

THE GUN

The magazine of the Royal Enfield Owners Club



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Issue No. 306



April/May 2025



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Page	Contents
2	Advert
3	Contents
4	Editorial
5/13	Write Away
14/15	Facebook Findings
16	Obituary
17	Book review
18	Machine Dating/Hitchcocks
19/20	A Proud War Record
21	New Promotional leaflet
22	E.C.M. Tours advert
23/25	The Nimble Nine
26/37	Branch Reports
38/39	REOC Int. Welsh Rally
40/42	Club Calendar
43/44	Market Place
45	Club Merchandise
46	MAG News
47	Crossword

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



The logo for Royal Enfield, featuring the words "ROYAL" and "ENFIELD" in a stylized, bold, serif font. "ROYAL" is positioned above "ENFIELD", and both are in a reddish-brown color with a slight shadow effect.

“**THE GUN**” is the official magazine of The Royal Enfield Owners Club. published bi-monthly and distributed to paid up members. It must not be reproduced in any way without the consent of the Editors. Views herein are not necessarily those of the Editors or of the Committee. The Club makes no representation as to the content, the accuracy or viability of advertisements nor the commercial articles, nor for the offerings of third parties.

Front Cover:-

New member Mike Wherry's new love

EDITORIAL

Hello All,

By the time you're reading this issue, the clocks will have "gone forward" and a new season will be upon us, with Easter just around the corner. That means longer hours of daylight, at last, so there's no excuse for not getting out on your bike and enjoying that refreshing Spring wind in your hair (for those of you who have any hair!)



The Club Calendar is filling up and we have rallies aplenty from May through to October so there has to be something to please everyone. If rallies aren't your thing, then there are numerous Branch meetings you can attend and meet up with like-minded members.

Please note the amendment to the advert for the National Rally in Wales on Page 38 as you might need to readjust your plans.

I've just been introduced to the T.V. programme "Death In Paradise" by my granddaughter who loves murder mysteries. Would you believe it? One of the forms of Police transport is none other than a Royal Enfield 500 Bullet with a Watsonian Grand Prix sidecar! It was great to see it on screen!

Paula (and the cutting room boy) - if you know, you know!

Have Your Say !

Proposals for the 2025 AGM.

What do you want from your Club? Submit your proposal by April 30th either by email to the Chairman at chairman@royalenfield.org.uk or directly on the website form at <https://www.royalenfield.org.uk/members-area/proposals>

All contributions for next issue to reach the Editors

By the **1st May 2025**

Next issue published **June 2025**

Write Away — Bedouin,

This my “Bedouin” that has been all the way round Route 1 in Iceland (with an dealer service stamp from Torshavn in the Faroe Islands) and has been to to and through (well for 2 days) the Sahara desert. It now has YSS rear shocks as the Honda ones in the picture were over sprung and under damped. I use it at the ABR Festival every year and will take it to Australia at some point to do some of the famous outback tracks. Barry Vincent (MNS)



Dear Editor

You allow Peter James Insurance to advertise as a specialist insurer for Royal Enfield with a range of exclusive benefits for REOC members. I rang them for a quote for my 2021 Interceptor. They were 4.5 times higher than my existing insurer BikeSure! They aren't interested in insuring the modern Enfields, only the Classics. Please be aware...

Best regards

John Elliott (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 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!

P.S. You can also have a photo included in your For Sale/ Wanted Advert as we do not have space in the Gun for a photo.

Write Away — More on the Electric Start

I would like to respond to Eddie Brant's letter in Gun 305 on electric starters



as I am working on one for a Constellation myself. I call it a Constellation but that isn't strictly accurate. I built this bike in 2010 from parts left over from an earlier Enfield project. I had a Constellation engine and various parts, bought a frame on ebay, probably from a 350 Bullet, and built this bike for classic sprinting. It has metal profile forks in Suzuki by

Yokes, with a Norton hub, the rear hub is Suzuki GT. The clutch is from an early Hinkley Triumph and converted to belt drive. I bored out the engine to 850cc using Triumph t140 pistons and an Interceptor crank. In this form, I got fastest in class at the 2014 Houghton Tower sprint. In 2015 the crank broke.

I rebuilt the engine to 800cc, using a 700 crank, Yamaha xs2 pistons and Renault Cleo con rods.



I ran for about 2 years but never

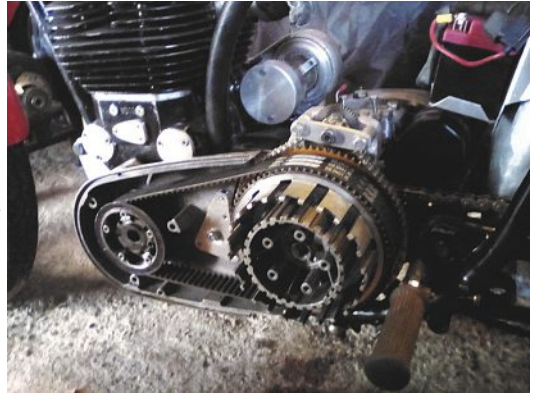
quite got the same times. In 2024 the licencing rules for sprinting changed, so over 70's could compete in a day licence. The old bike was dragged out and



ran again, not the fastest now, but not slowest either. Although I have roller starters in the paddock, they can keep you waiting a long time in assembly, and I worry about overheating. Kick starting the 800cc high comp engine is now very difficult for me, so a button on the handlebar would be very handy. I have a starter, intermediate shaft and sprag

Write Away — More on the Electric Start

clutch for a Honda CBR600, so I am trying to fit that. I've fitted the sprag clutch to the back of the Triumph clutch, and driven it with go kart chain. This chain has a weird pitch, is very cheap, and comes with a wide variety of sprockets so is ideal. I have 9t driving 80t, the very low ratio is necessary to compensate for the primary ratio. I have a 1/4" steel plate between the engine and



gearbox for the correct belt tension. Welded to this is a frame to carry the starter, and also an outrigger bearing for the gearbox shaft. I consider this essential for the big twins.

I am still rebuilding the bike so I don't know yet if it will work, but I've had the engine cranking with jump leads. If it's successful I will send an update to the magazine, with photos of the complete bike. *(End of part one)*

Regards, Ian Munro (MNS)

Branch Scribes please remember to inform the Branch coordinator J. Barnard if you change your Branch meeting venue or your meeting times.

