



HEADLINES

Bryan Cronie - Chairman

Welcome to the 5th Edition of our Branch Newsletter, I think we can refer to this as "The Christmas Bumper Edition" as there has been lots going on over the last 3 months or so and lots in the pipeline. Autumn is now well and truly with us, and although the dreaded Covid-19 is still hanging around, things are slowly getting back to some state of normality.

The Branch Committee have been very busy looking forward to next year, planning events, which is hoped will see us all have the opportunity to meet up at various gatherings, including a Recovery Mechanics "Bow Shackle Ball" in September 2022, read all about it in the "Forth Coming Events" section below and get your name onto the list of attendees. November of course, has seen yet another Remembrance Parade come and go at the Cenotaph, whilst we did not have the same numbers in attendance as in previous years, we were well represented by Branch Members, marching alongside HQ REME Association, more can be seen of this in the Committee News section.

We have found out a staggering piece of information about the "Humble Recovery Mechanic" – most are very "shy" of character, who would ever have thought it, a Recovery Mechanic being shy, or at least when it comes to telling a good story or volunteering to be part of a committee that wishes to keep our TRADE and MEMORIES alive and at the forefront of everything REME stands for? Please take note of the two articles within this Newsletter, submitted by our President, John Sibley.

Chris Zeil continues to be very busy with merchandise and has come up with some great ideas for the future which again gives us the edge and uniqueness over others in how we identify ourselves, please give Chris your support, purchase a few of the unique items he brings to the membership, also other committee members are busy in the production of a Recovery Mechanic own "Beer Brand", your support in this venture will also be appreciated. We are not a Branch who are into making lots of money, we have a very small margin on all merchandise which goes towards Branch running costs and where possible donations to REME and selected Charities, as you are all aware, we do not have any annual subscription fees and wish to keep it that way.

More recently, as most of you will know, there has been a fund-raising request to support upgrading and maintenance of the Recovery Mechanic Wall at Lyneham. There are still some very generous people around, the targeted amount required to complete the works was reached very quickly indeed for this great cause, thanks to all members who so generously donated, and we look forward to seeing the renovated Wall upon completion.



Call To Arms – John Sibley- President

Hello All,

I hope this finds you all hale and hearty and hopefully ready for new challenges?

As I'm sure most of you know things like Recovery camps, Christmas mess functions and adventure training don't organise themselves. Especially if they are to be successful, I'm sure, like me you have seen the good and the bad!

The same level of planning, dedication and selfless commitment that is required to successfully organise any of these are also needed to run branches like yours. Memberships don't look after themselves, lapel badges you receive through the post are not delivered by magic, branch ties and other apparel do not just appear on your doorstep. It all takes someone to give a little of their own time and selfless commitment to make these things happen. The newsletter you all receive is put together by the whole committee and takes effort, time, and patience to ensure we are giving you all the best information we can. The people doing this do so because they care about our trade and the people in it, from veterans to the youngest wet behind the ears Craftsman, they are loyal to you all and want you to have as much pride in our branch as I know you all have in the trade.

Why am I telling you what you already know? The current committee have faithfully served you since the formation of our RBL branch. They have given everything to ensure that branch succeeded, unfortunately it was not enough as the RBL asked far too much of our committee, who all had day jobs and couldn't commit any more time to its running, this was the main motivation for switching to the Corps Association. The committee's original tenure was 2 years, not something we have ever managed but we would like to get back to that format.

This is where you all come in, we need replacements to step up and take on the responsibility for maintaining this branch. We have a number of our committee who, after serving you all for over 4 years would like to de-kit and enjoy a well-earned rest.

What's the commitment? It can vary between roles but it's around a couple of hours a week on average. Obviously, there can be times when you will be needed to commit to more than that, but it averages out, I'm sure you'll agree it's not much time out of your week.

