

THE GUN

The magazine of the Royal Enfield Owners Club



ISSUE
No.269



Feb/March
2019

www.hitchcocksmotorcycles.com

Supplier of parts for Royal Enfield: *committed, independent, solus.*

For all post-war Redditch and Indian models
replacement parts, custom parts, accessories

Over 13,000 different lines!
Customers in over 100 countries
A reputation for excellence

Tel: 01564 783 192
Hitchcocks Motorcycles
Rosemary Court
Oldwich Lane West
Chadwick End
Solihull B93 0EY
info@hitchcocksmotorcycles.com

email: info@ncmc.co.uk
www.ncmc.co.uk



TELEPHONE
01288 355162

NORTH CORNWALL MOTORCYCLES

UNITS 1 - 4 KINGS HILL INDUSTRIAL ESTATE, BUDE, CORNWALL, EX23 8QN

We are an award winning Royal Enfield Dealer offering sales, servicing and customisation including exhaust & ECU upgrades. We stock all new models and we also offer used U.K. & Indian manufactured machines. Demo Royal Enfields are available on request. Our spacious showroom houses over 150 classic & modern motorcycles of all makes for you to peruse at your leisure. The Kickstart Café serves a range of hot & cold food & beverages for your enjoyment. NCM is situated just minutes from the beautiful North Cornish coastline so why not make a day of your visit. We look forward to welcoming you soon.

Showroom & workshop open Mon – Fri 9.00am – 5.00pm
Saturday 9.00am – 2.30pm. Sundays by appointment

Kickstart Café open Thurs – Sat 10.00am – 2.30pm



Contents



Page		
2	Adverts	
4	Editorial	
5/13	Write Away	
14/15	In the beginning	
16/17	New Zealand Owners Register	
18/19	Useless information no 3	
20	Cathy Gale	
21/24	Letter from America	
25/26	Tech talk	
27	Club Sales	
28/29	Market Place	
30	Club Calendar	
31	New Members	
32	Pegasus Adventure	
33/41	Branch Reports	
42	Adverts	
44/46	MAG News	
47	Crossword	

Contributions for publication

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

Magazine production

Temporary Editor - Doug Young, 4 Primrose Avenue, Rosyth, Fife, Scotland.
KY11 2SS Tel:- 01383 413440 email:- theguneditor@royalenfield.org.uk

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

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

Printed by - Printing Services Scotland Ltd., Dunfermline, Fife. KY12 9DT

Published by - The Royal Enfield Owners Club

Front Cover:- Mr John Steed and Mrs Cathy Gale on a 1959 Constellation registration number XHO 54. I wonder where the Machine is now?

Club Vacancy Editor for the GUN

As your Temporary Editor I am willing to produce further Issues of the GUN from 269. until a new Editor is appointed.

So all you budding Editors out there get in touch.

You will get all the assistance you need to get established and it is not as difficult as you might think. Contributions are received by post but mainly email and postal items will need to be typed into a text box with photos placed on a page.

**Our printer is sent the complete issue folder via email
For further details please contact me (details are on page 3)**

Or get in touch with the General Secretary

Applications should be sent to:

REOC General Secretary

Jim Miller

Email:- generalsecretary@royalenfield.org.uk

Editorial

Hello Reader,

You will all know by now that Robin Gillingham has decided to have a well earned rest from being the Editor of the "GUN", and a sterling job he has done too. Thank you Robin.

Please note from the advert above, I am only your **Temporary Editor!**

I have always believed that the magazine is the lifeline of the Club and did not want the membership to go without their magazine, hence here I am again!

You will have to bear with me while I get back into using the desktop publishing programme as I have not used it for a number of years.

Some of you longer serving members might remember me being put in () by my better half when we both did the magazine (*so what's changed?*). There was a time, before computers, when it was all done using paper and pasting in articles!! I had the title "cutting room boy". Thankfully things have progressed greatly.

Doug Young (1062)

All contributions for the next issue to reach the Editor
by the **1st March 2019**

Next ISSUE PUBLISHED APRIL 2019

Write Away

Dear Editor,

First of all I would like to inform you that we had great time in England! I would like to share some of our moments. But also John Dove, REOC branch coordinator is writing an article for that! (*I await his report for the next issue*)

We visited the National Motorcycle Museum, Hitchcocks, the RE Technology centre in Bruntingthorpe and the Home Counties Rally at Henlow! For the next issue I will be sending you photos from the celebration of the 2 years of our branch! Very good moments these two years and 26 active members!

More than 20 members celebrated Sunday 3rd June! Our latest member Periklis Papamichail came with his 1937 Special Competition 350cc! A very rare model and the oldest in Greece! As I told you before most of the Enfields here are Indians...So it is great honour for our branch to have a Redditch model. At this meeting we also had elections and here are the results:

Kimon Delios (Chairman)-15836, Christos Pelousis (Vice president-Treasurer)-15932, Andreas Papadakis (Secretary)-15544

Our best wishes to Kimon and Xristos for all the active and creative days of our branch!

Regards

Andreas Papadakis



Himalayan. It looks like it could be fun.

REgards

Doug Hopkins

Dear Editor,

Here are photos taken at NEC bike show of Wessex branch members trying out the Watsonian Adventure sidecar which is fitted to the



Write Away

Dear Editor,

Royal Enfield Ownership

Possessing a Royal Enfield is closer to having a wife than it is to owning a modern motorcycle. It requires love and attention in fairly large doses and frequently. Failure to provide this can result in it taking itself off to the side of the road and refusing to go any further. Entreaties, soft words and contrite apologies will be useless. Only money and time will solve the problem. It requires understanding, consideration and compassion. When it is having a bad day, perhaps equivalent to a headache, one must tread carefully around it, helping to diagnose the cause and find the correct medicine.

An owner truly in love will regularly lavish shiny trinkets and gifts on it such as a clock, new blinkers or a toolbag whether they are needed or not. A framed photo of the pride and joy will be prominently displayed in the household.

A Royal Enfield can teach you things about yourself. It can confront and embarrass you, such as stopping at lights or stalling, even when you don't believe you've done anything to upset it. It gives impatient people some sharp lessons and the owners learn that swearing and cursing have little place in the relationship. It will teach the owner to regret not doing the right thing and to resolve to do better in the future.

Ill-treating your Royal Enfield can be dire. The police can become involved and the consequences are too frightful to contemplate. In the worst possible scenario it can throw a person off and try to kill them. The injured rider could be fined by the Environmental Protection people for the mess his beloved leaves on the road. If you push it too hard or make it do too much work it will complain bitterly. It won't ever leave unless a thief falls for its charms and steals it from you, so a disenchanted owner who has fallen out of love will have to get rid of it and like a divorce, this will have a major impact on the wallet.

When your Royal Enfield is all spoofed up and sparkling it will attract admiring glances from other men. The owner can bask in the joy of such admiration. And other men will show respect for it. They won't ask you if they can take it for a run three times around the block. Chaps don't ask their acquaintances if they can take their wives for a trial run around the block either. At least my friends don't. By way of contrast most blokes will offer their new modern motorcycle to their friends for a test ride almost immediately.

When it becomes old and decrepit, and has lost the glow of youth the loving owner will still admire and cherish the weary old girl that his Royal Enfield has become, remembering it as it once was. Some will fund restorative surgery to bring back the glow like a respray and a new engine, equivalent to a heart transplant, dermabrasion, liposuction and injections of botox.

Write Away

Royal Enfield owners develop a meaningful relationship and a bond with their machines. Sometimes the union is a love/hate one. It is hard to see how that could develop with the bland and sterile modern motorcycles that are being made today.

Bruce Walker Formerly, President, Royal Enfield Club of Australia.

Dear Editor,

Hungry Hill 2018

This years Hungry Hill meet at Adrigole Co. Cork was slightly different from previous years. It was organised by Celtic John and was a combined MZ and Royal Enfield event. Friday saw my leaving Tralee on my 2017 Bullet “Nelly the Elephant” in autumn sunshine through Killarney, Kenmare and over the Cahas pass to Glengarriff for my stop for petrol, and food.

Another ten miles ride to the hostel was rewarded by the company of MZ folks from Ireland and UK along with a good number of Enfielder's. Mike Temple and daughter Michele and Paudi from Galway, Charlie arrived shortly after I did, Charlie on his Himalayan five month old, ten thousand kms done with no problems. Saturday saw other Enfielder's arrive, Al on his Super Star, Ger on his MZ 250, Ron on the 350 Bullet and Cliff, Diarmid on an EFI. Silver, Brendan also on EFI's, Andy on his Yam and Xavier on his MZ.



Write Away



Our Guide for the ride was Al and I was tailend Charlie with the second man drop back put to good use. The ride out stopped for supper at Murphy's in Castle-Town-Bere then it was a free ride back to the hostel.

A blessing of Sliver's Enfield Oscar by Al was witnessed by the faithful Enfielder's and MZers gathered, this was Al's third blessing and jolly good he is, a man of many talents. An evening of food, tea, beer, cider and chat ended for most at midnight. Sunday morning (*see photo on page opposite*) saw farewells and a beautiful sunny but chilly ride home. Many thanks to Celtic John for organising this years event.

John B Nicholls (10710)



Write Away



Dear Editor,

Here is a Motorcyclist Lifesaver for less than a £5 (£4 delivered)

Like many folk reading this I ride with several motorcycle groups/clubs including VMCC. On each of my many rides I see lots of people leaving their indicators on inadvertently, which can lead to the other road users pulling out in front of them - OUCH

A product developed by a fellow motorcyclist is a cheap and quick (10 mins) & easy fix. It may be considered "naff" by some, but a lifesaver nevertheless. The buzzer also warns pedestrians in town of your approach. 12 & 6 volt options are available, but the 6 volt option is a little weak on my MZ (probably due to the low power output from the alternator). Both are totally waterproof in my experience of 4 years. I have no involvement with this company other than being a satisfied customer who no longer leaves his indicators on. Fleabay item number 251555294038. Regards.

Roger Brown from Kent

Dear Editor,

There were some great articles in the last issue of the Gun. On page 19 there was a very good picture of my father, Vic Mountford, standing next to the bike. I am almost sure the person sitting on the 500cc twin was the New York agent called Mr. Ed Stokvis whom my father knew well.

