

THE GUN

The magazine of the Royal Enfield Owners Club



ISSUE
No. 277



Jun/Jul
2020

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

Published by - The Royal Enfield Owners Club

Front Cover:- Miss Pat Mason of the Export Dept. demonstrating the Royal Enfield 18 inch two stroke mower in 1952.



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Editorial

Welcome to the latest issue of the GUN magazine. I hope all members are staying safe in these trying times, as we look forward to being able to get back on the road. The front cover picture was sent to me by our excellent archivist Bob, as it is the only thing that most of us will be driving at the moment. (Does anyone still have a working Royal Enfield lawn mower?). After expecting to have trouble filling the magazine for this issue, I was inundated with articles. So thank you to all who contributed, without your efforts there would not be a magazine. I have had to carry over two articles, which will appear in the next issue, so if yours is one which does not appear in this issue I apologise, but space is limited. Sadly we have lost several members in the last two months, and there obituaries are on the next pages. On a brighter note, there is lots about a wonderful gentleman, Roger Boss without whom we would probably not have the 250cc continental GT. So thank you Roger.

Stay safe everyone, one day we will get to ride again. Regards, Alan.

All contributions for the next issue to reach the Editor
by the **1st July 2020**

Next issue published August 2020

Jim Russell



Jim Russell R.I.P.

Sad news for us here in Scotland!
Just 2 weeks after we had the Scottish Motorcycle Show one of our “Old Dependables” has died very unexpectedly. Jim Russell was a long time Royal Enfield Owner who always brought along his Meteor Minor to the Club stand. He took ill suddenly on Friday 20th and was rushed to hospital where he died the next day. Jim was only 74 and he will be sadly missed at the Scottish Motorcycle Show REOC club stand.

Doug Young (1062)

**One of the
“Old Dependables”
Passes away**

Standing next to Paula

John Bathard

It is with great sadness that I wanted to inform you that my father John Bathard died in late February following a battle with cancer.

In his final days he received the issue no. 275 and a warm smile came across his face when he saw the 1959 club documents on the cover / page 5 and the subsequent mention on page 9 from Peter Barber, he said ‘it had brought back many happy memories’.

His 500cc Meteor Minor was really part of the family and as a child I always knew when he was nearly home as the ‘purr’ could be heard as he came down the road. I know he really enjoyed his time as editor and was very pleased when the club reformed following its closure in the mid sixties.

He really did have Royal Enfield in the blood and eagerly awaited the latest issue of The Gun.

Richard Bathard

Frank Roberts

I am sorry to email you about my Uncle Frank. He passed away after a long battle with cancer on 13th March. His funeral is this Thursday in Cambridge, however due to Coronavirus restrictions, we are unable to invite friends or colleagues.

Best wishes to you, stay safe. Kind regards

Heather Langdale

Jim Chalk 1942 - 2020

Jim died after a period of illness, on 6th March, just 3 weeks after the passing of his partner Jeanette.

He was a long time member of the REOC, and the club 250cc unit construction specialist for many years.

I first met Jim about 45 years ago, when we both stopped to admire the gleaming machines in Cowies of Sunderland. We discovered that we shared a number of common interests, including a passion for motorcycles and skiing—we soon became friends.

At that time Jim was working in the drawing office of Doxfords Shipbuilders, and had become a skilled draughtsman. Jim was already a member of the club and encouraged me to buy an Enfield. A mutual friend knew of a 350 Bullet for sale, which I bought, soon becoming a member of the club. I then started attending rallies with Jim.

Over the years Jim covered vast mileages on his Crusaders, going to as many club rallies as possible, winning over the years, both the Dave Beach Trophy and the Jim Haywood Trophy.

His devotion to his beloved Crusaders was absolute and he could never be tempted to change to a larger capacity bike. His knowledge of these machines was encyclopaedic as many members discovered, and he gave technical advice to many in the club.

Jim will be mourned by all who knew him, and he will be sorely missed by the motorcycling fraternity.

Our sympathy goes to his family and friends.

Peter Nielson (1749)

Jim Russell

It is with great regret that I announce the loss of one of Tayside's branch members, Jim Russell.

Jim was a founder member of our branch and was a regular attendee. His death was unexpected and came just a couple of weeks after the Scottish Motorcycle show in March where Jim had his Meteor Minor displayed on the REOC stand. All at Tayside branch of REOC offer our condolences to his wife Joyce and the rest of Jim's family.

His cheery grin and friendship will be sadly missed by all.

Letter of apology.

Dear Reader,

May I apologise for the way in which my notification about the passing of Rob Thornton may have been construed.

Having read the notification in my latest copy of 'The Gun' I now see that the letter should have been delivered as two separate threads, and that delivered as it was, it could easily be misconstrued as an indictment of Mr Thornton as South Coast Branch Contact. That was not my intention. Rob was, in fact, tenacious in his efforts to keep the Branch open stepping forward more than once when no other could be found to adopt the role.

REgards, John Dove

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Write Away

To all Royal Enfield riders:

I am a British rider living in the US and wish to inform other bike owners of my recent experience of buying bike parts from India on ebay. I ordered this tappet adjustment tool <https://www.ebay.com/itm/Genuine-Royal-Enfield-Tappet-Adj>...for my Himalayan which cost \$80.27 only to discover it wrongly made and was not fit for purpose. I contacted the seller Royal Enfield King who confirmed the problem with the tool, but despite the initial offer to refund me without returning the tool, then made it a condition that I take my comments down, so they could sell more of them, despite knowing the tool could not be used. I refused to do this. They also complained to me that they were only making a little profit on this sale. I contacted ebay but was told the time limit had elapsed for a claim and that I should contact Paypal. I did this and was told by Paypal I had to return the tool to India with a tracking number, which I did with the US Postal Service.

I then was told it is not possible to track packages from the US once they are in India. Online tracking number on the US Postal website continually stated "in transit." I requested that Paypal contact Royal Enfield King to confirm they had received the item, which they said they could not do! I had to prove it had been delivered, although they knew I could not do this as previously explained. The seller also did not reply to another message sent by Paypal. Time had also gone by in dealing with Paypal, which was a somewhat time consuming and pointless exercise with robotic type replies and then they suddenly informed me my claim time limit had expired, and I should contact the credit card company! Too late for that also! The story ends with Royal Enfield King ignoring any messages sent to them regarding this matter and keeping my \$80.27 because I refused to take down my comments.

I would advise UK and US Royal Enfield owners to buy parts in your own country where dealers will be willing to sort out a problem if it arises or you could find yourself in this situation.

Ride Safe! Yours faithfully G C Travers

Write Away

The photogenic Pat Mason appeared in many company publicity campaigns. Here she is with Garth Wheldon and the prototype C-6 at Brockhill Lane, near Redditch in May 1956. The C-6 went on sale later in the year as the Crusader, complete with integral leg guards.



Recently found
1950 Enfield
Diesel engine with
generator and
electric start Type
350cc Serial no
350/647

Ieuan Davies
(3370)

(See for sale
advert)

Write Away

You Are Never Alone

Climbing into the sun west out of Chalkis. Homeward bound after spending the summer with my 2008 Bullet 500. Tonight Delphi and tomorrow the afternoon sailing from Patras to Ancona. She misses half a beat, coughs and starts fatally rattling between my knees.

It's still hot, dry & dusty by the side of the road in September, as the Friday evening traffic roars over the top of the hill. Breathe, do your checks, don't think about missing that boat. It did sound bad. It sounded very bad. A valve gone, a pushrod bent or snapped. Breathe, do your checks. Tappet cover off, I'm none the wiser, this is going to require surgery not roadside first aid. An admin foul-up has deprived me of European Breakdown cover, so I'm on my own.

But in Greece, you are never alone.

Chalkis is the hometown of a friend of mine in Manchester. Wonderfully: "Of course I know where you are! Wheel back to town, I'll send you my parents address!" more ominously: "It's Friday evening and you want a mechanic who can look at your what? Your Royal Enfield?"

I have only ever had warm welcomes in Greece and this was no different, a cold Alpha beer. As Son had drawn blanks calling from Manchester, Dad went off into town in search of a mechanic. I felt impotent and couldn't stop myself thinking about the consequences of missing the ferry and the chain of connections through Europe that were due to have me on "The Pride of Hull" some 5 days hence. I'd hardly seen another "old school" bike all summer, let alone a Royal Enfield, where was I going to find someone to help me now? Just after I'd bought my Bullet, a friend had passed me a couple of old copies of "The Gun". I remembered leafing through, and as an Enfield novice and very green mechanic, a lot of the articles went straight over my head, but I had remembered looking with interest at the lists of new members in each issue. I recalled being struck by seeing in one issue 3-4 new members from Greece. That's gotta be worth a look.

There it was, the Greek Branch of REOC, right there on the REOC site. Andreas Papadakis, general secretary was also on Facebook, an SOS into the ether.....So Sam, you rode your Enfield all the way to Greece from England and didn't come to meet us?" Andreas laughed. "I forgive you, let me make a call and I'll get back to you". My head is spinning, Andreas tell me he's in Athens, 80km south, a good 4hrs on the motorway from Patras, but no, forget it there's no way I'm making that boat.