So, to coin a phrase "Your branch needs you". Like a plant without water, this branch will wither and die if we do not get fresh blood. If you want the branch to continue, volunteer. And don't sit there and think, someone else will do it because they won't. You've just been woken up and it's your stag, so get out of your scratcher and man the gun trench. Forget the old adage "Don't volunteer for anything in the Army". This isn't the Army, we are a team, our Esprit de Corps is the envy of the everyone and it's time to show it. Contact us today and do something worthwhile, fulfilling, and bloody enjoyable, shake off those COVID blues and see what a making a difference feels like.

Contact us at recymechbranch@gmail.com and volunteer today.



OBITUARIES – RECOVERY MECHANIC



It is with great regret that my brother Paul and I announce the passing of our uncle, Garry Walker, ex Recy Mech. He died peacefully at home at the age of 88, on Tuesday 19th Oct, surrounded by family.

After serving his time at Ruston Hornsby as a diesel fitter, Garry performed his national service in Korea, where he was full-on recovering vehicles all hours with often no days off for weeks. The terrain and in particular the temperatures, created hardships not only whilst on recovery jobs, but also in just starting the vehicles. The accommodation's showers,

sinks and toilets were sometimes rendered useless by cold below -20deg. In the Summer, the opposite extremes could be encountered.

The Workshop's Recovery Section was probably the only part of the British Army in Korea that ran at a profit:- what was too difficult for the Americans to recover, was all in a morning's work for our lads and the Wksp compound was littered with American "prize" vehicles. Although I think they had to return the self-propelled guns. Garry also served in Malaysia.

When teenagers, Garry instructed my brothers and I in jacking, skating and Tirforing machine tools with the principles he learned as a Recy Mech. We could all drive overhead cranes and load containers before we left school. Garry was also a keen motorcyclist.

Garry is survived by his wife Mavis and daughters Kim and Diane.

COMMITTEE NEWS

Membership: Bob Fullbrook

Reminder - To become a member mail the following information to:
rechymechbranch@gmail.com

1. Service Number:
2. Full Name:
3. Date of Birth:
4. Current Address:
5. Email address:
6. Do you wish to receive emails from the REME association (Yes/No)
7. Do you wish to receive emails from the Branch (Yes/No)

By supplying this information, you agree to the GDPR details laid out in THE REME CHARITY AND GENERAL DATA PROTECTION REGULATIONS 2018. When accepted you will receive the Recovery Mechanic Pin Badge and a small information pack. Also, when approved you are then eligible to join the Branch Facebook Website. Currently the Branch Membership stands at 292.



Secretary: Chris Zeil

Merchandise – all available upon request with sufficient numbers interested



Baseball caps come in the following colours: Black, Bottle Green, Royal Blue, Burgundy, Red, Navy Blue, Graphite Grey & White. They are one size fits all.



Hoodies come in the following colours: Bottle Green, Black, Burgundy, Chocolate, Navy Blue, Heather Grey, Pink, Dark Navy Blue, Olive, Orange, Purple, Red, Royal Blue, Sky Blue & White. Sizes are from XS to 5XL depending on the colour required.



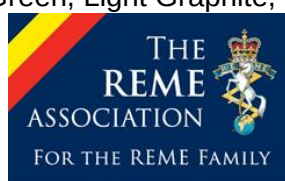
Soft Shell Jackets come in the following colours: Bright Yellow, Dark Spruce, Extreme Green, Purple, Navy Blue, Black, Oxford Blue, Red, Seal Grey & White. Sizes are from XS to 5XL depending on colour required. We can also get the same jacket in woman's sizes 8 to 22 depending on colour required. Plus, Hot Pink for the ladies.



T-Shirts come in the following colours: Bottle Green, Black, Hot Pink, Brick Red, Burgundy, Olive, Heather Grey, Kelly Green, Light Graphite, Dark Grey, Charcoal, Lime, Navy Blue, Orange, Red, Sunflower, Royal Blue, Sky Blue, White, Purple, Winter Emerald & Yellow. Sizes are from XS to 6XL depending on colour required.