Send your new information to

Email :- branchcoordinator@royalenfield.org.uk

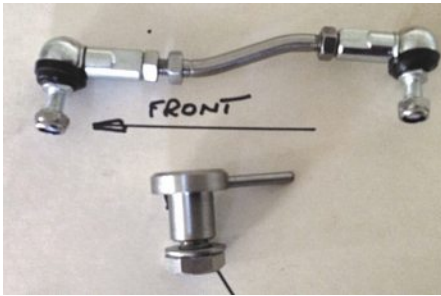


Club Merchandise
Left:- Full Zip Heavy Fleece Jacket
Right:- light weight fleece for layering (see page 45 for details)



Write Away — G'day to you all from a new member.

I am an Australian currently residing in Scotland and have recently purchased a brand new Royal Enfield Meteor 350 Fireball Red. (see front cover)



In my day I have owned a lot of bikes, over 30 by last count and was introduced to the RE brand by my Father-in-Law. Previous models owned were a 500 Classic in Brisbane, which I sold to purchase a house in Tasmania, a Meteor 350 Supernova Brown that I sold to a mate prior to moving to the UK and a 350 Classic Halcyon Black that I

ordered prior to arrival here. This one had to go due to financial reasons at the time. All were bought new and all were fine machines, but my favourite are the Meteors. I searched for a new Supernova Brown UK wide but none were to be had and one morning I realised that I would rather have the red Fireball. I located one at AMR in Glasgow and the deal was rather painless, certainly a pleasant experience buying from them.

Opinions can vary per person, but having owned both a Classic 350 and now 2 Meteors, I prefer the Meteor, it simply feels better in the corners and you sit in it rather than on it. I like the styling, and despite it being considered a cruiser, it feels very much like a Roadster on the road. The only changes I have made (the Tripper SatNav came with the bike) is fitting a pillion back rest and replacing the forward control link arm with a kit off ebay for 36 Quid. It is made of stainless steel and removes any



play from the gear selector and does the trick. (See photo's attached). Much has been said about the power and top speed of the new 350's but that unmistakable lilt of the long-stroke single cylinder and quality ride and feel is pure Zen.

Mike Wherry (MNS)

Write Away — 1000 Miles on Royal Enfields Discovering Rajasthan's Hidden Treasures

Kate and I have always considered ourselves more café racer than adventure bike riders, so it was more than with a little intrepidation that we planned to explore India's traditions and culture by touring Rajasthan on Himalayan 411s with a small group from our Glevum Branch.

Through a good friend, Henry, and our French RE brethren, I made



contact with Sandeep Agarwal, Owner and Founder of Passion India Tours and Travel, based in Jaipur. Sandeep had hitherto plied his custom mainly in France, and elsewhere, but was the perfect host, and I whole heartedly

recommend him and his company to you. My intention was not to make this tour one of endurance and pain, where you can become slaves to the miles, but rather of education, experiences and jollity. This tour was intended to be one of discovering the real India, so our chosen itinerary kept us away from the main roads (where possible) and took us through varied and wonderful terrains from deserts to mountains,

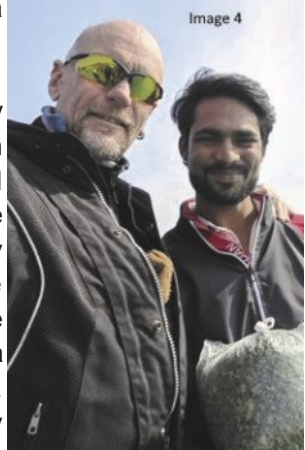
farmland to forests, villages to forts and palaces. On arriving in India, we allowed ourselves two days of acclimatisation which included visiting the

Amber Fort, Gavind Devi Ji temple as well as taking part in the famous Rajasthan Kite Festival, which we did from the rooftop of Sandeep's home, with his friends and family, Mirelle, Kate and Claire with some of Sandeep's family. (image 1) It was an evening that will live long in the memory. Kate rode, Mirelle and Claire were pillion with Andy and Ski respectively. Our riding began on Day 4 of the 14 and was a baptism of fire; traversing Jaipur City during



Write Away — 1000 Miles on Royal Enfields Discovering Rajasthan's Hidden Treasures

rush hour required a steely constitution along with a good dose of *laissez-faire*. The intrepid riders; Kate, Andy, Ski and myself on our Himmys 411.(*image 2*) We were supported throughout the ride by a very experienced and likeable professional rider, Manish Saini (*image 3*), who also rides for Royal Enfield India. Manish would police our progress through the more difficult periods. The team were supported by a capable mechanic Shakeel with Ski (*image 4*), the driver of the support minibus Shankar and of course Sandeep, our facilitator. Of roads and road craft; a view from the saddle reflecting on the whole trip. Roads in India that carry the 'traffic', not necessarily



a word that translates easily from English to Hindi, is an assault on the auditory, visual senses, and often olfactory when you pass a rotting corpse of an animal on the verge or a public convenience. Two streams of uncoordinated chaos that often, but not exclusively, go in the same direction, most of the time, account for what is loosely termed traffic.

Lorries, cars, buses, motorcycles and other questionable non-mechanical road users such as camel-drawn carts, loose camels, water buffalos, cows, goats, wild dogs and monkeys pass us on either side without any understanding, heed, or indeed need, for codes or laws. Your cognition also takes somewhat of a pounding as you attempt to achieve 360 vision within a short space of time, focusing in every direction at once. Perception and assessment of risk, often based on our own past experiences that for me, personally, excluded monkeys, camels, elephants, large Hindu Weddings Celebrations (where all were dancing to the very noisy band), and Funeral possessions where the unfortunate deceased was being carried shoulder high on a bamboo frame. Split second decisions albeit at fairly slow speeds; 80 to 100 kmh on the main roads, perhaps up to 40 kmh in villages and snail pace in cities was required at all times. Vigilance was key. I say past experience as, on the fast downhill stretch of the dual carriageway to Udaipur on Day 9, two very angry and large water buffalos were having an argument, over which I have no idea, on the very narrow central reservation. This was not something I had experienced before on the rural roads of Gloucestershire, or even in Wales. Kicking up dust and debris, as they were charging and head-butting each other, pure aggression as prime sirloin flank

Write Away — 1000 Miles on Royal Enfields Discovering Rajasthan's Hidden Treasures

Praying to Om Banna's spirit and with a bottom quivering hip flick, I was past them. Surprisingly, and in the land of the horn, there wasn't one single blast



on this busy road from any other vehicle. Why should there be? Buffalo's do not understand the reason for its use, which they have in common with most other road users. To add further adrenaline to this heart stopping moment the ABS on the bike was, at this time, deciding to work, or not, as it pleased; something that was later repaired. But this system of traffic works. As we were told several times from different people you need three things to ride safely in India: good brakes, good horn and good luck! Each time we were regaled with this anecdote the teller would burst into uncontrollable laughter, that really did not inspire

confidence. That said, I saw no aggression, no road rage (other than from animals), only an acceptance that everyone was in the same situation and getting angry will not help one little bit. Something that we can all perhaps learn from. Once clear of Jaipur the roads became rural and even non-existence in places (but as Sandeep explains 'yet to be built') before we reached our first destination; Pushkar, an important pilgrim city for Hindus and home to the only temple in India dedicated to Brahma. Overnight at Pushkar in Majestic tents with en-suite facilities, a must for persons of a certain age.