At the time Vic Mountford would have been the Sales manager and later became the MD. If you believe it is someone different on the bike I would be very interested to know. Kind regards.

John Mountford

Write Away

Dear Editor

When I started turning up on an outfit at my local branch meetings it seemed to create a bit of interest (even though I have to admit that the motorcycle in question was a BSA) hence understandably it wasn't long before one of my fellow club members asked if he could have a go on my bike. It has to be said that the aforementioned club member's (who would probably like to remain anonymous) first attempt at riding my outfit wasn't without drama; the first time he tried to slow the rig down we ended up in the hedge on the wrong side of the road – this surprised me as I've always thought that the brakes on the BSA were woefully inadequate for slowing up the machine with the additional weight of the sidecar when two-up. As only the wheels on the motorcycle have brakes the momentum of the chair will naturally try to overtake the motorcycle by slewing the bike to the right when braking – when you think about it the obvious thing to do is to steer to the left to counteract this, obviously this is easier to say in the cool of the classroom rather than the heat of the moment when out on the road. No harm was done and John (sorry!) quickly got the hang of it

John was obviously quite taken with piloting an outfit as his next question was could I attach a chair to one of his Enfield's! I was surprised that he chose a Meteor Minor rather than a 500 single or 700 twin (he has several Enfields to choose from); I assumed that the small twin would lack the low end grunt to pull the extra weight. I gave the MM the benefit of the doubt and took it for a ride as a solo; I was pleasantly surprised by how willing the engine and brakes were hence agreed to take on the project

A tradesman's box was chosen to minimise cost, I fitted a packing crate with plenty of patina to one of my own design chassis. I make my chassis from 1½" tube to make them compatible with standardised British fittings. I loosely base my designs on Canterbury's as I think they made the best chassis out of all the British sidecar manufacturers in the 1950's and 60's. This particular chassis was fitted with a rubber-in-torsion suspension unit from a trailer to further reduce costs rather than the usual swinging arm suspension. The R-i-T suspension doesn't offer as comfortable a ride as a swinging arm setup, yet this is less critical when no passengers are going to ride in the sidecar. Hopefully John will manage to get his eggs home safely from Tesco without any breakages.

A 1950's Watsonian Swanneck fitting was chosen for the front upper fitting purely on aesthetic grounds; they aren't technically as rigid as the modern straight connecting arms but I think they look more elegant. The front engine plate frame connection 7/16" stud was swapped for one with an eyebolt to enable a lower arm to be fitted the tapered fitting adjacent to the swinging arm pivot precluded the use of a Watsonian Balljoint as they require a ¾" parallel so I opted for a

Write Away

BSA-type headstock connection as I found that they used the same taper ($1\frac{1}{4}$ " - $\frac{3}{4}$ " diameter over a 1" length). Interestingly most Enfields appear to use identical sidecar lugs on both the left and right side of their most motorcycles, most other manufacturers of the 1950's only fitted sidecar lugs on the near side for the intended market (i.e. left hand side for UK market). I guess Enfield thought that the cost of the additional metal for the sidecar lugs outweighed the hassle of having to make different frames for different markets.

The resulting outfit handles very nicely straight without resorting to fitting a steering damper or changing the lower fork leg trail; this is lucky as I think Enfield only ever offered these options for the Bullets and 700 twins, hence it's unlikely that these parts would fit to a Meteor Minor without a certain amount of modification. As the sidecar was quite light it wasn't found necessary to fit stiffer springs to the motorcycle or reduce the gear ratio – it was a great fun bike to ride straight away, very easy to fly the chair on left-handers yet completely predictable and controllable when doing so.

And now for the next project; I fancy working on a new 650cc Interceptor, it would make a great outfit. Classic looks, yet modern reliability would be the perfect combination (no pun intended!) so if you manage to get your hands on one and fancy having it tethered down with a third wheel please give me a shout. Thanks,

Matt Little (membership number 16561)

Dear Editor,

I have just become a member of your club, I thought I would drop you a line to let you know that all the Holly has not gone yet, Buddy that is Lol. I have just



gone out and bought myself a new Royal Enfield Bullet 500 from Cooperb of Eastern Maudit in Northamptonshire, our Royal Enfield dealer. There was a Beige coloured one in the Show room. I said to Ian the Owner of the garage, I will take this one, but I do not want it to look like that.

Write Away



Ian looked at me gone out, I said take the handlebars off the seat, the tank, mudguards, battery cover and many other bits off. I will get what is needed to be done.

Little did they know what I had in mind, so off I went to Boris Blasting in Wellingborough for shotblasting on some parts, then on to the copper coaters,



Write Away

the tank, mudguards and other bits and bobs went to CD Designs of Welford Nr Northampton.

I showed Glen my design which came from seeing a photo of an American La France maroon fire truck from the 40's, But as Buddy Holly is my Idol, the Buddy Holly special was on its way bit by bit, I took it back to Cooperb for Pete the mechanic to start the rebuild of Peggy Sue. He had to order in all new cables for the upright bars.

The seat builder in this country just did not want my work so who else could do it better than the Mexicans with a sewing machine, so I sent them off to Carlos the upholstery man in Florida. He said with a push he can make a seat in one day, unlike many over here who take six weeks. Mine took three days and what a job he has done.

Well the bike took about ten weeks to do owing to the let down of just one thing or another, but Peggy Sue is now ready to rave on. Thanks to Cooperb and I have enclosed a copy of a Christmas card I own which was given to me by the late Wilf Green's daughter Mary Bless her. *(Sorry Terry, the copy wasn't able to be reproduced)*

I have tons of Wilf's stuff, letters from Triumph, Royal Enfield and many others,



plus lots of stuff from MZ which this unsung hero brought 100,000 into this Country making him the fourth biggest Importer in Britain at the time. The MZ as Wilf Green said was the Ugly Duckling that laid the golden egg.

Terry Cumley
(Member 17040)



In The Beginning

Dear Editor,

Earlier this year, talking to the Robin I was recalling past events and thought that others would be interested.

This are my memories of two events that occurred on the same day and at the same location. The more important one was the initial moves to form the Enfield Owners Club. I think I am right that the Royal Enfield Owners Club was officially formed in 1977 and it is possible the initial moves were made in 1976.

With friends I had gone to the B.M.F. rally and during the afternoon it came over the P.A. that there was an interest in forming an owners club and anyone interested should gather together at a certain time and place. I can't remember the specified location but it was not far from the beer tent.

Being the owner of a Constellation that I bought in 1961, and incidentally still own to this day, I went along to meet the other interested parties and the general feeling was that there was enough to justify forming a club. Unfortunately I cannot remember the name of the person that initiated this meeting but names and addresses were collected from that small but enthusiastic band. Subsequently the Royal Enfield Owners Club was formed.

I don't think any money was handed over on the day and we all need to be grateful because I imagine that someone must have put their own money to cover the cost of the first letters confirming that there was sufficient interest and the club was formed. When membership cards were sent out I was member number 1004 I was quite chuffed to be one of the first members but later when I moved house with all the work of knocking it into shape I let my membership lapse and after about three years of chaos I rejoined, unfortunately losing my original membership number.

It would be nice to know if any others at that initial meeting are still about. Coming to the second event that day.

Before going any further I must warn you, gentle reader, that what I am about to tell is not for those of a nervous disposition, and anyone of a delicate constitution should stop now.

As I said earlier it was a warm day and along with many others we were taking refreshments at the bar. An inevitable consequence of all thirst slaking is that there is a steady stream going to and fro between the beer tent and the toilet. In this day and age we have become used to having the use of groups of self contained plastic toilets at outdoor events, whereas in the past it was more usual to have somewhat more basic facilities. At the event in question, two portacabins, one for ladies and one for gents, located some half a dozen yards

In The Beginning

apart and between them a pit had been dug to receive and store shall we say the renal processing residue. Motorcyclists being discerning people, the event organizers has covered the effluent pit with some strips of wood and sheets of hardboard so all was well.

I was at the point where interested Enfield owners were going to gather but a little earlier than the appointed time I saw one lad exit the gents but instead of retracing his steps round the back of the portacabin, he turned the other way and was on the far side of the aforementioned effluent pit. Clearly this lad was so anxious to get back to the bar he decided the shortest route would be best. Now we all know hardboard is not the most robust of construction materials and with the absence of adequate support the inevitable happened, PLOOP! If there is a good part to this it is the fact that the poor lad did not lose his footing when he fell.

I can't remember anyone rushing to help him out. If he was with friends I will give them the benefit of the doubt by saying they had not seen his predicament and hope that having seen what happened decided he would not be very good company for the remainder of the afternoon.

Anyway the lad climbed out himself, took his boots off and emptied them onto the grass; took off his jeans, put his boots back on and walked off in his underpants carrying his jeans.

I have often wondered how this poor lad got home. It would be a terrible dilemma. Did he ride home with bare legs and freeze or did put his jeans back on and smell. Ask yourself; what would you do?

K.J. Ball

Scottish Motorcycle Show

9th/10th March 2019

We are organising a Club stand in the Classic section at this prestigious event which takes place at the

Royal Highland Showground, Ingliston, Edinburgh.

There is usually a good display of machines of various sizes, types and ages and it would be nice to exhibit some other different machines along side the old favourites.

Any member willing to exhibit their bike, and /or help with the stand.

Please contact Doug Young

Tel:- 01383 413440 or Email:- scottiedoug@gmail.com



Himatangi Midterm Rally

Rally & tour:

Jeff Taylor, Owen Haskell and I left New Plymouth on Friday morning to hook up with Ken McKee, Keth Jacob, Ken Goa, and Athalie & Shorty Clement in Inglewood. We took to the back roads east of the SH3 to Hawera, nice country ride. Ken McKee, Steve (Chalky) Chalklen caught us up at Patea while we were having a lunch break. Now on to Himatangi Beach. On checking in, Alice at reception is saying our cabin has 2 single beds, but it came out - 2 single Birds!! Then she realised what she had said, her body language expressed embarrassment. LOL.

Time to meet up with the other entrants, 25 in all. New members included Alan Marks, John Candy, Bob & Edna Lupton, Howard Hughes and finally Tony Spice first time to a rally, great to meet you guys.