Polo Shirts come in the following colours: Ash, Azure, Black, Bottle Green, Burgundy, Deep Navy, Fuchsia, Heather Grey, Kelly Green, Light Graphite, Lime, Navy Blue, Orange, Purple,





Red, Royal Blue, Sky Blue, Sunflower & White. Sizes are from XS to 8XL depending on colour required. We can also get Polo Shirts in woman's sizes XS to 3XL depending on colour required. Plus, Pink & Lilac for the ladies.



Lastly we have our Branch Tie. Please note the minimum amount of ties we can order is 36. So we need to wait until this amount of members require a tie, before placing an order.



Please note we can't give individual prices for items, due to prices varying depending on the amount we order at any one time. Oh, and don't forget your car windscreen sticker

Communications: Matt Lambert

Remembrance Day

On the 14/11/21, several members attended the Remembrance Parade at the Cenotaph in London, as a branch we marched along the with REME Association. As usual it was very 'hurry up and wait', however it was great to see the attendance was brilliant. It's always great to meet up with old friends and new, remembering times gone past and the soldiers/tradesmen who were involved in them. I personally did notice a lot of REME parading and marching with Regiments they had served with, I had never noticed this before, I presume this has happened in previous years.

As we stood on Horse Guards square, I thought, no chance we will be lined up for 11am, however the organisers did a fantastic job of getting us lot there in time. As always, the 2-minute silence went with perfection by everyone. As the columns began to march off and those that have attended before will know the banter started between the cap badges which is always a laugh, and of course, followed by the traditional and respectful clapping of hands by all.

Despite a few bickers about the step (moan moan) which made me smile, when you march past the Cenotaph it does make you feel proud to honour those who gave so much. I thank all those who attended, and it was great to see you all , hopefully more can attend next year, whether it is getting tickets through the REME Association or RBL Branches if you are a member of one. I would also like to mention the Parade of the Recovery Training Wing at Lyneham, as always was very respectful and thank you for laying the wreath.



NEWSLETTER

RECOVERY MECHANIC BRANCH

REME ASSOCIATION



The photographs below paint a thousand words and say it all:







Veterans Member: Steve Robertshaw

The Veteran's Hub and Sporting force.



Gent's you might have seen my regular postings on Facebook extolling the virtues of our local Veteran's Hub, ideal for me as it is in the town I live in, but various parts of the hub can be found UK wide. The hub as you can imagine is an amalgamation of a lot of different entities to do with all aspects of veteran welfare, ranging from physical to mental rehabilitation.



There are far too many individual sites to list on a short article, but I would like to mention the two I have become a part of recently. Firstly, the hub itself has a café and it's there that I go to the fortnightly breakfast club and while there catch up on up-and-coming events, though Dave the Chef does a fantastic job advertising these on social media.

Secondly, Sporting Force is brilliant, an entity with bases spread all around UK. The local sporting force have been great for me with rehab help in the free Gym for my broken elbow. The activities they support are amazing, just recently I was involved in a free 3-hour session at the local Northern Warriors Axe throwing event.

This is the tip of the iceberg as far as I'm concerned, and I can't wait to see what is coming next. Also, before I forget, Sporting Force have a jobs division and all sorts of training is available. While I realise this article is only going out to Recy Mechs the Hub is actually tri service, I urge you to take advantage of these facilities if you can. Just as a quick advert Sporting force are taking 12 vets snowboarding next month all paid for, missed out on that one but hoping for next year!

Serving Member: Ross Mellon – extremely busy looking after us all.

Reservist Member: Mark O'Mahony

Dear Members

A proposal being explored is that the branch gathers regularly to spend time and catch up with each other. As the reservist member I suggested a quarterly symposium held centrally at a venue with facilities and space to a set criterion: central location, members car parking, space for caravan/motor homes, showers and toilets for men and women, sleeping facilities, close to hotels and restaurants, food delivery outlets and importantly a decent bar.