The following day we travelled through villages, along country lanes, visiting a rural brick factory, Rat Temple at Deshnoke (yes full of well-cared for rats who are worshipped; Worshippers bring food and milk for 1000's of rats inhabiting this temple. *(image 5)* End of day 5 (which was the longest ride at 172 miles) saw us pull into a beautifully maintained guest house; Siana Sojourn in the village of Siyana Bhatiyar. Here we had hot showers, a scrumptious meal, accompanied by local musicians, roaring fire pits and wine and very comfortable beds. *(image 6)*



Write Away — 1000 Miles on Royal Enfields Discovering Rajasthan's Hidden Treasures



The days would follow similar formats of a hearty breakfast, ride for between an hour to two, before stopping for Masala Chai, a tasty and traditional lunch or a point of interest which Sandeep (who accompanied us throughout the ride) always managed to gain access; brick factories, fenugreek processing, local factories and craft places, schools and so

on, before finding ourselves overnight in a palace, fort or camped in the Thar desert. (image 7) - re-mounting after a lovely cup of Masala Chai, I'm unsure why I hear the title theme from the film, 'The Good, the Bad and the Ugly',



Day 6 saw us ride into the Thar desert, an arid, chilly region, the low temperatures took us all by surprise and was not what was expected at all. After dropping the bikes off at the wonderfully named Clark's Exotica Hotel (fortunately it was out of season), we travelled by jeep to the desert itself undertaking a jeep safari, a camel ride (image 8) Along with Sandeep, far right and appropriately dressed, we toasted the sun sinking behind the dunes with a local delicious Rajasthan rum which was made from caramelised sugar cane, (image 9).



End of Part One

I am currently planning a tour of Southern India, Kerala, in February 2026. If anyone is interested as either a rider, pillion or travelling in the luxury minibus, please feel free to contact me Russ Williams (MNS) Tel:-07587065007 Email:-REOCglos@hotmail.com

Write Away — 'Helping Homeless Veterans UK'

I've been riding motorbikes since I was 15 and always had a bike but for a majority of the years it was a tool for commuting etc. and not the means to an adventure. So it was when I turned 60 and the commuting days were over that I realised time was passing by, and quickly, and that I needed to push my boundaries. I had at a similar time joined up with the South Oxfordshire group and met up with a guy who is a keen rider and confident tourer. He encouraged me to go on a 10 day group trip to France (Battlefields etc.) followed by a club trip to mid Wales. I then did a lone trip to the Lake District. I had a great time and on the group trips and club meets I re found that blokey



banter thing. In 2024 my Himi 411 became my only bike and besides a club trip and lone trip to Wales my touring colleague and I planned a Himi ride into Europe. We rode together to just beyond Munich where he turned left and carried on down to the RE gathering in Greece and I turned right and rode through Austria, Switzerland and France.

So where is this story going ? Well I spent 23 yrs. in the RAF, leaving in 2002, I have donated to the RAF Benevolent fund every month since I joined up aged 17 1/2. I have had a comfortable life since leaving the RAF and was even head hunted for my first Civvy St. job! and I've made donations to service related charities over the years. So in May as one of my trips this year I thought I'd do a lone LEJOG (Land's End to John O'Groats) and tie in with a charity. I know there are people who leave the services and find it very hard to re-integrate into Civvy St and end up on hard times, homeless and not helped so I am hoping through the kind members of the REOC (others will be badgered too) to raise some money for 'Helping Homeless Veterans UK'. Check them out here [hhvuk.org](https://www.hhvuk.org) They have helped over 700 people so far and the team are all volunteers. Do please consider a donation through this just giving link: <https://www.justgiving.com/page/phil-winning-1>

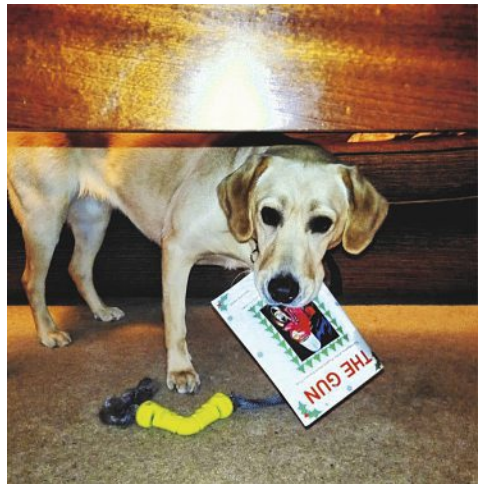
Kind regards and many thanks, Phil Winning (MNS)

Facebook Findings



Last October Bob Murdoch was rather pleased to reunite Nigel, an Ex-Redditch test rider with a 1964 New Bullet 350. Nigel was the only tester to put several thousand miles on the one prototype machine, and had never seen a production version, having left the factory in 1962. Apparently it was his favourite Royal Enfield.

Anna, Jak Lemon's guide dog puppy in training, obviously has good taste in motorcycle literature. Or perhaps she's a "Gun-dog" in the making?



Bill Grigg stopped to admire the scenery, and ducks, in St. Fillans at the end of Loch Earn. The ducks were not impressed that he hadn't anything for them to eat!

Facebook Findings

Back in the sixties Dick Tym bought a 250 continental but being a youngster he soon converted it to a cafe racer. Several years later he saw it at a Brit Bike day at the Ace cafe but couldn't find the owner. It had been returned to standard. I wonder if the owner of KMX 55B is on here or if anyone knows of it?



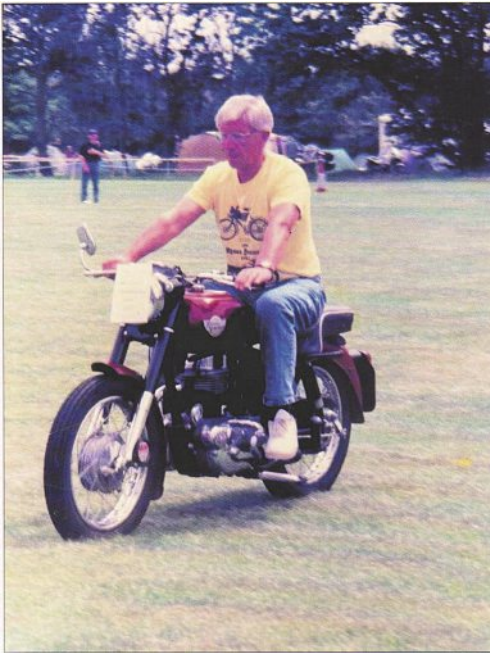
This is Keith Facer's photo of his 500 Bullet Trials replica at Porlock in Somerset.



