

# THE GUN

The magazine of the Royal Enfield Owners Club



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Issue No. 305



Feb/March 25

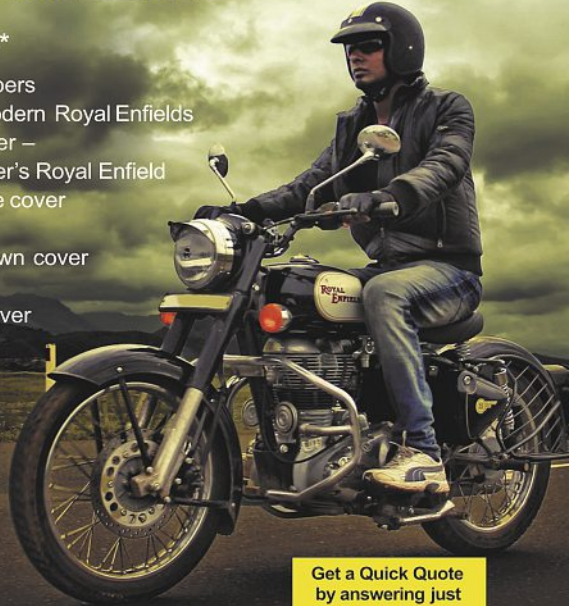


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contact points are acceptable .



**ROYAL  
ENFIELD**

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nor the commercial articles, nor for the offerings of third parties.

**Front Cover:-**

*The group of REOC members at the plaque unveiling in  
Redditch in 2000.*

## EDITORIAL

Hello All,

That's 2024 behind us and it certainly went out with a bang weather wise with gale force winds and torrential rain! Let's hope 2025 brings more clement weather so those Royal Enfields can take to the roads again.



Well that's a year of us doing the magazine and we are either doing something right or as the saying goes "apathy rules". Please let us know if there is anything that you would like to see in YOUR magazine! We can't produce it without you!

Talking of which, for those of you who do wish to contribute and who use Microsoft Word or a free equivalent such as Open Office, begin by making your page size in "settings" A5. This will give you a better idea of how much text will fit on a page in the Gun. Just remember the more text, the smaller the photos will be on the page, we like bigger photos, should you wish to include any.

However please don't be deterred from sending hand written or text in an e-mail as this is absolutely fine too.

On page 40 you will find the booking-in form for the REOC International Rally in Wales. The organisers would like numbers as soon as possible so go on, get applying!

Paula (and Doug)

P.S. Do not forget we now do an Electronic Newsletter in the month the Gun is not published.

All contributions for next issue to reach the Editors

By the **1st March 2025**

Next issue published **April 2025**

## Write Away—

Dear REOC Team ,

I'd like to say many thanks for all the work you've done throughout the whole year and I'm very proud to be a member of such an excellent club.

In gun magazine no 303, page 44, MAG member John Broad has reported the bad road conditions you are suffering from. Surprisingly our regional newspaper "Badische Zeitung", which is a very small newspaper here in the South of Germany, has published an article about that topic. They wrote that Rod Steward has taken the initiative to fill all the potholes around his house by himself, but gave up after a two year fight against windmills. (I will add the article as pdf translated by Google. The original I will send by mail to you). My proposal: Perhaps it can help by using an "ET bike" as shown with me in the picture. Thus all the Rods in UK can fly over the potholes having no troubles anymore and they can keep their sports cars in the garage. I would also like to add an obituary of a very enthusiastic RE-mechanic:



It is with much sadness that I'd like to inform you of the passing of Wolfgang Diewald at the age of 72 (not sure if he was an REOC member). However, Wolfgang was a passionate RE mechanic, well known and respected with his high expertise here in the three country corner of Suisse-France-Germany. He was RE through and through and had only RE blood in his veins. He had always an open ear for your needs and you could contact him with what ever trouble you had and he was always able to fix it. It is so sad that we've lost such a kind of RE leader here in our region. We wish him all the best on his last trip, which he probably will make on his favourite RE with the Hatz Diesel engine; R.I.P. Wolfgang. His homepage is : [Zweirad-Diewald - Home](#)

So that's it for this year . Please stay safe and healthy and I look forward to reading interesting stories next year.

All the Best Hans Grube (MNS)

## **Write Away— The Plaque**

Dear Doug and Paula,

Enclosed are all the papers regarding the R.E. plaque at Redditch. My brother Richard Mountford, son of Vic. Mountford was The Managing Director of Royal Enfield. My Brother was ill with cancer while the plaque was being arranged and died before it was erected in Redditch. Richard's wife Margaret unveiled the plaque with members of the local Royal Enfield Owners Club I hope that you find this of interest. (see page 23)

John Mountford (MNS)

## **Write Away—Restoration**

When I retired I thought it would be a good idea to restore a "Bullet" that I had just bought!. I must say it has been a challenge and without the help I had



from the REOC it would never have been finished. Members from as far afield as Tasmania have helped with various parts and made the project a success.

A few years ago I restored a 1986 BMW R80RT, when I say I restored it I dis-assembled it and reassembled it only doing minor repairs myself. This time I wanted to restore the bike, so the engine

was a complete strip and rebuild, new big end, little end, replaced the oil pump, rebore etc, so I was a little apprehensive as I have never rebuilt an engine before. The gearbox was also stripped, cleaned and rebuilt, but I had to do a little braising and then sprayed the frame. I wanted the fork springs nickel plated so learned how to do that and did a few other bits as well. I sprayed the tins and had someone else re-string the wheels (new rims, old hubs). There's only so much you can do yourself. I learned a few new skills and rebuilt it, poured petrol in the tank, spilled



## Write Away—Restoration

some which when it hit the tank bloomed! I tried to get a good finish with 2k paint but ultimately had a professional respray of the tank. There's a reason these guys get paid so well! There were a few small bits I could not find so had to make them:- rear stand return spring extender, various brackets and mudguard stay. All in all it was very challenging but ultimately very satisfying. I am now in the process of getting the machine dating certificate. Would I do it again, NO, with what I have spent I could have bought a Vinny! but it kept me out of trouble. Thanks to all who helped I forgot to mention in the article that the engine is a 1943 CO, the front half of the frame is a 1949 Model G.



John Gould (MNS)

### Members!

**We have been running an Electronic Newsletter since May last year to help alleviate the news being “out of date” as the Gun is Bi—Monthly. As we said previously in Gun issue 302, the Newsletter is produced in the Month the Gun isn't published i.e January, March, May, July, September and November. So if you have missed copy date, your contribution can go in the Newsletter!**



**New Club Merchandise**  
**Left:- Full Zip Heavy Fleece Jacket**  
**Right:- light weight fleece for layering (see page 45 for details)**



## **Write Away—** Absolutely yes or no

Common sense would indicate that “its time to chuck this motorcycling obsession in, old boy!”

Facts: rider 68, failing eyesight, failing brain cells, fifty years of motorcycling related injuries beginning to tell on creaking and groaning joints and on a bike run has to “nip behind the hedge” every half hour or so – (awkward in town!)

Hasn't the courage or skill now to squeeze to the front of the traffic queue. Has to put up with absolutely diabolical weather (worse in winter!) Has to ride on or in something called roads (unless they are closed!). Forced to pay an absolutely scandalous £117 per year road tax for a 650 Interceptor that has been designed to fall in line with the “save the planet” brigade – and yet you can drive a small family saloon (2002 diesel Yaris) with 250,000+ miles on the clock which must be chucking out enough poisonous nasties to asphyxiate a posse of “bum up, head down “Tour de Fance” wannabes” that are following much too close behind (silly sods!) and they only pay £30 per year road tax! – absolutely ridiculous!

Is it time now to leave all this behind and choose a more comfortable (and safer) option – sell the much loved Interceptor, take all motorcycling memories and feelings to the local dump to be disposed of (re-motorcycled ?) Then troll (happily) down the road in my camper van with wifey, staying dry and warm and safe.....and in a queue? (at least its got a toilet!) Hmmm ....?

When you have been motorcycling since 1973 and it has not got out of your system yet (it probably never will) it is difficult. It does not help having such a brilliant bike in the garage (2019 Orange/Black Interceptor) to remind you of the good times that could still be had given the chance (decent roads and weather of course!)

What an absolute dilemma!

Regards

Andy Bessell. (MNS)



**Club merchandise**  
**Left is the new neck snood**  
**Right is the new Zipped**  
**Hoodie sweatshirt**  
**For details see page 45**



## **Write Away—** Electric Starters

Dear Editor/Tim,

I saw your letter in issue 304 of the gun regarding electric starters for Redditch Royal Enfields and thought I would make contact.

