

THE GUN

The magazine of the Royal Enfield Owners Club



ISSUE
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Oct/Nov
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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Front Cover:- "The Flea's a flying at Kents Heritage Sprint, despite being over-burdened- (sorry Mick -Ed.)"



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Editorial

Welcome to the latest issue of your club magazine. Firstly, the article on pages 6/7 is not a repeat. I was informed by Robert that I had only printed the second half of his submission, when the first half was the most important. I had only received the second half of the text, (the other half must have still been on the cloud, whatever that is?) As it was important, I have printed the first half, which should be read as a prequel to the last issue.

We seem to now be back to some semblance of normality as regards meetings and ride outs. Let us hope that this continues. I have included a section titled Tech Talk in this issue, and hope to continue this if I get enough technical contributions. Let me know what you think.

REgards, Alan

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

Write Away

Curious if anyone out there with a UK-made Royal Enfield has a believed-original tool kit with their Royal Enfield that includes the cute little four-way combination spanner? I'm fascinated with this little multi-wrench, which is apparently (perhaps always) boldly labelled ENFIELD.

These are Part No. 6406, a very low number for a Royal Enfield part, suggesting they have been around for a very long time. Allan Hitchcock graciously sent me an image of the factory technical drawing for the tool. The drawing, probably a retracing of an older version, is dated 1965 but it specifies the wrench is for the "2 Stroke and 8 H.P.," surely a reference to very early (1915?) Royal Enfield models.

Parts books online at Hitchcocks show the combination spanner in tool kits right up to the Interceptor Series II. The 1965 technical drawing differs from the tool I've seen in photos, in that the drawing lacks the ENFIELD brand and does not show the hexagonal opening of one jaw. The drawing specifies the tool is 4 1/4 inches long. If



you have one, what year Royal Enfield did it arrive with, and does it have the ENFIELD branding and does it look like the one in this photo?

If you like, you can reply to me directly at david@royalenfields.com

All best.

David Blasco (13893) Fort Lauderdale, Florida, USA

Write Away

My First Big Bike Ride *prequel to last issues story*

This article is prompted by me sending in a photo of me on my 1964 R.E.250 cc continental for the 2022 club calendar from 56 years ago.

It brought back memories at 19 on my first biking holiday adventure with 2 mates to “down south” i.e. Dymchurch in Kent.

We went via the only motorways at the time heading there i.e. the M6 and M1 to the big city of London that we had only heard about, and then on to Chatham where my mate Pete Smith had family and originally came from, before moving to Manchester when he was a boy.

When reading this story you have to take in consideration that it was a much smaller world then and most people did not travel much more than 100 plus miles to go on holiday, so to go 300 miles away at 19 was a big thing to do on a motorbike in 1965.

We set off from Manchester in the summer of 1965, my other mate Bill Gordon was on his 1961 triumph T120 Bonneville with Pete on the back and I was on my 12 month old R.E continental I bought brand new in august 1964 from KINGS motorcycles in Old Trafford very near to m/cr United's ground.

Then it was a national outlet for buying and selling bikes, I think Mike Hailwoods' father owned it, does anyone remember them?

The cost was £248 which was a lot of money on the drip for a 18 year apprentice plumber, i remember this because the bike cc was the same as the cost of the bike, i.e. £1 per cc

It was our first taste of long distance travelling on the then NEW motorways but it was boring then and still is now, bikers need twisty bends to get their juices flowing.

In the heavy London traffic the Triumphs clutch went on the blink, so we had to stop in the road through Hyde park and dismantle the Bonneville's clutch at the side of the road, you couldn't do that nowadays

We then went to Chatham to see Peters family and an uncle of his had a caravan at Dymchurch on the south coast, so we ended up staying at the blue water caravan site on the A259 coast road outside Dymchurch,

Write Away

I wonder if it's still there now, it was very hot and sunny all week, and one day we fell asleep on the beach and got burnt to a crisp, I was really badly

sunburnt as we didn't use any sun lotion, it was murder getting our riding gear on and riding back to the caravan and we were confined to the caravan for the next few days as we couldn't go out in the sun, a lesson for life was learned on that holiday.

It was on the way back to the caravan one day that the photo of me on the continental was taken by Pete off the back of Bills bonnie just like the paparazzi do, its worth saying that this was the swinging sixties and a much better time with a lot less PC rules and well before helmets were compulsory, even so we did wear them most of the time. it was a great week apart from the sunburn but fate had a further trick to play.

We went home via London again because the M1 started and finished at Watford north of London then, but what we should have done was divert around London on the A roads, but we were young and naive so we hit London in the late afternoon i.e. rush hour and we got separated, Pete had the map in his backpack (do you remember them, I still use them now) ? what do I do now, panic, have a meltdown, no I was 19 and was invincible and I was a pragmatist even before I knew what it meant. It was approx 45 years before mobiles and sat navs, in fact not a lot of people had a phone on a landline but my mam and dad had one so i phoned them from a telephone box (remember them big and red and everywhere) and got the number of my mams sister that lived in St Johns Wood, I phoned them and got directions to their house and stayed overnight, it dosen't sound a big deal now but then it was.

Next day with directions to the M1 I set of for Manchester, and what a boring ride that was at 60 mph on a bike that would only do 85 flat out and on my own but the old saying is " what dosen't kill you makes you stronger" and I got home in one piece, eventually.

Robert Chambers (08560)

r.chambers@talktalk.net

01612021557

REOC meets the RCE

On Thursday 8th July 2021 representatives of the Royal Enfield Owners Club (REOC) Committee met representatives of the Royal Enfield - Riders Club of Europe (RCE). The slick 'Caffeine and Machine' near Stratford was the chosen venue. A venue that had played host to the UK launch of the new 350 Meteor only a few weeks previously. Attendees opened with introductions about their roles within their respective organisations and outlined the nature of their organisations and the aims on which they are centred. It became apparent very quickly that there exists a synergy of action and drive in support of the brand that we all love; the REOC has for decades worked to keep the good name of Royal Enfield alive in the UK and, to a lesser degree, abroad. The RCE is working tirelessly to enhance the current good reputation of Royal Enfield motorcycles to strengthen the brand's identity.

As readers will know, the REOC has always operated on the sterling efforts of a small percentage of volunteer-Members without whom nothing would happen. Branches operate on the organisational skills of a few 'drivers', as do ride-outs, rallies etc. The club magazine that you are reading at this very mo-ment relies on an Editor who works on each edition for approximately sixty hours. It relies on a distribution officer as much as it relies on your Membership fee to cover it's printing. This situation has existed for decades. Similarly the RCE relies on the network of European RE Dealers, know as RCE Branches, of whom there are currently over 250. RCE Branches/Dealerships may put on activities etc but the current drive is towards 'experiential partners' or third party organisations, to host larger events such as the recent Flat-Track experience day. It should be apparent, but worth stating for the purpose of clarity, that no conflict of interests came to light during the meeting.

By way of an example, and looking at the new 350 Meteor for a moment; the younger owner, at whom the model is aimed, is purchasing the machine solely to ride it. Building a relationship with your local RE Dealer will open opportunities to attract such owners. If, that is, you feel that your REOC Branch would benefit from new active younger Members.

Since the inception of the REOC in 1977 the club has never had the opportunity, or even possibility, of meeting with a Royal Enfield backed club type body. The brand has benefitted from the efforts of the REOC in strengthening and maintaining the reputation of it's machines in the UK. We finally have an open invitation to get a little back. I for one welcome that opportunity.

JD, REOC Committee Member.

ELECTRIC START INTERCEPTOR – UPDATE

Following on from my article in The Gun issue 270 about the conversion of my 1964 Interceptor to electric start some more work has taken place to improve it so it's time for an update.

'Now there is virtually no flex and the motor engages every time' I concluded by saying in that article. Sometimes words have a habit of coming back to bite you! Not too long after the publication of that article, Ed Barnes and I were due to set off on our Enfields to do the three peaks challenge for charity. Right on cue the starter motor proved too powerful for the bracket it was mounted to - welded on to the back of the clutch casing – causing it to crack and the motor failing to engage properly with the ring gear. Back to the kick start for the duration of the trip.

We knew we were on the right track with the ring gear mounted to the back of the clutch basket but its mounting point needed



t o
b e

much stronger. Only one thing for it – make a new casing. Back to Hopwood Gears we went. 'Can you machine a casing like this one' we said 'only much stronger?'

'Of course' they said 'leave it with us' A few weeks later back came a very nice, shiny and much sturdier casing than the rather flimsy one we left them with. They made it 10mm wider than the original, eliminating the need for the spacer bar previously fitted. A small amount of fettling was re-quired with a dremel and a file to get it just perfect before everything fitted back together very nicely. This time there really is no flex!