Mick Swidrak took advantage of a few week's away from sunny Yorkshire. He put his little 350 through some serious trail riding in the Spanish mountains of Andalucia.



OBITUARY



Ramon John Cound (Ray)

Ray, a stalwart of the Royal Enfield South Midlands Branch, has died. He had suffered poor health for some time. Ray, together with Ray Tew, started the club branch in the late 1970s, and Ray was the treasurer for 18 years. Ray was meticulous in Royal Enfield motor cycle rebuilds and had excellent carpentry skills as well.

He helped me out a few times, sorting out a Crusader. He also restored a Royal Enfield bicycle, which was destined for a skip, and which I now have in my collection and have taken to shows. Ray will be very much

missed by his wife Vida, family, and club members. Ray is in the photograph on page 24 of the February edition of the Gun, at the far left, outside the old Royal Enfield building.

John Budgen (MNS)

Recently moved house? Left a forwarding address?

OR Is the Gun still being delivered to your old address?

Or perhaps to Mum's house?

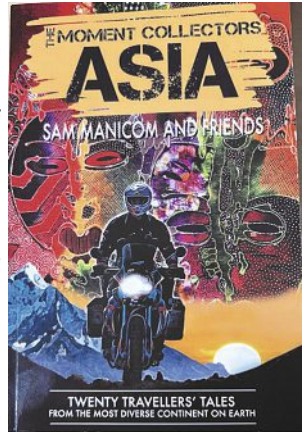
Have you informed the relevant person?

For any "change of address" / Gun distribution queries

Please contact:- magazinedistribution@royalenfield.org.uk

Book Review — The Moment Collectors Asia

This is an absolute treasure trove of a book! It contains 20 motorcycle adventure stories from 20 different authors, both novice and experienced, from 9 different countries.. Connected by a love of motorcycling, the stories written will have you travelling from the heat of Asia to the snow topped mountains of Nepal, from the backroads of India to exploring Korea, from the Burmese forests to the extreme cold in Siberia and much more!



The roads travelled are asphalt, gravel, sand and mud to some of the remotest parts of the world. Then there's the dense traffic of some Asian cities to add into the mix. The authors share everything, good and bad, uncertainty, fear, tiredness, pain and laughter. They have discovered a way to see the world in a unique fashion and they let us ride with them and enjoy their stories as much as they have. Several ride solo, some in pairs and a couple are "two-up".

This is a definite must read, but have a bookmark handy as it does take a few sittings (in fact 347 pages worth!) This is the second book in The Moment Collectors series and is available from bookshops, as a paperback and Kindle at Amazon, or direct from www.sam-manicom.com

Paula Young (MNS)



Club Merchandise
Left:- Long Sleeved T-Shirt
Right:- CoolTex Short Sleeved T-Shirt

For details see page 45



Club merchandise
Left is the new neck snood

Right is the new Zipped Hoodie sweatshirt

For details see page 45



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

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.

ROYAL ENFIELD



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web: www.hitchcocksmotorcycles.com email: info@hitchcocksmotorcycles.com



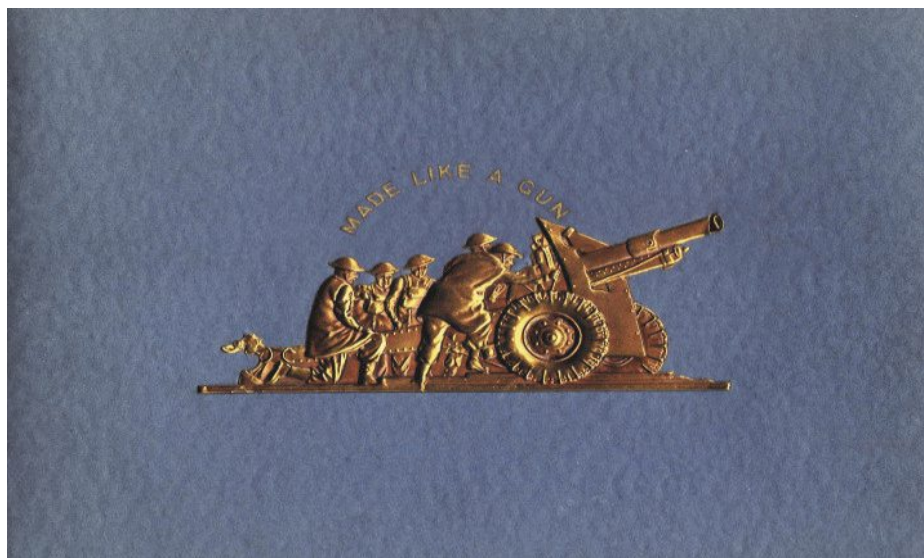
Hitchcocks Motorcycles

Tel: 01564 783192

Rosemary Court, Oldwich Lane West, Chadwick End, Solihull B93 0EY



A Proud War Record — part 1

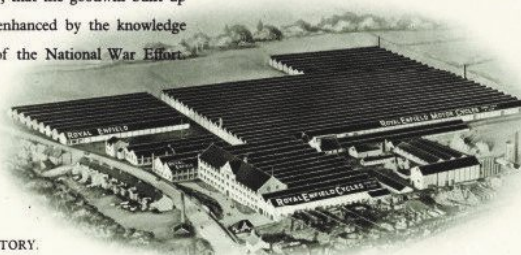


RECORD OF ACHIEVEMENT

FOR many years the expression "Made Like a Gun" has been the ROYAL ENFIELD slogan. The accuracy and high-class workmanship necessary in the manufacture of a gun have always been the targets aimed at and achieved by the Enfield Cycle Company and the ROYAL ENFIELD slogan has become the hall-mark of efficiency and satisfaction in the cycle and motor cycle world.

When the war started, ROYAL ENFIELD Bicycles became more and more difficult to obtain, while Motor Cycles and Motor Lawn Mowers disappeared from the market altogether. The question was often asked "Why, when it is possible to obtain the products of other makers?" The answer is that the Enfield Company concentrated the whole of their resources on the production of specialised equipment required for the prosecution of the war.