Like you, I am looking at making an effective starter system for the RE twins and singles. I am fed up with kicking over high compression bikes and as I get older, I become less enthusiastic about breaking a leg.

My interest in this subject originated with a Pearson starter purchased for my BSA Gold Star. This is a simple and effective system costing just short of £2000. The best part about it is that it is hidden under the gearbox. I have looked at various approaches by RE owners, and as yet have to find a simple solution. One approach is to fit a Ford starter motor to drive a starter ring fitted to the clutch. Another is to hang the starter motor ahead of the engine and use a Honda sprag clutch driving the crankshaft. I believe the latter is Bill Sotau's approach.

RE's engine/gearbox design for the big singles and twins is very compact. I am trying to imagine how the manufactures would have approached this, if their designers had been asked to fit a starter motor. I don't believe they would have hung the starter motor ahead of the engine just behind the front wheel. In this position, although I am given to understand that it works well, it is very exposed to the elements.

I am looking to position the starter motor over the gearbox driving the clutch. It is all a bit tight in that position and would require a new primary chain case. I am in the process of making a prototype, just to see if my system will work. The motor is small, just 0.7kW, to get it to fit under the carburettors. The problem with this arrangement is turning the engine against compression at speed, fast enough to start it without kick back. The Gold Star is started either with the decompressor held in, or the engine turned to top dead on compression. If kick back is a problem, then my plan is to suppress the ignition for one cycle to allow for the inertia of the crankshaft.

I am working on my project when I can get the time, so I do not have a deadline. If you know of anyone working on starters for RE's, perhaps pooling knowledge is the way forward. I doubt whether they will ever be commercially viable though. To spend £2 or £3k on a bike that is only worth up to £6-£8k is madness.

Regards Eddie Brant (MNS)

## **Write Away—Machine Dating Charge**

I noted with interest John Stephenson's letter in The Gun No. 304 regarding the summary imposition of the £25 charge for the supply of an official club dating certificate to members. I sent an email to the club chairman in response to this new charge, querying a) the statement issued to justify this imposition, and b) the fact that the club membership were neither canvassed nor consulted on the matter.

The club belongs to the members, NOT the committee. There may be some genuine reasons why the committee felt it necessary to introduce this charge, but if so, they have been very careful to hide them from the rest of the membership. Such a lack of transparency is simply not good enough, and one wonders what other 'charges' the committee might seem minded to impose upon the rest of us in future. The information supplied in the club magazine states that "...decision brings the REOC fee structure in line with the least costly of the services provided by other single make organisations...". Does it? Let's have a look at the charges applied by some other clubs to their members for the self-same service. I have chosen half a dozen, which represent the major one-make clubs covering the main British, Italian and Japanese marques; prices shown are for paid-up members:-

- 1). BSA OC - Dating Cert Charge £15
- 2). Triumph OC - Dating Cert £10
- 3). Norton OC - Dating Cert £30
- 4). Ducati OC - Dating Cert free for 1 machine per year
- 5). Honda OC - Dating Cert £10
- 6). Suzuki OC - Dating Cert £25

So, the REOC fee is "the least costly of the services provided by other single make clubs"? I leave it to the membership to decide on the accuracy of this claim for themselves. I joined the REOC in 1988, after buying my first RE (a 1959 Meteor Minor contained within the once-ubiquitous tea chests). However, the club of those days is long gone, and having an interest solely in the products that originated from Redditch, the modern day club has become increasingly irrelevant. That I have stayed with the club for the last few years has been due to my long association with the Home Counties branch and the fellowship I have enjoyed there, but the type and nature of the imposition of this charge has decided the matter for me. I will not be renewing my membership next year. Julian Green (MNS)

***(This correspondence is now closed. Anything further regarding this matter should be sent directly to the Chairman and the Committee. Eds.)***

## **Write Away— Machine Dating Reply**

To the point of Julian's letter; to the best of my knowledge, none of the one make clubs listed offer RE dating certificates. As such the complainant is comparing apples and oranges. Again I will state that only the VMCC and John Harding of the FBOC (single make club) offer RE dating certificates. So yes at £25 we are the cheapest along with FBOC. FOR RE CERTS! Please let me know if these other clubs offer RE certs. I can state that I am not recognised as a signatory for anything other than RE machines and believe that the majority of others are recognised similarly. Previously I have had to explain my sources, to the DVLA, when certifying Tri-field machines. That is the only exception to the one make rule. If it is an exception? Furthermore I would argue that REOC RE certs have greater validity and therefore value. Reasoning; I have received applications where the other two RE certification sources cannot identify a machine. As the REOC have the dispatch ledgers, we can do so with relative ease. I have received rejected applications, made by the other two sources of dating, that the DVLA have queried. Not one of our certifications has been queried in the last six years. Not one. If Members think that enviable status is of no value then they have a simple course of action; join the Committee and propose changes.

Any disgruntled Member is more than welcome to join the Committee or attend Committee meetings and voice an opinion. If he/she really believes the Committee is acting against the best interest of the club then his/her course of action is to raise a vote of no confidence at the AGM and replace us. If that is what sufficient Members want then they will need to volunteer as replacements. However, I would implore any disgruntled Member to come along to a Committee meeting and see what we do before passing judgement on our endeavours. If your problem lies with, the dating officer, who raised the subject in the first place, then replace me in a majority vote of no confidence. The position of dating officer is an elected one of Committee decision. Sadly we are never over run with volunteers. My second three year term concludes at the next AGM so please act swiftly if you wish to replace me because you will need to have a background check with the DVLA before adopting the role.

You need to be aware that the fee structure will not go away if I do. Before you adopt my role please be aware that producing certificates, the only 'hold it in your hand' tangible service, and therefore the only one that comes with a charge, is the smaller part of the role. Identifying individual frames/engines and confirming years of manufacture is the greater body of work. Many communications comes as fact checks prior to purchasing a machine.

## **Write Away**—Machine Dating Reply

Many are from non Members. The DVLA give out the dating officer's contact details and we are first in line for all RE enquiries.

In support of the Chairman; the Chairman read out complaints at the AGM. He did not have to do so. The topic was open to the floor and covered extensively. If, Julian, you had been there he would have known that. By way of an example; Steve Mayhew felt strongly enough to attend the AGM and voice an opinion. Good on him, that is the right way to do it. If you cannot attend send a like minded delegate to speak on your behalf. In reality this subject takes a lot of air time for one that is of interest to only a small number of Members. Last year, being 2024, I have produced seventy certificates, including non Members and Members outside of the UK. Fourteen of those were for Allan Hitchcock. That statistic means the service caters for less than one quarter of one percent of the REOC Membership. For that reason I will not write on the topic again. Summary; please don't poke from the side-lines saying that the Committee is hiding things from you, please don't leave because you don't like one decision out of many, stand up for a Committee role and do something about it. You would be most welcome and welcome without malice.

John Dove (Machine Dating Officer)

***(As stated on page 10, this correspondence is now closed. Eds)***

Recently moved house? Left a forwarding address?  
OR Is the Gun still being delivered to your old address?  
Or perhaps to Mum's house?  
Have you informed the relevant person?  
For any "change of address" / Gun distribution queries  
Please contact:- [magazinedistribution@royalenfield.org.uk](mailto:magazinedistribution@royalenfield.org.uk)

**[www.royalenfield.org.uk](http://www.royalenfield.org.uk)**

## **Write Away— Machine Dating**

Firstly thank you to Chris Brady for pointing out that it is necessary to apply for a dating certificate once the machine in question has been built up to a roadworthy condition. (see page 9 Gun 304)

May I point out that REOC Machine Dating Officers do not require an MOT from you in order to produce a machine dating certificate. In fact we often recommend, for eligible machines, owners send a self certified V112 (Declaration of exemption from MOT) form along with their application for age related registrations. Thusly we avoid a change to a newly issued log book. Since operating this way we have never had a rejection from the DVLA.

Please be aware that the DVLA examine a small random minority of machines as a 'numbers check' rather than for road readiness. Not a single REOC certified machine has been rejected in the last five years.

John Dove  
(Machine Dating Officer).