This criterion has been explored within the Army Reserve Centre in Northampton, home of 103Bn REME and 118 Rec Coy. The Bn QM Paddy Hodgson, for those of you who don't know, Paddy is ex God's trade and Branch member, when approached was obviously immediately on board, also the PASO (admin officer) the SPSI Gaz Wood (branch member) was chuffed at the idea and chance to show off his Rec Coy and its SVR eqpt, also the CO did not hesitate, and welcomed the suggestion and use of the Bn facilities.



So where are we with it now? Currently I am ploughing through the usual red tape with the RFCA who own the facilities, the major hurdle is most likely to be one of insurance, time will tell.

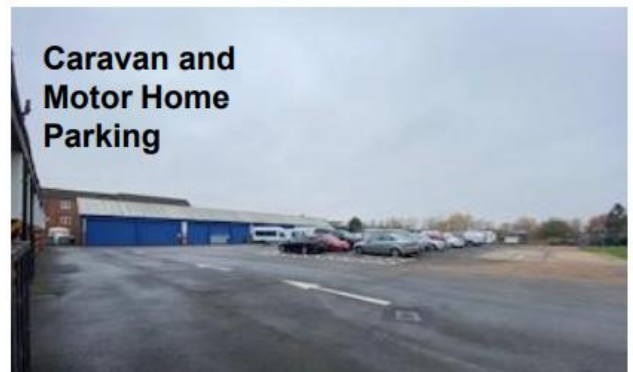
Should all be approved, and sufficient interest is shown by members, specific details will need to be agreed with the PASO in anticipation the inaugural gathering would ideally be in the 1st quarter of 2022 when no reserve weekend training is happening, a Fri PM/Sat AM – Sun noon - **Watch this space for more information!**

Below are some images of the facilities at 103Bn include:

**Army Reserve Centre
Clare St, Northampton
NN1 3JQ**



**Caravan and
Motor Home
Parking**



OR's Bar Area



SNCO / WO's Bar



SNCO / WO's Bar



SNCO / WO's Bar





FORTH COMING EVENTS

"BOW SHACKLE BALL" & Veterans Parade Eden Camp – Chris Zeil



BOW SHACKLE BALL



The Ball will be held on Saturday 10th September 2022 at The Cedar Court Hotel, Mayo Ave, Rooley Ln, Bradford, West Yorkshire, BD5 8HW

This will be a sit down three-course meal. With entertainment during the evening in the form of a Disco and live singer. There will also be an auction held during the evening.

Details of the menu and how to book a room will be emailed to all branch members in due course.

The evening will be £45.00 per person and rooms are available at £67.00 for a single and £77 for a double. This is per night with breakfast.

A deposit of £20.00 per person is required no later than the 10th December 2021.



On Sunday 11th September 2022, for those that may wish to attend. There will be a Veterans Parade held at Eden Camp, Malton, North Yorkshire, YO17 6RT. This is an ex-German WWII POW Camp, now a museum.





OTHER DATES FOR THE DIARY

ARV 9 – Reunion will go ahead over the period 1st and 2nd April 2022. People interested in attending should inform Dean Jordan and if requiring accommodation should directly contact Claire at Millers Hotel, quoting ARV 9, on +44(0)1827880223.

HAS ANYBODY SEEN?

This is a new section within the Newsletter which shall be included in each Edition. The idea is to help members who are looking for old pals to renew their friendships or get that fiver that they owe them! Just let us know through the pages of our Facebook Web Account or email the branch email address, recymechbranch@gmail.com who you are trying to trace, and we will include it in the Newsletter and Facebook site and hopefully someone can help you in your search.

MEMBERSHIP SUBMISSIONS

The Runaway Cent – A story by John Sibley (aged 60 years and 5 months)

Sometime ago I suggested that, as a trade we all have an abundance of stories. The more time goes by, sadly the more of us we lose and therefore inevitably we are sure to lose some of the wonderful stories. With that in mind I asked you to swing the light, pull up a sandbag and get the stories, dits, yarns or outright lies down on paper. I volunteered for the task of editing said stories and putting them into a book of some description. Disappointingly the response wasn't as good as I had hoped. With this in mind I thought that I would lead by example and write an experience I had as a Corporal at a cavalry unit back in the day.....

