved entrance point.

Several branches have already taken part in shows early in the year with the Classic Dirt Bike Show and Bristol Classic Motorcycle Show taking place within two weeks of each other. Both shows had Royal Enfields on display.

The Bristol Classics Show had members from several branches taking part on several stands. I wouldn't be surprised if we had some sort of representation in every hall.

The Somerset & Dorset branch did an excellent job of looking after the REOC stand with display bikes and support from members of the Wessex, South Wiltshire, and Bristol branches. There were also members from much further afield.

There was also a great display from the interceptor owners (in a very nice showroom).

Members of the Bristol branch also had a display of off road bikes in the building where the auctions are usually hosted.

I'm sure I recognised some REOC members on other stands too.

**Computers, don't you just hate them?** My contribution to the show was to create a video backdrop to display the history of Royal Enfield since 1901. A

couple of days into editing photos and film clips, my editing software decided an upgrade was necessary to fix the bugs (which only appear when an upgrade is available). The coincidental glitches actually crashed my computer which meant several nights of very few hours' sleep whilst I struggled to master uncooperative technology.

On the evening prior to setting up the stand, everything decided to work just enough to let me finish the project and press the convert files button before going to bed and hoping to have a finished video in the morning (the files take about three hours to convert)

During the tech nightmare I had contacted Royal Enfield to make sure I didn't upset anyone by using their "Since 1901" logos, and a few other clips I'd found on You Tube.

Royal Enfield response was fantastic and they provided some wonderful additional material to incorporate into the video. I now have a fantastic video backdrop that can be used at other rallies. **Computers, Don't you just love 'em?**

**Tayside Branch** has relocated to a different venue. They are now meeting first Thursdays 7:30pm at Pitcairngreen Inn, Pitcairngreen, Perth and Kinross, PH1 3LP

**South Wiltshire Branch** are expecting to return to their original venue at The White Horse Country Park very soon.

**Wales** had been without REOC branches for a long time. The terrain (as in Scotland) provides extra challenges for branch locations but we now have the **Offa's Dyke** branch at **Llangedwyn** and a **South Wales** Branch at **Marshfield, Cardiff**.

**Pembrokeshire.** I will be staying in Pembrokeshire for a few days in May (for other reasons) and I would be more than happy to meet a group of members if anyone would like a branch to be launched in any areas nearby. Please get in contact soon if that's something you'd be interested in

If you would like to see a branch set up in your local area, all we need is a volunteer to be branch contact and a venue to meet. So please feel free to get in contact

Jason Reeves [branchcoordinator@royalenfield.org.uk](mailto:branchcoordinator@royalenfield.org.uk)  
07773 353522

## Branch Reports

Cambridgeshire Branch.

Contact Carl Rolfe [rolfe.rolfe@btinternet.com](mailto:rolfe.rolfe@btinternet.com) 07788427360

Meetings Saturday mornings 11a.m. at Haywards of Cambridge, Girton Garage, Huntingdon Road Cambridge CB3 0LQ

Is there any interest in the Home Counties branch autojumble on Saturday 23rd April at Yardley Gobion village hall 10a.m. to 4 p.m. (see advert page 23) Contact is Mark Mumford ([trails59@yahoo.co.uk](mailto:trails59@yahoo.co.uk)) Is there a club member who would consider having a table which other members could contribute (donation) to. It would make a good ride out on the Saturday. Please support this, speak to Carl or Ted.

Prickwillow museum motorcycle show is on this year, at Main Street, Prickwillow, Ely, Cambs CB7 4UN. Tel:- 01353 688360 or 720737. The 8th motorbike show May 15th 2022, 11a.m. to 4p.m. Contact is Elisabeth Cooper, Windy Ridge Farm, The Hythe Little Downham, Cambs. CB6 2DT Tel:- 0756813344 or 07766080450. Ted Dore (8926)

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

*Things are looking up! The 30<sup>th</sup> April meeting will be for a BBQ lunch at Robert (Mercer's) house near Buckie (I think with many thanks to Cheryl). Some of you will probably make your own way there, I will lead from the Turriff Tesco car park 11.00am, expecting to arrive about mid-day. We will circulate any further details / reminder nearer the time. Nothing has been set for 28<sup>th</sup> May but it will happen, looking to a reasonable run. Volunteers and / or ideas for the rest of the summer?*

The January meeting was stormed off, (sound familiar) many of us without power including me, and as host of the proposed zoom meeting I was not able to let anyone know! Apologies to those who tried attend and couldn't.