Write Away

“OK Sam, so here is what is going to happen: I have spoken to my friend, and Greece’s finest Enfield mechanic, Periklis. He has a workshop in Athens, he will stay open for you, and he will fix your bike, tomorrow you will sail to Italy”. I’m struck dumb. “Sam, are you still there? Good. I have also spoken to a company who will come to Chalkis and pick you and your bike up and bring you to Periklis, I have fixed a good price, you can call them now and give them your address. They will leave Athens right away and will be with you in 1 hour. Periklis is waiting for you”. “Efcharisto poly” I mustered, my thanks feeling woefully inadequate in the face of such overwhelming solidarity.

“This is the Greek way my friend” clapped the driver of the rescue van as I mused aloud on my fortune and the generosity of others as we hurtled toward the Capital.

Periklis, good to his word was waiting as the sun was setting outside his workshop. I could spend hours describing the shop, the many vintage machines and the man himself, but let’s say I had no hesitation handing over my ride. “I will take a look. Call me in the morning.” He said as he wheeled her



inside. I’m by the side of the road again. I hadn’t thought past this point. “Where are you going now?” asked the driver? “You need a hotel, there is nothing round here, get in and we’ll find one”. And find one we did, it took 40mins, off the clock, he didn’t leave me until I was safely checked in to a modest hotel “Good luck my friend” he called as he sped out into Athenian rush-hour, “Efcharisto” I waved. “I have a restaurant in town, come down and I will feed you and you can have a drink” Andreas’s response when I called him to let him know his plan had gone off without a hitch. So, stones throw from the Acropolis that is how my final Friday in Greece of 2019 finished. Andreas, a familiar name to many of you in the REOC and a regular online contributor was the most wonderful host, and we swapped riding stories into the night.

Write Away

Naturally, when I called Periklis in the morning he had reattached the errant push rod and assured me the bike would now not only make Patras, but also my ride from Ancoa to Innsbruck and, after a night on the Autozug, my run from Dusseldorf to Rotterdam. I am delighted to report he was 100% correct.

2021 will see the REOC international rally take place in Greece and I, as new member No:17455, will be doing my upmost to attend, if only to continue to give further thanks for the display of outrageous generosity I have described. Look forward to seeing you there.

Sam Young

In Memory of Jim Chalk

I was saddened to hear of the departure of Jim Chalk, the REOC Crusader machine specialist.

I almost gave up on Royal Enfields in 1994 when my recently acquired and troublesome Crusader Sports 250 kept letting me down with seemingly endless problems. I even advertised it for sale, and then changed my mind at the last minute. Encouraged by the methodical advice from Jim, an old-school engineer, I decided to persevere a bit longer, and I'm glad that I did. Needless to say, the bike was slowly debugged to become a reliable favourite to meet my new found friends at REOC events.

I've sought Jim's expert knowledge of Crusaders on many occasions, collecting a folder of his information sheets which he standardised as a result of recurring queries from club members, and one which comes to mind is his dimensioned drawing of the paintwork on the petrol tank: I'd just had mine re-chromed, and asked Jim for details. His accompanying letter read:

"The dimensions are approximate Bob, and shouldn't be taken as gospel. Myself and two friends all bought Crusader Sports 'in 1961 and the pin striping was slightly different on each one -the result of a steady hand with a paintbrush at the Redditch factory".

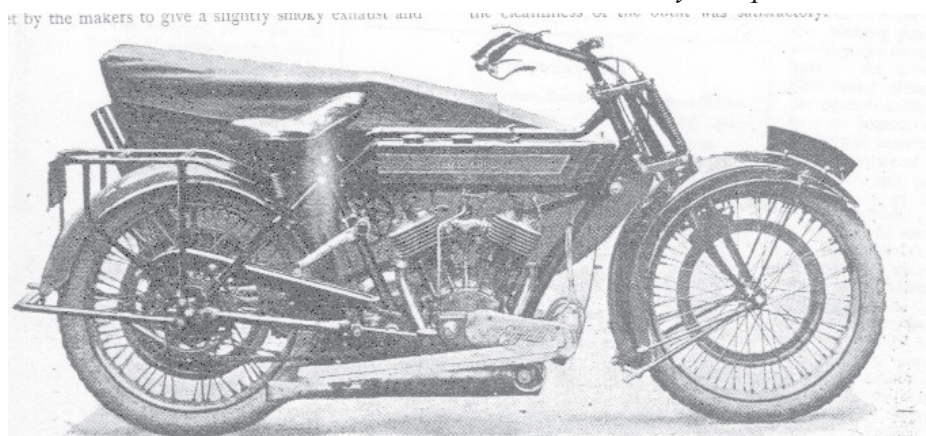
Nor was Jim's technical advice theoretical, he would think nothing of loading up his 'Old Grey Mare' – a well-weathered 250 - with camping equipment and riding from his home in Newcastle down to the South West of England to meet up with other club members at Les Carter's Fossil Gathering rally, covering at least 700 miles in a weekend. Who knows how many thousands of miles he rode on his favourite Royal Enfield 250s since 1961.

Jim was a real gent and an asset to our club. He will be missed.

Bob Murdoch (6397)

ROAD TEST

THE 8 h.p. ROYAL ENFIELD TWO-SPEED SIDECAR WITH THE NEW VICKERS BUILT ENGINE. *From the Motor Cycle April 28th 1921*



One of the chief characteristics of the new 8 h.p. sidecar is the sweet running of the engine. A high speed can be maintained without any symptoms of overheating.

Two feelings uppermost in our mind when taking over the 1921 Royal Enfield sidecar outfit for a test run were curiosity regarding the new Vickers made engine and a little uncertainty as to the possible difficulty of manipulating a lever controlled selective two-speed "gear" after a long sequence of machines with handle-bar clutch levers and three ratios. A remarkable point noticed about the machine when delivered was the wonderfully slow running of the engine, for it would tick over as slowly as will the engine of a lorry each moment apparently coming to a standstill and then carrying over dead centre in a way which mystified all who watched it. In the case of a two-speeded side car outfit, it is essential that the engine should have ample power, and at the same time, be capable of pulling very slowly, since the clutch is not capable of the same delicate manipulation as one of the handlebar controlled variety. In tight corners indeed a very complete range of responsiveness to the throttle is essential, for all "driving" is done on that control, and a method of driving "on the Gears" must be largely forgotten. Let it be said then, that the Enfield outfit is equipped with an engine which gives smooth running at all speeds up to 40 m.p.h. (beyond that we did not go), dead slow pulling, a tick-over when idle, and very easy starting. Our test run included Several "about town" journeys in the Midlands and one trip to Malvern and back; probably 150 miles running, during which no adjustments or difficulties were encountered. capacity, there is a delightful feeling of liveliness about the machine when driving on top gear; ordinary undulating main roads are flattened out to no small degree even on a $4\frac{1}{2}$ to 1 top gear, and as the engine is almost completely silenced at the exhaust and has only slight tappet noise, it gives a decided impression of effortlessness. While at Malvern it was decided

that the Old Wyche road should be attempted in order to form an idea of the climbing powers of the machine on its 9 to 1 low gear as most modern Three speed outfits are geared about 14 or 15 to 1 on bottom, some little doubt was entertained as to the possibility of successful climb, and, perhaps, in consequence of this pessimistic outlook, a failure was registered less than half way up, before the 1 in 2.9 crest was reached. Running backwards on such a hill is no joke, especially when the sidecar passenger is not used to “happenings” on freak gradients. However, the dummy belt-drum brake on the front wheel proved particularly effective. Enabling the machine to be held while the driver dismounted. Turning round, it was decided to give the hill best and try something a little easier, so the new road to the Wyche cutting was taken and then attempt was made on the grass track to the summit of the Worcestershire Beacon. Despite a violent head-wind this climb was accomplished with the greatest ease, and, although the wind was too high to permit of standing upright on the steps of the memorial at the summit,

SPECIFICATION

ENGINE: *V twin, Vickers-Enfield,
85 x 85 mm. = 965 c.c.*

LUBRICATION: *Mechanical.*

CARBURETTOR: *Amac.*

TRANSMISSION: *$\frac{5}{8}$ x $\frac{1}{4}$ chains.*

MAGNETO: *Lucas.*

GEARS: *Enfield two-speed, selective.*

TYRES: *700 x 80 mm.*

WEIGHT: *289 lb. (solo).*

SIDECAR: *Royal Enfield.*

PRICE: *£160 (sidecar).*

the eighty mile circle of prospect was enjoyed from various sheltered Corners. Descending again, it was considered impossible to leave the vicinity without having a second shot at the Old Wyche especially after the performance on the Beacon, so another attempt was made, and changing down early, a perfectly successful ascent was made. The difference in the two climbs being in all probability, entirely a question of drivers morale. Being under the eye of the law, and the machine being equipped with the

huge trade number plates (we felt like a tester on a surreptitious joy-ride), no delay was made to admire the scene of our triumph, and a quick run down to Worcester and so home to Coventry was made.