Write Away



However – although the motor now engages well with the ring gear the engine can still often take several attempts to start. After exhausting everything else we've put this down to ignition timing. The Electrix World Stator/

Rotor should take care of that but has proved difficult to set exactly right (It was initially developed for BSA and Triumph models but was thought to work 'ok' on the Interceptor) Therefore we've decided to fit a Boyer Brandsen ignition system as the final piece of the jigsaw. Hopefully by the time you read this it will be fitted and the bike will be running beautifully.

If not, watch this space for part three!

Neil Finney
(15251)



Tech Talk

Modifications to the R E Meteor gear lever

The Meteor 350 is fitted with a 'heel and toe' design of gear lever and whilst this will suit many riders, my preference is to select the gears using my toe for both upward and downwards shifts.

The design as it is does not allow room to get the toe of a riding boot under the lever easily as the footrest is on the same level. Originally I thought it would be a straight forward adjustment on the gearbox splined shaft to lift the lever upwards sufficiently but it's not that easy because the operating linkage then fouls the underside of the footrest support.

However there is a way... For this modification you will need a 6mm diameter twist drill and ideally a pillar drilling machine but with care it can be done with a hand held electric drill. Remove the heel and toe lever from the machine by undoing the two large nuts. Note these are different sizes. Loosen the splined lever from the gear shaft. Note that there is a centre punch mark on the end of the shaft for alignment with the slot on the lever.



Now remove the split pin from the operating rod. A new 6mm diameter hole now needs to be drilled at 20mm centres from the original. Initially I tried 10mm

Tech Talk - Modifications to the R E Meteor gear lever

but found that insufficient which is why the photo shows two holes - the original one and another 10mm from it. Mark the new 20mm position with a centre punch to prevent the drill wandering off and then use a smaller drill, 3mm diameter approximately as a pilot hole to guide the larger final 6mm drill.

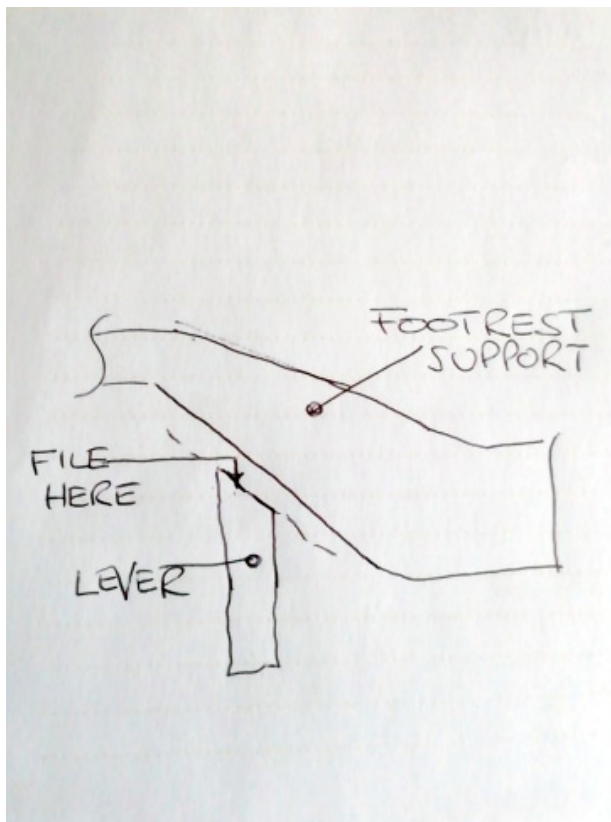
Make sure that you are drilling at right angles to the plate which should be supported on wood. An assistant is essential if you are using a hand held electric drill.

The other modification you need to do is to file an angle on the edge of

the lever to match the angle of the footrest support. This allows more clearance when the lever moves upwards. The drawing shows this. Paint the filed area black.

Now you are ready to reassemble the linkage, using a new split pin ideally. Grease the operating parts. The gear operating lever goes back onto its splines exactly as it came off lining it up with the centre punch mark on the end of the shaft.

Reassemble the heel and toe lever, greasing the centre bearing. You will now be able to change gear solely with the toe part of the lever, yet retaining the option of using your heel if you want.



Peter Smith (Lancashire)

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.
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Always order using the current issue of 'The Gun'

Garment colours are as follows:
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T-shirts:- royal blue, sky blue, maroon, jade, grey or black
Sweatshirts:- royal blue, jade, maroon, grey or black

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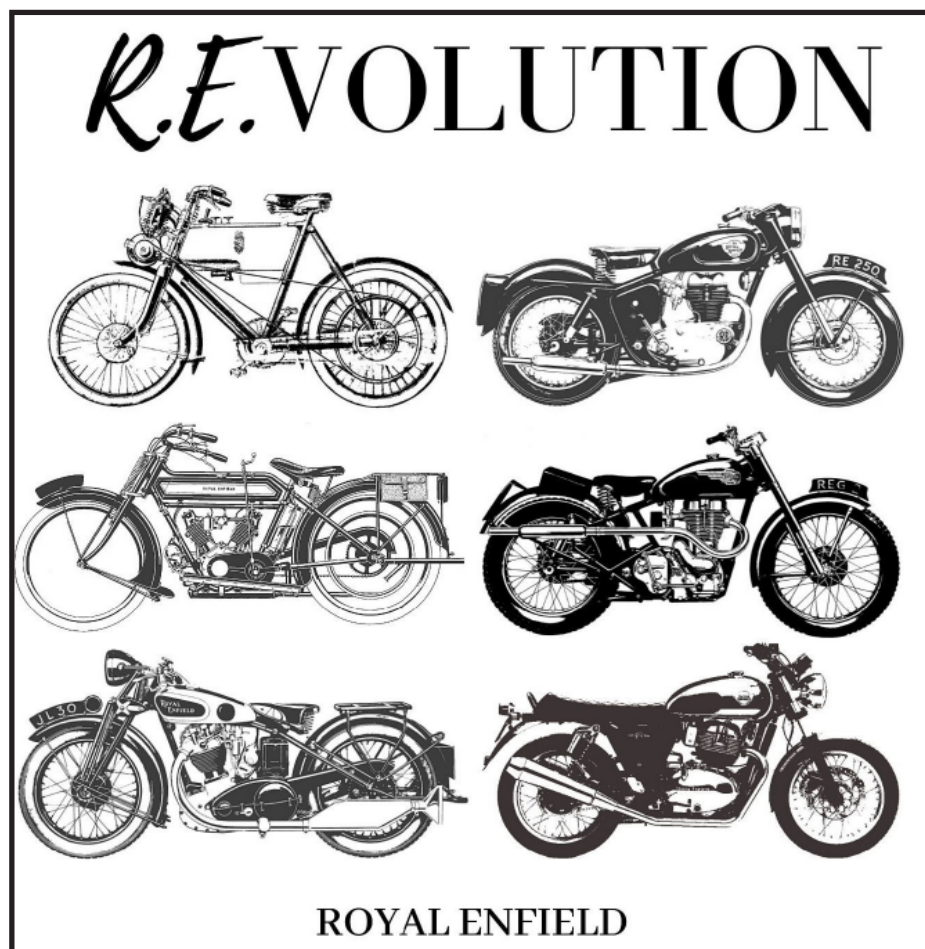
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New REOC T-shirts

Several months B.C (before covid) the committee agreed that some new club t-shirt designs would be nice, using old advertising images in the club Archive. Nearly two years later, here are the results.

New Shirt-1, **Effortless Speed** is based on a 1928 factory advert of a rather dandy couple enjoying one of the new sporting overhead valve single cylinder machines, printed in green and black on a 'natural' (ivory) coloured shirt. One colour only for the moment.

New Shirt-2, **R.E.volution** celebrates the evolution of the Royal dynasty through silhouettes of factory photographs from the 1901 Motor bicycle to the latest 650 Interceptor. The black graphics will contrast nicely against a 'tropical blue' shirt, which will be printed soon. One colour only.



New REOC T-shirts



The quality cotton shirts now have the round club logo on the right sleeve, and the prominent new designs fill the front.

Sizes: **M** 38"(97cm) , **L** 40/42" (102-107cm), **XL** 44/46" (112-117cm),
XXL 48/50" (122-127cm) **S** and **XXXL** sizes to order.

Cost £18 including UK postage, by cheque. For overseas orders and other payment methods, ask Shaun.

NOTE: These designs are not available from Adrian at the usual Club Sales, nor do they replace the regular Club Sales shirts, but provide some variety to traditional styles. **They must be purchased from Shaun.**

Shaun Winter, 7 James Place, ULCEBY, Lincs DN39 6UB

shaunwinter12@gmail.com

Shirt photos and details will be added to the club website

www.royalenfield.org.uk

under SALES & ADS, NEW SHIRT DESIGNS.