Bit of a departure from the anticipated February meeting, with the weather forecast being quite pleasant, three of us took the opportunity to have a ride to Grantown-on-Spey for lunch, ably lead by Martin. Robert led the last part to his house for a cuppa and for us to know where it is for April! Bit windy on the way home but a grand day out. REtrialer (07404)

## Branch Reports

### South Wales Branch: Jan/Feb 2022 Meetings.

Report by: Richard Hallaran Member 18106

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

Meetings:

1<sup>st</sup> Thursday of the month, 1930hrs The Gaer Inn, 37 Gaer Road, Newport NP20 3GY

Please note meeting venue as above: We are back to The Gaer Inn after another false start at the interim venue. We were welcomed back by the new manager, and pleased to have returned. The Gaer Inn has a more suitable parking area and plenty of room inside and outside to meet.

We have managed to keep a couple of meetings ticking over with indifferent weather. A couple of the guys rode over to join up with the Bristol Branch at Oakham Treasures. A good time was had by all at this interesting venue with a lot of items and memorabilia from yesteryear.

Discussions are progressing with a few dates set in the diary. Looks as though we may need a bit of planning for the national 'treasure' hunt of which Joe is a keen participant. Get it booked for next year.

Dates so far; Rideout 9<sup>th</sup> April;  
Camp 1<sup>st</sup>/2<sup>nd</sup> July; Camp 16<sup>th</sup>/17<sup>th</sup> September.

For those in the area, get in touch so we can build the trips up. Would love to meet a few more at The Gaer Inn.



We will hopefully make some mutual arrangements with the Bristol Branch for a few mid-point meetings and rides. They may well involve a trip over the bridge to Wales for the Bristol group. Whilst I know there is plenty of good riding around the Bristol area, we all recognise some of the roads over here are a bit special. I have been out stretching the legs of the Continental GT, and Moto Guzzi V85 (keep



that quiet), both of which have been a joy. I have been up through Abergavenny, Brecon, Rhayader Elan Valley and parts of the Brecon Beacons. I have been fortunate with the weather which has made the roads and views even more of a delight.

I have started my quest for rails and panniers for the Continental GT in time for a camping trip. Those upswept exhausts are not helping but I will find something suitable. The subject is on the agenda!

If you have an interest in Royal Enfield bikes, and can get to The Gaer Inn, please come along and join us on our meeting evening. We are a new group and welcome all newcomers. Contact Ted Edwards, email, text, or Facebook page 'South Wales REOC'. Regards, Richard.

Photos:

Baffle Haus in Goytre for coffee on the way to Abergavenny from Newport.

Across part of the Brecon Beacons through Bwlch towards Brecon.

## Isle of Wight Branch

Contact, Ron Wallis, 01983 752861 [ron.wallis10@gmail.com](mailto:ron.wallis10@gmail.com)

Meet 1<sup>st</sup> Thursday of each month, 7.00pm at 8 Bells Inn, High Street, Carisbrooke.

Very quiet start to the year, but a branch event planned for the Sammy Miller Ride-in on Sunday 24<sup>th</sup> April. Meet at Yarmouth ferry terminal for the 9.05 crossing to Lymington. Afternoon New Forest ride with a stop for tea and scones. Also all invited to enter the Motorcycle Show at Ventnor Winter gardens on 9<sup>th</sup> April, with any machine over 25 years old. Entrants to be on site between 8 and 9.30, or come for a browse from 10.00am. The VMCC have a "DL" registrations evening with Martin Wallis, at the 8 Bells on 10<sup>th</sup> May, from 7.00pm, and we are invited. We are also invited to be part of the Queen's Jubilee parade through Newport on 4<sup>th</sup> June, ask Ron for more details on that one.

## Kent Branch

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

Front cover of last months 'Gun' shows a Russian fighter facing west (E. German markings) but a couple of Royal Enfield Interceptors ready to hold it in check. Lets hope that when this copy of our mag comes to you the madness currently threatening us all will have received sufficient doses of valium to restore sanity.

