



WESSEX VEHICLE PRESERVATION CLUB

FOUNDED 1971

www.wvpc.org.uk



'WESSEX WAYS' FEBRUARY 2018

VEHICLE OF THE MONTH



Photo by Constantine Adraktas.

The Enfield 8000 ECC (electric city car) is perhaps one of the better looking classic electric cars. It was produced from 1973, but only a total of 120 were made. Powered by lead-acid batteries, the norm at that time, it was capable of 48mph from its 8bhp electric motor, and 0 to 30mph in 12.5 seconds! Unfortunately, the range was only some 40 miles, and due to its high price it was not a success, so production ceased in 1976. If you wish to see just how fast one of these little cars can go with a little help, try Googling [Video of an Enfield 8000 ECC with modern electronics](#)

Motorcyclists had to wait until much later for a mass-produced electric two wheeled device, in the meantime having the option of the bizarre Sinclair C5 of the mid 1980's, which had a speed of 15mph and a range of just 20 miles.



EX-CHAIRMAN'S CHATTER

Hi Everyone,

At the last club night a member asked me if I wrote all of the newsletter, to which I had to reply that it sometimes does feel that if I did not do it, then the newsletter would be a very thin affair. (And if the editor did not write anything either, we would be left with nothing but the ex-chairman's ramblings!)

But onwards and upwards; if I can, then I will try to put together a provisional programme of future events; we have a committee meeting before the newsletter is put together, so if there is something to add before the deadline then it will be included. In the meantime, if anyone feels like putting pen to paper to write anything to put into print then please get in touch with the editor.

The Bike section have their opening show of the year at Shepton Mallet on the week end of the 3rd and 4th of February - I hope it's not too cold, although going by past years it will not be warm.

On the last club night we had a bingo night; it was well supported considering that quite a few people reported sick with the bug that appears to be doing the rounds. We had 5 various games all with very good prizes, for which I was roped in to do the calling, and my good lady sorted out the prizes. Many thanks to all who took part and made for a good evening. Well that's me done, so you all drive and ride with care. Doug

THE HOLLY RUN

As always seems to be the case, we were blessed with a glorious, sunny crisp winter's day for our annual run. **The day started with a tea or coffee at the Holme Bush pub.** The run itself went to places that most of us had not seen before, with some pretty villages and wonderful views across glorious countryside, the credit for which must go to David Fletcher and his dodgy associates who as usual came up trumps.

On returning to the pub, we had a Sunday roast, but it must be said that the landlord and landlady need to gain a lot more experience in dealing with large numbers, as some of us had to wait a long time for a very disappointing meal.

Doug

FBHVC PRESS RELEASE

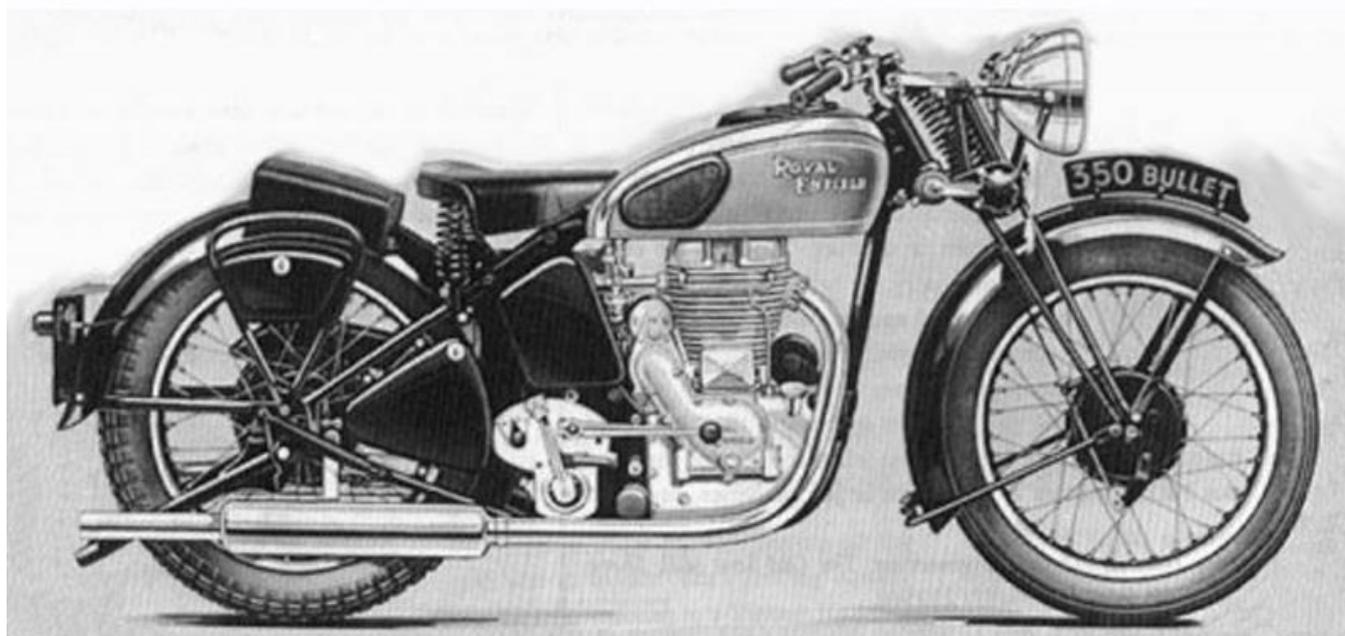
Department for Transport (DfT) Guidance on Substantial Change of Historic Vehicles.

