

THE GUN

The magazine of the Royal Enfield Owners Club



ISSUE
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2021

Classic parts & accessories for **Royal Enfield**



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

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Editorial

Welcome to this latest edition of the Gun. Hopefully by the time you are reading this we will be back to normal monthly club meetings, ride outs with no restrictions on numbers and venues that more than six of us can be in at a time. It has been good to see that our resourceful branches have continued to get out and about on their bikes. Congratulations to Jason, who as branch co-ordinator must be doing more mileage than anyone else, your efforts are much appreciated, (although the increase in branch reports is rapidly approaching half of the magazine). I am trying to include as much as possible about Redditch models, otherwise the mag will be top heavy with the new breed of bikes. Thank you to all those who have contributed, and keep the articles coming in.

Ride Safe, REgards, Alan.

All contributions for the next issue to reach the Editor
by the **1st September 2021**
Next issue published October 2021

Obituary

Thank you so much for publishing my article Crusader Evolution in the last issue.

I mentioned Peter Harding (Uncle Pete) in the article, who was a long time member of the Club. Unfortunately he has recently passed away, and I am conducting his funeral on Tuesday 29th June. He died just a week from his ninetieth birthday. He was an excellent engineer and restored many vintage motorcycles. The first one he restored was a vintage Royal Enfield Bullet, and he was a great help to anyone who needed help with their project. He helped me with the restoration of my Crusader sports and worked on bikes right up to the end.



John Pickering (17059) Tel: 07791537705

Letter

I read, with interest, Colin's letter (Issue 283) regarding a "Club Spares Scheme". It is debatable whether the members really need a "spares scheme".

Surely it is the responsibility of each owner to source any spares that they may need. At the moment there are plenty of companies dealing in Royal Enfield parts, old and new. The internet makes searching for spares very easy. While there is a demand for certain spares they will continue to be made.

The drawback of having a "spares scheme" would be that lots of obscure parts might end up being stockpiled and would have to be stored somewhere. These "stockpiled" spares might never be sold, resulting in a big loss to the club.

One idea of a motorcycle club is to bring people together in order to buy/sell spares to each other and to source particular spares, with the help of the club magazine. The Royal Enfield Owners Club magazine (this magazine) has "Market Place", an ideal place to buy and sell, as well as to ask about any rare parts that might be wanted.

Yours faithfully,

Mike Scotten (10897) Tel: 0208 577 0416.

AGENDA FOR THE 43rd AGM OF THE ROYAL ENFIELD OWNERS CLUB

SATURDAY 25th SEPTEMBER 2021

To be held in the Dining Room of Woodland Waters,
Willoughby Road, Ancaster NG23 3RT

11.00hrs PROMPT

1. Apologies
2. Minutes of the previous AGM held on 5th October 2019
3. Matters Arising
4. Chairman's Address
5. Treasurer's Report
6. Adoption of Accounts
7. REOC Club Officer Reports
8. Motions to the Meeting - None Received
9. Any other business
10. Election/Re-election of 1 Committee Member
Bob Murdoch at end of 3-year term
11. Ratification of Stephen Higgingbottom & Jason Reeves
12. Presentation of Trophies
13. Close of Meeting

Tea/coffee and a midday buffet lunch provided to those attending.

2021 AGM

Please be advised, that although Woodland Waters website states, it does not accept any camping with tents, for attendance of the AGM weekend only, this facility has been kindly lifted for members of REOC only. Please contact them directly to make your booking.

Write Away

The New 350 Meteor

My name is Peter Smith and I joined the club on the same day that I ordered my Meteor on January 28th 2021.

It's been a long wait but so worth it.

It only arrived on the 18th of June so this is very much a 'first impressions' but should you be interested in a very short 'continuing saga' I'd be happy to oblige!

I'm more familiar with British machines from the fifties and sixties and when looking for a suitable motorcycle with which to explore the countryside where I now live near the Lakes and Dales, I wanted something similar to the 350 Norton single which I once rode. The 500 Bullet seemed initially to be the answer but upon enquiry was being discontinued. However, as soon as I looked at the specification and photographs of the Meteor I thought it was just what I needed.

Now it's finally arrived I am well pleased.

The quality is of such a high standard that as an engineer myself I really am in awe of the design teams in the UK and India. This is one well made machine and starts so easily, idles with a lovely slow reliable beat and absolutely no vibration.

Engage first gear with the heel and toe lever and let out the light operating clutch and it simply moves off effortlessly. It's no lightweight at 190 kilos and I'll have to get used to that but with a roll on centre stand plus prop stand it's no effort to park. I'm really going to be enjoying riding this!

Peter Smith (18063)

Tel: 07770090530



Write Away

Anyone for a bit of dirt?

At the end of June, I spent a very enjoyable day at the Royal Enfield Slide school, which was down in Devon for the weekend. Riding S&S converted Himalayans around the oval track we were tutored by the works Enfield rider Gary Birtwistle, who in the first two rounds of this year's DTRA championship has scored two victories on the Harris FT twin.

A great insight into the sport of flat tracking and the Himalayans proved superb bikes to learn on.

The slide school is held in various locations around the country.

Doug Hopkins (12683)



My First Big Bike Ride

Well I am 75 now and still biking (once a 60s coffee bar cowboy and always a rocker till the day I die) with 6 bikes to choose from and the best is my 120 bhp 150 mph triumph sprint, a close second is my Suzuki GSXR 600 that I have turned into a cafe racer, I wish I had either of these on my journey home from London in 1965 when there was no speed limit

Sadly both bill and Pete are no longer here, we were good mates since aged 12 at secondary school and up to 60 plus, Pete even ended up as my brother in law as we both married sisters and the strange thing is that both my daughters married two lads that were mates in school and as teenagers, they are 49 and 51 now and still married. ! weird.

Well that was my first major ride and the next one was 12 months later in 1966 which involved another 600 mile round trip to Weymouth and a situation that would never happen in this modern PC world we live in now. the reason for the trip was my girlfriend (who has been my wife for 52 years) her sister and 3 mates ? or is that girlfriend? who knows, were going on holiday to Weymouth but we had a bit of an argument at the Yellowways coach station (? remember them) as they were going, this is where the Romantic part kicks in, I felt really bad about it all so I decided to surprise her by turning up at Butlins there and make up.

Now after my ordeal on the motorway the year before I knew that the 250 R.E.

Write Away

was not up to the job and Pete's neighbour had a triumph T110 650cc that he only used to go to work so I talked him into lending me the 650 and he could use my 250 to go to work on job done. when I think about it now we must have been mental to even consider it as I had neither a full license or any insurance for his bike but I was young and in love and when the hormones kick in anything goes so me and Pete set off next day for Weymouth approx. 300 miles away.

Pete didn't have a bike so I was the pilot and I didn't want a repeat of the M1 so we went M6 past Birmingham and went down the A roads, we didn't plan a route as such, I just went south, not a very good plan as it turned out as we got lost many times and ended up in Yeovil, which ended up like what you see in films. this is the absolute truth and hard to believe but it is burned into my memory, a copper on a pushbike stopped us in the middle of the road and questioned us because he had seen us roaming around lost, we were taken to the police station and questioned, we told them everything but in them days it was hard to check documentation as no dvla, they kept us in a cell until about 3 pm then threw us out with strict instructions to push the bike out of the town and don't come back, they must have seen we were young and daft and had a good laugh about it but they were human , nowadays it would be a very different story, court, fines, points, licence revoked etc. well we found our way to Weymouth and

Butlins camp but it was harder getting into the camp than getting to Weymouth, they didn't want two scruffy bikers in their camp but in fairness we must have looked very iffy as we had been traveling for 300 miles over 2 days, spent 9 hours in a cell, and slept at the side of the road, and not had a wash since leaving Manchester. Finally they put a call out over the



Write Away

tannoy and the girls came to the office to claim us. the look on my girls face was priceless, anyway we made up but the Butlins gestapo wouldn't let us on the camp so we had to sneak in when it went dark and we slept in a bed in their chalet that night. we went home the next day and the strange thing is i can remember in detail all what happened on the journey down but i cannot recall anything about the journey home, weird. The best and last was touring the Normandy landing grounds. My mams brother, my uncle was killed in action at Caan in 1944 aged 20 and we found his grave and paid our respects, we visited all the landing sites, sword, Juno, gold, Utah, Omaha and the man made harbour at Arromanches

We were staying in a gite 1/2 a mile from Utah beach and we travelled the full coastline from Ranville (Pegasus bridge) to St. Mere Eglise where they still keep a dummy paratrooper hung by his parachute on the church tower the same as it happened on 6 June 1944. we visited every beachhead and local museum even DEAD MANS CORNER, look it up its real, we even viewed the Bayeux tapestry at Caan. all in we covered over 1400 miles in a week , a lot further than my first big trip but this time my trusty steed was a 900 triumph triple thunderbird.