Our branch now has a slightly disabled membership with our president Keith

## Branch Reports.

having just broken his wrist? whilst I still recover from my tumble, breaking my ankle. Lets hope all our other members are well as there is lots of motorcycling due to make up for the time already lost to Covid!

Had a look at the new 350 Classic & must say I'm most impressed & hoping to try one soon. Seems other manufactures have decided to copy R.E.s success with small capacity 'classics' like Triumph's new 200/250cc Tiger 'Cub'. - also made in India I notice - or the once great brand of Benelli, now made in China along with AJS & Francis Barnet models.



I'm told last club night was well attended with the first opportunity of like-minded chatting this year, so lets soon convert that to rides with, I hope, one or two already having taken place when this months mag comes out.

Otty Bottom Kent rally venue is booked for June 10-12 & we've already had invites to the Ramsgate (Betteshanger Park) Speed Trials/show & to the major event V.M.C.C. International West Kent Run which is back on the books this year. Details to members will follow.,

Remember, club nights at The Cock are still starting at 7.30 pm at present. See you soon - stay safe. REgards Mick

## SOUTH MIDLANDS BRANCH REPORT

This issue's report is a little more matter of fact in style, for the most part, than a yak down the pub. Personally my biking has been nothing more than disconnecting the batteries just before Christmas, and nothing much else. It's not so much the cold and naff weather that puts me off, as I've done more than my fair share of winter riding over the years, even in snow, which ended up with a fairing repair, new gear and clutch levers and indicator, but the washing of the bikes afterwards! Of course by the time you read this those batteries will have been re-connected, following, as is usual, my Himalayan's battery being recharged yet again (grrrrr).

## Branch reports

### REOC SMB Get Out There Challenge 2020/2021

Here are the results of the first, and never to be repeated REOC SMB Get Out There Challenge, which has run for the last two years, but due to lack of interest, will not be repeated ever again. In reverse order: Third place with three correct entries is Brian Dean. Second place with four correct entries is Gary Stilgoe, who also bags the best photo' award. In first place, and also the award for the most effort, goes to Garry Whitehouse who successfully planned, rode to and took suitable piccies of all twelve locations.

Thanks to all three of you who made the effort.

### BRANCH AGM:

On January 19th the first meeting of 2022 and thus the branch AGM was held, of course only for full branch members.

It was a little weird as, due to the virus, it was the first AGM since 2020. I'm not going to cover it word for word, but here are some, if you like, highlights. These are just notes and do not form official minutes.

Correspondence: An approach has been made from the REOC National Branch Co-ordinator in regards branches local to each other partaking in such things as rides. Coventry Transport Museum was one idea. Date to be arranged. (The first of these happened at the end of January, and was very short notice, less than a week in fact, and because of this, and I dare say, the time of year, I've not heard of anyone attending).

Chairman's Report: John Budgen, our Chairman, gave a report covering both 2020 and 2021. It will be no surprise that the virus meant several issues for 2020, and less so for 2021. There was much more going on in 2021 of course, and the branch was very active from mid to late summer until early autumn, show wise culminating by attending the NEC Classic Motor Show in November, which is very hard work, but worth it.

Events: The 2021 Christmas Meal in a pub was well received and attended and will continue for 2022. We have already been invited to the Feckenham Wake, Tardebigge Fate, and Forge Mill Open day for 2022. Some other events have already been pencilled in the diary, with a full events list to land" by around the date of the February meeting

**Tribute to David Orange:** The Chairman read out a tribute written by the daughter of member David Orange, who sadly passed away towards the end of 2021.

### Treasurers Report:

Bob Harrison gave his report covering the finances of the branch, which are in a healthy state, even after subsidising the cost of the Christmas meal, and the fact that there hadn't been any branch raffles for nearly two years. Finances were boosted when £100 was received from the REOC HQ for the

## Branch reports

branch attendance at the NEC Classic Motor Show. Whilst not exactly related to club finances, Bob informed those in attendance that after The Chairman and Secretary (Brian John Tomlinson) had put on a small display at the opening of a new Amazon depot in Redditch, the depot donated £200 to the Midlands Air Ambulance. The branch also sent a donation too.