1. The Guidance sets out the definition of a Vehicle of Historic Interest (VHI), vehicles which will, from May 2018, be entitled to be exempt from taking a vehicle (MoT) test.
2. The Guidance reflects the outcome of intensive discussions between the DfT and the Federation of British Historic Vehicle Clubs (FBHVC). FBHVC wishes to express its appreciation of the open and collaborative manner in which the DfT approached these discussions.
3. In the discussions FBHVC was careful to take account of all possible members of the historic vehicle family.
4. The Guidance supersedes all previous potential criteria released for discussion by DfT.
5. The Guidance makes clear that it does not in any way affect DVLA's registration criteria and processes which remain unchanged.
6. The Government included motorcycles in the Motor Vehicles (Tests) (Amendment) Regulations 2017. As the Guidance implements the Regulations, DfT could not accept FBHVC's representations, based upon the requirements of the EU Directive, regarding historic motorcycles, so they are included in the Guidance.
7. Following STRONG representations by FBHVC, a vehicle may generally be a VHI if relevant changes were undertaken more than 30 years previously. This will be a rolling 30 years and replaces the fixed 1988 date previously proposed by DfT.

8. Major points of note are:
 - a. The process is one of self-declaration.
 - b. Owners will only be required to declare their vehicle to be a VHI if they wish to be exempted from an annual MOT Test.
 - c. All vehicles will still be able to be tested if their owners wish
 - d. The criteria are generic and permit changes made, less than 30 years prior to the declaration, which improve efficiency, safety, preservation or environmental performance.
 - e. Those vehicles registered on a Q plate, as kits or built up classics are not entitled to be declared as VHIs until forty years after they were registered.
 - f. For motorcycles only the criteria of Q plates, kits and built up classics prevent declaration as a VHI.
9. The Guidance refers to “a marque or historic vehicle experts”. A list will be published on the website of the Federation of British Historic Vehicle Clubs by 30th April 2018. Vehicle owners wishing to confirm if they may declare their vehicle as a VHI, may choose to contact the appropriate nominee from this list.
10. FBHVC will be explaining the Guidance in full in its first Newsletter of 2018 and as soon as possible on its website at www.fbhvc.co.uk.
11. Text of the Guidance is at:
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/668274/vehicles-of-historical-interest-substantial-change-guidance.pdf

THE HISTORY OF THE BRITISH MOTORCYCLE - PART 2

Throughout the decade following the Second World War, Royal Enfield set what could be considered modern motorcycle standards. In 1948, a ground-breaking development in the form of rear suspension springing was developed, initially for competition model "trials" models, which could be considered modern enduro type machines. This feature would be offered in the consumer version of the Model Bullet 350cc, a single cylinder OHV, giving the model a comfortable ride and making it a popular seller. So much so, they developed and sold a 500cc version.



The 350cc Bullet.

This 500cc model is one of the motorcycles built by the India manufacturers who would take the Royal Enfield name into modern times.



The 500cc Bullet.

Another mark in motorcycle history came in 1949 when Royal Enfield's version of the now popular selling parallel twins appeared. This 500cc version was the forerunner of a range of Royal Enfield Meteors, 700cc Super Meteors and 700cc Constellations. Offering good performance at modest cost, these sold widely, and the 700cc Royal Enfield Constellation Twin would be considered as the first Superbike.