Let me take you back to 1988, West Germany. I had just been posted to the 15/19 King Royal Hussars in Detmold from 7 Armd. Workshop, where I'd spent most of my time on Chieftain ARRV supporting the only 2 challenger regiments at that time.

So, it came as a bit of a shock to find that my new vehicle was a Centurion ARV in support of Chieftains gun tanks. I'd never driven or operated a Cent but knew they had a reputation as a difficult beast to master, both driving and winching. However, some of my fears were allayed by my boss as he said that I would be commanding a Cent ARV on my first FTX and another full screw, one with experience of Cents would drive.

Enter, one Donovan Baker. A larger-than-life character who I'd met for the first time only a few days before. Don was from Birmingham however his roots were firmly from Jamaica, he was 6 foot 5 if he was an inch and practiced karate, not a man to trifled with I suspected. As a warmup we took the ARV for a winch test at 4 Armd, just up the road and promptly snapped the winch rope, not a great omen maybe I should have sensed the recovery gods were not quite on side! Totally undeterred, Don and I (mostly Don) changed the main winch rope. A job, I have to say that was a pian in the backside. At one point I thought Don had actually broken his arm trying to feed the rope on, but it was the blind leading the blind as neither of us really knew what we were doing!! With the new rope finally fitted and a successful winch test under our belts Don drove us back to Lothian barracks and I began to feel a little more comfortable about the plan. Over the next few days and prior to deploying I had a go at driving around the tank park, not my finest hour as I think I only managed one



successful gear change the rest was "Set off - Change up - Miss the gear – Stop - Repeat. Very frustrating for me made worse by the fact that Don could do it with ease, but I guessed that came from his vast experience of tanks and in particular the Cent ARV.

We finally deployed on exercise, lifted by tank transporter, and taken South towards the area East of Kassel. We moved off into a Squadron leaguer ready to begin the exercise the following morning. We had an ECE as the third man who came in useful when we needed to dig a trench or send someone for guard duty, he also made a decent brew, so we kept him on! Don did the cooking as he fancied himself as a bit of an Ainsley Harriot (before anyone had heard of him). The weather was pretty glorious for the time of year and that evening Roger (the ECE) and I were outside the penthouse digging a shell scrape, never really understood why we needed to do that but you know what Sergeant Majors are like, when all of a sudden there was a scream from the penthouse, then came shouts in a Jamaican accent though slightly tinged with Brummie. We didn't understand what he was saying but he was beating the living shite out of the penthouse with some sort of kitchen utensil. It went on a good couple of minutes before I spotted the SSM heading in our direction. I shouted to Don to quiet down and he jumped out of the back of the penthouse onto the blade and down onto the ground. He was sweating profusely and still brandishing the spatula, which had been the weapon of choice. Fortunately, the SSM got distracted and moved away towards another callsign. Roger and I were still in the dark as to what had occurred, Don sat on a tree stump and recovered his breath. The silence was killing us, we were desperate to know what had gone on. Finally, Don looked up, we were staring at him waiting for his explanation. He sighed and said "Bloody wasp". "All that for a wasp" I said. "They are bastards" he replied and went back to his rice and peas. I was gob smacked but at least, as Don said he saved the rice and peas and therefore worth the battle. We didn't get bothered by wasps again on that exercise as far as I can remember so there must be something to this karate stuff, maybe!!