**Election of Officers:** The current branch officers and committee members were re-elected unanimously.

*Clubman of the Year Award: Bob Harrison.*

A.O.B: The role of Webmaster/Branch Scribe has become official and at the same time on the committee, with myself, Chris Instone continuing in the role.

Events: As is the norm', the usual branch meetings are every third Wednesday of the month, some of which may be "themed". The March 2022 meeting will also include a table top sale, selling anything, within reason of course. Monies gained go to the Midlands Air Ambulance.



Other events already added to the events list: April 23rd & 24th, Stafford Classic Bike Show, Stafford County Showground. Sunday 21st May, Branch Ride & BBQ. Saturday 10th September, Tardebigge Village Fete. Tuesday Ride Outs: Contact

Bob Harrison via Facebook PM, phone/text or at a branch meeting.

Lastly for this report, welcome to latest members Mark Strutt (Droitwich), Andrew Payton (Tipton) and Barrie Jones (Stourport).

For the latest updates from the branch, including all the latest info' on events the branch will be attending, see the the branch Facebook page. Go on Facebook and in the search box type Royal Enfield OC South Midlands Branch.

Chris Instone (16553) Branch Webmaster/Scribe. 07800 907055



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### Suffolk Branch

The Suffolk branch continues in good stead and is looking forward to life after storm Eunice, bring on the summer.

This Summer we look forward to meeting up with our friends at the Cambridge branch at their venue, details to be advised. Also planned is another meet up with the Lincolnshire branch at Browns Café, again in Mundford, Norfolk. I mention this especially because its agreed and sorted so it's going to happen. So anyone out there not belonging to a branch but reading this knows they are welcome to join us, but please contact either of the branches to confirm any changes to date and time.



Our club visit to Manleys Motorcycles in Clacton on Saturday 19<sup>th</sup> February suffered from Storm Eunice and reduced our turnout. The star bike the classic 350 was unfortunately unavailable but members were given the opportunity to test ride other models. The Meteor proving popular.

One of our members, Leo has created a Suffolk Branch WhatsApp group. Something we should have done earlier but better late than never. Now it's easier to stay in touch and share ideas and rides.



*Continued over*



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Mr Chris Cobbold who in years gone by was a member of The Suffolk Club committee. Chris was an active club member and proud owner of a Royal Enfield 1959 Crusader Sports 250. Chris was always eager to enjoy a ride out on his Crusader which was his pride and joy. A technically astute man Chris personally nut and bolt rebuilt his motorcycle. Chris had been unwell for a while but has now sadly recently passed away.

We at The Suffolk Branch extend our condolence's to Chris's Family.

We continue to meet on the first Saturday of each month at our usual meeting place.

*The White Horse Pub, White Horse Hill, Tattingstone, Ipswich, IP9 2NU*

Visitors always assured of a friendly welcome.

Stephen Backhouse 07939351740

## Devon

*I'm Andy Lobb, member no.17057, my contact details are as follows, Mobile no. 07866696381.*

Email [andylobb57@gmail.com](mailto:andylobb57@gmail.com)

The Devon branch has continued to meet despite a hiccup caused by Boris's announcement in December leading to the cancellation of our group booking for our Christmas meal.

January's and February's branch meeting was reasonably well attended, despite the doom and gloom. (As I type this, world events don't lift the current gloom, but we must continue)

Monthly meetings take place on the third Thursday of the month, 7.30pm for 8pm start, at the Swans Nest Exminster, near Exeter EX6 8DZ. The pub does a very good carvery, which my wife and I partook in before the February meeting, very nice!

Onto the news, which remains scarce, despite my pleas for information from members. They expect to read a branch report in the gun, but without participating they have to read what I can glean from the meetings.

I did get a message about the front of The Gun, that I photographed, featuring Interceptors including a jet, enquiring if I knew what it was (the jet?). Google is my friend! The present holder of the Branches Gazebo would like to relocate it, so any member that can offer some storage for it, please contact me and I can put you in touch. However, it hopefully will be used soon, as the consensus of opinion during the last meetings was that pending any change, we should hold a Devon Rally, details appear elsewhere in this issue (hopefully), but the date for your diary's will be Fri 20th, Sat 21st and

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22nd May, location, Webbers Park, Woodbury, EX51EA

Obviously, much will depend on support, but hopefully the weather will be better.