How Royal Enfield rode into a chapter of motorcycle history enjoying a current revival came about from how the British licensing system worked. In Britain, anyone sixteen years or older could have a 'learner' license which allowed them to ride anything 250cc or smaller without passing a test. Not surprisingly, Royal Enfield produced a number of 250 cc machines, including a racer, the 'GP' and a Scrambler, the 'Moto-X', which used a modified Crusader frame, leading link forks and a Villiers Starmaker engine. The Clipper was a base-model tourer with the biggest-seller being the Crusader, a 248 cc pushrod OHV single producing 18 bhp.

Between the smaller motorcycles and war surplus bikes, British youth took to two-wheels as their American equivalent did to inexpensive cars. This created the age of the café racer.

Just as American teens did with their cars, British youth customized their motorcycles for speed and handling rather than comfort with the aim of taking quick rides over short distances. These distinctive motorcycles were illegally raced between transport cafés along the newly built highways in and around British towns and cities.

It was also during this time Royal Enfield established the connection with India which would allow the brand to survive. As with the war time prosperity, this turn in the Enfield history owed its success to government contracts.

Royal Enfield motorcycles had been sold in India since 1949. By 1955, the British based Royal Enfield partnered with Madras Motors in India to form 'Enfield India' allowing the new company to assemble under license, the 350 cc Royal Enfield Bullet. Under Indian law, Madras Motors owned the majority of shares in the company, a fact that would play a major role in the brand's survival.

Eventually, the tooling was sold to Enfield India so that they could manufacture components and by 1962, all components were made in India.

Ten years after this initial agreement the Indian government started looking for a suitable motorcycle for its police and army, for patrolling the country's border. The Royal Enfield Bullet was chosen and the Indian government ordered 800 350 cc model Bullets.

After a few years, the company started producing the 500 cc Bullet. Eventually Enfield India would dominate its home market.

Royal Enfield or Indian Motorcycle

Many motorcyclists would be surprised to know Royal Enfield actually has a two-wheeled with connection the famous Indian brand. The production of Indian Motorcycles had stopped in the Springfield factory in 1953. The company who owned the rights turned to Royal Enfield and from 1955 to 1959, Royal Enfields were painted red and marketed in the United States as Indian Motorcycles.

But Americans were not impressed by the badge engineering and the marketing agreement ended in 1960, and from 1961, Royal Enfields were available in the US under their own name.

Fun fact, the largest Enfield 'Indian' was a 700 cc twin named the Chief, like its American predecessors

Back in England, what could be called the original factory built café racer was born in 1965. The 21 bhp Continental GT featured a distinctive red GRP tank, five-speed gearbox, clip-on handlebars, rearset footrests, swept pipe and hump-backed seat. It sold well with its race-styling including a fly-screen resembling a race number plate which doubled as a front number plate mount. This motorcycle continues to be built to this day.

Royal Enfield continued to design and build a range of motorcycles from its 250cc models to performance bikes used in professional racing. But as with American manufacturers, Royal Enfield faced stiff competition during the onslaught of Japanese motorcycles in the late sixties and early seventies. Offering simple, reliable and inexpensive motorcycles, Japanese motorcycle manufacturers impacted American and British motorcycle manufacturers alike.

Its response to this challenge was the Royal Enfield Series I and II motorcycles. Made largely for the US market, it sported lots of chrome and strong performance, completing the quarter mile in less than 13 seconds at speeds well above 105 mph. While it became very popular in the US, Royal Enfield couldn't meet the demand leading to the British motorcycle manufacturer shuttering its operations in 1967.

An End and a Beginning

However, Royal Enfield India had been producing its own motorcycles since 1962, building the Royal Enfield Bullet and other single-cylinder motorcycles. The company continued to successfully build a range of motorcycles until 1994 when it merged with the Eicher Group, an automotive company in India.

As with other motorcycle manufacturers, the worldwide financial issues in the 1990's put pressure on the surviving Royal Enfield. By 2013 the company opened a new primary factory on the strength of increased demand for its motorcycles and in 2015 acquired UK motorcycle design and manufacturing firm, Harris Performance Products.