Evening meal was fish & chips or whatever at the local takeaways. We did have to wait a while for them to catch the fish but it was worth it. It was good to catch up with Karen & Seton Gifford who have recently moved from Silverdale to Feilding and to have Dave Gibson along on his 350 Clipper, complete with a piece of string holding on to the kick start pedal. Dave too has recently moved from Te Aroha to Feilding.

On Saturday morning we got our rally instructions from John. A very well planned out ride it was too, that took us through Foxton, Shannon, turned off at Aokautere, over the hill with a quick stop at the wind farm, boy was it windy up there, on to Woodville for the lunch break. Carry on through Ashurst, going north, turn left, now going south through Apiti, Kimbolton, Feilding and on to Rongotea to visit Thompson's motorcycle museum and afternoon tea with Kerry's home cooking - delicious.

The museum was a real eye opener for those first time visitors. Over the years I have had several visits and it's still good value every time. A short ride back to Himatangi beach. Generally the route was off the main highways. Perfect ride on a perfect day.

Evening drinks and a very tasty generous meal at the Himatangi Cosmopolitan Club. John Rapley was thanked for organising a great rally. Terry O'Hanlon was awarded the rider's choice prize for his unpolished 1954 Bullet, (never mind the rear view mirror fell off and a rear wheel bearing was failing, it's called rear self steering) Good on you Terry you deserved it.

Himatangi Midterm Rally



Lew & Jeff's Meteor Minors

After rally tour.

On the Sunday morning we left Himatangi.

Phil, Ken G, Steve, Owen, Keth, Jeff & I decided to ride the Wanganui river road. Staying at camp grounds along the way we cruised about the National Park to Raetihi, Ruapehu, Turangi, Motutere, Taumarunui and Te Kuiti, finishing up in Raglan. Kerry &

Bill Rollerson tagged along as far as Raetihi then peeled off homeward.

Steve was unfortunate to have a rear flat some kilometres from Turangi, wheel out and get it into a bike shop in Turangi, problem – no bike shop in Turangi! We called into Bridgestone Tyres.

As luck would have it they had a couple of bike tubes and one was the correct one, they changed the tyre, shock horror, cause of the flat is rust inside the rim, 2015 bike, Indians!! So the moral of the story is — all you good folk with Indian Bullets – get those tyres off for rim inspection!!

Wednesday, the last day, Jeff and I called in to Boyd's Motorcycles Hamilton as Jeff needed a new rear tyre. They did have 17 inch tyres but not the right one for our old British hacks. Anyway Greg and his team did a great job chasing around Hamilton to come up with a suitable tyre. Thanks to the service dept. who did a quick tyre change then we were on our way.

Jeff followed me back to New Plymouth, home by 7pm. 1025 miles over 6 days. Couldn't have asked for better weather.

Membership Secretary/Editor:

Lew Martin, 60 Barrett Road, New Plymouth, NZ

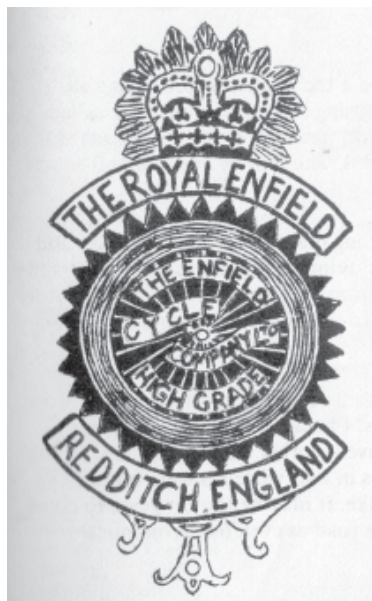
Another snippet from the past is from Gun Number 11

Dec/Jan 1981

Penned by Don McKeand Re-typed by Doug Young (1062)

Useless Information No. 3

New Royal Enfields made in Britain can still be bought! But before you rush for your cheque books, perhaps I had better say that no engines are provided as they are pedal cycles. However, they are made by the Enfield Cycle Company in Birmingham, which I believe is still independent of the giant Raleigh Industries which seems to have swallowed up most of the other famous pedal cycle names. They still carry the "Made Like a Gun" slogan, but the design of the headstock badges has been up-dated to show a modern field gun with pneumatic tyres and splinter shield in place of the old cannon. The company started using this motif in the early 50's. We have a dealer locally who sells these machines and I get a lot of small boys looking at my Bullet and telling me "I've got one of those mister". The name Enfield Cycle Company indicates that pedal power has been a longer standing concern at Redditch than the motorised variety, and bicycle manufacture was the usual beginning for most of the big names of the British motorcycle industry. The very earliest motorcycles were little more than strengthened bicycles with engines tacked on in all sorts of unlikely places, as witness the 1901 Enfield pictured in issue No. 8 of "The Gun". Bob Harper showed me this beautiful brass headstock badge from an Edwardian era, ladies



This badge was also fitted to the very early motorcycles and was fitted onto flat sides of the tank. Bob says that the chainwheel of his bicycle is the same as the veteran motorcycles—an early example of standardisation.

Last year at the Masham rally which the Yorkshire branch attended, there were several old Royal Enfield bicycles, and the sketch on the other page is one of them, a 1926 ladies model with a rather unusual dropped frame.

Royal Enfield bicycle In the early 1950's, the bicycle division pioneered a technique for producing all-welded frames when their competitors were still using lugged frames.

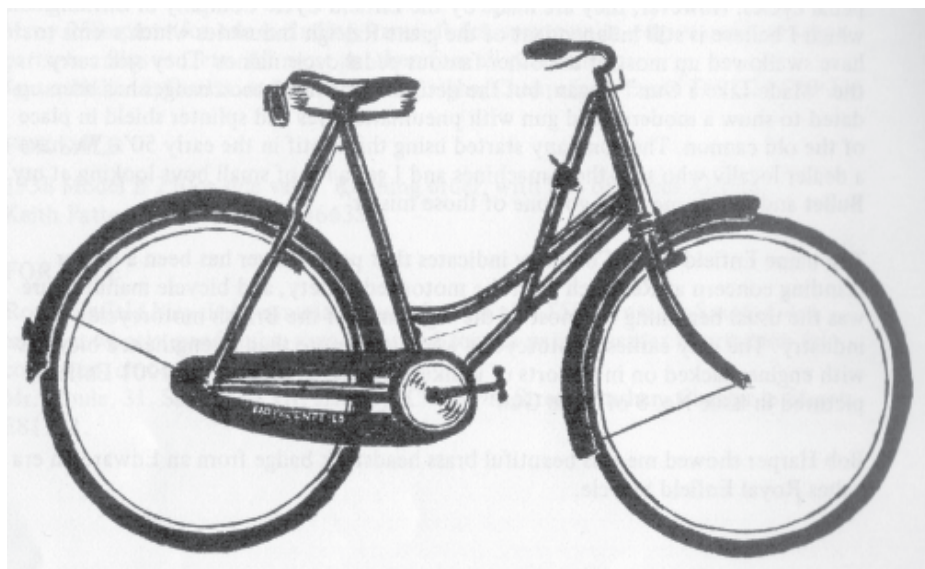
Useless Information No. 3

They called these “Unitized” models. Tubes were clamped into jigs with electrodes attached and the jigs brought together to complete the weld. The Mayfly and Bullet-3 sports models were produced in this way in 1952.

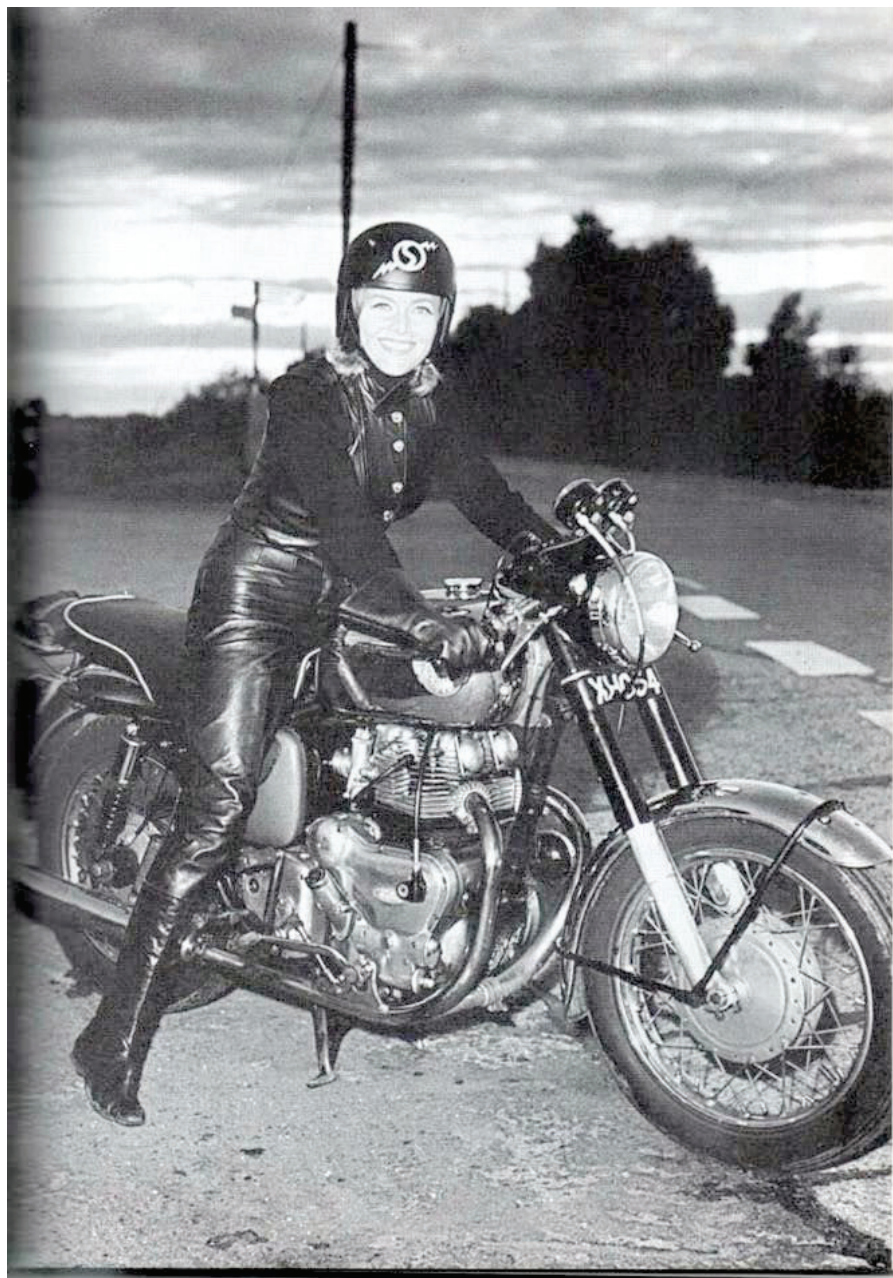
The club library has a catalogue of 1957 advertising material, and the pictures and cinema projection slides show healthy youths enjoying the pleasures of uncluttered roads on a selection of six models, which range from a utilitarian machine with fully enclosed chaincase (trilby hat and business suit) to a sportster with derailleur gears and dropped handlebars (bare-headed and shorts).