Members continue to tell of new bikes, some under pressure, but the Meteor features well, from my notes, (don't shoot the messenger) "better than classic, softer sprung, no spokes, same mpg, more torque. "

We shall see how the new Classic is received, but I personally cant see why they couldn't call it a 'Bullet'? Perhaps the lack of vibration?

Branch rides continue on Sunday from the Exeter's Imperial Inn, but I was probably confused by the location of the Wednesday's rides, that departs from the speed camera layby, Cowley Bridge Rd, Exeter.( main Crediton, A377) Both meet at or just before 10am, and are in company with the Exeter British bike club.

I mean while, continue to investigate joint branch runs with our neighbours, all that is needed, apart from my better mobility, is better weather.

May your wheels remain round and inflated. Andy L "

## South Wiltshire Branch

*Contact Paul Adams*

*07880733228peacho1967@yahoo.co.uk Meetings 1st Thursdays 19:30hrs at The Farmhouse Inn, Frome Road, Southwick, Trowbridge BA14 9QD*

The South Wiltshire branch broadened its horizons in the start of 2022.

A few of us travelled to Coventry Motor Museum and we were given the VIP treatment on arrival as big electric gates opened to reveal a big car park reserved just for our REOC motorbikes. The museum is very impressive and a trip there is highly recommended.

In February we joined most of the neighbouring branches for a trip to the Bristol Classic Motorbike Show at The Bath and West Showground. The show was the busiest it had been for several years thanks to covid restrictions being lifted and we were also blessed with some great weather for the local event as well.

The year has started to feel very active and we are already looking forward to several local events and one in particular which is 'The White Horse Classic and Vintage Vehicle Show' on 4th September 2022 which will be hosted within the grounds of our branch venue and is fast becoming one of the biggest shows of its kind in the South West with over 600 vehicles showing last year alone. Put a date in your diary to come and visit us or why not show your pride and joy?!

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The branch is growing rapidly with 26 members attending our last branch meeting even with the weather we've been having! We already have our branch logo designed and club kit ordered and delivered with most members already purchasing club kit. We also now have a website where you can catch up on pictures and more information on branch rides and other planned events, see below.

[www.royalenfieldownersclubsouthwiltshirebranch.com](http://www.royalenfieldownersclubsouthwiltshirebranch.com)



The club kit and the website have been a source of amusement for various reasons which we won't go into here in order to protect the guilty (by the way the white horse is facing left and not right as in the picture) We have been very well looked after by staff at The Farmhouse Inn whilst our venue at the White Horse Country Park has been refurbished.



Building work is now very nearly finished and we will be back at our venue, now known as 'The View' on Thursday 7th April for our branch meeting. It will be sad to leave The Farmhouse Inn but come the better

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weather it may well be too busy to spare us the space especially if the branch keeps expanding at the current rate!

More news to come about upcoming events in our next report but for now I will leave you with a couple of pics from the Bristol Classic Motorcycle Show.

### **Airedale and Wharfedale**

*We meet at Shipley Conservative Club 7 30 on the 3rd Thursday of the month*

Since the last magazine we appear to be in a period of preparation and polish as we anticipate spring approaching. Having said that, last Friday I had a bumble into Wharfedale and found lambs in a field, daffodils and snowdrops on the roadside ...and Yes! great coffee and a sausage sarni ,plus some pleasant banter at Route 59 cafe.

I have prepared a draft copy of a series of rides for spring both evenings and longer days out and we will discuss this at our march meeting.

Many people will know the name Tony Jeffries, part of a biking family for many years, His funeral, held recently, was overwhelmed with bikers paying their respects. a sad but proud occasion .

So, happy planning everyone and happy polishing!

Peter Jackson 172222

### **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](http://www.facebook.com/reocmidshires)).*

The online diary is proving itself popular, making all the events and dates clear on one page and growing week by week. We've had club members bikes on show at The Telford Classic Dirt Bike Show, two Bullets and their riders competing at Rileys Railway pre 65 trial and a soon to be run Green Lane day around the Long Mynd. Breakfast runs are still plentiful, but certainly looking forward to some more drier ones as the weather improves! At least it tests the riding gear. We're also looking at some longer ride outs incorporating a breakfast, so suggestions are being looked into and runs planned.