*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 clear digital photos of the engine and frame numbers along with photos of where they sit on the engine and frame.*

*Please supply your current REOC membership number, full name (no abbreviations please) and full postal address.*

*Please ensure that you provide all of this in a single email to; [machinedating@royalenfield.org.uk](mailto:machinedating@royalenfield.org.uk)*

### **Changes to fees for REOC Machine Dating Certificates.**

The Committee voted to instate a **£25 fee for the supply of an MDC to Members** with a **£60 fee for non-members**. That decision brings the REOC fee structure in line with the least costly of the services provided by other single make organisations and significantly lower than the VMCC. **The new charges have taken effect from August the first 2024.**

## Facebook Findings



John Shackford covered 248 miles in Devon on his B5 Efi 500 on a lovely sunny day ride out.



Grant Melton says “When changing down from 4th or 3rd my 2007 Indian Bullet’s 5 speed gearbox will sometimes find a false neutral. Then if I drop it down into a gear, it goes into 1st and might happen a couple of times when out on a ride”



Darren Waite found this photo of a “stunning 2025 Royal Enfield Classic 650 @ EICMA Milan Royal Bikers”  
*(That wee one is probably just right for me and my short legs! Paula)*

## Facebook Findings

Thomas Becker from Dortmund hopes to ride his Royal Enfield to Redditch one of these days!!

*(We both know Dortmund well as Doug was stationed there in the 70's and I worked in a kindergarten there!)*



Phil Stratton felt this seemed apt for Remembrance Sunday.



Mick Lemon thinks this might be the oldest surviving OHV 500 in the world! It's a 1928 Model 505. The bike was restored in the 90's and rallied in Queensland, Australia but has spent the last 20 plus years in a shed. Now it's up and running which pleases Mick no end!



## IMPORTANT NOTICE

**Members applying for an REOC Machine Dating Certificate please read carefully.**

Recently we have received two differing examples of MDC applications, ultimately for age related registrations, that both require an addition to the previous application process. In both cases the applications involved a non-original pairing of frame and engine.

**Example 1.** The applicant wrote to the DVLA K&R Department enclosing an REOC machine dating certificate (MDC). The applicant truthfully stated that the machine, although all Redditch Bullet 350, had been assembled from a thirty year old pile of parts. I certified the machine stating the genuine year of manufacture/dispatch for the frame and engine as being from different decades. Additionally I noted that no engineering was required in the implanting of the engine. If not done then an engineer's report may have been requested.

**Example 2.** The applicant applied to us for an MDC with an early rigid and girders machine which, although largely original, had an engine for a different year. A six year difference.

The first example, being a 'built up machine' as opposed to a rebuilt machine, will require the addition of a DVLA supplied sixteen digit frame number for the purpose of registration. Furthermore it will be required to undergo an annual MOT test, despite being well over the forty year threshold for MOT exemption.

The second example, essentially stating only an engine swap rather than being a built up machine, can legitimately utilise the original frame number and will be exempt from MOT if a V112 exemption form has been completed.

**IMPORTANTLY in both cases the application will need to be accompanied by a receipt for the engine or, if not available, a covering letter explaining why no receipt is available.**

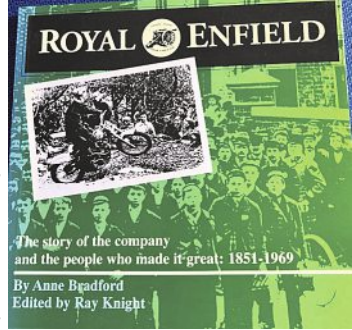
On the upside; the sixteen digit DVLA supplied frame numbers were instigated to avoid the stigma of Q plate registrations.

PLEASE NOTE if you are applying for an REOC MDC and know for certain that your frame and engine is an original pairing no receipt letter is required.

John Dove Machine Dating Officer

## Book Review—

"The story of the company and the people who made it great" is what is written on the front cover and it does "exactly what it says on the tin"! This is a real history of Royal Enfield, researched and expertly written by Anne Bradford, a local historian who at the time of writing the book actually lived on Enfield Road. This story is told by the people who worked, lived and breathed Royal Enfield and is an excellent read if you have an interest in how Royal Enfields began. It's full of extraordinary data, fascinating facts and personal anecdotes which I felt were quite riveting. It showed me that Royal Enfield wasn't just a name but a group of people with a real love for that name, in fact "a family". I have to say, it is one of my favourite books about Royal Enfield and I thoroughly recommend it. It's available from good bookshops (although you might have to order it) and from Amazon for 14.95. Paula Young (MNS)



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**The Royal Enfield Club Nederland  
issue 159**

This Constellation has been raced on the  
Isle of Man and Is owned by John Searle



**The Kiwi Bulletin number 103  
Terry O'Hanlon's 1963 Interceptor at the Kumara Rally**



**The Royal Enfield Owners Club of North America  
The Bulletin issue 116. Cherry Valley, Ontario Rally.  
Tom Craigs 1936 Model S2 250**





The Royal Enfield Owners Club are having a Club stand at the Show. If you would like to show your bike or lend a hand please contact Adam Claxton Tel:- 07812 244637

**[www.royalenfield.org.uk](http://www.royalenfield.org.uk)**

**All Event Organisers please note**

**Dates and details of all club events must be authorised by Neil Davis, our new Social Secretary or they will not be published in The Gun or on our website. Contact Neil by email:-**

**[socialsecretary@royalenfield.org.uk](mailto:socialsecretary@royalenfield.org.uk)**

**or send him a message via "Contact Us" on the website**

# The Big Bear Run 1960 and the New Bear 650, 2024

**Royal Enfield...**

*Wins*  
**Big Bear 1960**

WITH 16-YEAR-OLD  
**EDDIE MULDER**



ON A 500cc  
**FURY SINGLE**

BIG BEAR CHAMP Eddie Mulder pulls into winner's circle for the 1960 Big Bear Run victory. The 16-year-old motorcycle rode out of Mel Doreen's Bakersfield dealership and credits Mel's expert tuning on the deserts here as his spectacular win.

**World's LARGEST and MOST POWERFUL Vertical Twins**

**700cc**  
**52 HP**



**FURY 500**—A fast and robust 500cc OHV single featuring all-new large displacement alloy head and barrel and 1 1/2" GP valvecover. Available with or without lights. New slanting frame is especially designed for increased wind and loading in all types of conditions. Light and powerful. Exalts Royal Enfield's 500 with purity of chrome and polished alloy.



**750cc AIRFLOW**—Newest streamlined precision-casting Ultra-sports design with investment casters.

**INTERCEPTOR**—12 HP SCRAMBLER—Super potent competition model with racing suspension and lower, low 21" wheels. Equipped with chrome fenders, sports-type gas tank and hooded tank.

**ROAD INTERCEPTOR**—12 HP engine with suspension. Full power take-off clutch, automatic lights. Low downswing tubes and stainless 17 1/2" low flange roller chain. Caster angle for superior riding and high-speed performance 110 MPH.



**CONSTELLATION**—12 HP—110 cc—Specialty designed for close course and also designed for high performance. Interceptor engine fitted with complete 4-bar balanced chrome fenders and beautiful Agal. The tank located in cluster with top tube. New slanting frame. Caster angle and streamlined headlight with 2000 rpm speedometer. New inter-cooler gearbox. Twin electrical system.



**GALAXY**—500 52 HP Interceptor engine and suspension. Featuring 3rd gear fork and rearward fenders. Finish: Marbled light blue.

**SUPER MITECCA**—Same as Galaxy, only with 25 HP engine with battery.

**DISTRIBUTORS:**  
COOPER MOTORS, 1822 So. Broadway, Los Angeles 3, Calif. for 30 Western States plus Michigan, Ohio, Indiana, Illinois and Wisconsin.  
GENE SHILLINGFORD & SONS, 1835 W. Hunting Park, Philadelphia 40, Penn. for Middle and South Atlantic States (also Spares Dept. for Eco Cont.)  
SAM AVELLINO, 240 Harris St., Revere St., Mass. For New England States.  
RENCHEUR CORPORATION, 67 Broad St., New York 4, N.Y. Regional distributors wanted for deep south and also New York.

10 AMERICAN MOTORCYCLING

The 16-year old rookie from the Checkers Motorcycle Club – Eddie Mulder, a.k.a. Fast Eddie – who in 1960 became (and till date remains) the youngest Champion to tame the brutal Californian desert race, the Big Bear Run. In 1960, the unforgiving Mojave Desert served as a backdrop for the Big Bear Run; the biggest, “baddest” race that the Californian desert had ever witnessed. With no rules, roads or tech, and only cacti and coyotes for spectators, alongside 765 other riders, Eddie Mulder, shocked the racing world as he surged first across the finish line in 4hrs and

21minutes, igniting a legacy that reverberates through the ages.