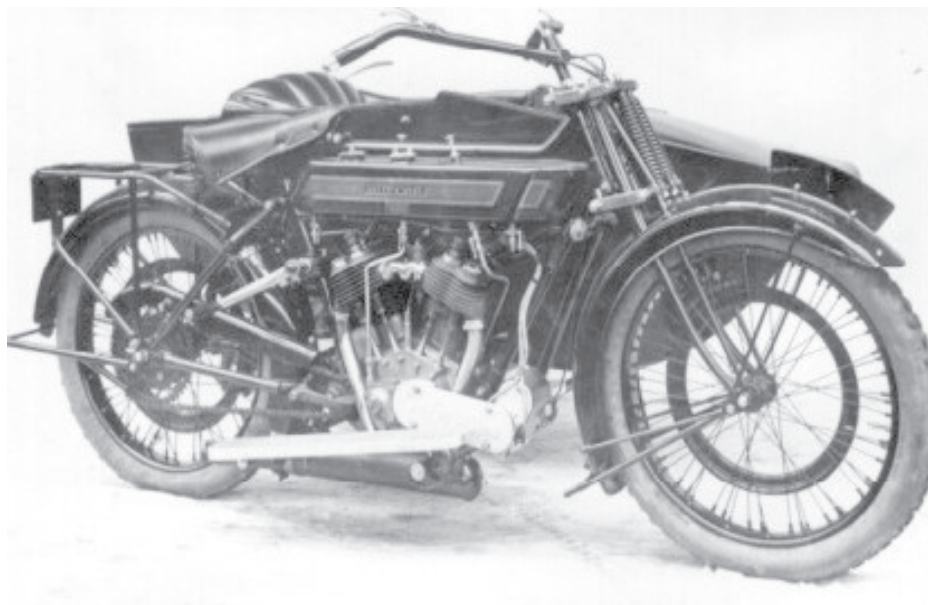
Petrol and Oil Consumption. Many machines as delivered show shocking petrol consumption, but the Enfield did 50 to 55 m.p.g. throughout; being a new engine however the oil consumption was high, for the mechanical pump was set by the makers to give a slightly smoky exhaust and was not altered (for no instructions were provided) ! Special praise must be given to the sidecar. Exceedingly well sprung, it has ample room for the average passenger, and the luggage accommodation is excellent. The placing of the tools in a drawer in the sidecar dash is also an excellent idea. Regarding the machine itself, the same remarks on comfort cannot be applied to the particular one we sampled. Despite 700 x 80 mm tyres it was bumpy to ride and something in the nature of a spring seat pillar would have been welcomed; the spring forks also appeared to work with extreme reluctance, though possibly further running would have eased the initial stiffness of the springs. Speaking of the controls generally the clean appearance of the handle-bars is worthy of comments, the cables being concealed within the bars and no handle-bar clutch being fitted. The hand starter is easy to operate once the knack is acquired,



but a certain amount of strength is needed.

Mudguarding is especially good, and despite the fact that large tyres are reputed to be mudslingers, the clean-liness of the outfit was satisfactory. The picture on the first two pages of the article are Factory photographs, courtesy of the archives, presumably the gentleman hand cranking the “vickers” is a Factory worker. The date for the picture is dated January 5th 1922. The other picture and all the text was typed in by me (the Editor) are from the original Motor Cycle road test of whom I thank. Other interesting details were : The Patent Cush Drive was fitted in the rear hub. Tank had two compartments, Petrol, capacity 2 gallons and the oil tank 3 pints. Stands for front, rear and sidecar wheels were fitted. The finish was enamelled in best Black Enamel and the tank was panelled in Green and lined. Bright parts heavily plated. The sidecar was large and attractively designed coach-built body, with locker at rear;

strong and well sprung chassis. Cover-all apron, mat and cushion supplied with each machine.



Information Page



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

We look forward to hearing from you!

An advertisement for Hitchcocks Motorcycles. The background is a dark blue gradient with a checkered pattern at the bottom. On the left, there is a large yellow rounded rectangle containing text about a Haynes service and repair manual for Royal Enfield EFi models (500 Bullet, Classic, Electra, and 535 Continental GT '09-'18). Above this is a red banner with the text 'New! for EFi owners'. To the right of the yellow box is an image of the Haynes manual cover, which shows a Royal Enfield motorcycle. At the bottom right, there is contact information for Hitchcocks Motorcycles, including a telephone number, address, and email. The website address 'www.hitchcocksmotorcycles.com' is displayed at the top in white text.

PROPOSALS FOR THE ANNUAL GENERAL MEETING 2020

To be held in the dining room of the main building at:
Woodland Waters, Willoughby Road, Ancaster, NG32 3RT

Saturday 3rd October

All proposals for inclusion on the agenda must, according to the constitution, be submitted to the General Secretary at least 90 days before the meeting.

The cut off date is therefore Sunday 5th July and submissions received at the address below after this date will not be accepted.

Jim Millar,
233 Shrewsbury Road, MARKET DRAYTON. TF9 3EW

The REOC Wiltshire Branch Moonrakers Rally 2020

Friday 26th June – Sunday 28th

**Reluctantly the committee has decided
to postpone the Rally due to the
uncertainty surrounding the Covid-19
lockdown situation.**

**If the decision is made to hold the rally
later in the year we will update you in the
next issue of THE GUN.**

A Lockdown Rally

Royal Enfielder's Ireland Lock down and how we kept going.

I myself are lucky or unlucky to be a health care worker, so I have managed to get the bike out for the daily commute of twenty two miles each way. I know some other's in the club also are still working, or volunteering along with people like Hitchcock's motorcycles who keep us moving.

Various way's of keeping us entertained and from under the better half's feet, such as getting the bikes spic and span ready for the next adventure.

Social media has proved to live up to its name with YouTube, whatsapp, Facebook or just the odd telephone call to ensure we are all being thought of.



Another Idea for those of us lucky ones with a garden was a social distance camp/rally, we set our tent's up in the garden with bike near, camping gear, beer, wine and food. then we would contact other campers in their garden camps or at home for a good old rally chat or even a picture on social media.



It was the first rally my wife and dog has attended, even the neighbours came to look over the wall and have a beer from a distance.

A Lockdown Rally



Here is to the hope that things will resemble some sort of normal before too long, however for the time being please if you were planning of coming to one of our events please ring to find out if it is still on, and what the guidelines are for social distancing and travel.

Contact details are:

00353861951137

or

email: thatboyinkerry@hotmail.com

John B Nicholls (10710)



Seeking Assistance: Having purchased a Boyer Bransden micro-digital ignition kit for my '02 bullet 500 and not being much up on wiring I am having a problem or two (or more)! I cannot get my head around how to exactly connect in the engine cut-out switch wire, also what now happens to the black wire disconnected from the contact points? I find the accompanying instructions somewhat vague on these points. My wiring whizz mate is 'confined to barracks' like most of us at present so is unable to help. I cannot believe I am alone in my inability to make sense of this, therefor a 'fag packet' sketch from an expert would be most appreciated! Lastly, would a new coil be recommended and do I need to replace the spark plug cap for a 5000 ohm suppressed one?

Sorry to have bored most of you but I need to know!!

Regards, Derek H. dheatheruk@gmail.com



The New Breed



Hello fellow new model Enfielders, and welcome to a compact fifth instalment of the view from the Tango Tart as my 650 Interceptor has now become christened by the world of Face-thing and the Interweb. Since we last spoke, the dreaded Covid-19 has struck and we have all been confined to quarters, temporarily they are telling us, perhaps by the time this comes out in print we will know just how temporary that was, so it being early April 2020 as I write there isn't lots of feedback to pass on, so forgive me if this is a little more brief than normally !!

The poor old interceptor has been placed on part time duties, as I don't have my own car I do get to use her to whizz to the shops for provisions. Its amazing to find, just how much of a weekly shop can be rammed down your bootleg and inside the front of your jacket, I see a stream of bikers looking like they are about to deliver twins running back and forth from Tesco's et al.

It also brings about the subject of racks and top boxes, try as I might I cannot bring myself to bolt on a box to my naked wonder, and (admission time) I do have a second bike that has more carrying capacity than the average Boeing 737 jet. So when push comes to shove, as it often does with said touring machine, I think the handling and flickability is so much better without being laden down with touring kit. I have got a pair of throw overs for the Interceptor, it gives it that "Is that you John Wayne, Is this me" look and proves quite surprisingly capacious for carting the weeks treats home from B&M or wherever I've had to que outside of 2M away from any other human, dog, cat, hamster or any other mammal. I tried a few bags, and settled on the magnetic Oxford tank bag, which is properly amazing at how it just expands.....and expands... and just keeps on giving. Its huge ! I do some drone footage for a YouTube channel, and I can get a flask, sarnies and the drone and all its paraphernalia all in the tank bag, which then neatly gives me something to lean against as I deafen the neighbourhood with my Norton Reverse Cones.