This meant losing touch with thousands of satisfied customers for whom the Company catered before the war. It is hoped, however, that the goodwill built up by years of service will not be forgotten but will be enhanced by the knowledge that the firm devoted everything to the furtherance of the National War Effort.

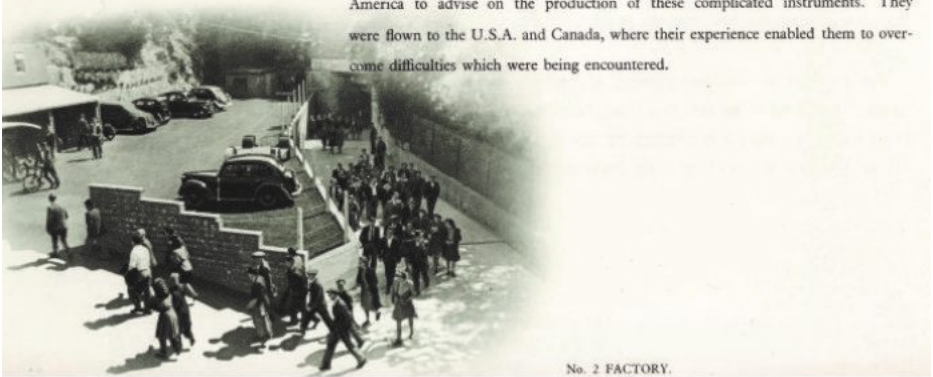


No. 1 FACTORY.

A Proud War Record — part 1

It is felt that it is an honour that the Enfield Cycle Company should have been called upon by the Authorities not only to make tens of thousands of ROYAL ENFIELD Bicycles and Motor Cycles but to direct their organisation and technique to the production of highly specialised instruments, the manufacture of which requires an engineering ability far beyond the scope of normal peacetime commercial production.

This firm was so successful in the quantity production of Oil Units—a task which had never previously been attempted—that in 1942 they were asked to send their Works Manager and the foreman of the Oil Unit Assembly Department to America to advise on the production of these complicated instruments. They were flown to the U.S.A. and Canada, where their experience enabled them to overcome difficulties which were being encountered.



After the 2nd World War The Royal Enfield Factory produced “Special” booklet and gave one to every employee. In the envelope that the booklet came in, it said “With Compliments of the Enfield Cycle Company Limited Redditch”

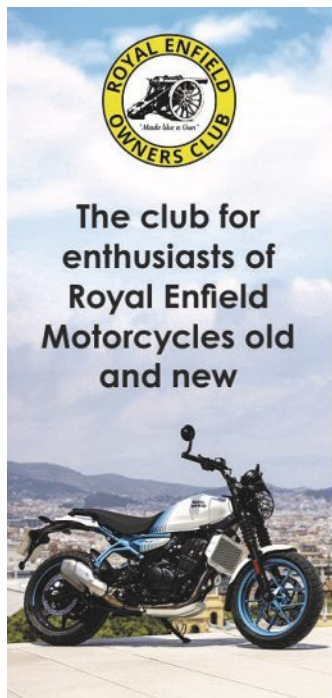
I particularly like the front cover with the embossed 25 pounder Gun, As I have actually fired one. Ed.

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!

www.royalenfield.org.uk

New Promotional Leaflet



The club has had some quality promotional leaflets printed. The idea is that they will be sent to branches who can then distribute them at shows, to motorcycle friendly cafes, local dealers or to Enfield riders they meet.

There is a space for a sticker with local branch details.

Please could local branch contacts email me with: How many copies you would like, what you would like printed on the sticker, what address you would like them sent to? Thank you.

Jak Lemon reoc.pro@gmail.com

Did you know? *that The Royal Enfield Owners Club had sponsored 5 yards of land situated at the National Motorcycle Museum, Bickenhill, nr Birmingham, West Midlands on the 24th of January 1985.*

Club Contacts:-

Chairman — Bob Murdoch — Email:- chairman@royalenfield.org.uk

Treasurer — Gary McClure — Email:- treasurer@royalenfield.org.uk

Social Secretary — Neil Davis — Email:- socialsecretary@royalenfield.org.uk

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Archivist — Bob Murdoch — Email:- archivist@royalenfield.org.uk

Machine Dating —John Dove— machinedating@royalenfield.org.uk

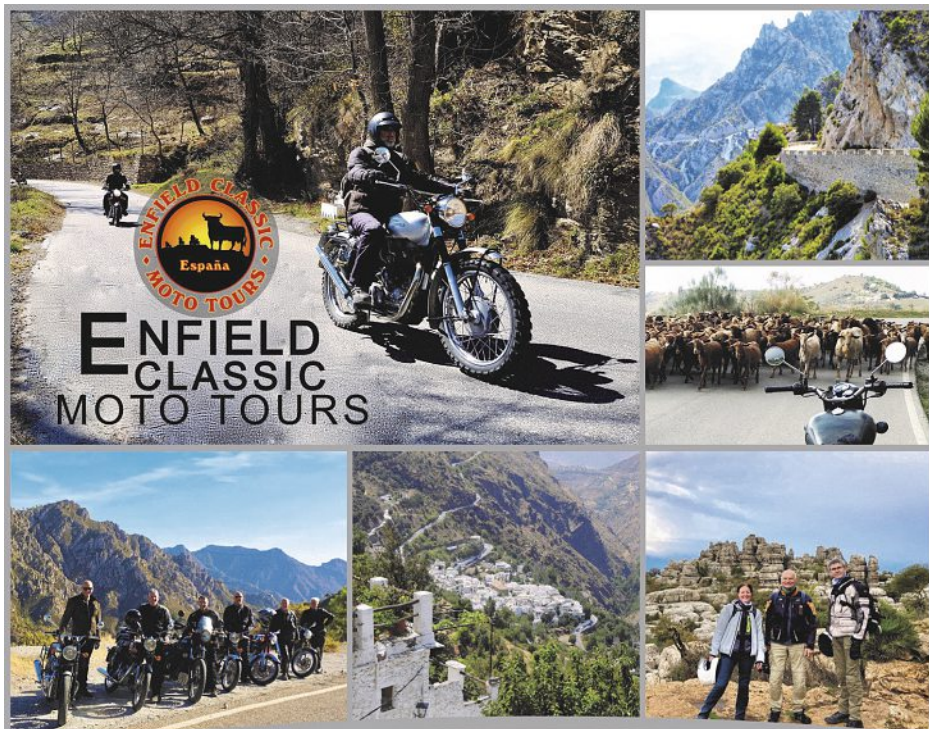
Committee Members

John Barnard (above), John Dove (above), Sean Keogh (above)

Jak Lemon (guzzilemon@googlemail.com),

Patrick Hurley (cowpat17@yahoo.co.uk),

We are still needing a General Secretary.