On the last leg of the journey the ferry from Cherbourg docked at 12-15 am and we had a 300 mile ride through the night back to Manchester, I was totally knackered by the time we got home but very glad I had done it.

Bob Chambers (08560)
r.chambers@talktalk.net Tel: 01612021557

Mitas tyres

If you think you will be needing a new tyre or two do order early as my supplier is currently experiencing delays in getting them. I think this goes for all sorts of supplies as I am waiting for my builder to get supplies and also our Mason for memorial stone from India, a four month wait. Hopefully my tyre(s) will come before that!

My 1990 350 Bullet has it's wheels off to paint the insides of the rims, I am repairing the back light and putting some paint on the back mud guard and chain guard. Then I need a quick run and do the oil and filter change.

Keep the rubber on the road and hope to see some of you soon. I also have some production primer spare, so bring an empty tin and get it filled. Arrange to come as a branch if you wish. I am in Cheltenham and have a car park for quite a few bikes. Perhaps not enough for Wiltshire, South Midlands and Bristol all at the same time though Tesco is very near. Could make quite a show. Hopefully all the road works for broad band finished by then????

Brian Jenner (07914)
bjenner@blueyonder.co.uk

From The Archives – Parts and Maintenance books

USA Indian Motorcycles

Several years ago a huge spare parts book, or rather a volume of spare parts books for all the USA Indian motorcycles was donated to the club by USA member David Spilka. I am pleased to report that this huge tome, originally belonging to Cooper Motors has finally been scanned and divided into the twelve different Redditch made, Springfield-Indian badged parts books from 1955 to 1960, along with parts books for the USA Fury, Constellation, and Interceptor-1 to 1963.

The crumbling pages have been faithfully reproduced onto PDF files which also capture the dealers notes, water stains and rusty paperclip marks for additional authenticity. I can send any of these by WeTransfer which is secure and simple to use, providing a link to your email address which allows you to download onto a PC and to print once more into pages if you wish.

Pre 1946 Handbooks, Hints and Tips and Parts Books

The club library of 1914 -1946 factory manuals have been scanned, most of which are good readable quality. Mostly A5 - sized Hints and Tips books provide some maintenance practices and usually cover more than one model. These were the predecessors of the larger AQ/A4 size workshop manuals for later motorcycles.

Owners of Models C, CO, G and H may be interested in the factory photographs of the arranged spare parts which were traced and illustrated to produce the parts book illustrations. They can be enlarged on a PC or tablet, where they may provide more detail than their resultant line illustrations for better identification of spare parts.

Hopefully, all of the above documents will be made available on our website without losing some of the quality; a point to be determined by our webmaster.

Post 1946 Books and Workshop Manuals

Our complete set of post-1946 parts books and workshop manuals have not been scanned because most members want hard copy and can easily buy them elsewhere. This saved me many long evenings of scanning, but special requests will always be respected.

I guess the factory anticipated greater success with their two stroke sales, because the copies of publications seems to greatly outnumber the bikes. We have duplicate copies of parts and handbooks for the 150cc two strokes, so if you want one, please contact me.

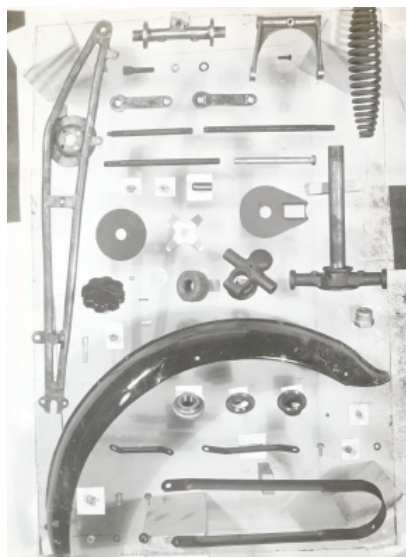
From The Archives – Parts and Maintenance books

Magazine Road Tests

Apart from some gaps in the 1920s and 1930s, we have a comprehensive collection of period road tests, the majority of which are scanned from original copy, whose clarity is only limited by the quality of paper and print.

Please be reminded that, apart from the two stroke duplicates already mentioned, no paper documents are available.

Archivist



Order of Illustrations:

Indian Chief

David Spilka's donation

Photographed Parts.

Technical Advice

Members may be aware that the Club has asked some of us to provide technical advice on a variety of different Enfields, usually specialising in one model or type. For instance, I've been volunteered to take queries on the Redditch built Twins from 1949 to 1970, (contact details on the website).

Talking to some of the others who also provide this service I've compiled some suggestions to make answering questions quicker and hopefully, easier for everyone! So, when asking a question, please start by quoting your Membership Number (I have had non members just ringing up out of the blue!) and then read these guidelines:

- 1) Give as much information as possible including model, year of manufacture if known, engine and frame numbers (including engine prefix letters if applicable,)
- 2) Explain if you've done any relevant modifications, does it have electronic ignition? A power box? Belt drive clutch? Etc! Pictures often help here, machines are frequently fitted with the wrong or non standard parts!
- 3) Did you restore/rebuild the bike yourself or was it purchased as it is? Did it run properly or indeed at all, before?
- 4) Please email your questions, volunteers provide this service in their spare time so replies may be delayed, especially if extra research is needed.
- 5) Let us have some feedback! If you fix the problem, (or don't!) let us know. If you find a new supplier or have a new modification, please pass it on so we can spread the word.

Finally, remember that it's only advice we give, no guarantees!

Thanks very much to those of you who've responded after a successful conclusion!

REgards, Mark (04102)

Branching Out

As predicted, the easing of lockdown has given me an increase of worthwhile activity.

My 1 year old Interceptor already has well over 10,000 cherished miles on the clock.

It hasn't been quite the coiled spring effect that I was expecting, as many people are still understandably reluctant to meet new people at indoor venues but, the weather has been very kind , and the determination of a few people to have a local branch has been amazing.

So I'm happy to report our newest branches

The first new branch began in a balcony bar on The Isle Of Wight.

Branching Out

The Isle Of Wight Branch

1st Thursdays at 7:30

The 8 Bells, Carisbrooke, Newport PO30 1NR

Contact Ron Wallis ron.wallis10@gmail.com

Later in June, I enjoyed an amazing trip, heading north through the Brecon Beacons.

This was to establish the first new branch in Wales, north of Welshpool. It is hoped that this branch will be useful for members on both sides of the Wales/England border. Their meetings are as follows.

Offa's Dyke Branch

3rd Saturdays at midday

The Green Inn, Llangedwyn, Oswestry SY10 9NW

Contact Pete Giles atrementouspress@gmail.com

The next new branch was created in a slightly bizarre manner.

New member Richard Hallaran contacted the nearest branch (Bristol) to encourage some motorbikes for a classic vehicle meet in Newport.

When I informed him that we were looking to set up a branch in the area, he came back with a great venue which also has a motorcycle enthusiast landlord.

It just happened that a bike event in aid of blood bikes was taking place the following day, at that very venue.

Despite the short notice, a few REOC members attended the event. We had a good mix of new and "time served" members and we left after enthusiastically forming a new branch. Their meetings will be as follows

The South Wales Branch

3rd Wednesdays at 7:30pm

The Gaer Inn, 37 Gaer Road, Newport NP20 3GY

Contact Gary (Ted) Edwards tededwards68@gmail.com

After the inaugural meeting of the Offa's Dyke branch, we also took a trip further into Wales to visit some friends at a Panther Owners Rally.

During my travels, my interceptor has been impeccable in performance and efficient MPG. Serviced regularly at the place of purchase (Bike Treads, Swindon).

Branching Out

Besides setting up new branches, I have also attended various multi branch ride outs with existing branches.

By the time this goes to print, they will include The South Dorset, South Wiltshire, Somerset & Dorset, South Oxfordshire, and Wessex branches.

I also carry a portable “billboard” as shown in the photo. A result of my latest toy (a welder).

Please support the new branches if you can. If you're looking for a branch in your area, please get in touch.

Jason Reeves

branchcoordinator@royalenfield.org.uk

01225 344368 or 07773 353522



I read with interest and agree with the article of Chris Instone of South Midlands Branch in the Gun Issue No 283. Regarding how awkward it is to organise meetings or let any club members know of any events at a shorter notice .Not every one is on the internet or in Face book .If you're on Face Book you end up spending all your time glued to the Mobile and not getting anything done .I make a point of going on the computer after day light hours ,AS John Wayne used to say “We're Burning Day Light” .

It is not only organising meetings or Rallies but putting adverts or articles in that need a reply, which you're waiting two Months for the article to go in then waiting another two months for members reply, that is if the member replying to the article gets it in before the cut off date otherwise it means four months, so lots of interesting topics are not replied to .I received a phone call the other day just after the Gun came out about some thing I wrote or advertised and had to question the caller what it was about as I forgot I even put it in .