I remember owning a 1960's bicycle which was painted in the same colour, polychromatic blaze, as the later 250cc machines. I became very fond of it and did a fortnights tour of Holland on it, only to have it stolen later in London. It was about this time that I discovered that motors in two wheelers were quite a good idea. But don't scoff at the humble push bike, it may be that in years to come they will again be the only Royal Enfields on the road as even our economical motorcycles run out of petroleum.

Don McKeand



www.royalensfield.org.uk



Mrs Cathy Gale (aka Honor Blackman) on a Constellation. Note the neutral selector is removed and the gear lever is reversed. It also looks like the exhaust pipe has a plate welded to it for the gear selector linkage. Apologies for the poor quality.

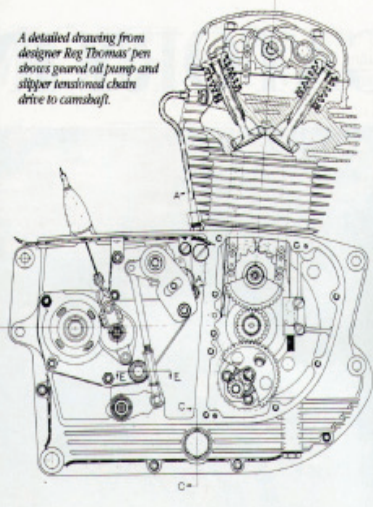
Royal Enfield Rarity Surfaces

At the Oct 15, 2017 Bonhams auction, a very rare Royal Enfield changed hands, a 1962 175cc over head cam single prototype, bought by Enfield enthusiast Gordon Hallett. Designed by Reg Thomas, it was a new direction for the company. Times were changing, the Japanese and Europeans were putting out some pretty good small displacement machines, many with over head cams. Edward Turner had toured the big 4 Japanese factories in 1960 and although shocked and impressed with their production capabilities and capacities he declared them of no threat to the British motorcycle industry.

Even so it was clear that overhead cam valve operation in regular production machines was finding favour with engine designers. In the UK, teenagers were restricted to 250cc and there were insurance benefits to machines of 175cc and under, making these capacities a large chunk of the motorcycle market.

Although a small manufacturer compared to BSA, Triumph, or Norton and a limited budget for research and development, Royal Enfield still had their head in the game. In the early to mid 60's they were involved in scrambles/motocross with developing their 2 stroke scrambler and were sinking fairly large sums into the GP5 road racer project, even importing Hermann Meier for his expertise in 2 stroke engineering. So it was no surprise that they were also looking at updating their small capacity engine lines. At a January 1961 company meeting, an engine of 200cc was initially discussed but later on this changed to 175cc with a bore of 64mm and stroke of 55mm. What finally took shape was a mixture of new and old.

A detailed drawing from designer Reg Thomas pen shows geared oil pump and slipper tensioned chain drive to camshaft.



The front forks with GT style top yoke, muffler, and modified rear fender are from the Crusader, tank of 2.5 gallon capacity the same as fitted to the export Series 1 Interceptor, front hub being a standard aluminium 6" full width unit, the rear also full width of an uncertain origin but with an Enfield brake plate and typical snail cam axle adjusters, and the tool boxes from the 150 Prince. The wheels are 16" with the rear full width being quickly detachable, not in the typical RE way but by removing 3 bolts accessed through three holes on the right side of the steel hub, similar to the version used on the 1955 Trailblazer.



The Royal Enfield Owners Club of North America

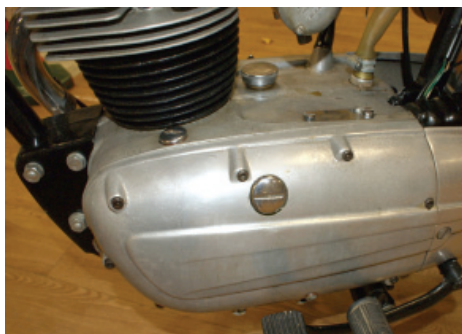


The frame is new, but with the engine still a stressed member. A single front down tube attaches to the front of the engine and another single tube attaches to the rear of the engine. It has a substantial swinging arm and sub-frame attached to the same rear down tube. The engine is where things really took a turn to the future. The engine appears

very ordinary, looking like a standard pushrod motor, but actually hiding the major changes underneath. The overhead camshaft is driven by chain from a sprocket on the inner side of one of 2 crank driven pinions on the right side of the crankshaft and has a slipper tensioner to maintain correct chain tension. An extension on this pinion also drives the ignition points sitting under a large "RE" cover. A Vernier adjustment, by means of a pegged sprocket, ensures valve timing which is easily checked by removing a plug on the top left of the crankcase exposing marks on the flywheel. The camshaft, which runs on needle rollers, sits in an oil filled trough operating Stellite tipped rockers. Rocker shafts are eccentric and are turned to obtain proper valve clearances. Another major change from typical RE practice was the adoption of a gear type oil pump driven from the second pinion below the crankshaft delivering 70 psi to the big end and 10 psi to the top end by way of an external pipe behind the cylinder and head.

The crankshaft is one piece, like the Crusader, but has an external flywheel running in the primary case along with the alternator and clutch. The engine runs through a 5 speed gearbox which, from the sketch (*previous page*), appears to be straight from the Super 5.

Curiously the kick start return spring and cup are kept when it would have been a simple matter of pegging the spring to the shaft as per the larger 350 – 700's, eliminating the troublesome affair of the 250, not to mention one less piece to add to the production cost.



Engine, drive side view, showing the inspection plug for the outside flywheel at the base of the cylinder and the lack of a filler plug for the gearbox along with the big bore breather.

The Royal Enfield Owners Club of North America



The motor is of the dry sump type and the lack of an oil filler plug above the gearbox, or even a level plug, might lead one to believe that it sits in the oil tank and gets its lubrication here. Also the engine breather tube is at the rear of the box,

again indicating the possibility of the gear box open to the oil tank (is this the birth place of the large breather tube soon seen on the Continental GT and Interceptor?).

However this is not the case as the oil level is down near the shifter, very curious. A large finned sump gives the appearance of a wet sump engine but in actual fact it is to hold the enormous 2.5 litres of oil that gets circulated, a boon to oil/engine life and cooling. There is/was a development note book which details all aspects of the machines progress. In it there is reference to the engine being bench tested continuously for over 24 hours including 3 hours at 5000 rpm, 30 minutes each at 6000 and 7000rpm, 15 minutes at 8000 rpm, and 5 minutes at 9000 rpm. At 9100 rpm blow back at the carburettor was encountered.

Road testing was carried out from November 6, 1962 to March 27, 1963 with a total mileage of 1524, at which time a rocker broke and testing ended. About this time the project was stopped because it was determined that production costs would be too high.

As a whole, the machine is quite small with a seat height of 28 inches and wheel base of 49 inches. Those who have ridden it report an easy starter and a relatively quiet engine with a slight whine from the cam chain. Having such a short stroke means that there is little power until the revs rise and in this case the engine is pretty much dead until above 4000 rpm, much like a Continental GT, and much like the GT the gear selection is short and precise. Handling is excellent with comfortable springing at the rear, the fork action good despite non-hydraulic forks up front. Enfield had been using the non hydraulic forks on the Crusaders



The Royal Enfield Owners Club of North America

since their introduction in 1956 and their action in no way exposes this, they are more than up to the job although fitted to a heavyweight machine it would be a different story. If the engine can pull the revs in top gear it should be capable of 80+ mph, although no one wants to push such a rare machine to its limit. The bike is styled typically for the times and the engine side panels which run back from the rear of the motor along the swing arm are for decorative purposes only. A styling exercise, taken from the bathtub styling craze of the time, would surely have been discarded before or shortly after production had started.



Should they have taken the chance and gone ahead with production, would the machine have sold. We'll never know, but what would the story have been for Royal Enfield if it had. With the sporty top yoke, fly screen, revvy engine and a change to narrow fenders it would not be hard to see it as a good seller to teenagers, this may well have been high on the mind of Reg Thomas as witnessed by the addition of the tachometer. No one at that time would bother with the expense of a tachometer on such a small displacement machine except for the sport rider or at least someone who might wish to imagine themselves as such, like a teenager. Although the price would most likely be lower than comparable Italian light weights it would be higher than the Japanese competition. Assuming it proved to be reliable, and the improvements that come from a year or two of production, it probably would have lead to increased capacity and possibly multi cylinders, a conduit to the future. All this assumes that NVT (Norton Villiers Triumph) would have let it get that far.

The bike sat in L&D Motors display window for many years before being sold on to a number of private owners and included with the machine was the development notebook and a large cash of spares including spare crankcases, heads, barrels, crankshafts, and many other bits. Unfortunately the notebook and spares have disappeared somewhere along the way and so far Gordon has had no luck locating them. Hopefully Gordon will be able to give us an update on the gearbox mystery at a later date.

Roy MacMillan President REOCNA

Tech talk

From the Squire

In every issue of the Gun we are going to tell you about what's new and which technical issues are current at the W/S and Indian factory. The sort of things we don't put on our website, but things we know that Club members want to hear about. Any feedback will be really useful to us, and please tell us what things you want to know about.