The following day we were moving out. Our packet was led by the EME in a Land Rover and Trailer, followed by the HQ fitter truck, then the HQ 434 and the Samson. Finally, the Cents, we had been joined by a Cent ARV from 4 Armd Wksp commanded by Alec (Paddy) Bryers, and we brought up the rear. We trundled through the wood onto a track that led to a main road. Turning left onto the road I noticed it was quite a steep incline, but it wasn't far to the top. We followed the 4 Armd ARV up the hill and as we crested the rise, I could see a lovely German village laid out in front of me. The village lay at the bottom of a long steep hill, at the bottom of the hill was a railway line running left to right following another main road. Directly opposite the staggered junction was a Schnelly, shame we had just had breakfast really! The junction was manned by an RMP showing which way to turn, as if we needed to be told!

Whilst taking in the beautiful vista ahead of me I became aware of a strange noise, a grinding noise, very un-natural. I'd heard a noise like it before, yes, I suddenly realised it was the sound of gears crunching. Still not realising the seriousness of the situation, I calmly said to Don over the Larkspur intercom "Have you missed a gear mate?" to which he replied, "Yes Man" and then rambled on about the engine being stalled and he was trying start it again and that everything was shit. He managed to start the thing again and reported said fact with a shout I didn't need the intercom to hear. I told him to try slowing us down using his sticks as well as the brakes. At which he started giving almighty yanks on the tillers which had the effect of slewing us down the road first left then right, it was like skiing. I



shouted to him to be gentler with the tillers but to no avail, he kept pulling for dear life. By this point I thought the best option for us was to allow our ARV to crash into the back of the 4 Armd ARV, despite the very pointy blade at the back. But they were in gear and could slow us down to a standstill. I told Don as much and said, "drop your driver's seat when you are lined up". We had accelerated rapidly and were catching them up fast by now, I started shoving Rogers head down into the third man's hatch, at first he tried to fight me off thinking I was prattling around (don't what gave him that idea) but soon realised what was about to happen so moved quickly and got inside as much as he could, not a lot of room in the third man's hatch on a Cent to be fair. I also dropped down into the commander's hatch and adopted a brace position.

Suddenly we made a sharp turn to the left, I remember thinking that Don must have seen a gateway into a field on the far side of the road and was going to run into the field rather than hitting the other ARV, great plan, nice one Don. Then we made a sharp turn to the right, I thought What the F...

As I couldn't see anything from my position in the hatch, I climbed up to see what was going on. We were overtaking the other Cent! I looked at the distance between the 2 tanks to see if I could jump aboard and abandon ship as it were, but we were travelling too fast by that point so discretion became the better part of valour. As calmly as I could I asked Don what he was doing and why he didn't just run into the back of the other ARV. He made a sucking sound through his teeth that I could hear over the intercom and said, and I quote "Wapping with dem blades man, you am joking"

So, there we were flying, and I mean flying down this hill overtaking the other Cent, which as we went past, I can remember Chippy Wood, Paddy's driver laughing his head off, the Samson and 434 from which came terrified looks, the 4 tonne fitter truck, don't think the VMs noticed us go by if I'm honest and the EMEs Land Rover and trailer. The EMEs driver George Foster had a look of complete disbelief on his face, can't blame him I probably had the same look on mine at that point.

The RMP, a Captain and from his looks from the same part of the world as Don, stood on the junction at the bottom of the hill and was frantically waving his illuminated lollypop telling us to go right. Don stood up out of his hatch, waved at him just as frantically and shouted, "MOVE YOU BLOESKIRT". The RMP went a much paler colour than was good for him and raced away to the left, we actually never saw him again, strangely. I imagine he needed to go for an emergency underwear change somewhere private.

Don, on the other hand had become calmness personified. We approached the junction at breakneck speed, Don just seemed to tweak the right stick, neutral turning us past the centre island on the junction and rather than ploughing into the Schnellly he guided the Cent across the railway lines and main road and up a side road that made up the staggered junction. Fortunately, this road was up-hill, so we slowed quickly and finally came to a stop neatly by the kerb.