I believe the Club was Monthly years ago?, but was decided to go Bi- Monthly because of lack of articles .Now members are sending in a lot more interesting articles the Editor has to hold some back until the next issue in two months time which is all frustrating for those making an effort to write.

Colin House (03115) 01642 896743

Editors comment. *Whilst I appreciate Colin taking the time to write in, I do not think this has been very well thought out. Editing each magazine takes 50 to 70 hours work. To double the editors and distributors workload would make it unviable. That is without the consideration of doubling the costs of printing, packing and postage. Also , I do not recall any other members volunteering to do the editing!!!! Maybe one for Colin to raise at the AGM for a definitive answer from the committee.*

Club Sales

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

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

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

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Or ☎ **07545 274883** or **07769 744503** 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

Adverts

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



Contemporary parts & accessories for

Royal Enfield

The advertisement displays a collection of motorcycle parts against a blue background with a checkered border at the top. The parts are labeled with red text boxes: Silencers, Camshafts, Fork Adjusters, Big Bore Kits, Shocks, Valves, Carb Kits, and Vibration Plate. The Hitchcocks Motorcycles logo is prominently displayed in the center-right.

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

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



MAG launches Welcoming Roads – a new vision for road safety.

Motorcycle Action Group (MAG) is today launching a new vision for road safety. “Welcoming Roads” is an evolution of Vision Zero (VZ). It promotes safer roads for all road user groups including pedestrians, cyclists, drivers, horse riders and, of course, motorcyclists.

Improvements in UK road casualty statistics have stalled. For many years, MAG has voiced significant concerns about elements of the VZ brand. We support aspects of the VZ approach but believe that the ideological goal of zero casualties falls short of the test of pragmatism. Our proposal seeks to preserve the successful aspects of VZ whilst shedding unhelpful ‘baggage’. We believe this could break the stagnation currently encountered by the VZ philosophy.

MAG has created a manifesto detailing the vision, and is distributing it to road safety professionals and stakeholder groups to generate debate. We will welcome any offers to help refine and develop the proposal.

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

“This proposal is not an attack on Vision Zero. Nor do we deny that more needs to be done to improve safety on our roads. The vision to end all road casualties is laudable, but I fear that in the real world it is seen as impractical and unachievable by many. Casualties occur in the imperfect real world. Ignoring this obvious fact can lead to a rejection of efforts to improve safety.

There is much baggage that comes with the ideological aspect of the current Vision Zero mantra. Certainly for many motorcyclists there is a feeling that their safety gets neglected in a rush to promote active transport modes. I do not believe this is the intent, but perception is critical - especially when the goal is to change behaviours.”

MAG is calling on all interested parties to enter into debate on the merits of the proposed vision. We hope that it will be received as a positive contribution to road safety for all road users.

Member Items

My name is John Tyson, membership number 15506. I bought a Royal Enfield 250 turbo twin sport about 25 years ago in need of some renovation to say the least. I paid £60 for the heap of bike bits, the guy I bought it off told me he



paid £65 for it in 1965 but it was in one piece and running. I spent about two years renovating it. It is still going well so I thought it was time I sent you some pics to put in the club magazine.



Himalayan touring seat – does it make a difference?

It's coming up to my Himalayan's first birthday and after 5000 miles and no issues, I'm still loving it. With four other more powerful and expensive bikes in the shed to choose from, the humble Himi is, for some hard to figure reason, the one I most want to put the key in. Of course, no bike is perfect and one little niggle I've always had is the seat. Nice and soft when you get on, but NB (numb bum) starts to set in after about 50-60 miles - well in my case anyway. In the Himalayan's defence, it's about the same on my BMW F700 GS, which was about twice the price! Anyway, when I heard that Royal Enfield had introduced a new touring seat, I decided to give it a try. I don't carry a pillion these days so I just went for the forward section, which you can buy on the internet for between about £55 and £90 depending on the supplier. Mine came directly from India and arrived in five days courtesy of FEDEX – impressive.

At first glance the touring seat looks exactly the same as the original, the only difference being the Royal Enfield logo embossed on the cover, which I think looks great. It feels about the same when you sit on the bike too, so what has RE done to make it more comfortable? Something called 3-D mesh technology is apparently the answer. It's a sort of honey-combe layer that's sandwiched

Member Items

between the seat base and the cushion and is supposed to insulate the rider from the heat of the engine and give additional support. If you turn the seat upside down, you can see it through the ventilation holes – clever stuff. **So, does it work?** I decided to do a back-to-back test over the same 100-mile route to find out. This took me back a bit to the time I spent at Triumph where I tested seats and other prototype parts in the late 1990s. Those were the days. I chose a nice day in August, the weather was dry and a comfortable 23 degrees. My circular route took me from Ampthill in Bedfordshire, east through Cambridgeshire before turning to the west through Northamptonshire and back down the M1 to junction 13 and home. I tried to include A, B and unclassified roads as well as the short 15-mile stretch on the motorway.

And the verdict? I would love to say that the touring seat was a revelation and that NB had been banished forever, but sadly I struggled to find any measurable difference between the two. Now, this is only my opinion; we're all different shapes and sizes and others may disagree with my assessment.

To be fair to Royal Enfield the seat is not expensive, some of the ones I tested for Triumph cost hundreds of pounds and were not much more comfortable on a longish run. But for me, I'd rather spend the money on a set of heated grips or a pair of crash bars than the 3-D touring seat. The smart RE logo is nice though!

David Jordan (17384)

Petrol is changing E5 to E10 will it effect you

During summer 2021, the standard (95 octane) petrol grade in Great Britain will become E10. The change in fuel applies to petrol only. Almost all (95%) petrol-powered vehicles on the road today can use E10 petrol and all cars built since 2011 are compatible. If your petrol vehicle or equipment is not compatible with E10 fuel, you will still be able to use E5 by purchasing the 'super' grade (97+ octane) petrol from most filling stations. Petrol pumps will clearly label petrol as either E10 or E5.

Check your vehicle is compatible with E10 petrol

You can check if your motorbike can use E10 petrol by using our checker (<https://www.gov.uk/check-vehicle-e10-petrol>).

About E10 petrol

E10 petrol contains up to 10% renewable ethanol, which will help to reduce carbon dioxide (CO₂) emissions associated with petrol vehicles and tackle climate change.

Reducing emissions

CO₂ is one of the greenhouse gases that contribute to climate change and the main benefit of E10 petrol is that it reduces overall levels of CO₂-based vehicle emissions. By blending petrol with up to 10% renewable ethanol, less fossil fuel

Member Items

is needed, helping us reduce carbon emissions and meet climate change targets. Renewable fuel blends, such as E10 petrol, are generally introduced to reduce overall CO2 emissions. They have little impact on emissions associated with air quality and public health.

Fuel economy

Using E10 petrol can slightly reduce fuel economy (the number of miles you are able to drive on a gallon of fuel). You may see a reduction of around 1%, but it is unlikely to be noticeable in everyday driving. Other factors – such as your driving style or driving with under-inflated tyres or a roof rack – have a much more significant impact on fuel economy than using E10 petrol.

Classic vehicles

Many manufacturers of classic cars are not listed in the vehicle checker. Where older brands are no longer trading, we cannot provide specific information on vehicle compatibility.

Owners of vehicles not listed in the vehicle checker should continue to use E5 (97+ octane) petrol, which will remain available in the 'super' grade. For further information, we recommend contacting classic vehicle owners' clubs and associations, as well as garages that may be able to provide advice.

What to do if your vehicle is not compatible with E10 petrol

Continue to use E5 petrol in the 'super' grade (97+ octane), which will remain available at many larger filling stations. Make sure you check the label before you fill up.

Mixing E10 and E5 petrol

If your vehicle is compatible with E10 petrol, there's no reason you can't mix the 2 grades of petrol (E5 97+ and E10 95+). It's perfectly safe to mix them in the same tank or fill up with E5 if E10 is not available.

Availability

E10 is becoming the standard petrol grade in Great Britain, meaning E10 petrol will be available at almost all petrol stations across England, Scotland and Wales. Petrol stations that offer 2 grades of petrol will stock E10 (95 octane) and E5 (97+ octane) petrol. E5 (97+ octane petrol with no more than 5% renewable ethanol), however, will remain available at filling stations that sell 2 grades of petrol. Some rural, remote or very small filling stations may sell only either E5 or E10 petrol as standard.

Driving in clean air and ultra-low emission zones

Using E10 fuel will not affect whether you are able to drive in, or have to pay to enter, a clean air zone (CAZ) (it's Euro emissions standard and not by the fuel used).