Astride his 500cc Royal Enfield Fury and fuelled by instinct, unwavering determination and gut, Eddie was one among only 197 who made it to the end of the finish line. When asked about what he thought was the turning point for him in the race, Eddie Mulder says, “I was in thirteenth place when I lost control and took a tumble down a ravine. I hauled up the bike and inspected the damage. The handlebars were bent right back, the header pipe had been wrenched out of the cylinder head, and one shock absorber was bust. I heaved the bars into shape and kicked the header pipe back into place. Couldn’t do anything about the broken shock absorber, so I rode the rest of the race on just one”.

## The Big Bear Run 1960 and the New Bear 650 2024



Sixty-four years later we have the new Royal Enfield Bear 650, a stylish and versatile scrambler. Designed for riders who trust their instinct and stand out from the rest, the Bear 650 is more than just a motorcycle – it is a journey, a statement, and a reminder to follow your gut. With its versatile capabilities, robust engineering, and distinct scrambler aesthetic, the Bear 650 is poised to redefine the riding experience for 'scramblers across the globe, inviting them to forge their own path, one ride at a time.

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!

WELCOME **MEN RETURNING**  
*from the* **SERVICES**

Major V.T. Mountford, after six years of Military Service, has now returned to the Sales department. Major Mountford was a Subaltern in the 8th Bn. The Worcester Regiment at the outbreak of war and proceeded overseas in January, 1940, coming back via Dunkirk, in June of that year. Since then he has held a number of appointments in this country and on demobilization was Second-in-Command of his Battalion.



*See opposite pages for the article about the plaque unveiling on a part of the Factory wall in 2000.*



Kenneth William Surman, of the motor Assembly Shop, has returned to us after almost six years in the R.A.F. He was an L.A.C. Fitter II (E), and completed an eighteen months tour in West Africa (Gold Coast - the "white man's grave") and fourteen months in Western Europe. When servicing and assembling aircraft in West Africa, his Unit often overhauled machines which were flown from the Middle East where maintenance bases were inadequate.

F. Wythes, A.B., of the Automatic Machine Shop, returns to us after 4½ years in the Royal Navy. Most outstanding experience: when his ship was torpedoed in the North Atlantic, two days sailing from the Azores. He served in H.M.S. Chanticleer on Convoy work to Argentina Newfoundland and the Mediterranean coast; took part in the Invasion of Sicily. Very conscious of the cordial welcome he received on his return to Enfield.



## PRESERVING OUR HISTORY from Gun Issue 166 January 2002



I went along to the unveiling of the plaque that was put up on the outside wall of the old Royal Enfield works in Hewell road Redditch. About eighteen people turned up for the event. It was intended that Richard Mountford the son of Major Vic Mountford would do the honours for this after going through all the effort to get the Plaque made.

It was going to be put up last year but sadly Richard died and so his brother John took over the task of completing the job. I must thank John on behalf of all Royal Enfield owners all over the world for the effort he has put in to complete this job and for seeing that the Plaque was fixed on to the wall. The club had a rather low key unveiling hence only the eighteen members present. Due to the fact that the Plaque was dated 2001, it was felt that, bearing this in mind, it ought to go up now. Next year at the National Rally the Club intends to have a run to Hewell Road, the home of Royal Enfield so that we can have a much bigger dedication.

The motorcycle press, the local papers, perhaps members of Redditch council and of course the ordinary people of Redditch will be invited to come along. I most certainly look forward to that. I must say that, even for a very low key event, I was very moved by the occasion. I could not help but feel that at last we had a real focal point which all Royal Enfield owners everywhere could now go to, and at least know that here was where the Enfield Cycle Company Redditch once made some of the finest motorcycles in the world. competing on equal terms with the likes of B,S,A., A,M,C., Velocette and a host of others.

## PRESERVING OUR HISTORY from Gun Issue 166 January 2002

One item of news that I did find interesting was the fact that Redditch council had designated the area around the old factory as Enfield. This features in their postal address, which just shows how much the civic leaders of Redditch feel towards the old company.

It was very nice of Margaret Mountford to invite us back to her home and I did have a very nice conversation with Roger Boss. I do hope that he does take up pen and paper and puts together some of his memories of the company when he was working there. It is what a lot of members would like to hear, myself included.

Perhaps the editor could serialize them. I would like that very much. From where I live it is quite a long way to Redditch but I have to say it was well worth the effort and it will not be my last time there. The town of Redditch has had its name spread all over the world by the Enfield Cycle company and I am sure that a lot of members will, like myself, make the same journey to view the plaque and remember the old company.

Regards

The "Late" Dave Bogg



*Royal Enfields returning to their birthplace. The photo was originally in black and white for the article but John Mountford sent me the colour photos*

## PRESERVING OUR HISTORY from Gun Issue 166 January 2002

Dear Doug,

Please find enclosed some photographs of the unveiling of the plaque at the site in Redditch of the original Royal Enfield Factory. My brother Richard Mountford originally started this project before he died earlier this year and I was asked to complete the job.

Richard's widow Margaret gave a small speech before unveiling the plaque. This was followed by a few words from Dave Bogg. The photographs are self explanatory, the bike in front of the plaque is Richard Mountford's "Super 5" which I rode/pushed to the unveiling.

The plaque was paid for by the Royal Enfield Owners Club and hopefully will be a permanent reminder of where Royal Enfields were made for many years. My father, Vic. Mountford, was Managing Director of Royal Enfield and in fact spent his whole working life with the firm. I hope this is of interest to you and the readers of "The Gun".

Kind Regards

John Mountford (MNS)



*Mission accomplished! The original photo was Black and White*



*The original art work for designing the Redditch Plaque .*

## Branch Report—South Midlands

Meets at The Studley Conservative & Unionist Club, 87-89 Alcester Road, Studley, B80 7NS. 2nd Wednesday of each month at 8pm: contact Bob Harrison Email:- [bob.a.harrison@btinternet.com](mailto:bob.a.harrison@btinternet.com)

### The Classic Motor Show NEC Birmingham, November 2024



I cannot believe it is twelve months since we attended the Classic Motor Show at the NEC! The logistics of delivering bikes, manning, and setting up the stand takes a lot of organising and Peter Hardwick again took on the onerous task of liaison with the NEC. We were able to show a range of Royal Enfields, from 1926 to the present day:

Mike Garbutt – 1926 flat tanker  
Merv Panting – 1926 flat tanker, a 1947 Model G and a 126 RE  
John Mildenhall – 350 Meteor  
Dave Medicott – new Guerrilla  
Bob Harrison – 1979 350 Bullet  
Derek Moxon – Continental GT 250  
John Crawford – Shotgun  
John Budgen – Super Meteor and sidecar, with trailer



A big thank you to all the above and to Bob Adams, Peter Hardwick, Bob Harrison, John Crawford, Tony Gurr, Lindsey Middleton, Brian Tomlinson and everyone else for all their help and support. We couldn't do it without them!

John Budgen (MNS)

*Sorry but there wasn't enough room in this Gun for all the photos sent, Eds*

## Branch Report—Thames Valley Branch

Monthly meetings: 3<sup>rd</sup> Thursday of the month: Rackstraw Farm Beefeater, 221 Yorktown Rd, College Town, Sandhurst GU47 0RT Secretary and contact: Noel Robertson: 07824 641269 Email: [noelrobertson98@gmail.com](mailto:noelrobertson98@gmail.com) Web: [www.REOCThamesValley.weebly.com](http://www.REOCThamesValley.weebly.com)

Sorry for the lack of branch report last issue, too much riding to take advantage of the last reasonable weather! There were numerous meet ups and ride out, including a surprise appearance of a Spitfire flying into Blackbushe Airport for one of our Breakfast meet ups.

A few members joined with Hatfields in Crowthorne to take part in the Royal Enfield One Ride out to Greenham Control Tower despite some decidedly inclement weather.



With the weather closing in and the clocks going back, the pub now seems a nicer place to be rather than out on the road, but there's a few ad hoc rides and breakfast meets this month when a nice day shows up, including a



breakfast ride out to the Berkshire Aviation Museum. And a few changes on the bike front with several people taking out the new models for demo rides. New Himalayan 450s for both Paul and Richard!

Congratulations chaps.