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The Nimble Nine — It was twenty years ago (Gun 186 2005)

If you can't beat 'em, you may as well join 'em.

That was the thinking I had to embrace as I stood on the sidelines watching my husbands interest in veteran cars develop.

Following a Car rally in Bristol in 1983, I decided it would be a good idea to "join the Club" and have a car of my own. So the hunt was on. Action was taken quickly and following an advert in the Gazette in May 1984. I received a telephone call from VCC members Mr. and Mrs. Reg. Hawkins. A journey down to Somerset followed and I became the owner of a 1913 Enfield Nimble Nine which had been christened "Caroline". It has proved to be an ideal ladies car - easy to drive, simple and straightforward,

The car has been known in the Club for a number of years and was campaigned by Mrs. Reg Hawkins and, prior to that, by Mr. D W Gough of Cheddar. He had Caroline during the 1950's and, along with the car came details of the valuable work she did in raising thousands of pounds for charity

After some work had been undertaken on the car, and I had more or less mastered the art of double declutching, I entered my first rally — the North East Main Event in July 1984.

"Made Like a Gun" was the proud slogan of the Enfield Cycle Company of Redditch. Before they became involved in cars, they were well known as armament and cycle manufacturers. The Lee Enfield Rifle was a formidable weapon in World War I. It was back in 1900, however, that they produced their first vehicles. These early tricycles and quadricycles generally used DeDion engines, although later the company produced their own power units.

Around 1906, the company introduced a six horsepower single cylinder motor car, again with a DeDion engine. At this time the car manufacturing side became a separate entity trading as the Enfield Autocar Company

From their Redditch, Worcestershire factory came larger models — a 16/20 horsepower and a 24/30 horsepower. These four cylinder cars did not have a long production run and the Company was later acquired by rival Alldays and Onions. Badge engineering was introduced and between 1906 and 1910 Enfield versions of Alldays cars came along. A 30/ 35 horsepower Enfield with a six litre engine was in production in 1909. Perhaps because of its lack of success the company turned to smaller cars.

The Nimble Nine — It was twenty years ago (Gun 186 2005)

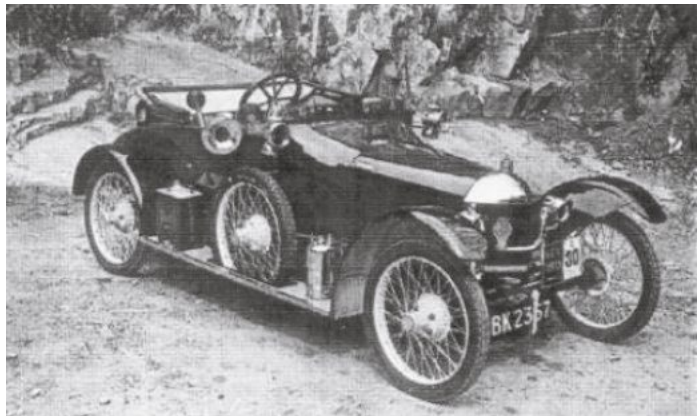
The Nimble Nine was introduced in 1913. Its 9 horsepower four cylinder monoblock engine of 1300cc gave a lively performance thanks to the lightweight construction of the car. The chassis comprised of tubular side and cross members which enabled the engine to sit low down giving an almost underslung appearance.

Drive is through a conventional 3 speed gearbox and propeller shaft to a Worm & Nut rear axle. Accessibility was a feature of the design. It was claimed the clutch can be dismantled without disturbing the engine or the gearbox. Ignition is by means of magneto.

Detachable wheels are fitted making for easy changing in the event of a puncture. The low lines of the car lend themselves to the sporting two seater torpedo body which was manufactured by Enfield themselves,

A number of attractive touches include the semi frameless windscreen which is adjustable for rake. The prominent bullnose radiator has a good capacity and badged with the "Made like a Gun" slogan.

Priced at £158, sales were encouraging and it is rather surprising that my car appears to be the only known survivor of this model. The car has a good history of significant rallies by its various owners. In 1950 Mr Gough entered the car in the Belgian Veteran Car Rally, an invitation event by the VCC of Belgium. When in the ownership of Mr. and Mrs. Hawkins the car was frequently driven in Holland and I understand has had the honour of carrying Prince Bernhard of the Netherlands as a passenger.



The 1913
Enfield Nimble
Nine "Caroline"
in her glory at
the Cheddar
Gorge

The Nimble Nine — It was twenty years ago (Gun 186 2005)

In June 1986 I entered "Caroline" in the 100 Jahr Automobil FIVA Welt Rallye in Germany driving from Mannheim to Stuttgart via Baden Baden and the black Forest. "Caroline" performed well and we brought home a trophy for gaining third platz in the "Damen Team".

Last season's events saw "Caroline" affected with a number of problems, particularly in the region of the back axle. On the Scottish event I was plagued with oil getting onto the brakes which was rather disconcerting and resulted in the car not being used for the last two days.

Despite these difficulties and other problems in previous events, I was very pleased to have been awarded the Lamb Cup for 1993. With the prospect of the John O'Groats to Land's End event this year, my husband's idea was that he would enter his single cylinder Rover and I could compete against him in the Enfield. Some serious work was therefore needed over the winter months.

I understand that the back axle has been completely rebuilt with new gears and modern oil seals and the engine has been rebored and fitted with new pistons. The Car is certainly running better now than ever before. As usual. completion of the work was last minute but the final touches were put to it and the car was confidently transported to Carlisle for the special Jogle train.

My friend Jane Else made us an all-girls team and we enjoyed a fairly trouble—free run. No problems from the back axle, little oil consumption, the only hitch being a leaking radiator which was skilfully repaired in Dumfries by Richard. When he set about the radiator with a blow torch and removed a good part of the core I wondered what was happening. However, it was perfectly repaired and we had no further troubles and managed a Class 3 win.

Driving an old motor car is a most satisfying experience and I would encourage more ladies to take part in rallies. Why put up with our husband's criticism of our navigating when we can get behind the wheel ourselves and show that not only can we join 'em but can beat 'em as wen.