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, featuring a stylized 'HMC' with a motorcycle silhouette, is positioned above the company name. The company name 'Hitchcocks Motorcycles' is in bold black text, followed by the address 'Rosemary Court, Oldwich Lane West, Chadwick End, Solihull, B93 0EY, UK', the email 'info@hitchcocksmotorcycles.com', and the phone number 'Tel: 01564 783 192'. At the bottom, a yellow banner contains the text 'See the full range of our Royal Enfield parts & accessories on: www.hitchcocksmotorcycles.com'.

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

Scam Buyers

My nephew was selling one of his bikes for £2,000 on the internet. Someone in Buxton contacted him, asking if he could bring the bike there, about 40 miles from Manchester, and that his dad would transfer the money into his bank. He took the bike on a trailer, found the address, which was at the end of a cul-de-sac.

In the front garden was a man talking to a young lad, who came over to inspect the bike. After they had got it off the trailer, he asked if he could hear the engine running, sat on the bike with no helmet on, put it in gear and set off up the narrow passageway at the top of this cul-de-sac. Thinking that the lad was just taking it for a test ride, he went over to the man again, thinking that it was his dad, as it was the address that they had been given. The man claimed not to know the lad and that he had been loitering about so had come out to see what he wanted.

The police were not very helpful: this was not the first time such a thing had been reported in Buxton. The bike would most likely have the number plates changed, be stripped down for parts, or found burnt out. It is very unlikely that the insurance will pay out as they let the lad sit on the bike with the engine running. Sellers beware of this type of scam that is going on.

Jack Hollingworth (15105)

Motorcycle Seating

Now! – to the question of “Comfortable Seating on our ‘Bikes”, raised by Mr David Jordan, on P 20. Of the last ‘Mag’ (issue 284).

My own efforts in this regard, with widely varying ‘machinery’ – over ‘years’ of Motorcycling Touring, - (I AM 84, after all!) – have led me to ‘the Ultimate Solution’!

I can strongly recommend that you try, - after speaking with your ‘local Butcher’, - (and I don’t mean the ‘Supermarket chaps’, - no offence intended. - that you locate a ‘local source’, for a ‘Lambs Fleece’, - and yes! – they do come in Black! - (Select the thickest, ‘curliest’ one that you can find..

A nice thick Fleece, secured by four suitable lengths of Velcro tape, - (at least 2 inches wide; - 2 on each side, - fore and aft’, - fastening to-gether under your saddle, your local Furniture Re-Upholsterer can supply that; - No problem!) will give you the most comfort that you will ever find on a Motorcycle.

Problem solved!

Vic’ Ryland. – Somerset & Dorset Branch (13858)



The Motorcycle Action Group (MAG) continues to challenge the accuracy of police motorcycle theft statistics. The third National Police Force Bike Theft Rankings document, published today, covers thefts in 2020.

Generally lower crime rates during the pandemic are reflected in the motorcycle theft data. Motorcycle theft fell by 30% compared to 2019.

Certainty in the reported theft figures supplied by many forces remains low.

MAG collates data from Freedom of Information requests placed with all police forces in the UK. The results clearly show that London remains the undisputed hot spot for motorcycle theft. London's theft rate is double that of the next worst area for which data is available.

The document reveals some surprises. Gwent Police have reported the second worst theft rate in the country, and Northumbria Police report a 95% reduction in thefts. Northumbria becomes the best ranked force in the UK after languishing in 30th position in 2019.

MAG has previously revealed errors in some forces' records, and the 2020 data sets have reinforced the need to use caution when trying to draw conclusions from the data.

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

"It is a source of great frustration that data for the most basic of questions is unreliable. Accurate reporting is vital to understand any type of crime. The number of reported thefts should be a figure that is easy for any force to report accurately. Yet we see forces issuing figures and then claiming they are wrong, as well as a handful of forces that simply refuse to provide any data whatsoever. We started this process to help everyone understand the issue more fully. Our plan was to provide more detailed information as the process developed. Sadly, we are still unable to do the most basic level of analysis comprehensively."

MAG is engaging with police forces and Police & Crime Commissioners wherever it can. It is also lobbying for a meeting with the Policing Minister, Kit Malthouse, to get the issue of accuracy in reporting put under the microscope.

Colin says:

"We will persist. Tackling motorcycle theft is a priority close to the heart of all riders. The response to it could be vastly improved with clear and accurate intelligence."

The full reported facts for 2020 can be found in the National Police Force Bike Theft Ranking document at: <https://bit.ly/TheftRank2020>

MAG Report

Campaigns Team Political Report – Lembit Opik and Colin Brown

Motorcycles have finally been included in the list of petrol-powered machines to be banned. The Motorcycle Action Group's (MAG's) Political Unit, Lembit Opik and Colin Brown, report on this development, plus the many other areas of controversy that are occupying the dynamic duo in the interests of riders' rights.

Banned by 2035? As predicted by MAG's Political Unit, the Government has now included petrol motorcycles in the list of new vehicles the sale of which is to be banned by 2035. This is all part of what the Government calls its 'Transport Decarbonisation Plan (TDP).' As the name suggests, this is all about politicians' determination to cut carbon dioxide emissions from vehicles, with the somewhat ambitious goal of creating a 'Net Zero UK' by 2050. 'It's important that riders understand the proposal does not propose voluntary participation,' says Lembit Opik, MAG's Director of Communications and Public Affairs, who heads up the work on the 'CHiPT in Personal Transport' (CHiPT) campaign. 'If introduced, you will be banned from buying any new petrol-powered motorbike from 2035, period. The Government has decided that what some describe as a climate emergency is so pressing that this liberty can legitimately be removed from you in less than 14 years.' MAG opposes the compulsory element in this proposal. While the Government seems to be accepting the benefits of motorcycles in the transport mix, the idea that forcing people away from petrol power and towards electric – which is the primary focus of Government policy – goes against the views of riders, a point clearly identified in recent research conducted by MAG.

MAG has also repeatedly pointed out the fastest way to reduce emissions now is to promote modal shift from cars to motorbikes, which reduces congestion, fuel use and pollution. MAG chair, Selina Lavender said: "MAG will engage with the Government and the motorcycle industry in this process and will continue to robustly represent all the views and opinions of its members. There is still much work to be done to ensure the benefits of motorcycling are enhanced and recognised. I am confident that MAG's engagement in this work will be positive and achieve the best possible results for motorcyclists in the UK."

Please write to your Member of Parliament and ask them if they are for or against the banning of new petrol-powered motorcycles by 2035, and petrol and diesel cars by 2030? Let the Political Unit know what you get back. This is our only chance to alter Government policy – and if we don't you will no longer be able to buy petrol motorbikes after 2035.

WELCOME TO OUR NEW MEMBERS

July/August 2021

Peter Wilson, Portsmouth
Philippe Bonnet, FRANCE
Simon Tindall, London
Graham Butler, Birmingham
Michael Bell, AUSTRALIA
Steve Covell-Bullock,
Saltburn-By-The-Sea
Philip Sander, Hayling Island
Stanley Kettle, Kidderminster
Peter Munro, Calne
Brian Fletcher, Colchester
Chris Greaves, Redditch
Graham Stroud, Royston
Paul Harrison, Stanley
Brian Weeks, Crediton
Ger Duhig, IRELAND
Simon Mitchell, Saltash
Peter Ginger, Thetford
Steve Whittingham, Broadstone
Neil Goodall, Eastleigh
Jonathan Seaward, Bournemouth
John Quick, Bristol
Mac McNeil, Nottingham
Martin Shannon, Christchurch
John Needham, Darlington
Michael Rice, SWEDEN
Edward Adlam, Devizes
Craig Harris, Wellingborough
Stephen Holdway, Reading
Barry Gay, Chippenham
Michael Keen, Bishop Auckland
Arijan Grube, GERMANY

Phillip Williams, Oswestry
Stephen Warner, West Wickham
James Noake, London
Scott Robertson, Aberdeen
Stephen Green, Woodford Green
John Fortune, Huddersfield
Ken Roberts, Llanelli
Martin Copley, Sheffield
Vishnu Mirpuri, POLAND
Chris Wright, Lisburn
Matthew Musgrove, Ascot
Jeffrey Powell, Wolverhampton
Emmanouel Alexandrakis, GREECE
Uday Senapati, Nantwich
Victor Gargrave, Newton Abbot
Richard Murrell, Bristol
David Wilkinson, Craven Arms
Steven Broadbent, Lytham St. Annes
Jason Dalley, Calne
James Bellicoso, Fordingbridge
Deborah Martin, New Milton
John Harvey, Weymouth
Tom Appleton, Winchester
Michael Goody, Cambridge
Ken Aubrey, Verwood
Andrew Knowles, Haslemere
Mike Derrick, Taunton
Jeremy Hole, Bristol
Johann Karner, AUSTRIA
Dave Scott, Canterbury
Alasdair McIntosh, Peterborough
Laurent Gravier, FRANCE

Membership Secretary

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2022 Calendar

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Click next and enter the appropriate amount.