Doug Young (1062)

Club Calendar 2021

Official Rallies

Wobbly's Red Rose Rally

September 9th-13th 2021

Orcaber Camping and Caravanning
Site Orcaber Lane, Austwick, Settle
LA2 8AE

Motorhomes, Campervans and
Tents, pitches all £10 / Day plus £5
per adult /day (It's because some
tents could hold 10 adults, and
campers 1 or 2). All ablutions
available for our use in main
Campsite and Temporary but very
Posh Poraloos will be placed on our
site for the weak boweled.

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

Contact: John Hamer
07933321135
or hamer89@btinternet.com

October Fest Rally

REOC October Fest

8th to 10th October 2021.

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

<http://www.islandmeadowcaravan>

email:

holiday@islandmeadowcaravanpar

Phone Katherine 01789 488273 with
your eta.

Agreed rally fees, for tents £6 per
person per night. Camper vans and
caravans with power for 2 people £20
per van. Rally rates apply for early
arrivals and those who stay over.

MARSHAL-Michael Sliwowski
0773 0110 158

poloenfield700@googlemail.com

The Fossil Gathering

Friday 1st October through to
Sunday 3rd October

At The Cross Keys Inn, Lydford,
Somerton, Somerset TA11 7HA

Tel: 01963 240473 or
enquiries@crosskeysinn.info

Site cost. With electric hook up
£13.50 per night. Site only £10.00
per night. Perhaps some may wish
to stay at the Cross Keys?

The Cross Keys opens at 12.00 for
lunches etc. and also evening meals.

There is a filling station with parking
and a shop a few hundred yards away.

The Somerset and Dorset branch
are your host. A ride out on the
Saturday some details on arrival, We
would like to organise a Saturday
evening in the pub, our idea is a
Saturday meal together with home
made entertainment after or just chat
and mingle? Please let us know.

Contact at this stage Robin 01963
251406

robin.gillingham@btinternet.com

None Official Rallies ***

Dating Procedure

The Royal Enfield Ride in day at Sammy Millers Motor Cycle Museum ***

Sunday 11th July 2021

Museum BH25 5SZ New Forest. Opens 10.00 through to 16.00
Restaurant tables can be booked with catering on 01425 610077,
otherwise first come first served.

Club Contact Robin Gillingham 01963 251406 or
robin.gillingham@btinternet.com

REOC Machine Dating Service

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

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

Please email digital photos of the relevant engine and frame numbers along with photos of where the numbers sit on the engine and frame.

Please email digital photos of 'brass rubbings' of the engine and frame numbers, preferably with paint removed.

Please supply your current REOC membership number, name, as you require it on your certificate, and full postal address in all communications.

Please ensure that you provide all of this in a single email to:

jd.service.repair@gmail.com

If email is not possible for you please follow the above process in full by post to: REOC Machine Dating Service, C/O Ainsdale, Sawbridge Road, Grandborough, Warwickshire CV23 8DN

REOC National Facebook Page

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

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

www.facebook.com/royalenfieldownersclubUK/Policing;

Bath to Biarritz *continued from issue 283*

During the week that followed I had a marvellous time swimming and sunbathing and getting familiar with this lovely Basque country. I had one amusing experience at Bayonne when I visited the Spanish Consulate there to obtain a visa to visit Spain. There were numerous people of varying nationalities waiting for the visa bureau to open, and all sat dozing in the waiting room until the click of an opening window hatch indicated that a customer was about to be attended to. Instantly there would be a terrific rush to the hatch and often the last arrival would fight his or her way to the front and be dealt with long before the earlier arrivals! Being used to the orderly queueing of our country I was well out of the running until I realized that if I didn't assert myself I should spend the rest of the week there. So making the best use of Rugger scrummage tactics I soon had them beaten at their own game and eventually got my visa for which I was charged 1,100 frs.

I set off next day on "Pip-Squeak" towards Hendaye on the Spanish frontier, and on the way I looked in at St. Jean de Luz, that delightful little place situated on a charming bay overlooked by the mountain peaks of the Pyrenees. The R.E. attracted considerable attention at the frontier and the French Customs officer, a tall man like myself, was tickled to death to think that I had come so far on such a small machine, and he even had a short run on her to test the comfortable riding position.

After crossing the river which divides the two countries at this point I entered Spain, and here again my small machine was viewed with great interest by the Spanish frontier guards. I was dismayed, however, to find myself asked for pesetas equal to 900 frs. before taking the machine into the country! I explained, as well as I could, that I was only intending to visit San Sebastian, not to buy it and, having already paid 1,100 frs. for the visa, it seemed an awful lot to ask for a further 900 frs. for such a tiny machine as "Pip-Squeak." Eventually, for some reason that I couldn't fathom, the price came down to 600 frs., and as I was anxious to see a little bit of Spain I paid up and was soon climbing the mountain road which leads over the foothills to San Sebastian.

Bath to Biarritz

It was my intention to take some good photographs of mountain scenery, but on this particular day the mountain peaks were shrouded in low clouds and visibility was limited; furthermore, a storm seemed to be developing and by the time I reached the outskirts of the town, thunder could be heard in the distance and lightning was flashing around the hills.

San Sebastian is a fine city, but I am afraid I did not stay there as long as I would have liked. I was clad only in a cricket shirt and tropical shorts and the thunderstorm seemed to be developing in earnest, so I mounted "Pip-Squeak" and started back the 30 odd miles to Biarritz. About half-way to the frontier I passed through Irun, which was badly knocked about during the civil war and is now being almost entirely rebuilt. Heavy rain was falling at this time and I just managed to reach the Spanish frontier post before the heavens opened and it simply teemed down, while I sheltered and chatted to the Customs officer in a mixture of French, Spanish and English. The storm faded away as quickly as it had developed and the sun appeared and soon dried up the roads; in fact, the steam from the drying road surfaces in the hot sun quite reduced visibility.

I had noticed when climbing the mountain roads that "Pip-Squeak" was not pulling as well as it had done and I realized that it had done some 3,000 miles without being decarbonized, so I determined to get the engine "decoked" at the earliest opportunity.

Next day at Biarritz I was delighted to meet again my friends with the 600 c.c. Panther; they had just arrived after coming down in easy stages, whereas "Pip Squeak" and I had come down in two days' hard travelling.

It was now time for me to say good-bye to this delightful though expensive resort, so next day I left at the early hour of 06.30 hrs. to avoid the trying heat of the midday sun. It was soon obvious that my machine was badly in need of decarbonizing, and although it struggled on gamely it was not pulling at all well and, consequently, I was much slower doing the 120-odd miles back to Bordeaux than I had expected. A friendly gendarme directed me to the Hotel de Bayonne near the city centre and here I enjoyed a grand, cold bath which went down very well after a day's hot travelling.

I decided to get "Pip Squeak" "decoked" at Bordeaux, but I was rather at a loss as to where to get this done. That evening, as I was strolling around the dock area, I saw a British ship, the s.s. Crane, and I boarded her to have a word with the captain, a most interesting and helpful man who knows Bordeaux like a book. He informed me that they had been held up by a dock strike for the past three weeks and he had no idea as to when he would be able to get loaded and away, otherwise he would have been glad to offer me a passage back to Southampton with the bike.

The Local Expert

Next morning the captain took me along to the shipping agents, who are also agents for the Automobile Association, and they were most helpful in arranging for a local motorcycle expert, one M. Dubois, to attend to "Pip Squeak." This man is the local agent for Norton and Matchless machines and showed that there is little he doesn't know about English machines. He had my bike stripped down, "decoked" thoroughly cleaned and reassembled in next to no time, all for the very nominal sum of 300 frs. His address is 253 Cours de L'Argonne and I recommend him to anyone with an English motorcycle which may be in need of attention when in the Bordeaux area.

Next day I really did make an early start on the next stage of my return and left Bordeaux at the hour of 05.30 hrs. The bike was now running perfectly again, and in the cool of the morning it was very pleasant to cruise past the acres of vines which are cultivated in this district, and soon I passed through Barbezieux and Angoulême on the road back to Poitiers.

The Last Lap

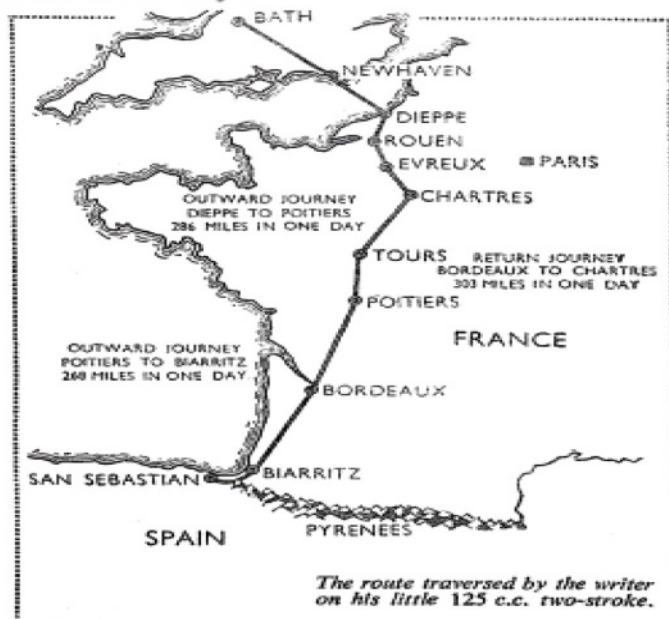
I reached Poitiers and carried on steadily to Tours with the bike still cruising splendidly. I resisted the inclination to stop at Tours and decided to proceed to Chartres which would leave me within easy distance of Dieppe for the next day's travel. I eventually reached Chartres at 17.45 hrs. and put up at the Hotel de la Poste in the main square.