Grace Payne, St Asaph, Wales

www.royalenfield.org.uk

Branch Report - Suffolk. Meet 1st Saturday of the month at The White House Lemons Hill Tattingstone Ipswich IP9 2N. Contact Stephen Tel :- 07839351740 Email :- Stephenjbackhouse@hotmail.com Or Leo Tel :- 07397172447 Email :- leonardnelson111@yahoo.com.uk

It's the 1st of March, the first day of Metrological Spring, the 1st Saturday of the month and therefore the Suffolk Branch March meeting. For once there was no named storm in the forecast, predicted high pressure, rising temperatures and sunny days. What could go wrong? Well at this time of the year, high pressure means clear skies, which equates with sub-zero night time temperatures, and frost and fog were forecast for Saturday morning. Sure enough, when looking out my kitchen window I could see a dusting of frost covering my car, but as for fog there was only a slight misting over the tree tops over the park.

When setting off for breakfast at the Crown, (after checking with the Ministry of Defence that the yellow disc in the sky giving off heat was the sun and not a military threat), I had only covered half a mile before I was in thick fog. After another mile I was riding in sunshine. This was a feature of the 20 mile trip to the Crown.

On arrival at the Crown, I saw our breakfast club standing in the car park. The pub was closed and not opening until 11:00. When the pub did open we were told they were no longer serving breakfast. So a new venue for breakfast is being sorted. Fortunately we are still welcome at the White House and as the sun was shining, the car park was filling up nicely with bikes, some of which were out for the first time this year. I'm sure more bikes would have turned up, but Orwell Motorcycles, the new Royal Enfield Dealers in Suffolk held their open day and a few of our members made their way there to look at the new models.

The Branch continues to grow with another new member added to our WhatsApp group.

Stephen Foss has taken over our Facebook page, look for Suffolk Branch REOC 2024. Information about our meetings, activities and new Breakfast Club venue will be posted there.

Safe riding and hopefully many more sunny days to come.

Leonard Nelson (MNS)

Branch Report—Kent

Meetings 2nd Tuesday each month. 7.30pm. At the Cock Inn, Henley Street, Luddesdown. DA13 0XB



Hey everyone, apologies for the lack of report in the last mag. To be honest there wasn't a lot to include as the riding season has yet to appear down here. We have had a couple of unofficial excursions but hopefully by the time you are reading this, Spring will be in full swing and we will all be out enjoying our machines again. Myself and members Steve and Trevor recently visited the MCN motorcycle show in London.

My first time going and it was a blast. We saw the Enfield stand provided by Sykes with the new 650 Bear among others. Unfortunately Steve's insta 360 decided to throw us for a loop and didn't end up recording most of the show so unfortunately we couldn't make a proper video for the youtube channel. But we did get to have a brief encounter with the man himself, Mr Henry Cole, who also had a few kind words for our members....which weren't recorded either! But here is definitive proof that I did in fact meet the man. Here's hoping for a fantastic year ahead and don't forget about our annual "Otty Bottom Rally" 13-15 June at Place Farm Campsite, Doddington! Hope to see you there!

Regards Joe Sultana (MNS) Chairman Kent Branch REOC
Tel- 07496200330 Email:- joesultana95@yahoo.com

Branch Report—Cambridge (The Fens)

Contact: Carl Rolfe. 07788 427360. tubaman74@outlook.com. Meetings; Every third Saturday of the month. 11am at Haywards, Huntingdon Road, Cambridge CB3 0LQ.



January is usually a slow start to the year, the turnout this time around was a bit light, around 10 people arrived by bike and a few in their cars. Discussions with those of us there turned to this season's "Ride Outs". An invitation is offered to all members and non members who are interested in joining us on these rides, please leave your contact details with Carl Rolfe either at the next Saturday meet 17th February 2025 or via his email: tubaman74@outlook.com.

All suggestions of decent rides are also welcome,

In my last report I said I may take the BSA Goldstar for a test run, but this wasn't to be as I was offered the new Royal Enfield Guerrilla 450 as a courtesy bike whilst my CFMoto 650 NK was in for its first service. I was so taken with this bike, its ride and maneuverability that I bought one! Delivery is due in a few weeks.



Remember, a warm welcome is always here, free coffee/tea and bacon rolls supplied by Andrew. It would be great to see a return to decent weather and more riders and their bikes.

Lea Churchill (MNS)

www.royalenfield.org.uk

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).



It is now becoming a festive tradition to meet up with the Bristol Branch in the last week of December. The picture shows three different generations of Enfield singles that braved the adverse weather conditions for a sociable breakfast.

In addition to the regular Interceptors and Himalayans, the branch also attracts some more uncommon models. One of my favourites has to be Steve's 535cc Lightning to which he has fitted a Squire / Velorex sidecar. Steve kindly let me take the outfit for a test ride on the proviso that I didn't thrash it too much as he was still running it in (the bike is "new old stock", only recently being road registered), I

was very impressed by the way the machine tracked straight and held the road. The good handling characteristics are surely down to a combination of Steve's setup of the machine and the fact the bike is effectively new. Hence it doesn't have the usual wear in the fork legs, swinging arm bushes etc., a sidecar quickly highlights any of the deficiencies in an old bike.

Cheers Matt Little (MNS)



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



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 Tel:-07311291906



More great evenings at the Birch Hotel, perhaps 25 or 30 in attendance. Newcomers are always welcome; a 7.30 start but without a fanfare of any sort, so come a bit earlier or later if that suits you better. No local subs to pay, but bring money (a card nowadays!) for drinks.

Something a bit different from our usual format: We were delighted that John Moulton, author of the book “Racing off the Page” agreed to visit us and not only gave a fascinating presentation, but also brought books to buy. What better to do with his



share of the money than to donate it to the Air Ambulance. This was all very well received; many thanks go to Dave Green for organising it. This is a highly recommended book, well worth buying. John generously donated a book to raffle off at the next meeting. There was a wonderful painting by Mike, and the raffle proceeds from this also went to the Air Ambulance. James was the lucky winner and the picture’s already in pride of place on his wall. 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—Peak District

Meet at the Duke William, 91 Church Street, Matlock, DE4 3BZ on the first Tuesday of the month at 19:30.



After a quiet December and January, February has been a busy one.

The first branch ride out of the year took place on Sunday 2nd February. Three hardy souls braved the cold to complete a circular ride from Ashbourne, in the Derbyshire Dales, through the Staffordshire Moorlands (see attached photograph) to Monyash and then back to Ashbourne. Regular coffee stops were needed to warm up!

This was quickly followed by the first branch meeting of the year on 4th February, where it was nice to see a couple of new faces. We had a discussion about a programme of rides out for the year and hopefully we will have had a few destinations and dates confirmed at the March meeting.

There have been a number of other rides out and it's nice to see bikes being used in the not so warm weather.

David Dreher (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



Our Monthly branch meetings are being well supported with the February one attracting 16 members, almost as many as our great and enjoyable Christmas meal.