The throw overs came from a certain auction website at about £30 so I wasn't expecting much but, fair to say they are pretty rigid, take all my wet weather gear and still leave room for any bits I find in the endless bric-a-brac shops I visit. Looking at the feedback coming in from the Facebook groups I'm seeing a fairly even split between people using throw overs and fixed type panniers, but what I don't see lots of, is choice. Loads of after-market cans and other 'essential' bolt ons, but not much in the way of practical stuff. The throw overs are okay, to a point, but they are never going to be rigid, and I don't know if you are like me

The New Breed

but I am always flicking a glimpse back to see if they are still there ha ha. My enforced period of sitting on the sofa and making 'Broom Broom' noises whilst charging through the virtual reality world of a bike race on X-Box has given me time to do an oil change on Tarty, I opted for the Repsol Moto Racing 4T 10W/40 fully synthetic oil off Amazon and the factory filter. Can't get the bike to the dealer with the current lockdown and rather than not do the change, I'd prefer to do it myself. The engine seems a lot quieter since the change, or my deafness is worsening one of the two ! I'll keep you up to speed on the oil as time and miles progress.

In the back of my mind I also have that Royal Enfield have agreed to extend warranties for those about to expire with the COVID-19 issues, so if you are worried about that, try and get on to your dealer for advice as I think its something RE have in hand.

The ACF50 seems to be performing well, there is little or no rust appearing on the bike, although, I like others am noticing the odd bubble showing right where the spokes pass through the hub on the front wheel mainly. The rear doesn't seem as bad, but there are definitely a few tiny bubbles appearing, something to take up with the dealers I think once we can.

The rear shocks are another area, right at the top on the inside (unseen) edge they tend to corrode a bit. The chain seems to be holding up well, no appreciable wear to the sprockets and chain itself. I use Muck Off chain cleaner and then treat it with WD40 chain lube, and that seems to be doing the trick.

There was no reoccurrence of the random cutting out that plagued bike number one before the very kind men at Cooper B replaced it back last summer as diagnosis was proving a little difficult. We cleaned up the connectors and relays on this bike shortly after getting her home and packed the sockets and connectors with vasoline and that seems (touch wood) to have sorted it out. The bike runs good, performs very well, plenty quick enough for my old bones anyway. As the bike was sitting around in the sun we are enjoying at the moment look-ing bored, I grabbed some Castrol DOT4 brake fluid and swapped out the brake fluid too, wow, what a difference it made. Suddenly I had a nice progres-sive rear brake with what feels like a lot more bite to it, couldn't see anything wrong with the original fluid, but, it definitely makes a difference so something to consider chums.

Cable adjustments is another, good time to get some clutch cable adjustment going, I found with mine that in the first few hundred miles I was adjusting the cable at the handlebar end almost after every ride, thats settled down now but I still check the free play weekly, aiming for about 5-8mm at the lever tip steering straight ahead, and then try on each lock and ensure you still have free play with the bars cranked round.

If you find yourself still in lockdown when this reaches you, and the bikes been laid up for a while, keep the battery up to scratch with a good run up every couple of weeks, or if you have opted for a battery optimizer/conditioner you

The New Breed

may want to think about popping a fuel stabilizer in the tank as our modern fuels do not appreciate being left for extended periods of time unused. Rotate the wheels or elevate the bike off the ground so that the tyres do sit on the same spot, and check the pressures are right too, sidewalls can suffer from non use and sitting about. Operate the brakes and make sure the pads are not sticking in the calipers through lack of use. Give the bike a good wash and polish, and treat it with some corrosion inhibitor, if like mine, it lives in a draughty old damp shed lol. The various other bikes we have mentioned locally to me all seem to be bearing up, although as I say not many people are fortunate enough to be getting out at the moment, one of our clan (no names mentioned 'Bob') has moved to the dark side and bought some bike made by a company called Harley something or other, but he'll be back, I just know he will !

If you have any feedback, stories or other interesting bits we can add, send them to the email address below. So until issue six, and finer times, weather still willing and bugs banished into the bin, Stay Safe, Stay Healthy, Tango Tart and her faithful pilot signing off. See you next time.

Dave Blakeney, dave.blakeney@yahoo.co.uk

I would like to comment on the last issue's of the Gun which have become more interesting with technical topics. Nicks (7691) in the last issue No 276 was very good on the fork refurbishment to give new life to the un-bushed Crusader forks. Also the good idea of the West Riding Branch by Kevin, asking some of his members to give a short profile on their riding history and bikes they have owned. It adds a bit more interest to the branch reports. It would be good if more branches follow this idea especially while we are in lockdown mode with the Virus and for Winter season when not much riding or events going on.

Colin House (03115)

250 Racers

Roger Boss. Earlier in April I had the very great pleasure to have a telephone conversation with Roger. I was contacted by his son Andrew and then connected to Roger. It was fascinating to hear his recollections of working in the Development and test department in the fifties.

Roger was the man who in the 60's conceived and built the first 250 GT, and who knows, without Rogers' foresight we may never have had that iconic machine. Roger also organised the famous launch run from John O' Groats to Lands End, with laps to be completed at Oulton Park and Silverstone, all in 24 hours.

I have inserted a picture of Roger on page 26 along with some newspaper cuttings. More about Roger in the next issue.

Alan Barringer (editor 12932)

250 Racers

In the last issue we saw the launch of the Continental GT at Silverstone, now we are at Oulton Park race circuit in Cheshire. Motor Cycle News journalist Patrick Braithwaite was the third road jockey having begun his stint in Carlisle. He rode to Oulton Park where Racing star Geoff Duke was waiting for him. The



idea planned by Roger Boss (Royal Enfields UK sales manager) who organised the launch was for Geoff Duke to do 5 laps of the circuit however at the time it was still dark and the track was not suitable for high speed laps due to leaves on the track and the cold conditions.



Pat takes a little time out of the schedule to warm himself and chat with Geoff who happily poses for pictures taken by Peter Howdle of MCN. It would have been a fantastic picture if Geoff had sat on the GT but this did not happen as far as we know. With the cold and darkness and the early hours I suppose Peter Howdle did his best. It was a wise decision for Geoff not to ride the GT as if there had been an accident the whole launch would have been jepodised. Remember the plan was to get from John O' Groats to Lands End inside 24 hours. In the next edition of the Gun we turn our attentions to the 5 riders who made the launch a success.

James French (10011)

email: james.french17@zoho.com

Julian Edwards (8798) writes. With reference to the Gun issue 275, page 15 about 1960 250cc racers, I was a Royal Enfield apprentice at Redditch, serving my time in the Service and Spares department. I spent many happy times in the company of Brian Crow and Roger Boss.

The photograph shows these two gents, plus a third in the middle, NOT Charlie Rogers, but the gent in the middle is Geoff Hay, wearing his usual black beret. Not only a fine rider he was foreman in the engine department.

A picture of Geoff Hay behind the Royal Enfield Dreamliner prototype, outside the main offices at Redditch appears in the book "Royal Enfield, The Post War Models".

Cornwall Branch Musings

We hope everyone is keeping safe at this trying time. Disappointedly we have had to cancel our Cornish rally, along with others. Maybe, and hopefully, we will be able to meet again at a rally later in the year.

As expected very little is happening in this part of our fair Isle. But at least it does give us time to sort out all those little, and not so little odd jobs we have been meaning to do for a while. It also gives us the chance to have a go at completing old projects, and possibly begin new ones, as well as essential maintenance. There is always the shed to clean out, and tidy up (a mammoth task), gardening, painting etc.

This is a Corona poem, which Wendy wrote for a bit of fun.

*Royal Enfields and covid make for a contented pair
Bikes nooks and crannies lovingly oiled and repaired.
De-rusted and painted if needed or no
Their tyres inspected, their cams ashine and eager to go,
An excuse for garages to be occupied day and night
Proud owners working with all their might.
Cups of tea flowing, occasional beers
All are waiting, holding back the tears.
Though ride-outs unseen
The branch continues with loyalty keen
In Cornwall of the RE GUN fame
Honouring the bikes so revered in their name.*

Mac had a good trip to Brittany on his Himalayan in September. The Himi's first and not last trip abroad! It was the perfect bike for the roads, with only a bit of unfavourable weather, he had a great stay at Roger's and Linda's very motorcycle friendly gites. His latest acquisition being a set of front pannier bags, a very handy addition for extra storage capacity.

Although the winter months proved wet and cold, any glimmer of a dry morning or afternoon brought Mac (and even Wendy) out for coffee runs. The convenience of the Himalayan catered for scenic trips along back roads. They covered from Penryn to Gweek and the Lizard or 'down through the middle' and around the Western end of Cornwall. Leaving shivering but always returning smiling.

This is an offering from Fran, entitled: The Road To Nowhere.

25 Motorcycles turned up and those that didn't weren't there. Bobs map was upside down or inside out, and made no difference as we didn't go to the coast or the moors. The weather didn't happen, a still nothing hung in the air. Calvin and Paul didn't have hangovers, and did not ride like banshees towards the setting sun that wasn't even in place. When we pulled into the Subway for lunch,

Cornwall Branch Musings

Richard treated us all for lunch!! The pub next door served free beers, and England won the world cup.