Simon Austin (MNS)

[www.royalenfield.org.uk](http://www.royalenfield.org.uk)

**Branch Report—Norfolk branch, For further information, please contact Paul on 07951837737 Email:-[paulscarff.reoc@gmail.com](mailto:paulscarff.reoc@gmail.com)**



After a very wet August meeting when four brave (or foolhardy) souls ventured out to Reepham, we were blessed with good weather for September and October's meetings with a good number of old faces and new friends, arriving on an interesting variety of new and old Enfields, and a sprinkling of other makes! October saw two Guerrillas, and an interesting comparison between a new (2019) Interceptor, and a handsome older one (1964). The new date (fourth Saturday of the month, 12 noon), and new venue (Station Cafe Reepham NR10 4LJ) seem to be working. . We welcome anyone to come along and join us at future meetings. Paul Scarff (MNS)

**Branch Report—Isle of Wight contact, Ron Wallis, 01983 752861 [ron.wallis10@gmail.com](mailto:ron.wallis10@gmail.com) Meet on 1<sup>st</sup>. Thursday of each month 7.00pm, at the 8 Bells, Carisbrooke High Street PO30 1NR.**

A very quiet branch for the Winter months, but we have high hopes for 2025. There are evening chats at the 8 Bells on 6<sup>th</sup>.Feb., 6<sup>th</sup>. Mar. and 3<sup>rd</sup>. Apr. Also to get the year off to a good start, there's an Island Ride on 20<sup>th</sup> March, starting from Hare and Hounds car park at 11.30am to negotiate some of the West Wight lanes, ending at the End of the Line Cafe, Freshwater for a 12.30 lunch. April 27<sup>th</sup>. is the annual Sammy Miller REOC Ride-in. Always a good gathering of RE's, and we usually follow with a bit of a ride around the New Forest. 'Phone Ron for times nearer the day. So let's be seeing you Vectis Enfields, there is fun to be had. Ron Wallis (MNS)



RE's attract interest on our Autumn Ride out to Bembridge Harbour

## Branch Report—Wiltshire

Meet last Thursday of the month at the Mallard Lyneham. SN15 4PL.

Contact [enfieldwilts@gmail.com](mailto:enfieldwilts@gmail.com)

I know at this time of year some of the membership are just starting to come out of their winter hibernation, that's not to say that there hasn't been any thing going on during the last few months. Small groups from the branch have been meeting up for ride outs and social gatherings which keeps the branch alive during the winter months. Pictured on his 350 Bullet



dressed up as Father Christmas is Ross Hall participating in the Pinkertons charity ride, in aid of children who are patients at the Great Western Hospital at Swindon. Trevor Cook is also a supporter of this event and although unable to participate went along to cheer on his son Andrew who was one of the two hundred and seventy one riders. Ross and Helen have several machines in their stable but this combination, and I'm sure you will agree looks really fantastic. They have married up their Enfield with a Retro



Royal side car from Inder Industries hand built in India. Although they have the look, Ross found mounting the sidecar to their Enfield came with it's own challenges but well worth the effort in the end. Now for just a quick reminder, we will be holding the Moonrakers Rally this year from the 4th. - 6th. of July at the Coopers Arms in Pewsey. So a date for the diary, always worth a visit even if you just come along as a day visitor or just join the branch ride out we always look forward to seeing you. Keep smiling.

Steve Higgs. (MNS)



## Branch Report—Mid Shires

Meeting at the Cuttle Inn, Southam Rd, Long Itchington, Southam, CV47 9QZ, on the first Monday of every month at 7:30pm ([www.facebook.com/reocmidshires](http://www.facebook.com/reocmidshires)).



The Mid-Shires branch has recently set up a WhatsApp group to arrange the regular Saturday morning breakfast meets, there is also some additional motorcycle related banter on the group. WhatsApp seems to be a far more efficient method of communication than the previous arrangement of Facebook announcements and bulk emails. Please send an

SMS or WhatsApp message to me on 07909 914345 if you would like to be added to the group.

On the topic of motorcycle related banter on the WhatsApp group, the Flying Flea seems to have divided opinion; some welcome the blend of new technology and retro styling, other members are not so keen on electric propulsion. I was lucky enough to be in Milan to see the Flea launch at EICMA. I love it. I think it will broaden the brand's appeal to younger riders and also riders from more urban areas (FYI; the Mid-Shires branch is based in a rural area so few, if any, of the members have to suffer city traffic on a daily basis).

They wouldn't let me pose on a Flea at EICMA so you'll have to make do with this picture of me sitting on the uber-cool 650cc Bear instead.

Cheers

Matt Little (MNS)



**Branch Report—NE Scotland contact Bob (REtrialer),  
Email - [bob.nes@btinternet.com](mailto:bob.nes@btinternet.com) (preferred) or Tel:- 01651 851569.**

I am waiting a venue to confirm for 22nd February will probably be the 'Gumboots Concept Eatery' by Lonmay (Peterhead) for lunch! Emails will be doing the rounds nearer the time. As our numbers increase it is becoming essential to give an estimate of numbers to many of the venues. Please try and



advise your attendance, or not, timeously. I can confirm 29th March 2025 will be our annual grand lunch, a return to the 'Admirals Inn' at Findochty is booked, menu and further details will be sent out nearer the date. Robert will be coordinating this.

Thinking about runs and activities for the 2025 summer! There seems to be enthusiasm to visit the 2 day pre'65 trial around Kinlochleven at the beginning of May, and a volunteer to 'run' a visit to the R.O.B.E. (Cultybraggan, Sunday 18th May) extended for the weekend. Still short of meeting Saturday ideas. A successful tryout on 30th November, my local community is trying to purchase a 'redundant' church, meantime able to use it for community events. We had a 'film' show from a couple of members of their summer visits to Italy and the Himalayas, open to locals. Went down very well, raised a substantial donation, we are invited back! (Photo of bikes attending lined up outside.) Any club members visiting the area are welcome to join us, contact me as above (we don't bite, many will arrive by car through the winter)!

REtrialer (MNS)



**New Club Merchandise  
baseball caps  
(see page 45 for details)**



## Branch Report – South Wales

Contact: - Gary (Ted) Edwards; [tededwards68@gmail.com](mailto:tededwards68@gmail.com)

Tel. 07900 070717 Meetings; 1<sup>st</sup> Thursday of the month, 1930hrs  
at the Gear Inn, 37 Gear Road, Newport NP20 3GY.

Please see our FaceBook page for event details and fantastic photos.



In October, Richard H and I embarked on a brief adventure to Normandy. We are planning a group ride next May to explore the Normandy landing beaches and some museums. Our stay will be at a Eurocamp, and this trip was to scout the facilities. We enjoyed three delightful days. Unfortunately, on the way back, Richard's rear tyre blew, causing a crash. Thankfully, he only suffered a broken wrist and a few bruises. On

10th November, 11 members, led by Ted, rode to Coleford for the Remembrance ceremony, where they met some of the Bristol branch. They later stopped for a meal at the Coleford Colliery.

On 13th December, we gathered at the Gaer Inn for Christmas dinner. The turnout was impressive. The staff at the Gaer did an excellent job, making the evening enjoyable and the service and food were both outstanding. We even had the soothing tones of Tye, who entertained us with a mix of sing-along songs. On 15th December, we met for a short ride to Chepstow for breakfast at their local Spoons.



Another fantastic turnout. The club is growing stronger, with increasing attendance each month. Paul Rich (MNS)

[www.royalenfield.org.uk](http://www.royalenfield.org.uk)

**Branch Report—South Lancashire**

**Meetings: First Tuesday of the month, 7.30 - 10.00pm**

**Birch Hotel, Manchester Rd, Heywood, OL10 2QD**

**Email:-[chris.robinson1956@gmail.com](mailto:chris.robinson1956@gmail.com) Tel:-07311291906**



First report of 2025. Starting to plan rideouts, and looking back to 2024:

The Poppy-Day Ring of Red was enormous. About twenty of us met at the Birch Hotel, observed the 2-Minutes Silence and then rode on to the starting point... the Birch service station. Joining literally hundreds of others, the ride made a massive red poppy all round the M60. Lots of people cheering us on from the motorway bridges; a great day in spite of the rain.

The Christmas meal at the beginning of December was wonderful, though, a nervous start... would we all be there? The M60 was almost at a standstill. Sat down to eat just 5 minutes late; not bad. We discovered that Aldo, the chef, had retired. He'll be missed for his food and his fun. But the new chef did a great job for us. The Quiz was won by Team Colin/Steve, shown here receiving their S.Lancs prize mugs from Sheila.

Chris Robinson (MNS)

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!