Bath to Biarritz

With my travelling nearly at an end I took things very easily next day and cruised comfortably along the 120-odd miles to Dieppe via Evreux, where I once again jolted over the war-damaged streets and passed the 12th century church of St. Pierre. I stopped at Rouen to take some snaps of the cathedral and, on proceeding, I did exactly the same thing as on the outward trip—I inadvertently left the main road and took the same winding secondary road which joined up with the main road at Sacqueville—this slight diversion was the only occasion on which I had missed my route throughout the trip home.

I cruised into Dieppe at 14.00 hrs. and embarked that night on the midnight boat to Newhaven. My travels were now almost at an end and, after a quiet crossing, I set out for Bath via Brighton, Winchester and Salisbury; needless to say it was drizzling on arrival at Newhaven and it rained most of the way up to Bath which I reached at about 15.00 hrs.

The trip had gone off without a hitch and had proved beyond doubt the dependability and comfortable riding qualities of my 125 c.c. machine, for I had done nearly 1,500 miles in 13 days.



Market Place

For Sale

For Sale: 1978 MZ Super S. New mikuni carb, s/s downpipe and silencer, Honda front brake, Engine rebuilt, I am only the second owner of this bike. £1950 ovno.

Ray Clarke (08421) Tel: 07582396827

For Sale: JS competition frame complete with swinging arm, engine/gearbox plates and spacers, head races, trial yokes, seat etc. Talmag 2019 class winner. £120.

Anthony Rout (15527) a.rout1940@btinternet.com

For Sale: pannier frames and panniers with top box to suit post 56 frames. Frames have been widened to accommodate fibreglass panniers of 400mm L, 170mm W and 350mm deep, but there are no lids. £50, for collection in Shropshire or can drop off at Stafford show in July.

Phone Peter on 07837169542 or petercraig57@googlemail.com
for more details/photos. Peter Craig (17704)

For Sale: Bullet 500 parts: front and rear mudguards and tyres, good condition. Air filter box, single front and rear sprung saddles, rear foot pegs.

For info and photos, Stu Smith (18180)
07714338355 or smith.stu@btinternet.com

For Sale: 1961 Royal Enfield Crusader Sport in mint condition New Alloy Cylinder and Omega Piston. Just run in, Valuable Reg £5,250 o.v.n.o.

Ieuan Davies (3370) Tel: 01239682205

For Sale: GILERA SATURNO 500cc DOHC Single. Registered August 1991, genuine 3,100km from new. Original and in beautiful showroom condition. MOT to June 2022. Sensible offers around £7,500.

Nick (5093), Suffolk. Tel: 07572 008700 janick@talktalk.net

For Sale: Royal Enfield 250cc 1961 Crusader Sports Parts, Front wheel, seven inch drum, 17 inch rim, Set of front brake shoes, Front fork shrouds with aluminium inserts, Fork sliders, Rear number plate bracket, Stand (worn), Barrel, Crank and rod. Buyer Collects, Make me an offer!

Job Hutchings (14471) rolfdh9@btinternet.com

For Sale: 2003 Sixty Five, 16427 km, new battery and chain. M.O.T. to August 22, single seat, original included, upswept exhaust, interesting number. Very good condition. Photos available £2000.

Mike West (16373) Tel: 01474 814454 (Sevenoaks)

Market Place

Wanted

Wanted: Saddle bag or bags to suit 2006 Royal Enfield 500. I will gladly cover postage.
Tony McAvinney (18086) 07821617128

Wanted: For Model "A", carburettor induction pipe (from carb to engine). Also want any spares for Model "A" or Model "B".

Mike Macleod (17682) Tel: 01307830318

Wanted: Crusader Sports. Had one in 1972, looking to have another before the knees give up.

Alan Thomas (17713) Tel: 07940766277 alan.thomas11@hotmail.co.uk

Market Place

Wanted

Wanted: Big head Bullet or Redditch built Bullet, any condition considered.

Mick Abraham (17760) Northants 07823 332815 mick5162@yahoo.co.uk

Wanted: Complete front wheel, with brake and speedo drive, for a 1949, 350 C/O model, just the hub would do.

Ronald Menzies (18220) 01463-237860 or ronniemenzies@hotmail.co.uk

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, ½ page £60

A West Cumbrian Ride



Stone and dykes rushing by
Sunshine from an open sky
Clear lanes through emerald green
Cafe with a slot machine
Two and six for fags and tea
Or coffee and cake by the sea
Fell and mere slipping by
What a view on the eye
Ice cream cone on the way
Down the hill on bends to play
No time of day for mates and me
Ride on free all to see.

Malcolm Grout (17922)

WELCOME TO OUR NEW MEMBERS

May/June 2021

Kandaswamy Lakshminarayan, Bracknell	Mark Palmer, Yeovil
Robin Jung-Burton, Bristol	Robert Morrice, Buckie
Anthony Aaron, Boston	Gordon Castle, Alnwick
Neil Stanton, Hemel Hempstead	Joerg Berndsen, GERMANY
Alan Pearson, Shildon	Graham Lawson, Feltham
Brian Schofield, Fleetwood	Jace Clarke, Ross-On-Wye
Trevor Went, Hexham	Trevor Craggs, Newcastle Upon Tyne
Stuart Smith, Huntingdon	Edwin Johnson, Heathfield
Christopher Dailey, Plymouth	Brian Dean, Leominster
John Groombridge, Birmingham	Andrew Machin, Warrington
Paul Wilson, Trowbridge	Jeffrey Pearce, Woking
Bob Richardson, USA	Torsten Kraft, GERMANY
Martin Smith, Ipswich	Ronald Menzies, Inverness
John Killick, Colchester	Kenneth Cox, Barnsley
Christopher Moore, Tonbridge	Allan Satterthwaite, Wirral
Kevin Harbach, Colchester	David Bartram, Leicester
David Applegate, Frome	Roy Donaldson, Bognor Regis
Alan Palmer, Alcester	Nicholas Coates, Macclesfield
David Tocher, Leeds	Steve Essex, Coventry
Peter Daniels, Bourne	Ray Murray, Stratford-Upon-Avon
Hugh Redston, Milton Keynes	Mike Knowlson, Bristol
Roger Wakeham, Chichester	Philip Crossley, Swindon
Lee Hack, Guildford	Gerard Doheny, IRELAND
Adrian Batty, Runcorn	Roger Hunt, Studley
David Beattie, Cockermouth	Harvey Kynaston, Oswestry
Mark Huckle, Sleaford	Alec Turner, Taunton
Ryan Huckle, Sleaford	Paul Stallard, Telford
Ray Hood, Devizes	Bob Reader, Newnham
Stephen Jennings, Okehampton	Andrew Gough, Salisbury
John Bradley, Wakefield	Edward Case, Preston
Brian Forbes, Manchester	John Powell, East Cowes
Grant Grills, CANADA	Lucas Head-Light, Colchester
Simon Thompson, Wirral	Donald Hayles, Sandown
David Almond, Warwick	John Mason, North Ferriby
Alan Greenacre, Norwich	

Membership Secretary

Teresa Langley, Strathaan, Ardgay IV24 3BG

tel: 01863 766431

email: membershipsecretary@royalcnfield.org.uk

New Members

Hello and Welcome to all our new members. You will in time be contacted by the Branch Coordinator, who will be able to advise you of your nearest branch, alternatively this information can be found in the membership pack. Do not forget to check out the Royal Enfield Owners Club UK website to keep up to date with what is going on and where. Covid restrictions will play a huge part in whether events listed will remain unchanged, so always check with the event contact before embarking on a journey.

Ride Safe, Teresa
REOC Membership Secretary

Branch Reports

South Oxfordshire Branch

Contact: Arthur Chilvers achilvers7@outlook.com

Meetings: 1st Thursdays The Plum Pudding, High St., Milton OX14 4EJ

At the time of writing this, the contact for the South Oxfordshire branch was booked into hospital. I hope that as you are reading this he is now on the road to recovery.

Despite being booked in for surgery the following day, Arthur joined the ride out with the Oxfordshire branch. He had to wear a mask all day and strictly maintain social distancing etc.