The afternoon didn't see Greg or anybody else come to lead us on foot in search of magic rings, or Iron Age hill forts on top of boggy hills, and every Enfield started on first kick, except for Richard's Himalayan. Adam's 'Gan Gan' didn't lead the way to a remote VW camper serving hot teas, coffee, and lovely home made sponge and fruit cake. Overall, we missed the ride, and Vin said it was the best ride-out he had never been on.

Richard has been working on his 1955 Bullet, which he uses for trials riding. It now has a period 3-piece rivetted rear mudguard, and brand new chrome trials tank from India, which actually fitted quite well with a little adjustment. He's hoping that the annual Arbuthnot trial goes ahead in September.



Macs Himalayan in Brittany



Macs Gite in Brittany

Bob Reed (6167A)



Richards
1955 Bullet

Roger Boss

Roger Boss, who conceived the idea of a GT still getting his leg over one at the age of 91 (last year).

Two newspaper cuttings from the fifties, when Roger was the test rider for Royal Enfield and was also riding competitively. Hope that triple fracture of the leg healed well Roger.



Close finish in motor-cycle 'National'

A LARGE crowd saw B. G. Stonebridge, of Cambridge, win the title of Britain's No. 1 scrambler in a thrill-packed "Experts' Grand National" race at Alcester on Saturday after a stern struggle with G. H. Ward (London).

Riding a 498 Matchless, Stonebridge led early. With Ward on his 500 A.J.S. close behind, Stonebridge rode faultlessly round the 11-mile course of ditches, water splashes and grassland with gradients of one in two.

In the 14th lap Ward forged ahead, and with only one more circuit to go the odds seemed in his favour. But Stonebridge, with supreme skill, passed again when less than half a mile from home.

Ward made a desperate bid to overtake by taking the last bend very wide and accelerating hard down the straight. He finished 4-5sec. behind Stonebridge.

Earlier in the day Roger Boss, the promising young Redditch rider, crashed during a practice run, and suffered a triple fracture of the leg.

"METEOR" DAMAGED May be ready for show

LAST Thursday, the 700 c.c. Meteor motor-cycle produced by the Royal Enfield Cycle Co., Ltd., Redditch, for the forthcoming Cycle and Motor-cycle Show at Earl's Court, London, lay badly-damaged in Stratford-on-Avon.

By the time the show opens, however, on Saturday, November 15th, it is hoped to have the machine completely repaired, and taking its place among the other new models.

The Meteor was damaged when Mr. Roger Murray Boss, of 3, Ease-more Lane, Redditch, who was driving it on test, was involved in an accident. He was taken to Stratford Hospital, but later allowed to go home.

The Meteor, announced some weeks ago, and first seen in public during the Carnival procession, was evolved to meet demands from the British Empire, and is said to be capable of 100 m.p.h.

Club Sales

Code	Item description (see website for photos)	U.K.	Overseas
S1	Machine Badge - stainless steel	£9.00	£9.50
S2c	REOC enamel lapel badge - red / yellow / blue / green	£1.90	£2.15
S2e	Cannon pin badge - chrome	£1.90	£2.10
S2f	60th year of Bullet badge - green / white / orange (India)	£2.10	£2.30
S3a	Sticker - silver with 'Cannon' + 'Made like a Gun'	£0.70	£0.95
S3b	Screen sticker (inside screen)	£1.00	£1.30
S4	Sew-on patch	£3.10	£3.35
S5	Key fob - with red / yellow / blue / green badge	£2.80	£3.20
S11	Gun magazine binder - red or blue	£6.40	£7.25
S15	Tie - royal blue or maroon (printed - reduced to clear)	£2.00	£3.00
S16	40th Anniversary of REOC, enamel lapel badge	£1.90	£2.15
S20	Sweatshirts - small to Large	£13.70	£15.20
S20	Sweatshirts - XL	£14.70	£16.00
S21	T-shirts - small to XXL	£6.60	£8.10
S22	Caps (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 acceted - 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: Royal Enfield bullet 500 Deluxe ES 2004, right hand gear change, with a genuine thirty two kilometres (32) on from new, recently from a private collection and never registered for the road. Now registered with NOVA, full log book and fresh mot and original PDI from Watsonian Squire. £2995 ovno.

Steve Reader (17551) 07908954161 (Staffs) reader111@btinternet.com

For Sale: Old age is taking its toll and I will have to part with my Royal Enfield Constellation Airflow and would welcome any advice from the club on how best to go about this. The bike has been stored in a Vac Bag with silica gel absorbing any moisture for a couple of years so it is well preserved. It is a 1961 model. I have no idea what it is worth save to say about £8k has been spent on restoration over the years. (all receipts filed). I do not expect to get back what I have put into the bike but I would like it to go to a good home. Incidentally, the bike was exhibited on the club stand in 2016.

Peter Tarrant outlook_5DFE922775830AD3@outlook.com

For Sale: Enfield Diesel engine with generator Type 350cc Serial no 350/647 with electric start Offers. Many thanks. Telephone 01239682205.

Ieuan Davies (3370)

For Sale: 2019 Royal Enfield interceptor 650 cc as new, would consider crusader sports, turbo twin, bullet or meteor minor in PX. Telephone 01239682205.

Ieuan Davies (3370)

For Sale: Assorted Parts, Revcounter Drive for Conny or Interceptor Mk1, spike side stand for either, Center Stand for 17 in wheels Rocker cover for 250 cc Airflow Alloy Top Cover 2 sets of metal tank badges for Bullet, Side stand for Interceptor Mk2, Alloy oil cleaner cap for Interceptor Mk2 part no 49601.

Telephone 01239682205 Ieuan Davies (3370)

For Sale: Single wheel trailer with fittings for a Bullet, classic styling (copy of 1950's PAV) £500

Matt Little (16561) 07909914345

For Sale: 1961 Constellation Airflow £4000 original condition few sensible mods. Owned 46yrs. In regular use has been to many R/E rallies. Well maintained. Just had the dual sided brakes skimmed £200.

Colin House (03115) 01642 896743 confield@ntlworld.com

SWAP Constellation Tank in good condition, has stood many years before the dreaded Ethanol. Inside will need a bit of shaking about with some pebbles' and treating with a de-ruster. It has a couple of small dents in the chrome area which I think could easily be removed the top painted part has had some filler ,I will get round to removing all the paint when I get time to have a good look and take some photos. I Will consider a swap for a good original 1958-1960 Meteor Minor panelled tank.

Colin House (03115) 01642896745 confield@ntlworld.com

For Sale: 250 Clipper pre unit project. 75% complete, mostly original, some new some reconditioned. £850. Also book of Royal Enfield 1960 £15, Model G 350 deluxe hardback parts book 1955/6 £12.

Andrew Denman (16406) 07786651903 (Bucks)

Market Place

For Sale

For Sale: 1934 Royal Enfield Model X Motorcycle Opportunity to purchase a rare vintage motorcycle. Originally purchased new from a dealer in Ellon, Aberdeenshire and dealers logo stamped on rear mudguard. Original valuable number plate included in sale AV 6657. . There are known to be very few of these motorcycles left so it is quite rare. There is much paperwork with the bike including letters from the royal Enfield owners club verifying the authenticity of the bike and the original 1934 tax disc and one from 1957. Please note there is no mileometer on bike. Please call Jim on 07757 55 1937 if interested to view. Offers over £2,350 invited.

For Sale: 1961 350cc Clipper in good original condition with V5. Non-runner needs tank and carb cleaning. £2500.

Chris Raines (17375) Kent 07974837947 cbrdevelopments@gmail.com

For Sale: two incomplete 700cc Royal Enfields plus complete spare 700cc engine/gearbox assembly. £1800 the lot.

Chris Raines (17375) Kent 07974837947 cbrdevelopments@gmail.com

Market Place

Wanted

Wanted: Royal Enfield Prince project. Anything from a frame to a complete non runner. Also looking for the remains of a J/J2 so that I can use up my vast stock of J/J2 parts and build another bike.

Chris Brady (07170) 01280-848491 North Bucks.

Wanted: Currently restoring my first classic bike (only 20 years old). Looking for a Crank shaft, Flywheel and Piston for a 1952 RE2 125cc. Cash waiting.

Freddie Haith (17613) Louth, Lincolnshire - 07710501141 - fh41th@me.com

Wanted: Royal Enfield Bullet Electra. must be EFI and black preferably with a single seat but not essential. I am looking for a bike that has been well looked after with full-service history and low miles. I am prepared to travel up to 200 miles from Liverpool to view. Whilst I am ready to consider buying now I am more than happy to wait until later in the year, or even next year for the right bike, as I am already riding another Enfield.

If you know of one that may be coming up for sale please let me know, Thank you.

David Herbert (16201) Please contact me either by email, davidherbert44@hotmail.co.uk or text me on 0730763619.