## Branch Report—Lincolnshire

Meets twice a month on alternate Tuesdays during winter months at PJ's Café, Hubberts Bridge, near Boston Email:- [swglincs@hotmail.com](mailto:swglincs@hotmail.com)



The Lincolnshire branch met for our annual Christmas dinner at PJs, so thanks to Jason and Tash for a lovely spread. There's not much to say bikewise, so I thought I'd share our members motorcycle history. Ivan is from Spalding, 72 years old and passed his test at 16 on a Honda Benley Supersport (CB93. 125cc twin).

Currently riding Kawasaki Z650 RS and Triumph Speed 400, both new in 2024. Best bike probably Kawasaki, but difficult to say; Enfield and BMW among special bikes, though the

Honda gave independence to a 16-year-old. John (club contact) 81 years, from Fulletby. First bike BSA M20 and sidecar aged 12! (Farm bike), test passed 1959 on BSA Bantam150. current bikes Hinckley T100, Moto Guzzi Brevia 750 and currently restoring Honda CG125, but best bike is his Royal Enfield 500 EFI.

Enjoys touring Scotland including John O'Groats to home, 581 miles. PS. John certainly has a knack for picking up bargains! more profiles to follow in future editions.

Steve Gibson (MNS)



**Branch Report—Suffolk Meet 1st Saturday of the month at The White Horse Lemons Hill Tattingstone Ipswich IP9 2N Contact Stephen**  
**Tel:- 7939351740 Email:-[stephenjbackhouse@hotmail.com](mailto:stephenjbackhouse@hotmail.com)**  
**OR :- Leo. Tell :- 07397172447 Email :- [leonardnelson111@yahoo.com.uk](mailto:leonardnelson111@yahoo.com.uk)**

With Storm Bert impacting on the Norfolk Branch November attendees, (six brave souls), it comes as no surprise that Storm Darragh would have a similar impact on the Suffolk Branch December meeting.

And so was the case with just six members in attendance. Alan from the Lowestoft region was the only actual Suffolk member to attend both the breakfast at the Crown Claydon and the White Horse, along with myself. I don't let wind and rain get in the way of a good brekkie. The other five attendees were from the Essex contingent. Sadly no motorcycles in the White Horse carpark. The



Branch continues to grow and we have struck up a good relationship and give support to the equally growing Norfolk Branch with a number of our Suffolk members attending their meetings, whilst a number of theirs also make the trip to visit us.

Long may this support of our Branches continue. Unfortunately, with the two named storms that passed across the country during the course of the last two meetings, that has not happened recently. Hopefully better weather for 2025 so we can continue to support each others Branch activities. No activities planned for the New Year as yet, but hopefully some ideas will be forthcoming by the end of winter. If you live in Suffolk or North Essex, pop along and say hello. You are more than welcome and we are a friendly group. Safe riding and let's hope for better weather next year. (*Photos above are "Take 1 and Take 2"*)

Leo Nelson (MNS)

## Branch Report—Devon

The branch meets at the Swans Nest, Exminster, near Exeter, the third Thursday of the month, 7.30 for 8pm start. Andy Lobb, (MNS),  
Mobile no. 07866696381 Email:- [andylobb57@gmail.com](mailto:andylobb57@gmail.com)



Our delicious Christmas meal on the 19th Dec. was a success with 18 members partaking. Everyone said how they enjoyed the evening. The recent addition of a WhatsApp group running along side the Devon branch Facebook group has proved to be a winner, with various ad hoc rides taking place. I myself attended a meeting that stopped for breakfast at the

Exe Valley eatery.

Although there were only 5 of us in number, the bikes represented the range of newer bikes. An enjoyable natter was had with plans laid for future gatherings. Show a man where to get a pastie and he will eat pasties no matter how far away and the further the better! I've been hearing of some epic collections. 😊 Happy New Year to everyone!

Andy Lobb (MNS)



## Branch Report—Wessex

We meet at the Wyke Down Pub, Andover 7pm on the second Thursday of the month. Doug Hopkins Tel:- 07857692445

Email:- [doughopkins@hotmail.com](mailto:doughopkins@hotmail.com)



November ride out was to The Shack transport cafe on the A30 at Hook. This WW1 army hut has been on this site as a cafe for over 100 years. Owned by the Walls family, who used to store their fun fair on site, there is an amazing photo on display of a car which was driven around the Wall of Death with a Lion as a passenger. After a delicious

breakfast we rode on to Field Marshall Montgomery of Alamein's grave in Binstead, before riding down to the Edward Barnsley, Arts and Crafts, furniture workshop at the top of Stoner Hill, Petersfield. On the ride home we stopped for a coffee whilst taking in the view at Old Winchester Hill.

Early December we rode in the Reading Toy Run. Approx. 1500 bikes rode along shut roads lined with spectators to deliver toys to the local Barnardo's children's home. The December club night saw £60 donated to the Air Ambulance. There was also a lot of interest in the Welsh international rally. Mike had already tried to book accommodation, but gave them the wrong date, which turned out not to be the REOC rally but a Naturist gathering. Enclosed photo was taken at the Boscombe Down Aviation Collection, I parked the Hunter by a '53 Hawker Hunter. A Hunter once held the airspeed record for aircraft at 727 mph.



Doug Hopkins (MNS)

**Branch Report—South Oxfordshire**  
**Meeting at the Red Lion, Drayton, OX14 4JB, on the first**  
**Thursday of every month at 7.00pm**  
**Contact: Andrew King ([aking.kds@gmail.com](mailto:aking.kds@gmail.com))**



Well as another year comes to a close our branch finds itself in good health.

We have very successfully relocated to a new home. We've also managed to maintain what is our "chilled ambience", and

have continued to steadily slowly grow. Indeed this merry bunch of riders now has a new insignia, thanks for which should go to Chris in the South Lancashire branch who, out of the blue, contacted me, then doggedly turned our captured thoughts to reality. Hope you all like it?

Despite the weather, ride-outs have been maintained on an impromptu basis, Lawrence in particular keenly leading the charge to explore new café's and rate their full-English offerings (the larger the better)!! Phil has been busy reconnoitring the bi-ways & green lanes of Oxfordshire in preparation for a 'Himmy special' in the New Year (he has promised not to make it too technical!) And Andrew has plans for an 'all things Enfield' ride to Redditch.

Remember you don't need to ride or indeed have a RE to join in with the fun, just pop along to Red Lion and say hi.

Andrew King (MNS).

[www.facebook.com/RoyalEnfieldOwnersClub-SouthOxfordshireBranch](https://www.facebook.com/RoyalEnfieldOwnersClub-SouthOxfordshireBranch)

## Branch Report—Glevum (Gloucestershire)

( Meet first Thursday of month, Farmers Club, Gloucester, GL2 9RG.)

Contact; Russ Williams Email:-[REOCglos@hotmail.com](mailto:REOCglos@hotmail.com)

Tel:-0758 7065 007 or For full report and calendar of events please see our FaceBook page. (below)

With the weather favourable (except for the rain!) ride-outs continued into November. A spur of the moment run to the Baffle Haus, Pontypool, brought out twelve enthusiastic members to enjoy this excellent biker stop - great food too!.

Much interest and discussion was given to a yellow Enfield 'Guerilla 411' which was on display. General verdict - maybe for younger riders?



December 22<sup>nd</sup> was our Christmas Brunch and AGM (at the Farmers, Gloucester. Thanks to Terry and his team for tasty breakfast) ended a successful year. To applause, the branch Chairman handed out awards for:



Highest Mileage, to Ian A (6022 miles); Wanderers, Brian J (to County Durham - and back!); Branch Chairman's Challenge, Tim H (24/24 locations visited);

Hard Luck Award: Charlie M (who managed a very muddy field but not the road

junction); 'Stars' Award, Patrick B and Charlie M. And after that, Santa visited bringing an unusual cake!

Happy New Year to all Enfield Riders from the Glevum Club. Patrick B, (MNS) <https://www.facebook.com/groups/753171522547941>

## REOC UK Welsh International Rally 2025 News

The committee and members of the South Wales branch have been working and preparing for the Welsh International Rally.

15 - 17 August 2025 Baskerville Hall, HR3 5LE

Arrivals from Thursday and full programme of activities on Friday and Saturday, Prize Giving and Goodbyes Sunday Morning.

Cost: Free to REOC members and £10 for non members (refundable if you join during the weekend).

Camping needs to be booked direct with Baskerville Hall (<https://www.baskervillehall.co.uk/> 01497820033) at £12 a night, please mention that you are with The REOC when booking.