The branch met up with fellow REOC members from the Wessex branch and the South Wiltshire branch.

There were roughly half a dozen from each branch despite a rather grizzly weather forecast.

As it happened, the defiance of the forecast paid off. The rain didn't start until the home journeys and the thunder didn't arrive at all.

So we all enjoyed a great time, in good company, mostly in sunshine, with a visit to Crofton beam Engines and a visit to Chopper's Cafe, near Burbage, for lunch.

The South Oxfordshire branch is one of the new branches that managed to establish at the start of lockdown. If you live near the area (or just passing through) feel welcome to get in touch for a ride out or an evening out at The Plum Pudding.

Jason Reeves
pp Arthur Chilvers



Branch Reports

Kent Branch

Mud, Mud, Glorious Mud! At the end of this June it seems it has hardly stopped raining in Kent, slightly scary on road with the potholes, of which there are many, often filled with water, so invisible, but venture off-road & it becomes the Somme revisited!

Like everywhere else in our land very few organised events are taking place, though as a branch we have managed a couple of rides including down to the Britannia Inn at Dungeness Point where we had a good attendance (& sunshine!) How things have changed with members bikes, with only three (I think) 'traditional' Enfields but a good array of new Interceptor/Continental & Himalayans. A welcome there to new member Paul Maddox, & the return of the now rather bionic Joe, looking really well & pretty much recovered from his horrific injuries a year ago. Good to chat with Graham Cuthbert too who has ideas for a new camping site.

The massive sales success of the new models, including rave reviews of the new Meteor 350, which my local dealer now has in stock but I've yet to see, is to be welcomed by the club with increased club membership applications. With the demise of other great motorcycle brands with little interest from younger motorcyclists in buying old machines, some of the smaller clubs are now struggling to survive, as sadly many of their formally proud but aged members are now following the same path.

Our current intention as a branch, whilst our clubhouse is still 'out of bounds' in to continue with rides to specified lunch destinations on the 2nd. Tuesday each month. I will email all members in advance each time, or you are welcome to contact me a couple of days before each outing if you are not on my mailing list.

Just one mention of an upcoming event. We have booked a club pitch at the big bike event at East Kents Betteshanger Park CT14 0BF (formerly Ramsgate Speed Trials Show) on August 15th.

Just a reminder that when the clubhouse re-opens, which I hope has already happened, details are below. Keep safe.

Club nights are 8pm, 2nd Tuesday of every month at 'The Cock-Inn' Luddesdown (Henley Street) DA13 0XB.

REgards,

Mick Connolly

Royal Enfield Owners Club Kent

reoc.kent@talktalk.net

Tel: 01304 205233

facebook:- Royal Enfield Owners Club - Kent

Branch Reports

The Adare Royal Enfielder's Ireland camp on the 19th June was a splendid weekend even if only for one night and restricted numbers. I had decided to visit "Sprocket and Hubs in Adare" that is a Royal Enfield main dealer in Limerick when Jason and Alistair were going to visit so decided we would camp at Adare campsite that is owned by Hugh another Enfielder. As things do it grew to a small meet up of eight, due to restrictions we had limited numbers however it paved the way for a weekend there next month when we can have fifteen, so the South will raise again and welcome our dear friends the Northern Monkies.

I had a lovely ride up from Tralee on the Saturday morning to be greeted by Alistair and Jason, a 1952 RE 350 and a 2021 Himalayan.

After setting up camp we headed to Sprocket and Hubs to see their beautiful bikes and bike clothing, we then headed for a ride to Foynes and the flying boat museum Alister and Jason visited the museum, Diarmuid came along on his Bullet we enjoyed coffee and cake when admiring the beautiful things nature had to display for our pleasure.

The three that became four rode back to camp via the shop for beer and food.

Bill, Tom, Silver and Brendan were camped in and four became seven Royal Enfield's and one MZ Scorpion. The evening embraced the night very fast with aided by the good company of dear friends a good sleep brought and dawn delivered a beautiful morning for us to have a leisurely breakfast and break camp before our ride home.



I must thank Hugh for a splendid campsite, Sprocket and Hub's for their welcome and all who attended for making yet another lovely memory.

John B Nicholls (10710)

thatboyinkerry@hotmail.com

0861 951137

Branch Reports

South Lancashire Branch

Contact chris.robinson1956@gmail.com Tel: 0161 4421906 Mobile: 07951 983158
Meets at Birch Hotel, Manchester Rd, Birch, Heywood OL10 2QD 1st Tuesday of the month 7.30pm

Back with regular meetings now, and the “Christmas” (2020) meal finally took place on 1st June. Great food as usual; traditional Christmas dinner. With seasonal music and crackers supplied as well. The staff wore masks and adhered to strict Covid rules. Yorkie Sheila, who took the photos, thought they’d done a grand job. They really had. And we had a guest appearance from a Santa model.

The Prize Cups were won by the combined forces of David and Mel. Their quiz team was far enough ahead that we didn’t need the tie-break, ie the best Royal Enfield drawing. A treat, these days, to get together with members old and new.

Our first member with the new Meteor 350 is Peter, from Morecambe. It looks excellent, and no doubt we’ll be hearing more about it soon.



Christmas, June 2021



David and Mel, Champions

Tuesday, 5th October:
Gordon May - motorcyclist, adventurer, author, etc will be giving a talk on riding half way round the world...

Definitely one not to miss. The Covies seem not to listen to government timetables: Do email (above) for up-to-date information on any events.

Chris (8113)

Branch Reports

German Branch Report - German Rally 2021

Thanks to falling Corona numbers, it was possible to hold the 26th Royal Enfield Deutschland Rally in Germany relatively spontaneously.

As I have probably told you before, the German meeting is traditionally organized by some dealers or the German Royal Enfield Forum. This time the meeting took place on the grounds of the Weiland camping site in Kaltenwestheim in Thuringia and was an outstanding success despite a lack of preparation time. Between 25.06. and 27.06. about 80 to 100 motorcyclists plus their families and day guests met there.

The campsite team, all members of one family, provided us with drinks, a breakfast buffet and barbecue and after the ride out on Saturday with homemade waffles. The weather was just right. No rain, but a little sun and pleasant 23 degrees celsius.

For Friday evening, some of the lads had brought various single malt whiskeys and provided an elite circle (thanks that I always belong to it) for a sample. The whole went until 2 o'clock at night. Getting up next morning was then not quite so easy.

On Saturday there was a ride-out over winding roads to the Wartburg, about 50 miles away, in which more than 60 motorcycles participated. This was the castle where Martin Luther A.D. 1521 hid when the Pope and the Inquisition persecuted him for his Protestant theses.

It was impressive to drive with all this guys again in a kilometer long row through all the small villages. A thoroughly successful meeting.

Even the cost was minimal. Yes, I admit it...I'm getting old, so I didn't go to the meeting by motorcycle, but by my VW bus and a motorcycle transport trailer... and for the pitch with 2 persons I even didn't pay 20 pounds for the weekend....(excluding food and drinks, of course) Next year end of June, we have already planned, the 27th Royal Enfield German Rally will be held again at the same location.

Regards,
Bernd (12743)



Branch Reports

West Riding Branch

Contact Kevin Moore 07736775211 sidecarkevin@ntlworld.com

We are resuming our monthly meetings at the Reindeer Inn, Old Road, Overton, Wakefield WF4 4RL at 8.00pm 1st Thursday of the month observing applicable Covid protocols. 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).

As I write this West Riding Branch update, the Yorkshire evening skyline is ablaze with brilliant sunshine. Why, oh why am I sat at the computer? Probably because the submission deadline is tomorrow and I have to create something worth reading out of not much at all! Now then, I'm a bit confused, is it right we now have to refer to the Indian Enfields as 'Delta' versions?

Our meeting in June had a good turnout. There were 14 bikes in total. It was good to see Chris T on his '43 CO (well at least I think it would have been had I actually been there – I was on holiday! (Remember those?). There was an eclectic

mix of iron horses (so Chris tells me), including a recent Jawa, 2 Indian variant interceptors and an original Mk2 Interceptor. There was a nice modern Triumph Thruxton, Mark A's 612 iron bullet, John B's new 650 Continental GT (his old iron bullet has moved on) Kens perennial 350 bullet, and a smattering of EFI bullets. The Reindeer was open and serving



one person at a time for consumption outside. It was nice to catch up with old and new faces after such a long time in lockdown.

No club ride-outs I'm afraid, although there were tales of ones and twos doing their own thing. Chris T and Ian T had run around the Dales/Rout 59 Café, Chris on his Continental GT 535 and Ian on his Bonneville.

Here's 'til next time, ride safe!