Send a message stating REOC 2022 Calendar

Signature Date

PAYMENT DETAILS :-

Please make cheques or postal orders payable to the **ROYAL ENFIELD OWNERS CLUB**

I wish to pay by Visa ☐ Mastercard ☐ Delta ☐ Maestro / Switch ☐

Card Number (longest number across the middle of the card)

Valid from

Expiry Date

Issue No.

3 Digit Security No.

Please send the appropriate payment to: Teresa Langley, Strathaan, Ardgay, IV24 3BG
A Donation from the sale of every Calendar will be made to NABD

Photocopies of this form are acceptable, alternately all of the forms for either the UK, Europe and outside of Europe can be found in PDF format on the REOC Website, which you can down load to your computer. The 2022 Calendar is a limited edition, so make sure you order early.

Club Calendar

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 ***

Machine Dating

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;

STAFFORD CLASSIC BIKE SHOW 2021

Nearly fifteen months after it was first scheduled in April 2020 the Stafford Classic Motorcycle Show took place on the first weekend of July 2021. This year, or rather, last year was to be a themed show to commemorate the seventy fifth anniversary of V.E. day. With this in mind I set about painting a six metre by two metre backdrop for the stand consisting of the Redditch factory and behind it a number of Flying Fleas parachuting down. I managed to finish it just before the show in April 2020 but was then faced with storing it for the foreseeable future as the show was cancelled.

We were hoping that as the new July 2021 date was after the original ending of lockdown restrictions that we would have something approaching a full house but it wasn't to be. The lockdown date was extended and the show went ahead with limited numbers. We were, however, allotted an extra metre for the stand so



another panel with a couple more Fleas and a large union flag was hastily painted. Some artificial grass, a grey carpet 'driveway' and a couple of Hewell Road signposts completed the new look stand. Since Enfield never seem to win any awards for bikes we thought we might have a chance of a club stand award. As it turned out we did better than that. Not only did we get third best club stand but Mark Mumford's series 1a Interceptor won best original bike.

Thoroughly deserved for Mark though I was a bit surprised that the winning club stand's display consisted of a large Italian flag and a handful of posters! Maybe I was a bit biased!

Stafford Show



We had ten bikes on the stand – Don Reybould's Flea was centre stage and he also provided a Redditch Bullet and a Turbo Twin. As well as his Interceptor Mark brought along his Bullet Trials. John Budgen provided his Crusader, Dave Hollyman his series 2 Interceptor, Ed Barnes his Super Meteor and I brought along my series 1 electric start Interceptor and Double Bullet Carberry.

Ed, John, Mark, Dave and I manned the stall over the course of the weekend and a good time was had by all. Numbers were obviously down on usual and there were a lot less stands to peruse, the upside being it was a lot easier than usual to move around the showground. Hopefully we'll all be back to 'normal' by next April and we can look forward to picking up some more awards.

If you have an interesting Enfield that you would like to show at Stafford next year you can call me on 07976 317529 or Ed Barnes on 07956 525752. Classic bikes only though, the organizers have made it clear to us that as a Classic Bike Show they don't want modern Enfields on display. Sorry!

Neil Finney (15251)





September 2021

No.99

THE KIWI BULLETIN

Website: <http://www.royalenfield.org.nz>

Facebook page: <https://www.facebook.com/groups/1542767776027246/>

Secretary: Phil Marsh, 4 Dunbar Place, New Plymouth, New Zealand

Treasurer: William Smith, 308 Letts Gully Road, Alexandra, New Zealand

Membership Secretary/Editor: Lew Martin, 60 Barrett Road, New Plymouth, NZ

A bit of info for the mag.

Hi folks, Just a bit of an update on small mods I've done to my 2020 Interceptor.

As the weather has been getting colder I decided to fit bark busters to keep the wind off my hands. Unfortunately the handlebar end weights are spot welded in place so after a lot of drilling (and swearing) I was able to fit the covers in place. I choose this method as the RE weights are not square on the ends and I couldn't be bothered making a fly cutter to square them. Some bending and filling of the brkts was required to fit them but fit they did. I also fitted Oxford bar heaters as well which was a doodle with the instructions supplied. Hardest thing was tucking the wiring in place.

One other thing I decided to do was fit a washable, high flow K&N air filter. After contacting NZ Airfilters the filter they sold was for twins to 2019 and weren't sure if it would fit the 2020 model. I checked Hitchcock's part no. for both years and found the same numbers for both so I ordered it. Anyway. On arrival I checked it for fit which was all good. The one thing I did was make a new girdle from 6mm alloy plate which is necessary if you want the full flow effect. The RE cap that holds the standard filter in place is restrictive so it's pointless using it.

All and all an interesting project which will benefit the motor breathing.
Hitchcock's part no. is 576029

K&N's part no. is RO-6518 available through NZ AIR FILTERS.
That's it!

Cheers
Stimy



Powers The Pot

Friday the 6th of August saw the lone rider set off from Tralee, Co Kerry to Powers the Pot the home of the Royal Enfielder's Ireland rally for thirteen years now. A soggy ride down with a stop at Kildorrey for bin bags for the feet, hot chocolate and eve pudding for the body and soul, socks on the exhaust to dry and let the feet dry naturally before setting off with warm toes for the remainder of the journey in the dry a free newspaper to dry the boots overnight.

Upon arrival a few of the Northern Monkeys were gathered including Gerry Mack who I met in Lidl at Clonmel on his beautiful trials bullet. Camp set up coffee, cheese and a crusty roll were the order of the afternoon. Soon Peter Redmond, Adamo and Jason arrived, Adamo providing the entertainment putting up his tarp and again and again. The evening embraced the night and we said goodbye to both from the bar by the turf fire.

After a wet night the morning welcomed us with the kiss of sunshine and the promise of a good day with a ride out by Ger Duhig who arrived on his beautiful E5 Himalayan just out of the box but already plenty of miles put up on and off road.



Ger's ride out took us through some beautiful countryside with a lunch stop at the Barn pub and restaurant at Clonmel. from there on through Ardfinnan to Newcastle and Ballynmacarbry for a pint of the black stuff before return to Powers the Pot and the prize giving and thank you speech.

Best classic to Jason 1952 C2, long distance male Gerry, Female to Branka, Interceptor to Declan, Himalayan to Ger, Bullet to Adamo. The best MZ to Steve Waller, best Jawa to Mick Doran, best jap to John Mount, best dog to Kipper a splendid addition to the group. Thank you to Ger and Bill Brugman for prizes and all who helped in any way.

A barbeque was the meal this year and very good it was to and gave all the spirit to partake of the delights of the bar for catching up with old friends, making new ones and Mick, Gerry and Adamo to entertain with the music.

The Sunday morning again brought the beautiful kiss of sunshine to send us all on our separate ways home and a pleasant ride with more memories to savour.

I thank all who supported this lovely event to Niall and Muireann for hosting us again and the friendly welcome. Pete, John Dee and I were there thirteen years ago and will be next year and many more to come, I hope.

John B Nicholls (10710) thatboyinkerry@hotmail.com Tel: 0861951137

Market Place

For Sale

For Sale: Pair of used Constellation rocker oil feed pipes, part Nos 40521 & 40523, parts to fit Airflow fairing, speedo cover, one piece handlebar clamp, steering damper knob. All are free if collected or can be sent for the cost of postage.

Keith Ball (6310) Tel: 01584 819269

For Sale: 250 Clipper pre unit, approx. 60% of a 250 Clipper basket case £500, 350 Model "G" deluxe engine 1957 £320, Gearbox to suit £180.

Andrew Denman (16406) Tel: 07786 651903

For Sale: Big head Bullet 1960 coil ignition, matching numbers and reg, dating certificate, good original condition £6500.

Alan Herbert (15044) Tel: 01947 605683 (North Yorks)

For Sale: Lucas E3HB dynamo with ignition points on the end. Fits all the coil ignition models S.S.F.B.CO.H.J.L. Complete and working £200-00 or swap for Prince parts.

Chris Brady (07170) Tel: 01280-848491 (Buckingham)

For Sale: RE single seat to fit Indian built bullet. Brand new, still in box, complete with springs and fittings. £50 plus postage, if appropriate.

Peter O'Brien (17045) Tel: 01758 613401 (Pwllheli)

For Sale: Hitchcocks rear pannier frames for soft luggage, black, to fit Himalayan, like new £50.00.

Rick Carter (17565) Witney. OXON. 07749 807319 richardfcarter@hotmail.co.uk

For Sale: I am helping my late friend's widow clear his shed full of RE spares. Mostly 700 twin, including 3 engines. Please email me with a list of parts that you need.