It won't be long till some of the popular annual events come around

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again, Sammy Millers RE day, the RE One Ride, Stanford Hall Founders Day, all to add to our collective enjoyment that is Royal Enfield.

Here's looking forward to seeing you all at these events.

Simon Edler (16783)



*Members trials bikes on display at the Telford Classic Dirt Bike Show*

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## Branch Reports

### WILTSHIRE BRANCH REPORT

Contact: enfieldwilts@gmail.com

Meet: Second Thursday of month -

7.30pm, at The New Inn, Winterbourne Monkton,

Wilts, SN4 9NW.

Well, what a yo yo year it's been so far, for making any firm plans at all.

It didn't help back in early January when we had to cancel our monthly meeting due to covid worries, although we did still managed a couple of Sunday rides. One was a pleasantly dry, 7 bike mystery tour around the Wiltshire countryside, terminating with the usual coffee, cake and chin-wag. The other, a meet up at a cafe in the quaintly named village of Honey Street, for breakfast. I didn't do a head count, but I reckon there were about 20 or more bikes in attendance. A bit of a shame the roads were so dirty, with bikes to match, but hey, it gives you something to do in the afternoon, doesn't it?

February arrived and we finally managed to hold our first branch meeting of the year, which was well attended.

The major topic of discussion was the feasibility of holding our regular Moonraker Rally this year and sadly came to the conclusion, that due to logistical problems, we would have to give it a miss. However, we are tentatively making plans for a one day event during the summer and we hope to pull out all the stops for a full blown rally next year.

We also surprised Alan Snook at the meeting (who you may recall in my last report had been presented with his 20 year badge) by bestowing on him the position of Honorary Branch President. (We hope we'll continue to get our money's worth out of him).

The following Sunday ride was cancelled on account of the two storms due to hit the country, but we finally managed a breakfast meeting at the Pit Stop near Chippenham, followed by a ride of about a dozen bikes around the Cotswolds to sample more coffee and cake at journeys' end. Thanks to Gail Baker for organising the day and for navigating round all the road closures.

And that's about it. I awoke this morning with a bit of a panic on, as I realised today was the last day of February and the report had to be submitted by 1st March.

Doesn't time fly when you're enjoying yourself? All the best.

Bye for now, Mike Davis (16813)

## Branch Reports.

**West Riding REOC Club - Contact Kevin Moore 07736775211  
sidecarkevin@ntlworld.com**

**We have resumed our monthly meetings at the Reindeer Inn, Old Road, Overton, Wakefield WF4 4RL at 8.00pm 1<sup>st</sup> Thursday of the month. In addition, from Spring to Late Autumn we also aim to have a 3<sup>rd</sup> Tuesday ride out leaving the Reindeer at 7.30 p.m. (To avoid disappointment, please call or text Kevin to confirm a ride is on).**

**One fall, no submissions and No breakdowns - NYD 2022**

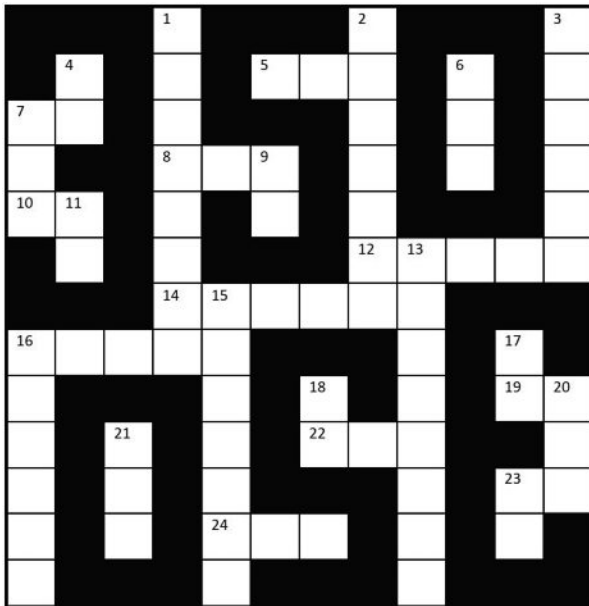
Roll on sunny weather! Having a storm named after me (Storm Dudley) reminded me of what my old grandpa used say when I asked if I was named after him... "Of course you were lad, I was born in 1909 and you were born in 1958!" It might seem we've had now't but rain so far this year but, New Years Day was a cracker in't West Riding! 16 riders including some new faces gathered up at our normal meeting spot (t' Reindeer at Overton) on an eclectic variety of machines ranging from Kevin's 1950 Diesel Bullet, Chris T's 1962 Big Head bullet, 3 new twins and a Himalayan to more cosmopolitan (at least 80's onwards) machines from 125cc to 1200cc. We had one car park faller (no names no pack drill – but we weren't sure if Crank were damaged) and a very slightly scratched RE twin, glad there were no injuries ('cept pride) and pleased this did not prevent ride participation. It was dry and probably the warmest New Years Day any of us can remember, and certainly the best weather our group has had for our NYD ride since forming in 2010. After posing for the usual picture (see attached), We set off with Kevin leading and trying his best not to smoke everyone out, and headed