Dudley Martin (15010)

Bristol Branch

Jason Reeves organised a meet up/ride in to the Chew Valley Classic Car & Bike meet at the rugby club where we were joined by the newly formed South Wiltshire branch, a nice event that we attended last year, we were given a warm welcome and joined the display on the grass as opposed to being in the car

Branch Reports

park, we were led to the venue by my mate from the South West Ducati Riders Club who also joined us on the grass. We loosely planned to arrive at the same time but, as Jason later remarked “ I remember you arriving within a minute of the South Wiltshire branch, before we’d had a chance to take our jackets off” more luck than judgement but fortunately it allowed all the bikes to be together.

We also resumed our monthly meetings at last with 8 people turning up. We were well accommodated by the owners of The Fox, with table service and tables arranged to comply with regulations.

Lots of discussion reflecting on what we’ve been up to during lock-down, future ride outs, meeting up with the new branch in Newport, and even a discussion about good cops and bad cops.



Please remember that Bristol now meets on the first Wednesday of the month as the Fox is no longer open on Mondays. Looking forward to getting back to normal. Stay safe.

Andy Ward (02590)

Isle of Wight Section REOC

The inaugural meeting called to set up a REOC Section on the Island was called for the evening of 27th May. Unfortunately only three members attended, but we decided that was enough to make a start. Our first Club evening was then Thursday, 1st July. A communication problem saw a total of two members arrive to watch a great sunset. However subsequent phone calls have established that future events will see more faces. Future Club evenings will be on the first Thursday evening of each month, 7.30pm at the 8 Bells, Carisbrooke. One subject of conversation will be to suggest rides and events for the Section. We are invited to join with the VMCC - IoW for their annual Display of motorcycles in St. Thomas’s Square Newport, on Saturday 25th September, 10am to 2pm.

More details on that or any other event call Ron on 752861 or

Ron.wallis10@gmail.com

Picture of the founding three from l to r, Jim Orde-Hume, Ron Wallis, Geoff Dean



Branch Reports

Wessex Branch

1st June we held our first branch meeting for many a month. Having lost our meeting place during the pandemic, we now meet on the first Tuesday of the month at JMS Motorcycles, Marden, Mac Callum Rd, Upper Enham, Andover, SP116HZ. Presently at 6.30pm for a ride out.

Our first meeting attracted over a dozen bikes for a local Rideout where it was agreed to have additional meets during the month for the occasional evening ride out.

8th June, Stuart organised a scatter treasure hunt , seven members had an enjoyable time trying to locate the answers to 20 questions, scattered all around the local area.

15th June seven of us enjoyed a run led by John, during which Gordon done his best to waken the neighbourhood having blown the baffles out of his Electra exhaust, they were last seen disappearing into a hedge.

REgards.

Doug Hopkins (12683) branch contact

doughopkins@hotmail.com

Suffolk Branch

The Suffolk Branch is back in business!

After what seems like an eternity, we held not only our first club meeting since the lockdown restrictions began, but a very successful one. Existing and new members met by the riverside at Mistly near Manningtree on a warm and pleasant Saturday. Forming a good line up.

After introductions and conversation we set off to the White Horse Pub at Tattingstone to join other members waiting for us. Once there most of us enjoyed lunch in the garden.

My thanks to everyone for turning out and making it a success.

Other points to mention:

Please note that the club meeting place is NO LONGER The Anchor, Stratford St Mary. We haven't fallen out with them, the place is closed and for sale. The White House at Tattingstone is our meeting place now. A pleasant country pub with ample parking.

New members assured of a warm welcome.

Stephen Backhouse (16476)

Tel: 07939 351740

Branch Reports

South Wiltshire Branch

Contact Paul Adams 07880733228 peacho1967@yahoo.co.uk

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

For a new branch, the South Wiltshire group has been extremely active.

At the end of May we had our first multi branch meeting.

We met up with the South Dorset branch and the Somerset & Dorset branch, at Compton Abbas Airfield. The location was pretty central to all three branches and the outdoor nature of the destination didn't present any problems regarding numbers attending under the current covid regulations. As with all our ride outs, I planned a scenic route which took us away from the main highways only to be called in to work that weekend. So the directions were handed over to Jason Reeves (which serves him right as the multi branch event was his idea originally).

All groups arrived at the Airfield close to the planned time and the weather was fantastic. So plenty of aviation activity, including a Harvard. There was also outside catering at the airfield. The 3rd of June saw our first indoor



branch meeting at The White Horse Country Club. This was also well attended. We were well catered for by the staff, as the regulations dictated table service only. Many people ordered food and all drinks were served promptly despite people arriving at staggered times etc. many ideas were exchanged to develop the new branch. Ten days later we were off on our 2nd multi branch event.

This time we were off down the back lanes of Chew Valley to meet up with the Bristol branch. We visited a classic car & bike meet, booked in advance.

Once again, the weather was fantastic and both branches arrived within about a minute of each other. I think we spent more time, sat in the shade talking than we spent looking at the classic vehicles. As the Euro Football was on, some vehicles left early and the roads on the return journey were very peaceful.

At the time of writing this, we have our 3rd multi branch event planned, to meet the Wessex and the Oxfordshire branches at Crofton Beam Engines.

Branch Reports

Wiltshire Branch

Contact: enfieldwilts@gmail.com

Hopefully, by the time you're reading this, the country will have shaken off the chains of Lockdown and the populace is taking a sensible and cautious return to normality.

This being so, I'm pleased to report that the Wiltshire Branch has now found a new venue to hold its monthly meetings, this being The New Inn at Winterbourne Monkton, a small village on the A4361, about one and a half miles north of Avebury stone circle.

We will be meeting there on the second Thursday of each month at 19.30hrs.

Our first branch meeting will be on 8 July (not much use by the time this goes to print) but that is where, when and how you can find us in future.

We are looking forward to a long and happy relationship with the landlord and lady, and hope that branch members will frequent The New Inn on other occasions to sample their hospitality and cuisine. They are extremely biker friendly, so pop in if you're passing by.

To other news. The branch continues to be very active with well supported Sunday rides at fortnightly intervals, but I won't bore you with historic details this time round.

With a marked increase of Himalayan's in the branch, more members have taken to off-road riding under the guidance of the local Trail Riders Federation. These intrepid owners, mostly novice off-roaders, manage quite frequent jaunts along the highways and byways of Wiltshire, which strangely always seem pass by a suitable grazing or watering hole. The main problem they seem to have is making sure they take their own bike home (Seven of them having the same grey camouflage paintwork!)

Membership continues to grow, with an increase of 10 in recent months, which is testimony to how friendly and welcoming the branch is.

As I write this, I'm looking forward to next Sunday's ride which is to the Whistle Stop Cafe in Tetbury, and another chance to enjoy the company of like minded friends.

In my last report I mentioned an intermittent fault on a member's new Continental. (See page 45 of issue 283). If anyone is interested, the ignition barrel was changed under warranty and seems to have resolved the problem.

Additionally, thanks must go out to Bob George, who replied to my report. He had similar problems but they were cured by cleaning up relay terminals and eventually fitting an upgraded fuel pump relay (obtained from Hitchcocks). I hope this info helps others in future.

So, till I write again. Enjoy the ride. All the best. Mike Davis(16813)

Branch Reports

NE SCOTLAND Branch

Contact Bob (REtrialer) bob.nes@btinternet.com (preferred) or tel 01651 851569

Back on the road, hoping to action the following summer programme! SUNDAY 29th August, Roland will lead a run, details will be circulated shortly when available. Saturday 25th September, John will lead provisionally to Fraserburgh Lighthouse Museum, leaving Turriff Tesco car park at 11.00am. Saturday 30th October, visit to the Grampian Transport Museum, meet there, I will circulate further information a week or so in advance, expecting to be able to display/park the bikes within the grounds. I am also looking at a weekday run sometime through the summer to revisit the Knockando Woolmill when it is working. All subject to anticipated Covid relaxations.

The sun tempted a few of us out on an impromptu run on the 12th June. A last moment change allowed a visit to see Stephen a founder member of the branch, for a cuppa (and scrumptious home made scones). A couple of other branch members joined us there. Sat outside reminiscing before away in different directions. Mark was riding what was Stephen's Bullet a while back.



First proper run set for 26th June finally only saw 2 of us out and about. I met with Roland at his house and we took a run West to Cornhill, then North to Portsoy. Sat

on the harbour wall and had a picnic lunch. Carried on following the 'Coastal Route East' to Pennan for a drink at the 'Coastal Cuppie' by the harbour. From there nearly to Fraserburgh then home. Put about 100 miles onto Roland's Crusader Sport which he is running in, he led me along some roads I hadn't been along for 25 years or more, interesting to see developments in the area.

There should be another run on 31st July which has been notified to branch members.

Any member visiting the area is more than welcome to join us (contact me as above) or to seek advice.