Tom Welch (16716) tomlin.welch@btinternet.com

For Sale: Honda c90 1996 red. Very good condition, 18000 miles, Mot till mid January 2022, Plus genuine Honda screen, £1200.

Ian Tomlinson (05771) Tel: 07970888199 (Oldham)

For Sale: Hitchcocks Mikunii conversion kit for 2001 500cc Bullet. Examined but not used. Cost £300 plus. Will accept £150 plus postage, or collect. No offers.

Jimmy Johnston (15879) Tel: 07565921932 (Bootle Lancs)

For Sale: 1936 Royal Enfield Model G 350cc. Lovely pre-war bike, very good condition, good runner, matching numbers. £5,250. Phone for more details.

Ian (3998) Sandhurst, Berks. 07794 953251

For Sale: Royal Enfield Type C project. Includes most of frame and forks, hubs, good 1941 WD/C engine, WD/C gearbox, good tank, saddle and many other parts. £450. Phone for more details.

Ian (3998) Sandhurst Berks. 07794 953251

For Sale: 1954 G2 350 bullet reddiitch genuine matching numbers lovely old girl genuine reason for sale £4250 ovno.

Mike Ingram (16608) Tel: 07712622601 or ingiemike@hotmail.co.uk

Market Place

For Sale

For Sale: Brand new unused in original bag Hitchcocks (english made) clutch cable to fit Bullets with Magura lever 350/500 1988- 06/99 Part no.142543A. £10 + postage. I also have Magura clutch lever w/switch and sub loom & brake lever... open to offers.

Martyn Shire (09475) 01935 881169/07776318733 (Yeovil area Somerset).

For Sale: Freewheel International cargo /camping trailer in white, with swivel tow coupling in good clean condition, lid opens up & over to make a table,dry stored, spare wheel. I can email photos. £500 ono.

Martyn Shire (09475) 01935 881169/07776318733 (Yeovil area Somerset).

For Sale: I'm helping my late friend's widow clear his shed full of RE spares. Mostly 700 twin, including 3 engines. Please email me with a list of parts that you need.

Tom Welch (16716) tomlin.welch@btinternet.com

For Sale: Big head Bullet, £6000. for details and viewing please email.

Mr Anderson (16392) Hertfordshire using ironhorserida@outlook.com

For Sale: 535 GT, red, only3200 miles, like new, mikuni carb, bar risers, Hhitchcocks dual seat, goldie silencer, hagon shocks. Original parts included. Avon road riders. £3250.

Paul Boober (16799) Tel: 07961948279 evenings

Market Place

Wanted

Wanted: For R.E.2 125 cc two stroke. Centre stand, speedometer, self contained gearbox, front and rear mudguards with stays and carrier, headlamp type M1/62RE complete or parts of, set of points.

Anthony Opie (17192) Tel: 01326 314184 or 07811135261

Wanted: Inlet & exhaust cam wheels for 1951/2 G2 Bullet or Model "G".

Thomas Kay (1764) Tel: 01204 887282 or 07534105745

Wanted: Magdyno to fit to G2 crankcases. Can anyone help with what will fit, for Lighting and Ignition and is there an electronic version available, as an alternative.

Gary Scrivens (03677) g.scrivens@btinternet.com Tel: 07777668291

Wanted: Standard Bore Size 1946 Flying Flea Piston

Andrew Rayfield (17463) London

Andrew.Rayfield@btinternet.com Tel: 020 8656 7350

Wanted: Gun issues printed #1, #2, #4, #5, #237, #238 ,#239, #240, #241, #244 If anybody has some or all to complete my collection.

Papadakis Andreas (15544) andrew-pap@hotmail.com (Greece)

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

Branch Reports

South Wales Branch

Report by: Richard Hallaran Member (18106)

Branch contact details: Gary (Ted) Edwards tedwards68@gmail.com

Tel. 07900 070717 (text or email and Ted will respond).

Meetings: 3rd Wednesday of the month, from 1900hrs Gaer Inn, 37 Gaer Road, Newport, NP20 3GY. (If you use what3words navigation, carpark entrance is 'lives.stale.bugs').

Well, small beginnings, but we have made a start!

The inaugural branch meeting took place at The Gaer Inn in Newport on Wednesday 21st July.

Many thanks again to Jason Reeves the National Branch Co-ordinator for assisting, also to Martin the Landlord for his help and his team for making us welcome on our first meeting at his venue. There is a tarmac car park at the pub, which, when necessary, Martin cordons off to maintain a large area for bikes.

Jason managed to meet up with a couple on his way over that joined us; Bob Reader from Chepstow and Ian Williams from Thornbury. Dave Hollyman from Cardiff again came along and Andy Ward, the Bristol Branch Organiser came over too. Ted Edwards who is sticking to his pledge to be the new branch organiser was of course there as well. Thanks to all who made the effort during the scorching heat that we are unaccustomed to!

We spent some time discussing how we would communicate our meetings and the ride outs Ted plans to arrange. Great advice and guidance from the experienced attendees Jason, Andy and Dave. In fact, valuable input from all of our small group.

For those in the South Wales area unsure about joining in, give it a go. Contact Ted Edwards if you want to, you will be welcome. For those who may have picked up my comment in the last post, I am new to biking. In fact, I was supposed to have taken my Module 2 test on the Monday before the meeting, but it was cancelled at the last minute. I have a Continental GT in my garage I can't even ride yet! I guess many reading this will know Dave Hollyman who has been riding for 40 plus years (and the rest I hear you say), so, as you can see, there is a massive range of experience in the group; you will fit in somewhere. I am pleased to meet up with a range of experienced bikers and bikes!

Ted already has a few ideas regarding ride outs, but I am sure he will be happy to have a few more up his sleeve. If you have a favourite route in the area that we could fit in, please let Ted know. Also, drop Ted a message so you can get onto a communications list. Next few dates as a reminder: Aug 18th, Sept 15th, Oct 20th. Full details at the top.

Regards, Richard.

Branch Reports

South Midlands Branch

After something like 17 months, in July we finally had a full branch meeting as opposed to a social gathering. Things are busy on the events side of things, with something going on most weekends for around a month from the middle of August. In a few days time from me typing this the branch will have attended at a new Redditch Amazon depot, opening for the first time on August 12th. Alas they only want a couple of machines, and those spaces filled in Tommy Cooper fashion, “Just Like That”.

For all the latest on branch events and events the branch have been invited to, see the branch Facebook page. Go on to Facebook and search Royal Enfield

OC South Midlands Branch. Just a few days after the July branch meeting several members met up in Redditch for a ride. Seven bikes turned up and headed off to Toddington, on the Gloucestershire & Warwickshire Railway, for breakfast, followed



by dinner in Banbury. Bikes and nosh, what's not to like! The last day of July saw a great turn out at the band stand event in Redditch town centre. I'm not quite sure what sort of event this is, but I decided on Redditch Band Stand Fete Thingymebob (tee hee). It was nice to see a few folk turn up early at around 09:30 hrs to help set up the branch stand in the church yard. Alas we then found out that the event wasn't due to open until 12:00hrs. Still, this meant an easy time of setting things up, and the show started much earlier than the “non-advertised” time suggested. In all the branch managed to put on a display of eleven bikes, with a good mix of ages of both Redditch and Indian machines. There was plenty of interest from the public too, with yet a few more folk telling us that they used to work at the Hewell Road factory, and the vicar was so please with our display and efforts that he offered the church yard for our use at any time. Thanks to all the members who stayed to the end and helped pack away the stand and displays. It makes it so much easier for all, and, of course so much quicker. I usually start putting together the branch report just after the latest arrives. This means I can look through the latest new members list and see if there's any new local newbies.

Branch Reports

There's a fair few this time, so welcome to John Groombridge (Brum'), Alan Palmer (Alcester), David Almond (Warwick), Steve Essex (Coventry), Ray Murray (Stratford upon Avon), and Roger Hunt (Studley). Our branch meetings are at The Studley Sports and Social Club, Eldorado Close, Studley, B80 7HP, the third Wednesday of every month. What a pleasurable branch report to put



together. Far more interesting than typing about my own RE antics, of which there have been quite a few of late, but I'll hold them back for future quiet times once the winter months come along. Now, I'm sure there was something else to tell you all. Now what was it? Oh, yes, another event the branch was involved with took place over the first weekend of July, oh, but hang on, I'm not allowed to



report our branch's involvement at that event, but suffice to say that many thanks goes to member Marc Heighton for taking time away from the busy Velocette LE stand to take many a good photo' for us, all of which can be seen on the branch Facebook page. Photo's courtesy of myself and Garry Whitehouse.