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

WELCOME TO OUR NEW MEMBERS

March, April 2020

Richard Crook, Bridgwater	David Pollard, Warminster
Chris Westphal, U.S.A.	Mark Alexander, Hinckley
Robert Baker, Poole	Jeremy Fries, Dover
Alan Waterton, Swanley	Ian Pope, Bridgwater
Matthew Hubbard, Ashford	Jason Owen, Frinton-On-Sea
Neil Bramley, Nottingham	Tony Bartlett, Alton
Graham Keenor, East Grinstead	Frederick Maynard, Gillingham
Robert Kemp, St.Albans	Keith Hartley, Pontefract
David Hussey, Yeovil	Paul Bassett, South Shields
Paul Atkins, Saltash	Ben Wild, Great Yarmouth
Paul Maddox, Bexley	Malcolm Gentry, Aylesbury
William Howard, Bridnorth	Sam Harrison, Stamford
Steven Mitchell, Street	Rufus Cant, Durham
John Hancock, Stoke-On-Trent	Stephen Riddiford, Bristol
Raymond Purnell, Newport	Mark Bigam, Loughborough
Ian Mackenzie, Ilkley	Frederic Durand, FRANCE
Freddie Haith, Louth	Michael Bailey, Bristol
Hugh Wareing, St. Helens	Adamantia Alexaki, GREECE
Christophas Zacharia, Herne Bay	Guy Reynolds, Wimborne
Geoffrey Everard, Lincoln	Charles Cross-Gurnell, Stourbridge
Andrew Guttmann, Macclesfield	Steve Pickard, Liverpool
Thomas Kohler, BELGIUM	Andrew Brooks, Romney Marsh
Brian Thomson, Earlston	Ian Marchant, Weybridge
Lowrie Robertson, Shetland	

Membership Secretary

Teresa Langley, Strathaan, Ardgay IV24 3BG

tel: 01863 766431

email: membershipsecretary@royalcnfield.org.uk

The Scottish Motorcycle Show March 2020



The Scottish Motorcycle Show was held as usual in the Highland Show Ground Ingleston next to Edinburgh Airport. Not only did it coincide with the Scotland versus France Rugby Match, but the Corona Virus had reared its ugly head and there was the possibility of both the rugby and the Motorcycle Show being cancelled. Thankfully, as you can see from the photographs, it went ahead as planned.

The weather was not brilliant, cold with the odd shower but the “Old Dependables” arrived with their Royal Enfields:- 6 in fact, 1 x Interceptor, 2 x Meteor Minors, 1 x Crusader, 1 x Constellation and 1 x 500 Bullet. However the “Dependables” managed to sneak into the Main “Highland” hall for a seat on the new Continental GT and Interceptor. The staff on the stand had lots of queries about the new bikes, so perhaps we might see some new members.



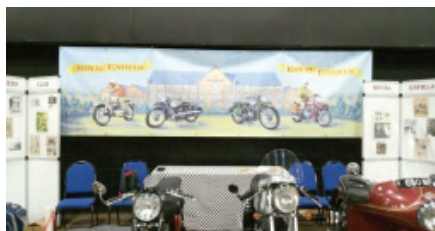
Willie Corner even had his Connie stopped for a picnic on the grass. We had plenty of interest and by the Sunday evening my voice was starting to get a wee bit croaky with all the chat.



Whilst we did not win any prizes, it was felt we had a good display and we got a lot of compliments from visitors. In fact we have been invited to attend another Show in July.

Thanks to Willie, Jim, Graham, Adam and Paula for making it the success it is.

Doug Young (1062)



Club Calendar

Corona Virus

While the current restrictions exist, all the Rallies during the foreseeable future are cancelled. If however during the Summer months and the restrictions are lifted, the rally organisers may wish to resurrect their rallies.

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

Yellow Belly

June 4th - 7th 2020
Station Farm, Camping Site Station Road, Mootown, Lincs LN7 6HZ
Contact: Robert Hall 01775 769890

Otty Bottom Rally

June 12th - 14th 2020
Kingsdown International Camping Centre, The Avenue, Kingsdown, Kent CT14 8DU
Contact: Mick Connolly 01304 205233
email: reoc.kent@talktalk.net

Moonraker Rally

June 26th - 28th 2020
Blacklands Lakes, Calne SN11 0NQ
Contact: admin@reocwiltshire.co.uk

Scottish Rally

July 2nd - 5th 2020
Aberlady Caravan Park,
Haddington Road, Aberlady EH32 0PZ
Contacts: Mudguard 01573 228912
or Alan Thirsk 01738 710985

Interceptor Rally

July 17th - 19th 2020
The Golden Swan, Wilcot,
Nr. Pewsey SN9 5NN
Tel. 01672562289 or
askthegoldenswan@aol.com
Tents and up to 10 vans, 8 hook-ups.
Rooms also, Booking on pub website advisable.
Rally Contact: Richard Smith
01225 863236 or
richard.gillian@hotmail.co.uk
There will be a run on Saturday, food available, quiz in the evening, All Interceptors old and new, as well as other Royal Enfield bikes welcome

Wobbly's Red Rose Rally

September 10th - 14th 2020
Calder Farm, Settle Road, Bolton by Bowland, Lancashire BB7 4NT
Camper vans inc Elec £18 / Day
Tents £10 / Day
Contact: John Hamer
01706 360828 or 0793 332 1135
hamer89@btinternet.com

Fossil Gathering

September 24th – 27th 2020
The Cross Keys, Lydford-on-Fosse, Somerset TA11 7HA
Tel. 01963 240473
£10 /tent/night £12 /caravan or camper van/night £15 with electricity
Rally Contact: Rob Graham
01258 817074

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

Club Calendar

Eire, Limerick Summer Camp

July 10th - 12th 2020 ***

Power's the Pot ***

August 7th - 9th 2020

Camping & Caravan Park,
Harneys Cross, Clonmel,
Co Tipperary, Eire.

Contact: John B Nicholls
00353860879855

www.powersthepot.com

West Cork ***

September 25th - 27th
Hungry Hill Hostel and Campsite
Adrigole West Cork

*** Invitation events only not official
REOC events therefore no trophy status.
Members wishing to hold events for next
year's club calendar please contact the
Social Secretary P John Hamer through
hamer89@btinternet.com

Branch Reports

Cambridgeshire Branch

I like many others are hoping this lock down will be eased by the 1st of June, I am for ever hopeful. As our club meetings have always been good and pleasant Saturday morning gatherings, which have not been held for 3 months due to the lock down, please check with the below that they are open.

Venue: Hasywards of Cambridge, Girton Garage, Huntingdon Road, Cambridge, CB3 0LQ. Tel:- 01233 276128. Meetings are 3rd Saturday of the month at 11am. June 20th and July 18th if held. Ted Dore (8926)

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)

One of our breakfast runs, before these unprecedented times were upon us, was a multi branch meet up at Chedworth Farm cafe. A rather large turnout to start some organizing and ideas for the journey to the REOC international rally to be held in Greece in September 2021. Many members of our branch have expressed an interest in attending, but realise this will not be possible to all travel together, what with different time restraints and machine capabilities having to be addressed. Hopefully the meeting will be the first of many to try and help members sort themselves into groups to cater for their needs to facilitate this, thus enabling a successful attendance in Greece! All in all, a good turn out and cracking breakfast. Whilst not quite sure when our next breakfast run will be, we will remain hopeful that it be before the end of this beautiful weather of late! In the meantime, I'm sure many members have made the most of the extra time bestowed upon us to give their machines some much needed fettling and polishing. Stay safe everyone.

Simon Edler (16783) Branch scribe.



Branch Reports

NE SCOTLAND

Contact Bob (REtrialer), email- bob.nes@btinternet.com (preferred) or tel 01651 851569 Regret to say, no plans for the foreseeable future! Just watch your inbox should restrictions start to be relaxed.

Our last winter meeting (March) at 'Celebrations' had to be cancelled. Many thanks to the staff there for our welcome over the past months. Hope you will still be there and open for the 2020/2021 winter meetings. Our members are staying in touch by phone and email mainly, a few projects on the go!

Stay Safe everyone. REtrialer (07404)

West Riding Branch

Club Contact Kevin Moore 07736775211 sidecarkevin@ntlworld.com

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

Now then! Who could have foreseen this carry on then! Weeks and weeks in lockdown due to Corona virus, and the best West Riding springtime motorcycling weather in living memory (is that true or just my perception because I'm not allowed to ride my bikes?). In all seriousness though, I do hope you have not been directly affected by illness, bereavement or financial calamity. If so, may I extend my heartfelt sympathies, my day job has made me aware of some awful stories demonstrating how fragile life and circumstances can be, making me thankful for all have and enjoy, appreciating what is important. For many though, the cloud has a silver lining. I'm sure numerous long languishing projects have been getting that belated attention, I look forward to reading about them and seeing pictures. I for one, seized the opportunity to ride legitimately in volunteering on a local support group responding to requests for shopping or prescription collections etc. from those

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

unfortunately having to isolate. Of course, we are all missing meeting together and look forward to a relaxation of restrictions, the good thing is, that in riding our bikes out together, it is simple to maintain social distancing. Further to our series started in the last issue, I include the short 'Member Profile' of Ian T (the elder):

Your brief riding history and bikes you've owned? I have been riding since the age of sixteen, (legally) and have owned around 25 bikes in that time. My favourite is a Sunbeam S7 (see picture) owned since then. The Royal Enfield I have now, was bought by a friend of mine in 1969. After being off the road for over 30 years I purchased and resurrected it in 2010. Of all the bikes I have owned I can't say any one of them were bad. After owning a 2000 model Transalp, which I loved, I made



the mistake buying a new 2009 model thinking it would be better. After a couple of months, it dawned on me that it wasn't a patch on the earlier bike and eventually I sold it and bought a 2007 model, much better.