The biggest buzz around here is the arrival - at long last - of the Electra X. Most of our two container loads have already gone out to dealers and so there will be a good number doing the rounds as demonstrators. We have been riding prototypes for nearly two years, so it was interesting to see what of our requests and suggestions had been incorporated in the production versions and how they rode.

The engine being the most radical change does feel different to the 'old' one. Although it has the same bore/stroke, and balance factor, it certainly feels different. The whole bike also feels much more solid, the front brake is amazing - not difficult to achieve over the old drum - and suspension is perceptibly more comfortable.

Main features of the engine are the roller bearing crank, gear type oil pumps, CD carburettor, a much nicer primary chain case, and air injection into the cylinder head rather than the exhaust pipe, and electronic ignition. The bike has higher gearing - one tooth more on the gearbox sprocket and this does give higher cruising speeds. Standard BHP is 25 at 5300 rpm.

Because this machine is inherently more reliable than previous models and its styling is more 1970s, we believe that it will appeal to a much wider group of buyers. In fact we think that 75% of our sales next year will come from this machine.

The factory has been developing a unitary construction version of the engine which will look quite different and will require a completely new frame, and thus quite different looking bikes. Until this appears we will see some variants of the Electra, firstly the 500cc version of the bike called Machismo in India - which is a bit more cruiser-like.

For the Electra X we have developed an engine modification called the Highway kit. This includes a 32mm Dellorto carb which replaces the 29mm CV original, revised air intake and filter, and a new road legal exhaust. This gives increased power and torque which we feel will be attractive to owners. Fitting this approved kit does not affect the warranty.

Tech talk

So what about the 'old' engine? Even now it has a catalytic converter hidden in the exhaust pipe which is essential to pass current tests, and new noise and emission regulations in 2006 will effectively kill it off. We will be able to sell all the existing models until June 2007, under special dispensation rules for official importers. Providing the factory can supply, we will continue with these machines as long as there is a demand.

There is only one possible future for Royal Enfield, and that is forward in every sense with new models and designs to capture today's customers. The factory recognizes that to do this they have to build on the past in order to succeed in the future. Evolution, not revolution, is the key and Royal Enfields will still be Royal Enfields.

Peter Rivers Fletcher Watsonian Squire February 2005

BIKERS BOTHY

MOTORCYCLE HOLIDAY ACCOMMODATION IN THE SCOTTISH
HIGHLANDS RUN BY R.E.O.C. MEMBERS
CENTRAL BASE FOR RIDING THE NC500 OR EXPLORING THIS
UNIQUE PART OF SCOTLAND 4 BERTH CABIN WITH SHOWER &
TOILET – BBQ – SECURE PARKING – QUIET LOCATION –
TAILORED TO YOUR REQUIREMENTS – BED ONLY BASIS –
BEDDING PROVIDED OR BRING YOUR OWN SLEEPING BAG
BED & BREAKFAST – EVENING MEAL
SMALL GROUP RIDERS WELCOME – TENT SPACE AVAILABLE
PRICES FROM £10.00 P.P.N.
EMAIL: bikersbothy@gmail.com

MOTORCYCLE TOURS AND HOLIDAYS IN BRITTANY FRANCE

Situated in a secluded valley in the heart of BRITTANY

A choice of self catering accommodation, set in beautiful surroundings,
run by R.E.O.C member.

Stone Gite – sleeps 7 **Wood Gite** – sleeps 6 **Cabin** – sleeps 2

Tours of Brittany arranged, BBQs, Crepes, and Pizza Evenings Weekend Rent also

Workshop facilities Large communal "Bike Shed"

Prices from £45 per night Roger and Linda Nicholls

rogerlinda@countrysideholidaysinfrance.co.uk

tel: 00 33 296 36 54 80



Club Sales

Code	Item description (see web site for photos)	U.K.	Overseas
S1	Machine Badge - stainless steel	£9.00	£9.50
S2c	REOC enamel lapel badge - red / yellow / blue / green	£1.90	£2.15
S2e	Cannon pin badge - chrome	£1.90	£2.10
S2f	60th year of Bullet badge - green/white/orange (India)	£2.10	£2.30
S3a	Sticker - silver with 'Cannon' + 'Made like a Gun'	£0.70	£0.95
S3b	Screen sticker (inside screen)	£1.00	£1.30
S4	Sew-on patch	£3.10	£3.35
S5	Key fob - with red / yellow / blue / green badge	£2.80	£3.20
S11	Gun magazine binder - red or blue	£6.40	£7.25
S15	Tie - royal blue or maroon (printed - reduced to clear)	£2.00	£3.00
S16	40th Anniversary of REOC, enamel lapel badge	£1.90	£2.15
S20	Sweatshirts - small to Large	£13.70	£15.20
S20	Sweatshirts - XL	£14.70	£16.00
S21	T-shirts - small to XXL	£6.60	£8.10
S22	Caps (black) - with red, or red & gold, embroidered Royal Enfield Owners Club lettering	£6.95	£7.70
S24	Polo shirt - embroidered logo - small to XXL	£14.95	£15.95

All prices include postage and packing.

Garment colours are as follows:-

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

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

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

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

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

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

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

Adrian & Cherry Saunders

12 Straidhavern Road, Nutts Corner, CRUMLIN, BT29 4SN

Make cheques payable to "Royal Enfield Owners Club"

Or ☎ 07545 274883 with your credit/debit card details

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

PayPal also accepted - email for details of how to pay

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

Market Place

For Sale

For Sale 1956 Royal Enfield Bullet 350c.c. (NrJ.36 M4 S.Wales). The bike was bought in very nice condition in 2012. It remains in the same condition, unused and kept under cover in my dry modern garage. The bike is silver grey in colour, seems authentic and carries its original registration number with matching engine/frame numbers. Photos can be made available. £3400

Dan Griffiths (Member 15239) Tel:- 07790578604 or e-mail dngrrffths7@aol.com.

For Sale New and unused Yellow GT535 petrol tank still in original RE box and packing with white script £120, and GT535 single sports seat red with black upholstery also new and unused £80 . Both items are mint condition.

Buyer collects or could be delivered within 30 mile radius.

David Weinel, Sherborne, Dorset Tel:- 01935 814370

For Sale Royal Enfield pedal Bicycle 1950s Colour Green 3speed Sturmey Archer Gears. Full Size frame 26" x 13/8" wheels, Made Like a Gun. Badge Number 2506 in full working order, in excellent condition a joy to own and ride. £275
Ted Dore (Member 8926) Tel:- 01366 383941 or Mobile 07500148900 Cambs.

For Sale 1961 350 Clipper, one owner since 1975. Last run 2013. Started up last year, but needs work. Renovated distributor fitted, needs timing to test.

Email: jojebe1@gmail.com for photos and viewing. Highest offer.

John Bennet (Member 16733) Tel:- 01629 734070 Matlock .

For Sale 1960 Constellation, In my possession for 50years and recently restored to a high standard. Well maintained when garaged. £5000 ONO.

Michael Peter Japp (Member 8346) Tel:- 01383 725967

or email mikejapp@hotmail.co.uk (Central Belt Scotland)

For Sale 1960 350cc Bullet owned since May 2002. Clean and loved, Dad used it in the summer 2017 superb condition always garaged and dust sheet covered. Original paperwork in fact a whole box full. £2900.

Thea Cannon (Daughter) Guildford Tel:- 07765 315558

Photos by email: thea68@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.

Market Place

Wanted

Wanted for Model B 1935 Looking for a complete clutch assembly with or without gearbox (Albion Patent 330164) for my 1935 Model B 250. Also rear mudguard mounted rack. Please call or email if you have anything.

Steve (16841) Tel:- 07966 275564, or email: stvegray@hotmail.com

Wanted for 1931 Royal Enfield Model K, Valves, Guides, Guide clamps, Tappet Rods, Valve lifter levers, Valve Spring Covers, Inlet Manifold, Front Fork Yokes and Brake Plates. Also Wanted Royal Enfield 1140cc Model KX needing restoration absolutely anything considered.

Peter Hall (Member 16832) Tel:- 01162786055 Leicester.

Wanted 1930s 499cc or 570cc Model H or L side valve single. Absolutely any condition considered, or just parts.

Rod Noble (Member 8658) Tel:- 07934762017 or 01754 830530 Lincolnshire.

Wanted for R/E Turbo Twin, parts tool box with covers, fuel tank, centre stand. Trevor Cook Membership No. 10054 Email: trevrchris@talktalk.net Wiltshire



www.hitchcocksmotorcycles.com

New!
for EFI owners

Haynes service and repair manual
for Royal Enfield EFI models
500 Bullet, Classic, Electra and
535 Continental GT '09-'18

A step-by-step guide
224 pages and 100's of photos

**'Save money with a
Haynes manual'**

Order as **BOOK23**

HAYNES SERVICE & REPAIR MANUAL
ROYAL ENFIELD
500 Bullet/Classic
& 535 Continental GT
'09 to '18

Tel: 01564 783 192
Hitchcocks Motorcycles
Rosemary Court
Oldwich Lane West
Chadwick End
Solihull B93 0EY
info@hitchcocksmotorcycles.com

Club Calendar 2019

Sammy Miller REOC Ride in Day ***

Sunday 14th April 2019
Contact Robin Gillingham
Tel:- 01963 251406

33rd North East Rally

3rd - 6th May 2019
May Spring Bank Holiday
Demesne Farm, Bellingham,
Northumberland, NE48 2BS
Bunkhouse accommodation available
on farm Please book separately Mrs
Telfer 01434 220258
Contact John Stephenson
Tel:- 0191 2367016

Cornish Rally

May 10th - 12th
Trethiggey Touring Park, Quinterell
Downs, Newquay, TR8 4QR
Contact Bob Read
Tel:- 01326 572032

Devon Rally

May 17th - 19th 2019
"Webbers Park" Castle Lane,
Woodbury EX5 1EA
Contact Jon Wrightson
Tel:- 07909 746115

Yellow Belly

June 6th - 9th 2019
Woodlands Water, Willoughby Road,
Ancaster, Nr Grantham NG32 3RT
Contact Robert Hall
Tel:- 01775 769890

Gillingham in Gear

Saturday June 8th 2019
Town Meadows behind Red Lion Pub.
SP8 4AA (See ad on page 38)
Contact Robin Gillingham
Tel:- 01963 251406

Otty Bottom Kent Rally

June 14th - 16th 2019
Kingsdown International Camping
Centre, The Avenue, Kingsdown
Kent CT14 8DU
Contact Mick Connolly
Tel:- 01304 205233
email:- reoc.kent@talktalk.net

Midshires, International Rally and

Founders Day + to be confirmed
July 19th – 21st 2019

Powers the Pot ***

9th - 11th August 2019
Camping & Caravan Park, Harneys
Cross, Clonmel, Co Tipperary, Eire,
Contact John B Nicholls
Tel:- 00353860879855
www.powersthepot.com
Although this is not an official REOC
Event, all are welcome.