Chris Instone (16553) Tel: 07800907055

Photo' 1: July branch meeting by Chris Instone. Photo' 2: Toddington & Banbury Ride July 2021 by Garry Whitehouse. Photo' 3: Redditch Fete July 2021 by Garry Whitehouse.

Branch Reports

Isle of Wight Branch

Contact, Ron Wallis, 01983 752861 ron.wallis10@gmail.com

Meet 1st Thursday each month @ 8 Bells, Carisbrooke. 7.30pm

From little acorns grow mighty oaks, goes the ancient saying, well our first meetings were with 3 then 2 members, but 5th August attracted all of five! With chat about a future programme, there is a lot of caution on this Island in view of a recent rise in Covid cases locally. However we did venture abroad on 11th July when six of us travelled over to the Sammy Miller Museum for the RE ride in, on assorted machines, including an Island registered 1922 RE201 of 225cc's, which had served for many years as the power supply to a farm chaff-cutter. Only one of our party chose to do the follow up run to Bridport, the rest opting for a cream tea at Highcliffe Castle, before catching a ferry home just ahead of the rain. Whilst we have no major events planned, we are looking at something a bit special for Christmas, so watch for the December "Gun".



Picture of 1922 RE201 aboard the Lymington ferry on its way to Sammy Millers.

Airedale and Wharfedale Branch

I'm glad to report that our branch has been gathering momentum recently. we have moved our monthly meeting location to Shipley conservative Club - the manager is a branch member! this means that we have a home sympathetic to our interests. I know that other Bike clubs and the like, are not always well received in pubs etc where it is expected that they will have good sales of drinks, when those who travel to meets on bikes only want a coffee or shandy or similar.

We now have a WhatsApp group which makes communicating much easier and more flexible, for example, as I write we are having an evening ride out to Squires café, located to the East of Leeds. Tom, a new member, offered to lead this - handy as he knows the way via a cross country route. A phone call at the weekend asked "Where are we meeting and what time? - I've forgotten" the WhatsApp group quickly sorted that out so all being well we will be on our way by 6pm tomorrow - Tom claims that we will be back before dark - somehow I'm not sure! but time will tell. - maybe a photo for next month.

After reporting in the past that we have had problems due to COVID and our relatively short history, I feel that the Branch now is well established. Our monthly meetings are more productive and we are in the process of making links with our local R.E. dealer Eddy's Moto in Shipley. They are organising a charity run to Tan Hill (highest pub in England) on Sunday 24th September meeting between 9.30 and 10.00am that morning so if anyone wants to join in you can find their number on the website to find out more

Greetings to all and ride safe Peter Jackson (17222)

Branch Reports

Cornwall Branch

We have begun our monthly branch meetings at the Hawkins Arms in Zelah again, now that we have some freedom.

Sunday 15th August several of us went on a Telstar cafe reunion run from Portreath to Goonhilly Downs. This is organized by the Cornwall Rockers and Ton up revival group (which is run by Adam, a member of our Cornish branch). The Telstar cafe is where all the local rockers used to meet back in the sixties. It is now a private dwelling but the owners have kindly given us permission and actively encourage us to meet there. Two dozen bikes turned up this year. There was a refreshment tent with excellent cakes, pies etc, ably managed by Tracey and Karin. There was also a raffle. All proceeds were for the "You Raise Me Up" charity. The final total being £300.50. With sixties music playing in the background, we were all invited back again for next year.

On Friday 20th August four of us Greg, Vini, Calvin and I met at Cornwall Services for a camping weekend on Dartmoor. We were to try out Hennock Hideaway on the east of the moor near Bovey Tracey. We left Cornwall Services at 11.15am, there was a little light drizzle at times, and we stopped for lunch at the Kit Hill cafe near Callington. We rode on through Gunnislake, Tavistock, across Dartmoor to Mortonhampstead and down to Bovey Tracey for supplies, before heading up to Hennock and the campsite. We were quite surprised at the expansive view across the valley from the campsite. In the evening we walked down to the Palk Arms, which was only a short distance away for a pint, which we supped in the garden. On returning to the campsite we collected the pizzas which we had ordered from the campsite takeaway, and ate them sitting around a blazing brazier, and relaxed until late into the evening.

The next day after a breakfast fry up, we rode back down to Bovey Tracey in good weather, to fuel up before heading out to Haytor, Bonehill Rocks and Hound Tor. We then rode to Widecombe, before heading up across the moor on some interesting minor back roads, eventually getting to Post Bridge and on towards Two Bridges, where we turned left to Dartmeet to bask in the sun with an ice cream. Then it was on to Ashburton, up through Buckland to Widecombe once more then back past Saddle Tor, and Haytor to Bovey Tracey for evening supplies. Back at Hennock there was another trip to the pub garden before returning to the campsite to sit around the brazier, generally relaxing and chatting until late at night.

On Sunday we left Hennock Hideaway at 9am, rode up to Mortonhampstead and across Dartmoor, through Tavistock and Gunnislake. We stopped at Kit Hill near Callington for coffee before heading home via Liskeard and Lanhydrock to Lanivet, where Vini branched off, and Calvin a bit further on. Greg and I took to the main A30 until he headed to Redruth, and I continued the rest of the way, arriving home at 12.20pm.

We had had a brilliant weekend, and fortunately the weather was better than forecast.

Looking forward to the next trip now. Bob Reed (6167A)

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.

Sammy miller Royal Enfield ride in Sunday 11-07-2021 it was a well attended event as our first branch ride out destination since Covid 19 began, it was a relief to find everyone else attending and all very happy to be out in a near normal situation.

A scratch breakfast meeting was held at a Shepton Mallet Garden centre those attending followed on with a ride to the R. E. Dealers at Gillingham. The 350 Meteor was on display. The alloy wheels and low ride position is a more stately look but the low centre of gravity is an advantage as we age. It was agreed over coffees etc that due to the heat and high traffic flow we would curtail our day and returned home individually. Thankyou to those attending.

Our first post Covid 19 meeting at our usual village hall was Monday 9th August it was a very well attended, comfortable and convivial meet, 28 members in total. An outline of our ongoing time table was discussed, I sent out an email report\program for going forward.

Bruce Hamblin said he would organise a ride to The Army Air Museum at Middle Wallop Airfield, this we did with Bruce leading the way on Sunday 22nd August. This airfield was a famous fighter field during WW2. The Museum is excellent. The royal flying core initiated military flying and the foundation period is well known as the RAF emerged during WW1 as I know from my own life experience. I was educated to all the experimental work the army applied to get an air arm to closely support its soldiers, and a success it has been. Thank you, Bruce. Whilst we were there gliders were being launch both by winch and air tug, engaging seeing actual airfield action. Altogether a worthwhile destination at a prearranged n£10.00. per head. The restaurant is upstairs, good food and drinks at reasonable cost with indoor\outdoor seating, there is a path from the carpark, I noticed bike riders arriving just for the canteen facilities.

Branch Scribe



This Chipmunk trainer was originally issued to Middle Wallop for their pilot training early 1950s and has returned there, looking ready to go.

Branch Reports

North Yorkshire Branch

With the relaxation of COVID restrictions we finally managed to meet up on the normal club night in June, but remained outside for the evening, finally getting back into the pub in July and August. It was good to see some old faces and also welcome a few new people to the branch, including an appearance of the first new Interceptor at a branch event.

There have been a few rides out during the summer months, the latest one on the last Sunday of August. That was only a short 60 mile trip for me, riding to Thirsk to meet Mark and Andy, then on to Masham and back home. It was damp for the first part, but dried up for the ride home. Hopefully we'll get a warm, dry autumn to get some more rides in.

I have had several new members contact me over the last few months, but it's difficult for some to get to the usual meeting place, due to the size of North Yorkshire. A message was placed on the Royal Enfield Riders North Yorkshire Facebook site asking if there was anyone in the York area wanting to meet up for rides out. I'm not sure if anything came of that, but it does provide another option for people to meet up. We continue to meet on the first Thursday of the month at the Bay Horse, Catterick Village.

David Dreher (16574)

Wessex Branch

The branch has been very active with weekly ride outs every Tuesday evening at 6.30 from JMS motorcycles. These have been very well attended and we have welcomed a few new faces.



run through Dorset celebrating 120 years of Royal Enfield motorcycles.

We had a pitch in the marquee at the Popham mega meet which we had to expand to accommodate all the bikes as can be seen in the photo.

We joined the south wilts and south Oxfordshire branches at Crofton Beam engine followed by a ride to Choppers roadside cafe.

Three members took part in the 120 mile



Branch Reports

Seven of us enjoyed a run over to the Isle of Wight where besides riding through some amazing scenery we tried out the proposed road race circuit, took a trip on the steam railway and visited the bus museum. The photo shows the lads ready to hit the road after a full English breakfast.