Royal Enfield currently sells motorcycles in more than 50 countries and in 2015 surpassed Harley-Davidson in global sales. It could be this success which brought about an aggressive marketing plan by Royal Enfield to increase its international motorcycle sales. Its goal, to become the leader in the global mid-sized motorcycling.

To realize this achievement, Royal Enfield has spent \$80 million building two factories and technology centers. The motorcycle manufacturer also took direct control of the North American market, distributing its product at the beginning of 2016.

To lead this charge, Rod Copes, a former executive at Harley-Davidson responsible for Asia and other emerging markets was appointed president of Royal Enfield North America. The goal, to have 100 dealerships throughout the United States.

With this move, Royal Enfield, one of the few manufacturers to find success in India which is considered the largest motorcycle markets in the world, has turned its focus on the market that has made the image of bikers what it has become. It also starts another chapter in the exciting history of the Royal Enfield brand.

WVPC COMMITTEE MEMBERS

Chairman – Vacant, club to be run on a 'Team Management' basis.

Secretary – Janet Palmer – familypalmer29@hotmail.com

Treasurer – Val Baker.

Website Co-ordinator - Dennis Stranack – wvpcweb@gmail.com and alpinecruising@gmail.com

Motorcycle Section – Colin Baker - bikes@wvpc.org.uk

Committee members - Christine Fletcher, Mo Cronk, Doug Cronk.

EXERCISE FOR PEOPLE OVER 60

Begin by standing on a comfortable surface where you have plenty of room at each side.

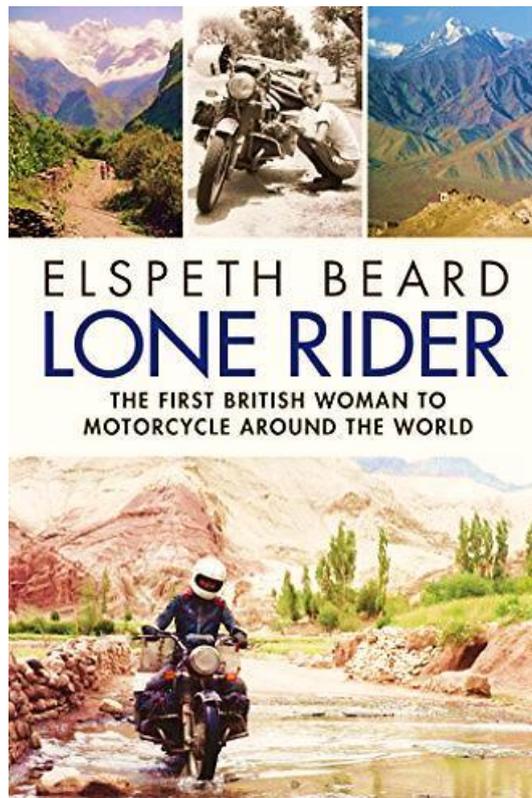
With a 5 lb potato bag in each hand extend your arms straight out from your sides and hold them there as long as you can. Try to reach a full minute and then relax.

Each day you'll find that you can hold this position for just a bit longer. After a couple of weeks move up to 10 lb potato bags.

Then try 50 lb potato bags and eventually try to get to where you can lift a 100 lb potato bag in each hand and hold your arms straight for more than a full minute (I'm at this level).

After you feel confident at that level put a potato in each bag.

BOOK REVIEW



I have to admit to a woeful lack of knowledge about motorcycles. Despite this, I have read with great interest the books by Ewan McGregor and Charley Boorman called 'Long way round' and 'Long way down'. This book titled 'Lone rider' by Elspeth Beard is equally as engaging and thoroughly interesting, both from a technical and a personal adventure point of view. It is briefly about a young trainee architect who engaged in a potentially perilous endeavour to ride her motorcycle solo around the world. What is startling is that she undertook this in 1982, using an eight year old BMW R60/6 bike that already had 35,000 miles on the clock. Some of her experiences on the adventure are amazing to consider now, 36 years later. What is surprising, and to an extent very sad, is that when she tried to engage the interest of motorcycle magazines on her return, there was so little interest that she put her records away. It was only in 2015 that she decided to compile this book, and thank goodness she did as it is a fascinating record of a young girl's spirit and determination.

JUST A FINAL REMINDER FROM THE COMMITTEE - RENEWALS!!

Just to remind you all that if you have not renewed your membership for the next year then you will not be receiving any more of the club's 'Wessex Ways' newsletter, so do not let your membership lapse - renew now before it's too late.