Fossil Gathering

August 22nd – 26th 2019
Ashcombe Farm, West Pennard,
Glastonbury, BA6 8ND
Tel:- 01794 890 153 Rates £10 per
Unit plus £4 for Elect Hookup.
To book a pitch contact Mrs Carol Peck
Tel:- 10794 890153
Rally Contact Rob Graham
Tel:- 01258 817074

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

Members wishing to hold events for
next year's club calendar please
contact the Social Secretary
P John Hamer through
hamer89@btinternet.com

WELCOME TO OUR NEW MEMBERS

November, December 2018

Jonathan Allen, Brierley Hill
Bernard Legg, Birmingham
Sian Warran, Stourbridge
Doug Abbott, Northampton
Malcolm Anthony, London
John Stephens, Selby
Jonathan Bourne, Sleaford
Gary Lippiatt, Dunstable
David Spencer, Hinckley
Jonathan Hill, Cramlington
Peter Tiffen, Suffolk
Sergio Olavegogeoascoechea, Richmond
Malcolm Taylor, Eastbourne
Richard Parkes, Darlington
John Gilroy, Shepton Mallet
Glenwood Prisk, Camborne
Mich Shire, Cannock
Tim Garner, Woking
Roger Jones, Hengoed
Johan Cooninx, BELGIUM
Bruce Sutherland, Dundee
Chris Sugden, Aboyne
Nishant Balakrishnan, CANADA
Andrew Titcombe, Swindon
Geoffrey Stovold
Alan Gilbert-Voss, Coalville
Mario Praca, BRAZIL
Alan Ribertson, Aboyne
David Niblett, Cambridge
Kenny Ludwig, Inverness
Malcolm Messenger, Banbury
David Gate, Crewe
John Gormley, Malvern
Leonard Parkes, Gainsborough
Michael Powell, Telford
Philip Brighouse-Johnson, Halifax
Barry Warner, Bradford
Mark Dibben, Lechlade
Andrew Watson, Hitchin
Stuart Marshall, Hinckley
Gerald Burden, Wareham
Andrew Lobb, Dawlish

Clive Richardson, Pulborough
John Pickering, Chesterfield
Chris Harrison, Nottingham
John Dean, Bedford
Duncan Stewart, Worcester
Colin Harris, Bedford
Bryan Grange, Gloucester
Steven Drennan, Axbidge
Phillip Hitchcock, Brighouse
Ian Morris, Romney Marsh
Peter Corrin, Bridgwater
Colin Scothern, Grimsby
Sam Lightfoot, Crewe
Patrick Booth, Bangor
Neville Auton, NEW ZEALAND
Flemming Jensen, DENMARK
Keith Murch, Camborne
Norman Eldon, Nottingham
Dean Thomson, Southampton
Boo Engstrand, SWEDEN
Joe Rosemond, Newcastle Upon Tyne
Michael Burton, York
James Berryman, Wells
Paul Anderson, Reading
Peter Watmough, Peterborough
Ian Loveridge, Kings Langley
Allan Walker, Scarborough
Raymond Barrett, Rugby
Robert Dashwood, Poole
Alan Simpson, Swindon
David Therin, Worcester
Peter Kember, Crowborough
Ronald May, Newcastle Upon Tyne
Michael Hattemore, Farnborough
Christopher Mis, Ellesmere Port
Martin Haslam, Bedford
Terry Cumley, Northampton
Robert Everdell, AUSTRALIA
Anthony Danse, Cambridge
Paul Main, St. Neots
Jean Roudaut, FRANCE
Peter O'Brien, Pwllheli

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

Pegasus Adventure

Dear Editor,

I wondered if these photos of our trip to Pegasus Bridge near Caen in France back in October 18 would be of interest? Three of us bought consecutively registered RE Pegasus bike from Hartgate in Mitcham back in August. We thought that the first major trip had to be to Pegasus Bridge. We had a great time on them and they generated so much interest - astonishing. The bonus was that they returned 83mpg over 360 miles - impressive or what!

Regards, Happy New Year.

Martin Gurney



left to right: Steve Swain, Phil Welch, and me.

I live in Esher, Surrey so it was a steady run down the A3 (we were running them in still at this point) to Portsmouth, then on to Caen using Brittany Ferries. Ouistreham Ferry Terminal to Pegasus Bridge is 7km...so very easy.

We toured the region taking in St. Valery sur Somme and Le Touquet. Fantastic country routes and ideal for the Pegasus.

The D940 from Boulogne to Calais hugs the coast so we got some great views on our way to the Eurotunnel and the return trip. A steady potter home up the M20/M26 and M25.



Branch Reports

London Branch

Well 2018 is now over. It's been an interesting time for the London Branch, our first ride out in donkey's years took place and we saw an interesting restoration of a Meteor 700. Another big change is that we have a new venue for our bimonthly meetings and we now meet in the Surrey Docks Pub, 185 Lower Road, Rotherhithe, London SE16 2LW from 21.00-23.00.

We meet on the first and third Tuesdays in the month.

We left the last venue as there was a great paucity of real ale! The landlord said it was not popular.

In August I started a

new job as a motorcycle patrol attendant. I had great fun riding my Bullet in South London doing about 50 miles a day and getting paid for it. Then some problems developed with the brake lever, due I think to a puncture I had previously whilst riding to the Dutch rally.

Dave Benson fixed that and we also installed a new exhaust, so I am looking forward to going on some rallies in 2019 with my Bullet. All good things come to an end, in October I was asked to use a van instead of my motorbike.

Dave Benson and Dave Pavely helped build a shed for Victoria's bullet that was imported from India, so mistress and motorbike are finally reunited.

We had our Christmas Party on the 18 December, meeting in the Greyhound pub in Sydenham then to the Gurkha Indian Restaurant in the High Street.

Contact Dave Benson tel:- 07891 014596
or Christian Denereaz chd01@yahoo.com



Branch Reports

Somerset and Dorset

contact Brian Laitt tel:- 01749 674488

We meet at Lydford Parish hall, West Lydford, TA11 7DH 2nd Monday of the month.

Dave Reed's Exmoor run: Dave was unable to lead the ride so Robin, with Dave's permission, took the girls and boys on a similar ride. Meeting at the Pipers Inn, Ashcott, across East Reach to arrive at Bishops Lydeard Station. Using the platform buffet as our coffee stop, the Taunton group met us here and we travelled out to Weddon Cross, Challacombe and on to Ilfracombe, arriving in gentle rain. As we removed our helmets, the rain melted away enveloping us in sunshine, happy people strolled off to lunch. All were herded up for the return trip, so fuelled up, and via Blackmore Gate, Lynmouth and Porlock Hill, we arrived at Blue Anchor; the old wooden café has always been a favourite stop. It promises much, and always delivers quality and friendliness to us financially restricted Royal Enfield riders. All returned to their nest. A good day out with pals and a trip reading of 317 kilometres. (Must oil the chain)

We did a Saturday trip to see yet again more Nortons; we scrounged coffee and biscuits from the generous host, The Bournemouth Branch of the Norton Owners Club. Our lunch destination proved impossible with our daylight hours reduced. We trickled off to West Bay, always a place for banter and stories to listen to, a short ride to Yeovil and our dispersal to our homes.

Bob Murdoch visited our branch meeting and talked us through his and Mike Sliwowski's Alpine adventure. Summertime and they ride in the snow, not really expecting this, but grinned wearing their summer riding kit. Good talk and thank you for your time Bob.

Our November talk was from a time-served Merchant skipper, very informative but no longer available to most UK residents as we don't train seamen anymore. We trust all members enjoyed their time with family and friends through the seasonal break.

Robin Gillingham, scribe

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

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

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

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

John Dove Branch Coordinator. (jd.btsdf@gmail.com OR tel:- 07766947932)

Branch Reports



South Lancashire

Contact John Hamer

Tel: 01706 360828

Mob: 07933321135

Meets at Birch Hotel,
Manchester Rd, Birch,
Heywood OL10 2QD
1st Tuesday of the
month 7.30pm

Back in December our excellent Christmas meal at the Birch was well attended. A Royal Enfield & General Knowledge Quiz

proceeded with very little disagreement about the answers.

No quiz prize, this year. Instead, the Cup went to Jack, being the member who'd travelled to meetings most often by bike, hadn't chickened out in the bad weather and come by car. John was NOT ABROAD!!! and presented the Cup and also chocolates to Margaret.

There was no meeting on January 1st, but back in gear in February for the rest of 2019. Has anyone else bought an Enfield or joined the REOC recently?

Do come a long, everyone's welcome, there's no subs and no formal start. So come a bit later if it suits. Our meeting place, in the conservatory, overlooks the safe bike parking area. Coffee etc. available at the bar.

Chris (8113)



Branch Reports

Wessex Branch

The November club night was very well attended for Doug's illustrated chat about the enjoyable few days he spent with ECMT earlier this year, riding a Bullet through the stunning countryside in Andalucia, southern Spain.

Later in the month Tim and Doug visited the NEC bike show, having a good chat on the Enfield stand, where the twin based salt lake racer, which was timed



at 157-053 mph and the prototype 883 V twin drew a lot of attention along with the new twins and Himalayan. There was also an interesting adventure sidecar fitted to a Himalayan on the Watsonian stand.

Both of the lads managed not to part with £50, the special show price, for biker earplugs. Was it because it would be criminal to block out the roar of the Enfields, or just because they are tight.