REgards Doug Hopkins (12683) branch contact

doughopkins@hotmail.com

NE SCOTLAND Branch

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

Saturday 25th September, John will have led a run, details will have been circulated to branch members, 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.

We are actively seeking a venue (or maybe two, one North and one South) for our winter meetings. Or would you prefer to return to Zoom? I will need to circulate details later, but the date should be Saturday 27th November. I presume there will not be a meeting on 25th December!

The July run to Scalan I think was very interesting. The weather was reasonable and it was a pleasant place for a picnic lunch. The 'Hidden College at Scalan' is tucked away in Glenlivet and was active as a seminary from 1716 to 1799, for much of this period it was not a good idea to be openly Catholic. The present substantially built building dates from 1767, previously the college being in turf roofed shelters (the Gaelic for which is Scalan). The earlier versions apparently raided a couple of times in the 1720s and burned to the ground following the Jacobite defeat at Colloden in 1746.

There are also a couple of steadings adjacent with remains of old water powered mills. Unfortunately access to these is limited. One is supposed to have a lot of graffiti from 19th and early 20th centuries.

The August run was led by Roland. Only four of us initially met at Rhynie, going to 'The Sidings' cafe at Dufftown railway station for a cuppa and then on to Spey Bay Whale and Dolphin Conservation (presently take away) cafe, for a light lunch. We were joined here by local member Robert and branch founder members Stephen and Theresa who arrived in their Standard 10. Good to see them and catch up a bit. Moving on from here along the coastal route to Portsoy, where a local ice cream shop finished the day. From here we slowly dispersed as we made our ways home.

Between these Branch meetings have been a few other runs with a few friends. A lovely bit of the country to live in!

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

REtrialer (07404)

Branch Reports

Greek Branch

Here in Greece, we have a very hot summer with temperatures more than 30°C every day...The positive thing is that life starts to become normal...More vaccinations and less Covid-19 cases...

These months REOC Greek branch was very active with many rides and meetings! First, we met our new member Petros Giounas from Oropos city. A very beautiful place by the sea!

Petros would like to thank official REOC UK member Philip Mellor who sold his amazing exhaust system to him...Philip I had promised you a photo of the bike. Enjoy!

Secondly our member Petalas George from Preveza rode more than 400 kilometers to come to Athens to visit us! We had great time here and I can confirm that his Royal Enfield passion is enormous! You can enjoy his Bullet 500 with saddlebags next to Preveza port at the start of his journey.

Lovely photo!

I send you also a very nice photo of George Mitsos garage next to his lovely Bullet 500 from the 90's! You can see many Nortons and BSA's behind! George was an ex-Norton dealer!

Finally, I would like to inform you that our branch will



celebrates in September the 120 years of Royal Enfield existence with a very interesting event!

More details at the next Gun issue!

Best Regards

Andreas Papadakis
General Secretary
REOC Greek branch

Branch Reports

West Riding Branch

Contact Kevin Moore 07736775211 sidecarkevin@ntlworld.com [ing](https://www.facebook.com/sidecarkevin)

We have now resumed our monthly meeting at the Reindeer Inn, Old Road, Overton, Wakefield WF4 4RL at 8.00pm 1st Thursday of each 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).

It has been truly wonderful to fully resume our monthly meetings and renew our riding relationships catching up with everyone's news and bike developments. Our meeting of 1st July saw 16 bikes, 11 of which were Royal Enfields. It was a fine Yorkshire evening allowing for much steed admiration and chin-wagging! We have been rather remiss in the arranging of group ride-out but, although a little slow on the uptake of all things IT, we finally recognised there might be some advantage in the establishment of a WR REOC riding group on WhatsApp. The proposal being that, anyone who spots a window in the normal West Riding summer weather precipitations and decides to risk a last minute ride-out, can quickly put out proposed start time, meet location and envisaged duration details in the hope of encouraging similarly inclined riding companions. Chris T. was there lamenting on the amazing attributes of his much beloved GT535 and even letting anyone interested taste the delights of her ride-ability. Oh how fickle is the heart of man! Slightly surprised then, to see a break down of that relationship announced upon that oracle that is FB in favour of a much older and more experienced 'Big Head Bullet'!

Our meeting of 5th August, however, saw weather more like the February meeting and whilst it did not deter a decent turnout, there were only 3 bikes in the car park, 'Dirty Boy' being the only representative of our beloved marque. As fewer members were actually driving/riding, I suspect a little more alcoholic beverage was consumed leading to more convivial Yorkshire conversation and humour. It was great to welcome a former colleague of mine, Paul Jenkinson, now the proud owner of an early Indian mount with 'Tollgate Conversion', a machine no stranger to our gatherings, such it will probably be able to find it's own way to the next meet. Kevin M. recounted a little of his recent Diesel Camping Trip:

"In July, I decided it was high time for a motorcycle camping trip, having not done indulged 2019. I managed to combine this with a "real ale walk" with friends (win win), thankfully one of them lives in a very scenic part of rural North Yorkshire and has a large lawn with a view, perfect as an impromptu "rally site". My 1950 RE Diesel Bullet "Bitsa" (AKA Dirty Boy) was a perfect tool for the trip although It took some remembering how I should pack for such a foray, but with some new bungees it was soon sorted. The trip was definitely a' ride of two halves', the first (in consequence of being late) unfortunately involving the M62 and the M606! Not a problem on a modern bike but somewhat scary on a bike that will do 57mph flat out on the level.

Branch Reports

Thankfully I managed to stick with a slow truck and keep out of everyone's way. The M606 was different, it is only short but is one long uphill drag, and such slopes are the enemy of a 9Hp Diesel, I just managed to attain 45mph by the top and (phew!) the end of the motorway!

Thankfully the ride improved after this getting on some lovely roads round Otley towards Harrogate (see picture of the bike with a not so secret RAF listening station in background) and was running very well and happy rolling up and over the hills.

The "Rally" was great, catching up with friends (some I had not seen in 2 years). The other bikes were a Harley, Yamaha and an MZ, so I was the only RE representative and the oldest bike by 40years. We sensibly left the bikes at the "site" for the beer walk which was a very enjoyable trek of 18 miles visiting 5 pubs consuming 2 pub meals.

Sunday soon arrived and after a lazy morning it was time for the ride home

enjoying another bright sunny day. Goodbyes uttered and tents packed up, it was time to head home. I navigated a totally different route home on much quieter roads and having more time available, avoided all motorways! It involved some of



Yorkshires finest roads/views including Bolton Abbey, Ilkley Moor (I went 'baht Crash hat tho'), Baildon Moor, Cleckheaton (home of Panther motorcycles) and back to Huddersfield via more familiar roads. I checked the fuel tank once home and, as usual the diesel had sipped fuel most frugally."



Here's 'til next time, ride safe!

Dudley Martin (15010)

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Branch Reports

South Wiltshire Branch

Contact Paul Adams 07880733228 peacho1967@yahoo.co.uk

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

We've now had our 3rd multi-branch meeting. A number of us headed off to Crofton Beam Engines to meet up with the Wessex and South Oxfordshire branches. Arthur from the South Oxfordshire branch was booked into hospital for surgery the following day, so he had to talk to us all from a safe distance, real dedication to the Oxfordshire branch. We hope that all is well and he is feeling better now. As the café at the beam engines was closed, we made a very short trip across to Choppers Roadside Café at Burbage where the grey skies cleared, and summer was back.

Mid July was the Royal Enfield Day at Sammy Miller's. We arrived later than planned after myself missing a turn and taking the group on a magical mystery tour which also ended up with my bike falling over leaving me with no front brake or mirror but it could've been a lot worse. A nice catch up with others at the Enfield meet and then racing the rain to get home but unfortunately it caught us and it was a very wet finish to an eventful day.

In August some serious weather forecasts meant that only a few brave souls ventured out to a combined auction/classic vehicle, car boot and craft show but as it happened the weather wasn't too bad and we WERE the vehicle show, besides two classic cars. Needless to say, we were made very welcome and were invited to a special event next year. The rest of the combined event was indoors and still went ahead.

With a promise of better weather, the following weekend, we made a trip to Cheddar and were joined by some new faces to our ever growing group. A nice ride down through the gorge in the sunshine stopping at the cafe for a nice cuppa and ice creams. A good ride home to end up at the White Horse Country Park for



chat and a pint. More rides, meet ups and events planned for September and October and hopefully a few more members as well.

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

Now that things are back to normal (???) we've met up several times, including a day at the LE Velocette Rally, at Astley Colliery Museum. Soaking wet, but good to see people again. And with superb sausage and bacon barm. Lots of RE's, too.