I picked up my microphone and said to Don "Put the handbrake on mate". To which he replied "Man dah handbrakes been on since the top of the hill"

I have never forgiven Terry Luckman, our boss for making me crew that ARV with Don, as later I found out that he had no tank experience at all and the only Cent driving he had done was to 4 Armd and back for a winch test!!!



I picked this story as it features Don Baker and Terry Luckman, both close friends, despite their best efforts to kill me and have both now sadly gone. Most every Recy Mech knew Don or at least knew of him, I'd like to keep it that way by writing stories like this one. If you have a story, write it down and send it to me, please. It can be as long or short as you like just as long as its relevant to the trade, remembering individuals, jobs, exercises, Recy camps etc. Let's not lose them, we owe it to ourselves and all those that follow.

Send them to: genralbranchbiz@gmail.com

Thank you in expectation

John

USEFUL TELEPHONE & EMAIL CONTACTS

REME Connect Tel: 01249 894507

REME Association Tel : 01249 894524 / 01249894507

Royal British Legion Tel: 0808 802 8080

Service of Remembrance (R Albert Hall) Tel: 02070877929

SSAFA Tel:0800 731 4880

Combat Stress Tel:0800 138 1619 PTSD ptsd.org.uk

Help for Heroes helpforheroes.org.uk

Service of Remembrance (R Albert Hall) festivalofremembrance.seetickets.com

REME Association Recovery Mechanic Branch recymechbranch@gmail.com

Additional numbers and email addresses can be found on our Facebook Page under the tab "Files".

ASSISTANCE

Assistance for the Branch Membership will always be close at hand, we are all in this together, and here to help. In the event of any member experiencing difficult times, they must not hesitate to contact the branch. If we as a group cannot assist with a situation, we certainly know where help may be available. Anyone wishing to make contact, for whatever reason, please do so by using the branch email address: recymechbranch@gmail.com.

AND FINALLY

Bryan Cronie - Chairman

As another year draws to a close and Christmas just round the corner, we take a little time to reflect on the last 12 months. For sure it has not been the best year for many, mostly being restricted in all that we would generally be doing and of course we can attribute all of this to Covid-19, even more severely. I am sure that there are members out there who lost loved ones to the virus, our thoughts are with you all. Our unique family who are renowned for stepping up to help, I am sure, are always available through the contact details provided to our membership.

Whilst very restricted in what we could do or opportunity to meet up as we like to do, the help of technology, Zoom and Teams, has allowed the committee to crack on and be very busy looking ahead and planning events, such as those items you have already read about in this Edition of our Newsletter. Overall, 2021 has been a big improvement on the restrictions of 2020 and it was possible for some members to meet up, examples being the WO & Sgts Reunion and Remembrance Day Parade. Also, and very unfortunately some did meet up at



funerals. We lost, to the best of my knowledge, 7 of our members during 2021, all legends of our trade in their own right, may they all rest in peace.

Our Standard has also been very busy over 2021, committee members have done the branch proud, having made several outings and appearances up and down the country at a variety of events. Again, the uniqueness of our trade is very much admired by others, so much so that it has sparked other trades into following in our footsteps, again! As we all know, we might always be last home or bring up the rear, but when it comes to initiative, eventfulness, and creation, we will always be at the front, leaders not dreamers.

Always remember the branch is your branch, a standalone branch for Recovery Mechanics, run and administered by Recovery Mechanics, we are and always have been the closest family within REME, so I urge you to again browse through this Edition, particularly the content of "Call to Arms" and the "Story Book" article, be a part of it, volunteer your services and get those stories and tales on record, as previously said, we have lost 7 legends in 2021 who's stories and tales were lost at the same time. Let's take advantage of our privileged position, enjoy, and get the absolute best out of all that we do.

And finally, I would like to thank all Committee Members for their tireless work, commitment, and dedication to the running of our very unique organisation throughout what has been a difficult 2021, and still ensuring it continues to go from strength to strength. I also wish to take the opportunity to wish them and all our members a very Joyous and Merry Christmas, followed by a very Prosperous 2022.