The December club night had us enthralled as John told us about the 1932 model GS he has recently acquired. Enclose pictures of the hand change twin port single, with exposed valve springs and interestingly a footbrake on the right. The bike has had four owners and is in great unrestored condition resplendent with lights and horn which I understand were extras when new. 20

people attended an enjoyable Christmas meal at the Wyke Down, where, through a raffle and donations, £164 was raised for the Hampshire and Isle of Wight Air Ambulance.

For the New Year we plan to have a quiz at the February club night and a talk/ film show in March.

REgards Doug (12683)



Branch Reports

West Riding Branch

Contact Kevin Moore Tel:-07736775211 email:-sidecarkevin@ntlworld.comling



We meet at the Reindeer Inn, Old Road, Overton, Wakefield WF4 4RL at 8.00pm on the 1st Thursday of the month and at 7.30pm on the 3rd Tuesday in summer (on fine evenings we may set off on a ride by 8.00pm)

Our Thursday evening meetings continue to be well attended although on the typically Yorkshire cold wet meet of 6th December, t'car park were nowt but four wheelers 'cept Kevin's 'winter appropriate' BMW outfit. T'promise of ice probably played it's part. However, seasons being what they are currently, our annual New Years Day ride on 1st January 2019, saw 16 bikes (9 of which were Enfields) and riders enjoying a great ride from the West riding into Derbyshire via Penistone and the Strines ending up at the 'Yondermann Café' off the A623 at Wardlow, Buxton.

Bikers were made to feel very welcome and the fare was excellent and very reasonably priced (do I need to include the usual connection disclaimer here? Nah!). The weather was unseasonably out of kilter an' all, in that we enjoyed mild temperature, dry roads (well mostly) and sunshine, yes, SUNSHINE! The countryside was stunning too, making it 90 miles of excellent riding and certainly the best NYD run I've been on. Happy New Year (belated by the time you read this).

I hope 2019 is another great year for riding.

Dudley Martin.

Branch Reports

Devon Branch (November and December, 2018)

November's branch meeting saw a good turn out and plenty of chat - Totnes Tony, Ian and the Marlton Home Guard (Mechanically Mounted Division) have been getting in some good riding, often from bright, frosty starts. Diverse places such as Plymstock, Wrangaton, Teignmouth (rainy ride) and Castle Drogo (sunny for a change) were visited, with requisite visits to cafés along the way. Tony extended an invitation to us all, to a talk arranged by the local Norton Owners' Club on the subject of converting bikes for disabled riders.

Chris, from CMS RE Exeter dealership, very kindly brought long some A3-sized cards depicting the history of Royal Enfield development in full-colour pictures. These stimulated much debate, especially around the new models, such as the new Interceptor 650cc (He pointed out that the original Interceptors were 750cc, produced mainly for the American market). Chris said that he had received a lot of enquires about the 650 with the chrome tank and the top café racer in chrome - pointing out that compared with the cheapest Bonneville, these RE's represent tremendous value. He suggested we look at the 'Royal Enfield Devon' website, where there are two videos of interest: one in which the CEO of RE talks about the new 650 (including prices in Euros and Sterling) and a second which focuses on the V-Twin 1,000cc 'Bobber' due to come out in 2020. Chris also mentioned that there is much of interest on the 'Royal Enfield Devon' facebook page.

Our Christmas Dinner saw 19 people and one cute dog (Mr Arthur Walker) tucking into a Christmas carvery with all the trimmings (the pigs-in-blankets were mouth watering). Robin and Jenny with us - we hope to see them more often. Alan and Linda (looking very sparkly) told us all about the enjoyable holiday they had recently taken (on the Isle of Wight) and Alan disclosed that he has stuck his décal on the side panel of his new bike - he said it now goes a lot faster.

Everyone had made an effort and dressed up for the evening - Derek most soigné in shades of tan, stone and écru; all the ladies in glamorous, sparkly outfits; Jez in his Santa t-shirt, John in his Christmassy jumper etc., and Jon looking as though he had stepped out of John Collier's window, in a stylish elegant suit. (i.e. expensive)!



Branch Reports

Jon, Russ and others had an exciting ride-out recently to a private museum full of vintage motorcycles (Rudges, Vincents and Greaves etc.) and cars (AM DB9, AM Lagonda, Rolls Royces, split-screen Morris Minors etc.). The lovely owner also cooked them bacon and sausages for lunch! Another run to Bow garden centre and Bickleigh Bridge was not so enjoyable, due to the bitter cold and soaking that everyone received (Jon was blamed for this, as usual). Alan gloated that he had stayed at home to watch Liverpool, in comfort, with a beer.

In other news; Alan and Jon changed the oil and brake pads on Jon's army RE. Derek rebuilt his RE forks. Stripped and refurbished, with new head-races, he reports that it is a lot less hairy to ride. His MZ is going well too. Brandy has been looking into a rattle on his Interceptor II. Wondering if there was not enough oil feed to the rockers, he changed the main crank seal and now hopes that this has eliminated the rattle. He was also concerned about a lot of corrosion (due to salt) on the back end of his Constellation, so he has "done it all up nice".

Happy New Year everyone!! TTFN Rose

Branch meetings are every 3rd. Thursday of the month, at 'The Swan's Nest Inn', Station Road, Exminster, Nr Exeter Devon, EX6 8DZ at about 7.30ish.

Branch contact Tony Curnow

Tel:- 01803 867950 email:- tony@hishobby.plus.com

Rallies contact Jon Wrightson Tel:- 07909746115 email:- info@adtt.co.uk

NE Scotland Branch

NE SCOTLAND contact Keith Fuller, email- crusader59@btinternet.com (preferred) or Tel:- 01651 851099

Branch meetings now take place at 'Celebrations' in Turriff through the winter on the last Saturday of the month, 26th January, 23rd February & 30th March. Meeting for lunch from 11 o'clock.

Not a great deal to say this time around. The last couple of meetings at Celebrations have had a reasonable turn out. In theory, the world has been put to rights and table service seems to be a great success! The weather has been unseasonably warm though the upset of this is damp and muddy roads!

Not enough to stop several of us enjoying being out and about, though the wind on the 29th was such (strength and direction) that I dared not open my garage door to get a bike out!

Time to be thinking of a 'summer' programme - first run meeting for us is 27th April and 'Drive It Day' is the 28th.

Good luck to Robin as he returns to his family history, and just for the record you are the only Gillingham I know of.

REtrialer (07404)

Branch Reports

Cornwall Branch

A grey but mizzly day encouraged ten assorted motorcycles for the final ride of the year. Fran, our scout for the day, led the procession from Trethiggey to Roche service station, and on to Lanhydrock, meandering along narrow roads, bordered by ancient woodlands, swollen rivers and dozens of dog walkers. We



then turned right, and headed towards Looe, and the beautifully isolated Hanafore Island for a comfort break, and a chat.

Onwards and upwards, along the coast passing through Seaton, Downderry, and Freathy.

The view was now taken over by coastline, cliffs, rocky beaches, historic forts and laybys. We turned left at Rame and went downhill to Kingsands and Cawsands, riding above the villages, adjacent to the converted naval buildings.

Leaving the openness of the coast, we headed to Mount Edgcumbe and Cremyll, on the edge of the estuary to the river Tamar,

and then followed a lovely little single track road into Millbrook, a picture postcard location if ever there was one. There were river tributaries with working shipbuilders on the other side, moored boats, yachts, and mudbanks as the tide seeps away, only to return later in the day and a lovely large lake with ducks, swans and other migrating birds. Leaving Millbrook behind us, we headed towards and onto the A38, and popped into the Chequered Flag Cafe for a somewhat belated lunch and yet more chat.

From there we said our goodbyes and headed home. Ten riders, one pillion, and a thoroughly enjoyable day.

Bob Reed (6167A)

Branch Reports

Mid Shire Branch December

We are blessed with very mild weather so far this year so great for ekeing out every little trip possible on the bikes. The number of runs have reduced slightly



over the Christmas period but the enjoyment of the rides with fellow members never drops. More trials type riding has been practised and with increasing amounts of success for a few members. In particular, Matt enjoyed success with his sidecar outfit at the Hardy trial. Well done Matt! We had a great Christmas meal gathering at our club house, the Friendly Inn, where the food was hearty, the drink (alcohol free for the riders and drivers of course) was flowing and the cheer was never ending. Bellies ached from the amount of first class food and laughter.

Tara mentioned that he had been working on his bike inside during the darker evenings and then a few days later a picture was sent to show his “Christmas-Tree-Fifty” adorned with tinsel, lights and star included, taking pride of place.

His wife must be incredibly understanding with the smell of mulled wine and unleaded wafting through the house. We are planning 2019 to be a bumper year for the branch. Seeing in the new year with the first ride out and show on January 1st at Stoney Stratford for their Vintage and Classic informal gathering.

Old bikes and cars will be on display so we will include a report for the next edition of the Gun.



In the meantime may we send out our very best wishes from all at the Mid Shires to all our fellow Owners Club branches and members for a happy and healthy New Year. Make 2019 one to remember.

REgards and ride safe.

Neil Greenhow (15828)

Gillingham in Gear, Saturday 8th June 2019

The Somerset and Dorset Branch will again be the Royal Enfield Owners Club Host at this great event.

So come on down and see us Dorset Boys and Girls, you can help us enjoy the day and do yourself some good.

We love to yarn, so all are welcome.

Contact Robin Gillingham
Tel:- 01963251406 or
robin.gillingham@btinternet.com



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;

"THE GUN" is the official magazine of The Royal Enfield Owners Club. published bi-monthly and distributed to paid up members. It must not to be reproduced in any way without the consent of the Editor. Views herein are not necessarily those of the Editor or of the Committee. The Club makes no representation as to the content, the accuracy or viability of advertisements nor the commercial articles, nor for the offerings of third parties.

The challenge is on “100 Bullets” in celebration of the model’s 70th Anniversary REOC International Rally 2019

At the
Taverners



VMCC
Founders Day

Friday 19th July through to Sunday 21st

Stanford Hall, Stanford on Avon,
Lutterworth LE17 6DH

This event will be a first for our Branch. We have not hosted a rally before, so that’s where you come in. Please get in early with your good ideas on how to make this weekend a complete success. The only caveat to that being; if you make a suggestion you back it up with your support ! **WE NEED YOUR FULLEST SUPPORT TO MEET THE CHALLENGE OF 100 Bullets !!!**

To be fair, a lot of the rally comforts are laid on for us by virtue of the destination being the VMCC Founder’s Day event. A beer tent on Saturday night and various catering vehicles present over the weekend (Sat/Sun). That only leaves us to cater for Friday evening which will be done via a ride out to a local hostelry and a ride out for the Saturday. Given the central location of the event, literally minutes from the junctions of the M1 M6 and A14, we have all sorts of options.