REtrialer (07404)

Branch Reports

South Midlands Branch

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

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Branch Reports

Somerset & Dorset Branch

Contact Robin Gillingham 01963 251406 or robin.gillingham@btinternet.com

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

We did manage a ride out Sunday 30-06-2021, meeting up with the South Dorset Branch at Dorchester, from which we ventured too Compton Abbas Airfield. Jenny Williams was riding navigator in Richard's side car. The New South Wiltshire Branch Joined us there, guided too us by the Branch Coordinator 'Jason Reeves'. I must admit to my short stay but my time was limited that day. It was the most glorious day, the sort one can just keep riding, thank you all for being there.

Our meeting hall still has the 17 persons only rule, after a talk with lady in charge it was suggested we did not meet there until September subject to any applicable laws as other groups using it had already agreed. This being the position I hope to organise a breakfast or coffee morning at an outdoor venue with shelter should we need protection from the weather, this would be on our normal 2nd Monday of the month. All New and old Club Members are welcome, see you there.

Stay safe, the Branch scribe

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).

It's certainly been a busier time since the last issue, regular well attended breakfast runs are once again the norm. Even the odd mid week breakfast run being reported!

A very well attended club night in June, with the venue fully functioning even if social distancing is still present, and some half decent weather to boot! July is also looking promising for the weather and organised runs.

The ABR (Adventure Bike Rider) festival has just been held at nearby Ragley Hall, with an estimated 6000 bikes attending. Among the main manufacturers on show were Royal Enfield, with demo bikes available via the dealers and a large contingent of RE Himalayans converging from the Owners Group.

The launch of the Meteor has also bought about another interest in the camp, with several new bikes popping up in club. So far owners feedback is very positive, with comments about the lively engine, excellent road manners and the build quality, as well as value for money. Looks like RE have done it again!

Simon Edler (16783)



Branch Reports

South Midlands Branch

Our first meeting since August 2020 occurred on June 16th. It was a social meet up, not a full meeting, but they are now in the events diary for 2021 on the third Wednesday of every month. The last report mentioned several possibilities of events between July to September. Solid info' for any of these events is non-existent at present, so keep an eye on the branch Facebook page.

An "event" that is easy is a ride on your RE. The weather has been kind of late and two of us, namely Marc Heighton and myself, went on a midweek run to Clun, continuing to The Ceri Forest and the Long Mynd, covering over 100 miles. The following Sunday Garry Whitehouse joined us on a trip to Wales, along the Devil's Staircase, then to Devil's Bridge and the Elan Valley. Our improvised route was quite a long way around as all of us accumulated more than 240 miles by the time we returned. A shorter weekday ride around the Cotswolds followed covering 150 miles. As well as stopping off for grub at the Cotswold Cafe on the A44 at Little Compton, we popped in to the RE dealer in Blockley. I "sampled" the Interceptor again. Hmmmm....

What sort of rides would you like? I've tried several ideas, from short runs of about 35 miles each way, to longer ones as those mentioned above, but to be honest, although Covid nobbled a few of them in 2020, to get, generally, the same few folk (and I do appreciate the efforts of those few) on a ride, be it in the week or weekend, is somewhat odd, although, without being rude, I also appreciate that I'm probably the youngest in the branch at 47. As far as I recall, when I joined four years ago there were something like 40 members and you'd think that once in a while the odd long standing member, or indeed new member would at least show some interest in a ride. Is it that the branch membership, on the whole, is just interested in the branch meets/social side of things? Is, say, 35 miles is too far for some these days? Or is it just that I smell (wink). Let us know what you like, dislike or want in a ride, if you do want one that is.

Now to a RE of a different kind. Back before lockdown, your Chairman, John Budgen, got his hammers out getting another RE of old running again in the form of a RE lawn mower. John takes up the story: It was bought a few years

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Branch Reports



ago having resided in a garden hedge for years. Once rescued everything was found to be stuck solid. First the petrol tank was removed, stripped bare and repainted in British Standard Green and whilst preparing the tank a RE transfer was revealed and a

suitable replacement found at Hitchcocks. With the tank refitted I put the mower to one side, then lockdown came and I decided to completely strip the mower, removing soil and rust, then stripping all parts to bare metal and repainting them.

Reassembly was time consuming and as I didn't have a grass box, by looking at manuals and photo's I decided to construct one myself. There's just one part which still needs to be repaired, the lower section of the gear drive cover. This has completely rusted away and will be fabricated as and when.



Many thanks John! She's a beauty! That is just the sort of little story that livens up a branch report. If you have any stories about your fiddling, riding, or just plain enjoying your RE's, lets me know via the branch Facebook page at <https://www.facebook.com/groups/2368867613212479>, via the Personal Message (PM) option on the page, or you can even give me a call.

Many thanks all, Chris Instone (16533) 07800907055

Branch Reports

Airedale and Wharfedale Branch

To start I must hold up my hand and say “I was one of the late entries for the June/July edition - apologies and must try harder. However the easing of restrictions has seen our branch numbers increase and we have been able to arrange evening and weekend rides.

We now have a group of twelve who regularly support events and although not everyone is at every ride, we find that six to eight is a workable group who together make a worthwhile trip out. We are hoping that in July we can resume monthly meetings for a drink and a natter.



In recent weeks we have had four weeknight rides and two one - hundred mile day runs, one with a lunch stop in the North Yorkshire market town of Masham where the square fills nicely with bikers of all ages and machines of similar pedigree. our latest run started in Shipley, our base town, met with friends in Skipton, and took a series of back lanes and minor roads to Morecambe where we enjoyed excellent bikers food on the promenade. Our non stop return journey of sixty miles was a challenge for some older hip joints. But good roads, good company and good food contributed to a great day out. Lastly, two or three of the retired rider variety have found that Tuesday lunchtime at the Route 59 café near Bolton Abbey attracts similar people, so fortified with one of Audrey's amazing bacon sandwiches, we spend the afternoon on a “Where now?” type of ride. Club life is getting better.

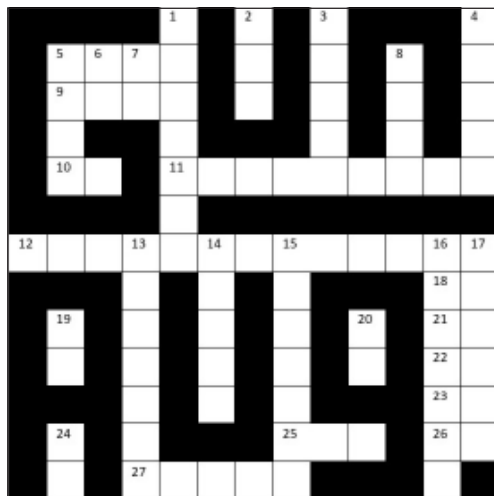
Peter Jackson (17222)

(The attached picture shows members coffee stop on the way to Morecambe)

Home Counties Branch

Over the last couple of years we've been extending our activities to include regular ride outs and meetings away from our regular meeting place. These still take place at The Cross Keys, High Street, Pulloxhill, MK45 5HB on the last Wednesday of the month from 7.30 of course! During the lockdown relaxations we've also been holding midweek daytime outdoor meetings where members can stay as socially distanced as they feel comfortable but still chat and admire and discuss bikes. These meets have mostly been at the Super Sausage cafe on the A5 (NN12 7WD) but we are using other venues as well, email me if you'd like to be included in the regular email alerts. Details in the branch listings. The variety of bikes showing up has been very interesting, not always Enfield of course so please come along whatever your current mount! REgards, Mark

The Gun Crossword Issue 284



ACROSS

- 5 Bronze, silver, then what?
- 9 Red-coloured gemstone
- 10 Enfield Continental what?
- 11 A rider's check of blind spots
- 12 Book with info on many subjects
- 18 13th Greek letter
- 21 UK finance company
- 22 Thou in French, trade union
- 23 The answer, is, like fifteen
- 25 This publication without the.
- 26 Informal thanks, reversed. @
- 27 California or Ohio or Texas etc.

DOWN

- 1 Ideal, wonderful, perfect
- 2 Flying saucer. What is it?
- 3 Motorcycles or motor-
- 4 Dining, easy, rocking, sidecar
- 5 Sailors' alcoholic drink
- 6 University, not Closed
- 7 16 ozs
- 8 Flashy, black-market dealer
- 13 Ball bowled hitting the ground
... around batsman's feet [plural]
- 14 City on River Aire. [Yorkshire]
- 15 Parcel, or type of tour, holiday
- 16 First. Letter before surname
- 17 This month
- 19 Opposite of DC
- 20 On back of a British car abroad
- 24 Initials on our bikes

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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 283 is
Ron Cutbill
(16488)

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.)

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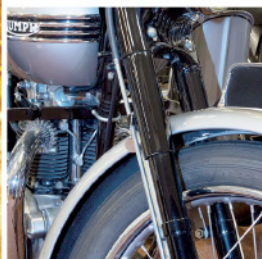
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