**All attendees will need to fill in a registration form in advance.** This is to help us with the booking-in procedure and the organisation. The form will be available on the website. If you are unable to access this you can email the details below to [websitemanager@royalenfield.org.uk](mailto:websitemanager@royalenfield.org.uk)

For anyone unable to fill out the form electronically, please post the information to PRO REOC, 15 Summer Drive. Wirksworth, Derbyshire, DE4 4EL The rally will provide something of interest for all Enfield enthusiasts, whether riders of classic or modern with a wide variety of activities over the weekend. Details will be appearing on the website in the coming weeks.

Could you volunteer? In order to help the event run smoothly we would welcome volunteers from the Club. Tasks include, help with booking-in, marshalling the off-road activities, marshalling the old bike riding, first aid etc. If you would be able to help out for a few hours, please let us know. Please email [reoc.pro@gmail.com](mailto:reoc.pro@gmail.com) if you can help in any way. Thank You.

Name:	
Address:	
Phone Number:	
Email:	
Emergency contact no. during rally:	
Accommodation type:	Tent/Campervan/Baskerville Hall/Offsite
Accommodation dates booked:	
Bike make model and registration number:	
Mileage to rally (on bike):	Rally Number (TBA):
REOC membership number:	REOC branch:

## International Rally Older Enfield Experience

*Do you own an older Enfield? We are appealing to members who own older machines to allow other members to have a chance to ride them. Many current members of the Club will only have ridden the more modern machines. This is an opportunity for Club members with older machines to give these people a chance to experience the joy of riding an older bike. We hope that this may encourage members to buy their own older machines in the future thus helping to ensure the longevity of the 'classic' element of the Club.*

*This would take place on the main drive of Baskerville Hall at very low speeds. Riders would have to show an appropriate current driving licence, insurance and wear suitable clothing. Machines would need to be roadworthy and insured. Please contact: [reoc.pro@gmail.com](mailto:reoc.pro@gmail.com) if you could help us provide this opportunity to keep the Enfield Owners a truly inclusive Club..*

**REOC Welsh International Rally will take place over three days, August 15th/16th/17th 2025, based at Baskerville Hall, near to Hay-on-Wye, Wales.** Baskerville Hall is a stately home converted to a hotel with private rooms, dormitories, a restaurant, a pool and an extensive camping area, surrounded by over 100 acres of forests and fields, and has a lot to offer. Set in the Brecon Beacons National Park, it's a great location for some of the best riding roads in the UK.



More details will be available as we get activities organised, but please see your website for brochure pages, and photographs taken during a recent visit, or go to the Baskerville Hall website. Single, twin and shared rooms are not reserved for REOC, so book early! When booking accommodation or camping, please mention the REOC event.

## Market place

## For sale

**For Sale** Bullet 500 Deluxe 2001 on SORN. 2,000 miles or less, one owner from new. £1,800 ONO. Chris Collar (MNS) Tel:- 07407083023 Norfolk

**For Sale** Royal Enfield Workshop manuals, hand books and parts lists. Ensign to mk11 Interceptor, hard back books, History of various Enfields. 1960 mags. The Gun complete collection. Sell as a collection. Graham Swift (MNS) Tel:- 07779068009 Shropshire

**For Sale** one Vango tent, sleeps three and used only twice. £50. One big frame tent, sleeps six in three bedrooms plus lounge and kitchen area. Quite heavy, FREE to take from Yeovil. Les Carter, (MNS) Tel:- 01935 429814

**For Sale** 2007 Electra 500XS, 'Naked' bike. Black and chrome, Exceptional Condition, 20450 kms. Service record. All MOTs. MOT March 2025, Heated grips, £1250 ono Bingham, Nottingham. Peter (MNS) Tel:- 07810872773

**For Sale** Nicely run-in Green "Classic 350" 1,494 miles, £3,375. One old slow owner from new. Full service history balance of warranty and road side assistance applicable. Nice personal plate and extras. Mobility scooter now required sadly. Don Glover (MNS) Tel:- 015148 26558  
Email:-gloverdonaldalfred@gmail.com

**For Sale** 1963 Meteor Minor Sports. Recommissioned approx. 18 months ago with little use since. New tyres and tubes, battery, (6 volt), coil, leads and plug caps. Indicators fitted as a sensible modification, (can't see hand signals in the dark). Lady owner who has given up riding motorcycles. £3,000.Leo Nelson (MNS) Tel:- 07397172447.

**For Sale** Triumph T100 Bonneville, blue and chrome, 2007, 865cc, last of the carb models, excellent condition for year, 1 owner from new, 10,000 on clock. MOT. ULEZ compliant, extras include centre stand + rear rack. £3,500ono. . Gino Anderson (MNS) Tel:- 07952721416 for details

**For Sale** Speedflow fairing for 1966 Continental GT. Hitchcock's unit, new but never installed due to change of circumstances. Needs a good home with a GT owner. Best offer over £250. Paul Langdell (MNS) Derby.  
tel 07712351095 Email langdell311@btinternet.com.

**For Sale** Hitchcocks Windshield with fixings, Large, Givi (650 Interceptor 350 Meteor) Catalogue No 200315B As New, used only once. £70.00 + p&p  
Contact Terry Bennett (MNS) Tel:-07759069588 / 01227 362254 Kent.

## Market place

## Wanted

**Wanted** Parts for 1953-54 Royal Enfield J2. Looking for engine components, frame parts, fuel tank, and misc. Please contact with availability and pricing. Bob James (MNS) [Normajames987@gmail.com](mailto:Normajames987@gmail.com) 01952 812165 Newport Shropshire

### Advertisements

**These 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. Non- members £5.

**Trade advertisements rates** as follows per issue .

—full page £120, 1/2 page £60.

### GUNS FOR CANCER

I undertook this project of scanning all the Guns from number 1 to present day for "Cancer" as I have lost a few of my closest friends to this disease. I am sure that some of you will also have been touched by losing someone you know to this dreadful illness. As a Bowel Cancer survivor, I am so thankful for the treatment I received. Now that it is near Christmas, perhaps you would like to have all the older GUNS to look through while sitting by the fire sipping your "Wee Dram". Here is your chance! Send me an email and I will send the GUNS in pdf format to you via a google drive link. All I ask in return is that the next time you go in to town and see a Cancer charity shop give a donation of your choosing ..... WHY? ...because **Cancer has no boundaries!** Doug Young



**New Club Merchandise**  
Left:- Long Sleeved T-Shirt  
Right:- CoolTex Short Sleeved  
T-Shirt (see page 45 for  
details)



## Club Calendar 2025 Official Rallies

### The Scottish Rally will be held at Bonchester Bridge Caravan and Camping Park. on May 9th -11<sup>th</sup>

This year's rally is being held in conjunction with the MZ Owners Club. Charges are as follows :-

- camping : £15 per person per night
- camping with elec. hook-up : £17 per person per night
- Motorhome/caravan pitch with elec. hook-up £23 per night - includes 1 person.

Each additional person in a motorhome or van £2 per night. On-line pre-booking a motorhome/caravan pitch is OK. Anyone arriving 'on the day' will not be denied admission, providing pitches are available. If you want to stop over on the Thursday or Sunday evenings then that can be arranged. Note... there are no local shops. The friendly and comfortable Horse & Hound Inn is a very short walk away; it has a small number of rooms available and booking on-line is welcomed. Please contact Alan Thirsk

Email [constellationthirsk@gmail.com](mailto:constellationthirsk@gmail.com) to enable us to coordinate and confirm numbers with the site.

Contact the site direct [bonchesterbridge.co.uk](http://bonchesterbridge.co.uk) to book vans or campervans.