Which would I buy back in a heart-beat? A lovely Yamaha XS2 650. Bought in 1973 but sold it to get married in 1975.

Riding Highlight? I love riding in both Scotland and Nepal, very different but fantastic.

Riding Nightmare? Having said I like Nepal my riding nightmare is riding when it's too hot. A few years ago, myself and some friends were on route to Prora, Hitlers holiday camp on the Baltic coast, we made the mistake of going around the Hamburg ring road in 36°, we got caught up in roadworks down to 1 lane for one and a half hours of stop/start. Not enjoyable at all!

Dudley Martin

Branch Reports

Suffolk Branch

As agreed at our monthly meeting we met for our first ride this year to the Pretty Norfolk town of Thetford. (Of dads army fame)

The Saturday chosen the 14th of March the weather forecast gave us some concern. With that frustrating feeling that we all have felt when the earlier reasonable forecast slowly turns worse. Still. Heavy rain halted shortly before our meet up time allowing us all to travel to our meet up and set of point at The Anchor dry. Wet roads meant slow and careful was our



ride style. At the next meet up point at The Picnic Site at Needham Lakes two members joined us and it was on to The Norton Dog Pub to meet up with another member. Shortly after the set of from The Dog disaster struck in the form of Richards rear wheel coming loose and the drive chain suddenly developing massive slack. Not being to far from The Car Park at The Norton Dog it was sensible to push the Bullet there. Our heartfelt thanks to the staff at Norton Garage next door to the pub for their loaning us the tools to fix the fault.

Finally on to our destination and a welcome lunch in Wetherspoons. Afterwards a walk photoshoot and explore around town. We were all grateful for the change in the weather which by now had brightened to a pleasant day and completely dried

the roads giving us a faster, more pleasant ride home to end a good day.

A really nice ride skirting Thetford Forest with roads made for motorcycles and one which is on the 'to be to be done again' list.

We meet as usual on the first Saturday of the month. Our next meeting being Saturday 06th of June at The Anchor Upper Street. Stratford St Mary. 12:00-15:00 hours. Visitors always welcomed.



Branch Reports

Please note:

As a result of the governments advice to avoid group meetings and unnecessary travel club monthly meetings at The Anchor and get together in between have been suspended for the time being. Hopefully we will resume in the near future.

Best Wishes to you all from The Suffolk Branch.

Stephen Backhouse (16476)

Tel: 07939351740



Wessex Branch

I am afraid there is nothing to report from the Wessex branch for obvious reasons, but this may be of interest.

I posted, on Instagram, a photo of my daughter Rachel and the Electra X outfit, taken about eight years ago when we attended the excellent Wiltshire branch camping weekend at Calne.

One of Royal Enfields digital team saw it and asked if they could re-share the post on Royal Enfields handle #TripStory. Now received 28799 likes, rather more than when I posted it.

Regards Doug Hopkins (12683).

Branch Reports

South Lancashire Branch

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

We asked members with the new twins (and others!) to come along. Postponed for now, but hopefully not long until meeting again outside the conservatory in the sun.

I've changed the rocker-cover gaskets on both my Bullets. Not having oil all over the engine looks strange. An easy, effective afternoon.

Improvements to the sidecar radio, found in a cupboard: I'd cut off one corner and re-bent the metal case, to fit the



sidecar's curved body. The chrome strips along the sidecar work well as an aerial. The main disadvantage, Sheila cheerfully tells me, is you can't hear it over the engine. But it had to be done. Dome nuts serve well for the radio knobs.

Been re-reading Gordon May's *Overland to India*, and Jacqui Furneaux's *Hit the Road, Jac*. Positive: Excellent reading. Negative: Jealous of anyone riding anywhere...

Surely we'll be allowed out by September: The Wobbly Red Rose Rally is 10th to 14th. Brilliant last year, even better for 2020: Calder Farm. Modern toilets/showers and only ½ mile to the Coach & Horses pub and restaurant. John will be up to his usual standards leading the ride-outs.

Busy at home, John writes about his Model G:

Riding my 1948 Model G, I suffer with my replacement hips from several years ago. The long length of the gear lever meant that raising my foot to engage the gears gave my hip much pain after about ½ hr of riding. My leg is fine for everything else I require it for. I wanted to alter foot-change to hand-change, without a permanent fixture which would spoil the bike after I'd gone from this mortal coil. My age being a bit against a longer existence, I wanted something easily removable.

Branch Reports

A long-reach paint roller, (handle fitted already), was strong enough to push or pull without distorting. As the existing gear lever was thinner side to side than deep, I bent the bar tight, to be sturdy and tightly fitted to prevent sideways movement. Cable ties were ideal; strong, waterproof and can be tightened sufficiently to do the job. They are easily replaced if damaged; I don't expect this, but always carry spares. The job only took me 20 minutes.

Chris (8113)



The Inaugural REOC Airedale and Wharfedale ride out!

Sunday 22nd March Peter (took the photo), Richard, David and Kelvin set out on the groups first ride out. Just 4 of us but it was a fine start on a lovely spring afternoon, and probably the last for the foreseeable future! We did about 50 miles and our fleet included 2 EFI's 1 Himalayan and 1 1959 Constellation rebuilt by David with some major engineering and manufacturing to complete the build.



Sadly for all of us, meetings and rides are going on hold as the situation becomes more serious, but we look forward to meeting up in the future so keep safe and keep everyone safe.

Branch Reports

Kent Branch

The bluebell carpet through the woods today (30th April) where I walked the dog, and the Yellowhammers skitting about the hedgerows showed the optimism of Spring in these otherwise awful times. Was great not to hear the normally incessant distant drone from the M20 motorway and at night, with the reduction in pollution - incredibly clear skies. I watched 42 Starlink' satellites pass overhead a couple of evenings back. Perhaps we'll appreciate our world a little more when this is all over?

Hypocrisy rules however and right now the infernal combustion engine still figures high in our club life. Just can't come to terms with a string of ELECTRIC Royal Enfields on a ride-out sounding like a milk float rally! (I know that dates me)

The trip to the Sierra Nevada mountains has been abandoned & we've just had to cancel our June 'Otty Bottom Rally' - lets hope events later in the year can still go ahead.

Found the missing parts for my 350 (had been 'borrowed' to get another machine going) and whilst no rival to Captain Tom did a few laps of the house (well back garden) on the Flying Flea. (see pic)

Lets hope that the pub where we have our clubhouse sited can weather the storm, so we can all get together again there in the near future.

Keep safe & well,

REgards, Mick.

Contact details: reoc.kent@talktalk.net Tel:- 07850687700



Branch Reports



Otty Bottom Kent Rally
12th - 14th June 2020

cancelled

Kingsdown International Camping Centre
Kingsdown, Kent. CT14 8DU

01304 205233 07850 687700

Somerset & Dorset Branch

Contact Robin Gillingham 01963 251406

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

The Branch founder, Brian Laitt and his wife Jennie at the branch A.G.M.

Brian called an inaugural meeting in March 2004 at the Brook House Inn, Castle Cary. This was their meeting place until 2008 when the move to the Village Hall at Lydford took place. (what a lovely village to enter on club nights.)



Brian and Jen have retired from their post of Chairman and Treasurer at the A.G.M. meeting Monday 9th March, but they remain as attending members and probably sounding board to the new management team.

The branch would like to express publicly, their heartfelt thanks for the founding and continued organising on the clubs future. So Mr. and Mrs. Laitt **“Thank you.”**

The first action of the new team was to cancel branch meetings, as we all now know this safety in personal isolation can only mean not spending on trips etc. the new project is now closer, already underway perhaps.

The branch scribe.

DEVON RALLY 2020

Friday 15th, Saturday 16th and Sunday 17th May

At Webbers Park, Castle Lane, WOODBURY, Nr Exeter, Devon, EX5 1EA

Telephone: 01395 232276

email: reception@webberspark.co.uk

Join us at this smart, well-kept, site, situated in beautiful countryside

Refreshments and chat available at our 'Welcome' gazebo

Chip shop run on Friday evening

Longer, scenic runs on Saturday and Sunday

Electric hook-up available

Rates: £14.00 per night, per pitch.