It's been great to welcome several new people: Simon with a Meteor, Peter C with an Interceptor, and Peter S with a Meteor, shown in the photo at the Midland Hotel in Morcambe. Here's what he thinks:

"My Meteor Stellar finally arrived and I've now had the

Branch Reports

chance to see for myself if the many road test reviews match my own expectations and experience. Advertised as 'the eternal cruise' I had misgivings about the feet forward riding position and especially the 'heel and toe' gearchange. Well, I needn't have worried. It's very comfortable and feels quite natural, even to me who was brought up on 'normal' touring machines of the late fifties and early sixties. 'Eternal Cruiser'? Not sure what that is. What I can say is that this Meteor matches my needs for a motorcycle to explore the country roads up here in the beautiful North West of England. Well, it does now I've modified the heel and toe gearchange to toe only operation. My first ride after 40 years was a bit scary and I kept missing gears thanks to my ineptitude and the unfamiliarity. However, despite that, after a few minutes it all seemed to come back to me.

But that gearchange had to be sorted if I was to really enjoy that Eternal Cruise.

And my next ride was so much better! No missed gears. The ratios seem really close with a short travel on the lever so changes are smooth both up and down the gears. Pure delight, in fact. Not a false neutral in sight (or sound) and finding neutral when you do want it is so easy.

Now I'm completely unused to having a motorcycle with all the refinements such as a fuel gauge and brake light which shows when either brake is operated so you'll have to bear with me here.

Wow what a superb machine this is. It is so forgiving of being in too high a gear for a hill as the engine just thumps effortlessly away so smoothly. Vibration? None of that hand and foot tingling stuff that I'm used to from earlier singles and twins. Just a feeling of being propelled forwards. Oh and that lovely mellow exhaust note. No howling banshee this!

The riding position seems very natural, allowing for a comfortable upright posture which is perfect for the sort of riding I want to do without cramps in the legs or crick in neck.

Yes, I'm absolutely smitten. It's very rare for me to find something that's better than I imagined but this Royal Enfield so far exceeds my expectations both in the design and manufacturing quality and most importantly it's a wonderful motorcycle to ride. I love it!"

And Finally:- The second Christmas meal of the year is booked for Tuesday 7th December, 7.30pm for 8.00. As usual, at the Birch Hotel. But do book first; email above. It was extremely good in June (!) and we're sure this one will be as well.

REgards, Chris Robinson

Branch Reports

Kent Branch

Contact Mick Connolly reoc.kent@talktalk.net Tel:- 01304 205233

facebook:- Royal Enfield Owners Club - Kent

Meetings, second Tuesday of each month 7.30pm.at the Cock Inn, Henley Street, Luddesdown DA13 0XB

My last report seemed to be mostly about all the rain we'd had in the Spring, so guess what, we're now at the end of the Summer that never happened. With the exception of the occasional hot day which fortunately coincided with our rides its been pretty awful.

Our club day in July took us to the Red Lion in Lenham, a large village but one I've never visited before. What a treat of a little undiscovered period gem. Later in the month the 'Wagon & Horses' evening meet up in Sellindge saw about 80 old (& some modern) machines. Lots to natter about - hope it becomes a regular event.

10th August saw a dozen or so Kent members meet up at 'The Bull' in Rolvenden, towards the west of the county. Thoroughly recommended bike friendly pub that it turns out has weekly bike nights. What a shame it's so far for some of us to travel to. The C.M. Booth automotive museum is close by & though its mainly a historic collection of Morgan cars there is much more including a selection of early British bikes. Well worth a visit.

The 'Heritage Sprint' at Betteshanger Park was the only venue that we had a chance to have a proper stand/event due to Covid restrictions this year. Great day out with the new Meteor belonging to Joe alongside Alans 64 year old version. 14 different bikes in our display including a brace of lovely Crusaders & an interesting Enfield Lightning diesel. (pics). Fun to take part in the 'Sprint' too!



Date for diary 23/24 October at the 'Lord of Lydden' race meeting where we are also invited to have a stand/display. Previous racers at L.o.L. include Shane (Shaky) Byrne, Phil Read, Tim Reeves, Darren Dixon & Bradley Ray. More info should have been passed on to Kent members when we finally got back to the clubhouse on 14th September.

Keep safe, Mick Connolly

Branch Reports

Suffolk Branch

Branch contact mobile 07939351740

stephenjbackhouse@hotmail.com

August has been a busy month for us. Our monthly meetings continue to be well supported. Unfortunately, our first meeting this August proved to be wet, wet, wet, which did dull spirits a bit, but never the less well supported and we were treated to viewing three brand new Royal Enfield's. Hats off and a thank you to the owners for not being deterred by the poor weather.

The 1st August presented an opportunity for some of our members to accept an invitation from The South Essex Branch to join with them at their annual visit to Langford Steam Museum. My thanks to The South Essex Branch for their thoughtfulness and hospitality which did not go unnoticed. A thoroughly enjoyable day.

The 4th saw us and The Lincolnshire Branch enjoy lunch together at Browns cafe, Mundford. A really good ride through delightful Suffolk countryside and lunch in the sun. Unfortunately, we did get



caught in the rain on the homeward journey but this is England after all! Another good day and our thanks to The Lincolnshire Branch for their company.

The 21st August gave us the opportunity once again, to join up with motorcyclists from all over our area at The Cross Keys Pub at the village of Redgrave. Nine of



us chanced the not so good weather forecast prediction and were rewarded with a dry and warm meet up for refreshments at The Cross Keys.

We continue to meet on the first Saturday of each month at The White Horse pub in Tattingstone. 12:00/15:00. Visitors always welcomed.

Stephen (16476)

Branch Reports

Cambridgeshire Branch

Club contact Carl Rolfe 07788427360 rolfe.rolfe@btinternet.com

Meeting Venue, Haywards of Cambridge, Girton Garage, Huntingdon Road, Cambridge CB3 0LQ (A1037) Saturday morning meetings 11am.

Dear REOC Cambridgeshire branch member. We are back at Girton Garage as above for club get togethers, please come for a cup of tea or coffee, and to meet your club contact Carl Rolfe. You will be most welcome.

October meeting Saturday 16th at 11am.

Ted Dore (8926) Tel: 01366 383941 or 07500148900

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).

I think we are all grateful to the easing of the restrictions judging by the amount of attendees at the club nights and ever popular breakfast runs. It may be getting on in the year, but I think we've all got a lot of catching up to do!

The RE Himalayan owners had another successful Basecamp meet in Pewsey. The weather wasn't the best, but spirits certainly weren't dampened. Runs out across the Plains and surrounding Wiltshire went without any problems, just a few 'technical sit downs' to report!

For those that like the idea of travelling, the Overland Event

is also attracting a once again sold out venue early in September. This will be my first time to the event, but it sounds like the REH owners will be there in good numbers. A report will follow in the next issue.

Our monthly club meets are carrying on at The Friendly Inn, thanks to the new tenants for their approval. So if you're new to the RE owners group, or you just haven't been to a Mid-Shires meet before, pop across and say hello. There's plenty going on, whatever model you ride, old or new, not to mention all the knowledge of the owners that are more than keen to talk bike with you!

See you there.



Simon Edler (16783)

The Gun Crossword Issue 285



ACROSS

- 2 New RE 350: Fireball, Stellar, Supernova?
- 4 It means computing
- 6 Wrong word for bike without fairings
- 8 22 over 7
- 9 How often going round in 60 seconds
- 12 Jealousy. NV
- 14 GB and NI
- 15 Children's TV programme: ? XL5
- 19 Rhyming with "duper". Before "nova"
- 20 This magazine could be lethal
- 22 The Saint's initials
- 23 South Dakota, memory card
- 24 Dictionary not from Cambridge
- 27 Endeavour: -- -- -- -- --
- 29 Having undeserved pride, self-importance
- 33 Quicksilver
- 34 Electric what? Magnetic(?) hill in Ayrshire
- 36 A penny for the what ?
- 37 ²⁵/₆₄ inch. Metric
- 38 First man to eat an apple
- 40 Record at 33¹/₃
- 41 Guy's name sounds like forks

DOWN

- 1 Queen Boadicea's tribe
- 3 RE: Fired out of a gun
- 4 Interceptor in the USA
- 5 You (informal) French
- 7 Old and new LR doesn't attack
- 8 Radio brand you could eat?
- 10 Soft, juicy part of fruit. Fiction
- 11 Electric plugs, sockets: brand
- 13 Queen before E(II)R
- 16 Grouped: Different things together
- 17 String instrument, deep round back
- 18 Approx 2.2 LBS
- 21 The Beatles: Back in the CCCP
- 25 007's Aston Martin (5) German Rail
- 26 Morris 1000 cars. Small Meteors
- 28 Italian meat-based sauce
- 30 Oval on rear of Manx car abroad
- 31 Argon symbol
- 32 Military shops etc.
- 33 Mr Wells: initials
- 35 Unit of electric current
- 39 Aluminium before Arabic name

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 284 is
M.C. Jackson
(2666)

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



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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