### 2025 REOC Greek National Rally Friday May 30th - Monday June 2nd Chryso, Delphi 330 54 Greece.

Chrissa Camping Rooms & Bungalows  
([www.chrissacamping.gr](http://www.chrissacamping.gr)) Tents or  
rooms inside the campsite Info &  
bookings: [reocgreece@gmail.com](mailto:reocgreece@gmail.com)  
Contact: Andreas Papadakis  
+30 6974805700



### Wiltshire Moonrakers Rally 4—6th July 2025

Venue - **The Coopers Arms, Ball Road, Pewsey, SN9 5BL.**

Register at Email:- [enfieldwilts@gmail.com](mailto:enfieldwilts@gmail.com) Details to follow

## Club Merchandise For Sale

Machine Badge * (stainless steel)	£9.75
Lapel Badge * (red / yellow / blue / green)	£3.00
Cannon Pin Badge * (chrome)	£2.75
Sticker (silver)	£1.50
Screen Sticker * (silver)	£2.00
Sew On Patch *	£3.10
Key Fob * (red / yellow / blue / green)	£3.20
THE GUN Magazine binder (red / blue)	£8.00
REOC 40th Anniversary Lapel Badge	£3.00
Special Run tee-shirt Effortless Speed (cream)	£18.00
Special Run tee-shirt Evolution (blue)	£18.00
Polo Shirt (17 colours)	£22.99
Classic T-Shirt (7 colours)	£19.99
Overhead Hoodie (19 colours)	£33.99
Zipped Hoodie (12 colours)	£36.99
Classic Sweatshirt (14 colours)	£29.49



\*\*\*NEW LINES TO KEEP YOU WARM AND SAFE THIS WINTER\*\*\*

Baseball cap (black, grey, blue)	£18.00
Hi-Vis Exec Vest (orange, yellow, red)	£23.00
Cool T-Shirt (pretty much any colour you want !)	£20.00
Long Sleeved Cotton T-Shirt with sleeve & breast logo (22 colours)	£33.00
Premium Zipped Fleece (7 colours) super warm jacket	£40.50
Micro Fleece (8 colours) perfect for layering	£32.50
Microfibre Neck Snood (black / grey / petrol blue)	£17.00

**Payment may be made by Bank Transfer, PayPal (minimum £10) or cheque**

**To order please ring or email Barbara Harrison** stating the details of your requested items (colour, size etc..) membership number, address, telephone and any special delivery instructions.

Email: [clubsales@royalenfield.org.uk](mailto:clubsales@royalenfield.org.uk)

Tel:- 07973 721208 **Non-UK members please contact Club Sales for prices**

Further details of all items can be found on the members pages of the website



**\*REOC Standard Emblem**





## MAG news ICE Ban

Since the general election there has been an eerie silence on the fate of internal combustion engine motorcycles. The consultation was never resolved by the Conservative Government. There has been no mention by Labour since they took power. The Unions have spoken out about Net Zero policies. There are rumours of 'reform' of the ZEV mandate for cars and vans. But no official announcements or comment on motorcycles is breaking through. This argument will burst back onto the agenda in the coming year. But for now we are simply playing a waiting game. The MCI's fantasy that government can see the sense of promoting motorcycles that denounce the right to identify as motorcycles has taken a solid hit with the bus lane consultation outcome. This government has no policy to encourage the transport choice we hold so dear. The sense that an all-out assault on motorcycling is going to appear through the fog of war is hard to shake.

## Looking forward to 2025

We are already working on some significant plans for the coming year. Enjoy your seasonal festivities while you can and ensure that you enter the New Year with renewed energy and purpose. We are going to need every ounce of strength and fibre of resolve to get through the coming year. Every rider must do their bit. We must turn the negative tide that has been so clearly revealed over the last year. Let's face it – even the editor of MCN has felt moved to write to her MP. Things must be getting dire!



**Club Merchandise**  
**Sew on patch**

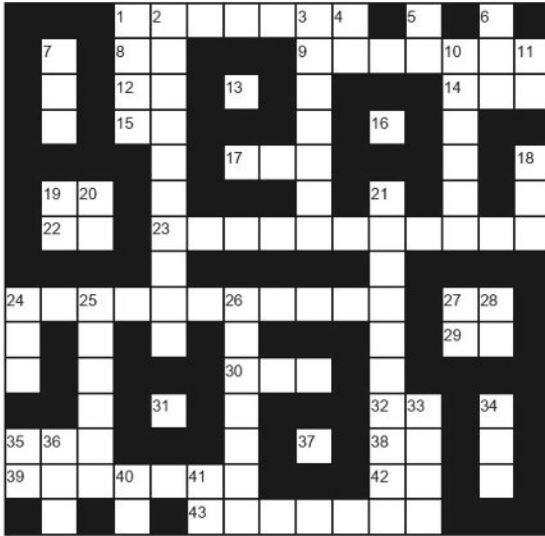


**For details see**  
**page 45**



**Machine badge**  
**Stainless steel**





**ACROSS**

- 1 Bike: Royal what?
- 8 Put "&" inbetween... it's Casualty
- 9 EACH LIT (anag.) Moral, principled
- 12 Opposite NE
- 13 Starts *Royal*. With 16,31,37, our Club
- 14 I have, He, she, it ???
- 15 Eliot's initials
- 16 Morse code, just one dot
- 17 What you hear with (singular)
- 19 Periodic table: Beryllium. Symbol?
- 22 Argon. Or, Augmented Reality
- 23 Energy from batteries, dynamos etc.
- 24 The land and scenery of a rural area
- 27 British car maker, later Rover Group
- 29 Internet Protocol (abbreviation)
- 30 Mind the *what?* Set spark plug *what?*
- 31 Looks like nought. Very round letter
- 32 Much shorter than San Francisco
- 35 ??? your loaf!
- 37 A letter often used to mean 100
- 38 Système international d'unités
- 39 A one-wheeled vehicle. Bike's 'chair'
- 42 Abbreviation for *Enrolled Nurse*
- 43 Composer of *The Blue Danube*

Well done to all who entered last time. Only one can be drawn from the hat, so keep them coming! **The Winner :- Gilbert Davies (MNS)**

**DOWN**

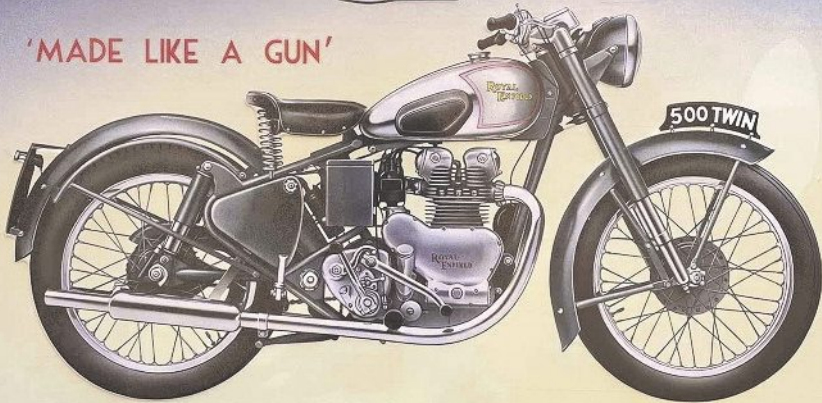
- 1 India: to the west or east?
- 2 People/shops selling papers, mags
- 3 A young hare
- 4 Symptom of alcohol withdrawal
- 5 American soldier
- 6 American equivalent of the AA
- 7 PSI equivalent. Or order drinks here
- 10 ? con carne. Not chilly!
- 11 Legal: *Locus sigilli*, Latin. Place of seal
- 13 Last letter of *Bear*
- 16 Before 'eck! And, indeed, starting it
- 18 Be careful on such roads; water 0°C
- 19 Abbreviation for *Bachelor of Arts*
- 20 A & E / Casualty: USA equivalent
- 21 An older word for *radios*
- 24 It changes rotary motion to linear. Etc.
- 25 Typical football team name: All together
- 26 Other spelling of yogurt
- 27 Prefix meaning 2, or, in 2 parts
- 28 A vinyl record, played at 33½ RPM
- 31 Sounds like "Oh!"
- 33 They help fish to swim/engines to cool
- 34 British TV/radio broadcaster. No ads!
- 35 Even shorter than USA
- 36 RE boss Mr Lal's first name
- 37 At the beginning of Club
- 40 Abbreviation for Electric start
- 41 Meaning "*the same*". Eg: "Do ?? I do"



The Committee have agreed to a year's free membership for the Competition winner. The Competition is limited to Club members, one win per member. Membership Secretary will inform the winner 'drawn from a hat': Name in the next Gun. Send your entry, name & membership no. to arrive before the contribution deadline, as shown in this issue of The Gun. Photos to:- [chris.robinson1956@gmail.com](mailto:chris.robinson1956@gmail.com) Originals or photocopies to:- Puzzle Master, 63, Shaw Road, Stockport, SK4 4AL

# ROYAL ENFIELD

'MADE LIKE A GUN'



THE ENFIELD CYCLE CO. LTD. HEWELL ROAD, REDDITCH, WORCESTERSHIRE, ENGLAND

*The Original 500 Twin (above) and the New 650 Classic seen at the Milan Show. The seat and the mudguard support, the frame loop, even the mudguard all look very like the Original.*