Two pup tents sharing a pitch, £7.00 each

Please book directly with the campsite (bookings no later than 1st May)

Branch contact: Jon Wrightson 07909 746 115

WOBBLY'S RED ROSE RALLY 2020

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

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

Small tents: £10 per day

Campervans: £18 per day
(including electricity)

Arrivals: Thursday 10th September, after 2pm

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

Contact: John Hamer 07933 321135 hamer89@btinternet.com



Rally Adverts



REOC National Facebook Page

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

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

www.facebook.com/royalenfieldownersclubUK/Policing;

Rally Adverts

“**THE GUN**” is the official magazine of The Royal Enfield Owners Club. published bi-monthly and distributed to paid up members. It must not 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 Fossil Gathering 2020

September 24th through to Sunday 27th

The Cross Keys, Lydford-on-Fosse, Somerset

Telephone 01963 240473. Prices will be per night. £10.00 per tent, £12.00 per caravan or Camper Van, with hook up will be £15.00.

These prices Apply for your stay should you wish to stay longer than the rally dates.

We are told the pub opens for breakfast at 8.30am and also serves food all day through to the evenings, the menu is not unusual.

Local branch contact: Robin 01963 251406 or
robin.gillingham@btinternet.com



MAG Report

Vehicle Excise Duty

MAG's Director of Campaigns and Political Engagement, Colin Brown takes a look at government proposals for changes to VED and lays out MAG's position

Vehicle Excise Duty or Road Tax is one of those emotive subjects that gets everyone talking. Many of you will have seen reports in the press that on 11th March HM Treasury fulfilled the Government commitment to publish a call for evidence seeking views on moving towards a more dynamic system which recognises smaller differences in carbon dioxide (CO₂) emissions.

MAG Report

The call for evidence seeks views on how the Government can use VED to further encourage the uptake of zero and ultra-low emission cars, and reduce overall emissions from road transport, to both help meet its legally binding climate change targets and improve air quality. It also seeks views on the VED treatment of motorcycles.

There is a lot to unpick here, and if the case for motorcycles is not very carefully considered we could see what most motorcyclists see as an unfair system become even worse. So is the current system unfair? From my personal perspective I ride a 2005 Harley FXSTi 1450, over 600cc so I paid £91 last year and this rises to £93 for 2020. My car is a 2016 (16 plate) 1 litre Eco Boost Ford Focus, 105g/km CO2 costs £20 and will remain at £20 for 2020. My wife has a 2017 (66 plate) 1 litre Eco Boost Ford Fiesta, 99g/km CO2 costs £0 and will remain £0 for 2020. Do I think that is fair? – No.

Let us now assume that these were all new vehicles being bought after 1st April 2020. The Harley VED would be £93. The Focus VED would be £135 for the first year then £150 each year after. The Fiesta VED would be £110 for the first year, then £150 each year after.

One thing that becomes increasingly apparent is that the current system is confused, convoluted and, given that there are plans to change it, not working. So what is the Government trying to achieve by changing the system? According to the documentation, the government would “like to explore ways of Improving the ability of Vehicle Excise Duty (VED) to incentivise lower-emission car purchases” with the last chapter considering the “VED treatment of motorcycles”. The documentation recognises that average carbon emissions of new cars have fallen significantly over the last two decades, with reductions every year until 2016. However, as they say, the average increased in 2017 and 2018, and initial data for 2019 suggests the upwards trend is set to continue. The recent increases are largely due to the rising popularity of the sports utility vehicle. What is not mentioned at all is the question of the relative overall environmental impact of battery electric vehicles vs ICE vehicles considering manufacture and decommissioning.

In the chapter for motorcycles they state that they now have data on the carbon emissions of different motorcycle models (I do wonder about the accuracy of this data), and that this provides scope for charging VED on motorcycles based on their carbon emissions. Again this misses the question of overall impact, and equally importantly the differences in behaviour between cars and motorcycles that we repeatedly try to put into the consciousness of policy makers.

MAG Report

So the proposals to narrowly focus on in-service tailpipe emissions of CO2 seem to be missing a major trick in my view. If VED is to be used as a way to encourage uptake of vehicles that will reduce environmental impacts I would argue that there is a better approach that is simple, elegant, universally applicable to all transport modes, impossible to fudge, and meets the stated goals - and more. We must remember that CO2 emissions are not the only environmental impact. The answer is to have a Vehicle Excise Duty based simply on vehicle weight. Determining the weight of any vehicle does not require fancy equipment, it is impossible to trick a set of scales in the same way that exhaust emissions tests can be tricked (anyone recall “Dieselgate”?) Vehicle weight directly correlates with the total environmental impact of manufacturing and decommissioning the vehicle. Vehicle weight directly correlates with the wear and tear on the road infrastructure. Vehicle weight directly correlates with the amount of brake and tyre wear leading to poor air quality. Vehicle weight directly correlates with the size and thus congestion and parking space requirements of a vehicle. Vehicle weight directly correlates with the amount of fuel/energy expended in moving down the road. Vehicle weight directly correlates with the amount of impact a vehicle has on harm to others in the case of a collision. Whichever angle you want to come at, vehicle weight has got it covered.

By using VED to encourage everyone to reduce the weight of their vehicle we have a positive impact on any of the factors that you may want to bring up. As a property weight is relevant to all vehicles regardless of powertrain. If battery technology yields to an alternative long term solution for transport there is no need to change the VED system. If all vehicles become zero CO2 emissions there is no need to change the VED system. If you want to extend the system to pedal cycles, micromobility vehicles, L-Cat vehicles or whichever incarnation of the wheel we come up with next, there is no need to change the VED system.

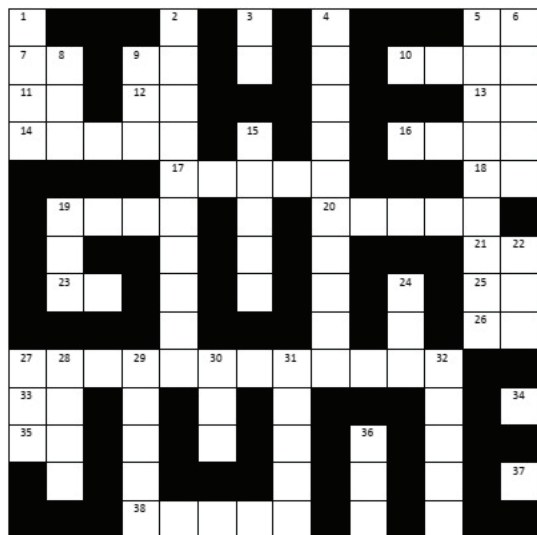
I would ask the Treasury what is the point of generating revenue by taxing something you intend to eliminate? The greater your success the lower your revenue. That is not sustainable. Why develop a revenue system that is overly complex, encourages only a one narrow benefit, has a limited lifespan, is demonstrably unfair, and open to abuse?

Get with the MAG program – let’s have an elegant tax system that encourages a comprehensive approach to how we think about transport.

John Budgen

REOC MAG Rep, membership 11349

The Gun Crossword Issue 277



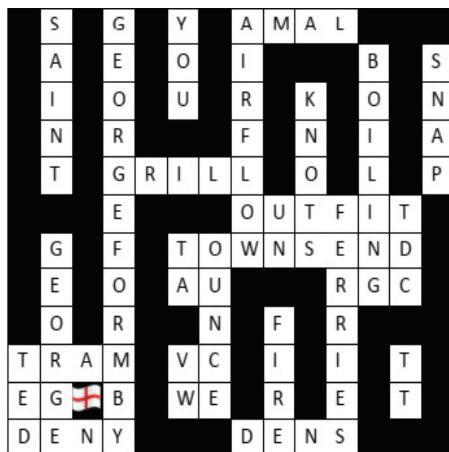
ACROSS

- 5 RAC, Green flag, ..
- 7 Tips. Adults check film's ok
- 9 German: You (informal)
- 10 Does it to gun before firing
- 11 Between a single and LP
- 12 Integrated circuit
- 13 Twenty-two over seven
- 14 This is the answer ,
- 16 Extent of a 2-D figure
- 17 Large van. Airport song
- 18 Guardian of the seas
- 19 Baby kangaroo
- 20 Total income, 144
- 21 Spanner size, Not Whit.
- 23 Sports car, Morris Garages
- 25 Nat. Ins. Not Rep. Ireland
- 26 German railways
- 27 USA N.E state. Harrisburg
- 33 Iowa, among others
- 34 Letter under a flying lady
- 35 Not KICK start
- 37 Starts England, Elf, Etc.
- 38 Solder, hot brass

DOWN

- 1 Places exporting oil, group
- 2 Australian flowering trees
- 3 Again, our bikes
- 4 Airborne RE bike (6,4)
- 5 & (Elec current & desert?)
- 6 From Asia
- 8 Controlled mail & phones
- 9 Bright: opposite
- 15 Kick or electric
- 19 Punk band Too many cars
- 22 Small lie
- 24 Lbs/sq.in
- 27 Meat/fruit in pastry 3.142
- 28 Opposite of West
- 29 Arabic face veil
- 30 Not Me
- 31 Dog: His Master's what?
- 32 Not at crimescene
- 34 Letter sounds like aaah
- 36 This magazine. Bang
- 37 End, 1st letter. One dot.

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 276 is
Alan Selby
(16127)

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

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



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