The National Motor cycle Museum is less than an hour away and the free entry Coventry Transport Museum is even closer. Route cards will be available to those destinations for any interested parties. A more local organised ride out for lunch on the Saturday is already arranged.

Your Committee has approved the costs for a shower block and toilet block on the REOC only Camping area. As mentioned before Bruntingthorpe have discussed supplying a couple of Tech guys and a ‘mule’ development Interceptor for the event. The Sunday auto-jumble is a rare treat being hosted in a less commercial fashion than many these days.

It should be a great weekend but that will only happen with your support.

John Dove Tel:- 07766947932 or email jd.btsdf@gmail.com

Home Office tick box exercise

The Home Office task force set up to tackle motorcycle theft and moped crime has given itself a congratulatory pat on the back and claimed the box has been ticked.

MAG is less convinced and point to the fact that the initiative, claimed to be a national one, has completely failed to deliver beyond the Capital. The basic objectives of investigating the level and drivers of the problem at a national level have simply not been addressed. MAG will continue to fight the cause and demand a more comprehensive approach is adopted.

Fines for uninsured drivers -

new scheme catches five million RAC: 5th Nov 2018

Uninsured drivers are being warned they don't even need to be out on the roads to be caught. The warning comes after it was revealed that a scheme which cross-checks driver records is catching as many as 3,000 uninsured motorists every day.

The scheme, operated by Motor Insurers' Bureau (MIB) and the Driver and Vehicle Licensing Agency (DVLA) issued its five millionth warning letter in October. The MIB says uninsured drivers will be caught, with offenders facing fixed penalty notices, fines of £1,000 and even the prospect of having their car crushed. Legislation that allows the MIB and DVLA to take action against owners of vehicles that are uninsured – and not declared to be off the road – was introduced in 2011.

The scheme sees data from the Motor Insurance Database record of UK motor insurance policies cross-checked with DVLA vehicle records to identify drivers that appear to have no insurance.

This system means thousands of insurance advisory letters can now be sent out to owners of uninsured cars, meaning they no longer need to be caught on the road. The letters warn owners to either insure their vehicle, make a SORN (statutory off road notification) to the DVLA, or face fixed penalty notices, fines and court prosecution. Neil Drane, head of enforcement at MIB, said that with the scheme in place there is nowhere to hide.

He said: "Data enables us to easily identify vehicles that appear without insurance. By using automation alongside ongoing police efforts, we've helped to halve the number of uninsured drivers on UK roads over the past 10 years."

The Motor Insurers' Bureau is a not-for-profit body that helps innocent motorists if they are involved in hit-and-run accidents or collisions with uninsured drivers. Ultimately in these situations, the bill is paid through the insurance premiums of all law-abiding, fully-insured motorists.



Long-range camera takes aim at dangerous drivers

RAC: 16th Nov 2018

Police have a new weapon in the fight against reckless driving — a mobile camera that can catch offenders from up to a kilometre away.

Dangerous or illegal activity behind the wheel — including tailgating and mobile phone use — can now be snapped before a driver has even had the chance to see the camera.

Unlike traditional speed guns, which only measure how fast cars are travelling, the new camera produces clear, high-quality video footage and photographs of vehicles and their occupants' behaviour.

Gloucestershire Police unveiled the new camera as part of Operation Indemis, a collaborative approach to policing the region's busiest routes, including the M4 and M5. Officers say one of the aims is to educate motorists about the importance of driving safely on the roads, with some drivers offered advice on how to improve under the initiative.

However, anyone caught committing offences faces prosecution, including those engaged in tailgating, speeding, driving without a seatbelt or using a hand-held mobile phone behind the wheel.

Earlier this year, Highways England launched a campaign to raise awareness of the dangers of tailgating after figures revealed that one in eight road casualties are caused by tailgating.

Martin Surl, Gloucestershire's Police and Crime Commissioner, thinks the camera represents a new way of policing the UK's roads and hopes it will help change behaviours.

He said: Many people have come to me with their concerns about speeding and other safety issues along this road. We now have a chance to test a new model of collaborative road policing which, if it proves a success, can be put into practice elsewhere.

The aim is not just to penalise motorists but to uphold the law by creating a change in people's behaviour. But the police will enforce the law when necessary.

If the scheme is a success, Gloucestershire Police says it will look to work with other agencies, including the Motor Insurer's Bureau and Driver and Vehicle Standards Agency to explore how the technology could make UK roads safer. Copyright Press Association 2018. Motoring News articles do not reflect the RAC's views unless clearly stated.

Turbo Tosh

After all the claims that a complicated new road system in Bedford – called a “turbo roundabout” - would make things safer, MAG can reveal that the number of injury-accidents actually increased once it was built.

MAG predicted this. We’re currently conducting a databased analysis of the overall effect of road changes – especially in London, where many safety schemes have been introduced. We suspect that the net effect is an overall increase in danger for anyone who isn’t riding a bicycle. We’ll let you know what we find out.

Ditch the trickle charger

GEM: November 20th

At this time of year, many members enquire about charging their batteries externally over winter, using a mains-powered source. It is not a bad idea, especially if you cover many short journeys.

Ian Newham, Training Manager at GS-Yuasa Battery Sales UK Ltd., the market leader for vehicle and industrial batteries and one of the largest makers of car manufacturer (OE) quality batteries reveals that, The battery might not recover sufficiently from an initial cold start, unless you undertake a fairly lengthy drive afterwards. If the charge lost is not replenished promptly, the battery can degenerate permanently inside.

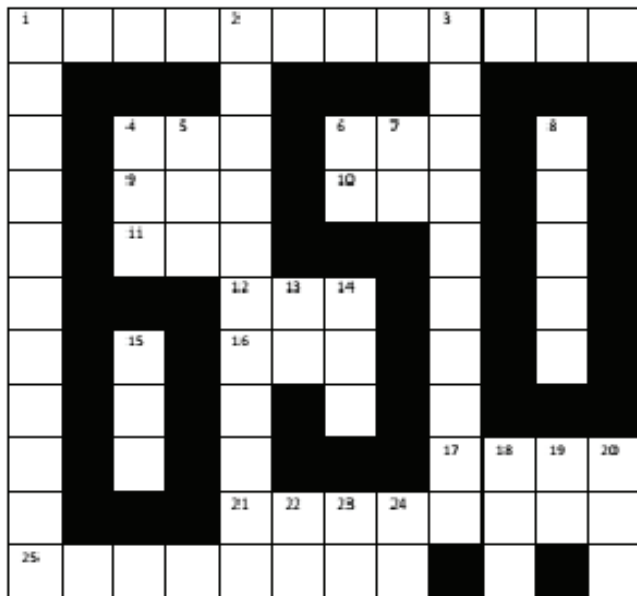
Therefore, it is prudent to top-up the charge levels yourself but Ian also warns against overcharging and he explains why an ageing trickle charger is not ideal, Old-fashioned trickle chargers are fairly crude, because they risk overcharging. While this harmed old-style batteries, the ensuing damage could be limited, by topping up the acid level inside the battery with distilled water.

Now that most car batteries are sealed, should the battery be overcharged, you cannot replenish it.

Modern day smart chargers detect battery condition far more accurately and ensure that they stop delivering power, once an optimum charge level is reached, causing neither overcharging, nor overheating. For more modern vehicles that are fitted with emission reduction systems, such as start-stop and regenerative braking technologies, Advanced Glass Mat (AGM) batteries are fitted, usually. These can be damaged severely, should you even attempt to charge them with an old-style trickle charger.

Therefore, the best advice is to ditch the old-fashioned trickle charger and invest in a decent smart charger, instead.

The Gun Crossword Issue 269



DOWN

- 1 Pre-butterfly, tracks
- 2 One who intercepts
- 3 Black on the road
- 4 Prosecutor of criminals
- 5 Don't lose
- 6 Opp. AD
- 7 Not Green Flag
- 8 Half the ton. L
- 13 Résumé, joint
- 14 Salt water at the side
- 15 Half a doz. VI
- 18 Made by OS & A-Z
- 19 Gym, PE
- 20 Lord Coe
- 22 Afterthought, HP
- 23 Lawrence's initials
- 24 Passport 499?

ACROSS

- 1 German tyres, New Enfields
- 4 UK: 112 lbs, USA: 100 lbs
- 6 Drink here under pressure
- 9 Eat 22 over 7
- 10 Rotary to linear device
- 11 Opp. Jnr
- 12 Cm^s [plural]
- 16 Mrs Adam?
- 17 Shown on ammeter
- 21 Charger. Best friend?
- 25 Went back

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

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



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

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

The winner of crossword puzzle
in Issue 268 is
Rob Mills (14077)



Insurance solutions*
for classics and more.



CLASSIC + MODERN BIKE

CLASSIC + MODERN CAR

MULTI VEHICLE

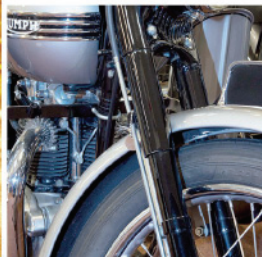
COLLECTORS

KIT CAR

CLASSIC MOTOR TRADE

COMPETITION CAR

MOTORSPORT SUPPORT VEHICLE



At FJ we cover classic motorcycles from 10 years old and understand that every classic vehicle owner is different.

With FJ+ you can add to your policy from a range of cover options* including **breakdown**, **agreed value**, **salvage retention** and spare parts.

Club members are entitled to **specialist rates**.

Call our friendly UK team for a quote.

0333 207 6064

or visit:

footmanjames.co.uk



Part of the Towergate Group

PROUD PARTNERS OF:



*All cover is subject to insurer's terms and conditions, which are available upon request.

Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be monitored or recorded. Sign up to our newsletter at footmanjames.co.uk to receive updates on all the latest news, events, offers and competitions. FP ADGE691.9.16