east on a good mixture of B and C roads through West and South Yorkshire's best countryside. We passed through many villages looking more like something out of the Cotswolds. Most roads

were dry with good grip although there were also some muddy, slimy and gravelly ones to keep everyone on their toes (and tyres). We managed to stay together despite the long snaking line of bikes seeming to be a quarter of a mile long at times. After about 40 miles we arrived safely at Potteric Carr Nature Reserve. Its efficient cafe was doing brisk trade and dealt with our additional 16 hungry bellies in good time. We were thankful it remained warm and sunny enough to sit outside on the decking which overlooked some of their wetland areas. After a good feed we set off back by an alternative route sticking again on quieter roads passing through scenic countryside and interesting places including Wentworth, the appropriately named Harley to Cannon Hall Country park before we all rode our separate ways near Clayton West/ Flockton. Here's 'til next time, ride safe! Dudley Martin (15010)

# The GUN Crossword issue 288

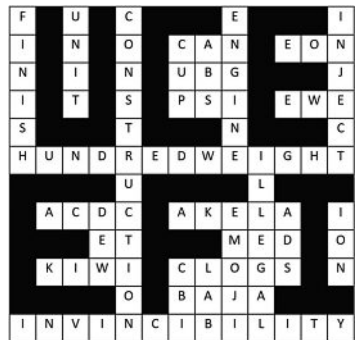


## ACROSS

- 5 Leg reversed keeps hair tidy? Battery
- 7 Velocette with a little engine
- 8 A chocolate one for Easter
- 10 16 ounces = one what? (abbreviation)
- 12 Word for a small island
- 14 Send ship into sea. Start new product
- 16 Scotch used by cop cars before sirens
- 19 Two letters, then *Tips* (Tea)
- 22 Engine lubricant, eg 20w/50
- 23 Half an *em* (Think print size)
- 24 Cover, top, cap. M/C helmet

## DOWN

- 1 Basic Royal Enfield Meteor (XL5 ?)
- 2 Newest Enfield 350
- 3 350 & 500 Enfield: fast out of a gun
- 4 Initials of maker of above
- 6 ?skool ?fashioned (Opposite of 21 Down)
- 7 Last name of RE boss *Siddhartha Vikram*
- 9 UK without NI
- 11 Reversing *Lead* = green/yellow UK fuel
- 13 12d. Twenty-one in a guinea (singular)
- 15 Black road surface
- 16 Device reducing exhaust noise. Perplex
- 17 Disc between a single and an LP
- 18 Maker of Esso (abbreviation)
- 20 Bullets leave it, fast
- 21 NE city: ?castle Music: ?wave RE Classic!
- 23 Shorter than *example* (or *egg!*) Latin

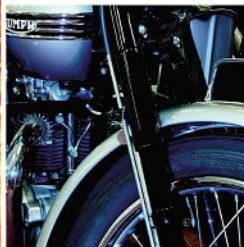


The committee have agreed to a prize of one year's free membership to the winner of the crossword competition. All correct entries will be "placed in the hat" and a winner drawn out. The membership secretary will inform the winner, whose name will appear in the next copy of The Gun. Photocopies are acceptable. 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: **Ian Mould (01668)**



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