Discussion included RE bike update, so much going on there! (thanks Chris). The club promotional leaflet was highlighted. A copy previewed, which we look forward to receiving.

A briefing on BMAD's 'vlog', thanks to Kevin. John A updated us on the very popular Breakfast runs. Our Devon branch rally was discussed (thanks to all contributors) It's going to be good! (See update on page 40.) Plus there are potential future gatherings at other locations which are being investigated as we speak. All this is aided by the amazing uptake in our 'WhatsApp' group. It has certainly fuelled activity. The Ullacombe Farm breakfast bash has had to have two sittings with two departure points thanks to so many booking! Many thanks to Jazz for the report on WhatsApp completed on the night of the meeting. Keep the news rolling in and I'll do my best to keep up.



Andy Lobb (MNS)

www.royalenfield.org.uk

Branch Report—Isle of Wight

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

**Meet on 1st. Thursday of each month 7.00pm, at the 8 Bells,
Carisbrooke High Street PO30 1NR.**

With no meeting for January, and just two of us on 6th February, it was not a good start to the year, but there are better things ahead, with some local Island runs – Be sure you are on Ron’s contact list to receive details. There’s the annual Sammy Miller Museum Run on 27th April, and there will be a few of the more adventurous away to Welsh Wales in August.

Unfortunately, the 27th. April is also the date of the local VMCC Vintage and Classic Show, which will make a much cheaper alternative, especially if the weather is rubbish. By the time you read this, one Island member will have completed a ride through Spain and Portugal on his “Classic” 350, so we look forward to hearing all about it at the following meeting. Plans are also in the pipeline for Lunch runs on 17th. April and 22nd May.

Ron Wallis (MNS)

Branch Report—North East Scotland contact Bob (REtrialer),

Email - bob.nes@btinternet.com (preferred) or Tel:- 01651 851569.

The last few ‘winter’ meets seem to have been enjoyed by all. We have been asked to return to the ‘Gumboots Eatery’, possibly for their Christmas BBQ at the end of November. Discuss!

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 ‘run’ and visit to the R.O.B.E. (Ride an Old Bike Event) at Cultybraggan, Sunday 18th May extended for the weekend. Scotty has taken on coordinating these, so any questions to him please!

Saturday meeting runs – I will be organising a run out for 26th April, Robyn has offered to organise a run for 31st May, details for both runs to be circulated. We still need ideas for the rest of the summer and I am happy to sort out a route etc. if you need help and I am available, however one of you is required to take on fully organising for 26th July as I will not be available.

Any club members visiting the area are welcome to join us, contact me as above – we don’t bite! REtrialer (MNS)

Branch Report—Lincolnshire

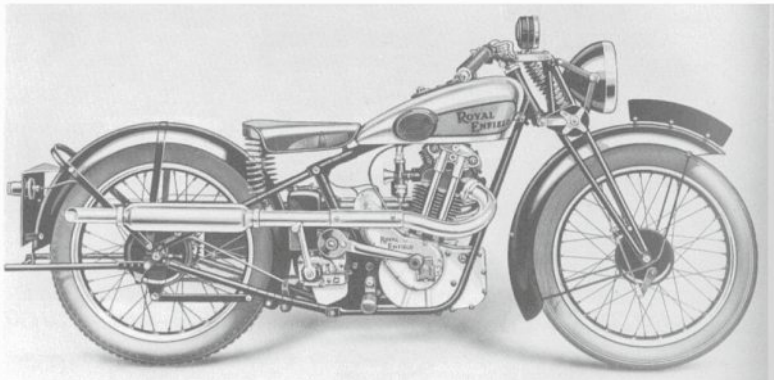
Meets twice a month on alternate Tuesdays during winter months at PJ's Café, Hubberts Bridge, near Boston Email:- swglincs@hotmail.com

The Lincolnshire branch has been meeting fortnightly since Christmas, although there's not been too much to report so I'll continue with the members profiles.

Simon is a 63-year-old retired accountant who was born in Huddersfield and currently owns 3 bikes:- A 660 Triumph Tiger Sport and two Enfields; a 2024 Royal Enfield Interceptor 5k miles (Owned from New Mar 24) and a 2019 Royal Enfield Himalayan 410 (3k miles since purchase Dec 23). His first bike was a Garelli Tiger Cross 50cc and he passed his test in 1990. He has owned 21 bikes previously, including a Norman Lido 50cc, an Indian Bullet and an early EFI Bullet. There were 3 MZs, 3 Harleys and 3 Triumphs as well as a Ducati and Kawasaki Z900RS. Best bike was a 2016 Triumph Tiger XCX from new which took him touring from the Arctic circle, Sicily to Morocco, as well as many miles through the rest of UK and Europe. In addition to bikes, he is a big Leeds United fan.

I am waiting for others to submit their profiles to continue.

Steve Gibson (MNS)



1932 The very first Royal Enfield Bullet single is introduced, in 250cc, 350cc, and 500cc form, with exposed 4-valve rockers and an inclined cylinder. The Enfield Cycle Co. starts to produce a range of Motor Mowers, with 98cc, 148cc and 225cc capacity engines.

Branch Report – South Wales

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

Tel. 07900 070717 Meetings; 1st 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.

Richard is back on his bike after nearly 3 months of recovery from a broken wrist. On 16th Feb, Richard, Ted, Gerald, and Tony braved the cold and rode through the Forest of Dean, passing St Briavels, and enjoyed a warming breakfast at Hopewell Colliery Café. They then rode along the scenic B5421, passing Skenfrith Castle, and ended their journey with a cuppa at



Baffle Haus. Richard H and I went to Abergavenny to meet an artist performing at a local pub, him and his band are being considered for the International Rally in August. We also met club members Andy and Martin, enjoying a pleasant evening. On a whim, Richard and I decided to ride the



next morning to check out biker cafes in the Cotswolds as part of the SW Branch quest for destinations for our ride out list. Our first stop was CTL in Cirencester, which featured a diner and an impressive collection of bikes.

Next, we visited the Classic Motor Hub, showcasing vintage cars worth millions. We also had a meet at Baskerville Hall, Clyro, the venue for the August International Rally as part of our familiarisation and planning for ride events. A possible off-road session is on the cards!

Paul Rich (MNS)

Branch Report—Glevum (Gloucestershire)
(Meet first Thursday of month, Farmers Club, Gloucester, GL2 9RG.)
Contact; Russ Williams Email:-REOCglos@hotmail.com
Tel:-0758 7065 007 or For full report and calendar of events
please see our FaceBook page. (Below)



To brighten up January we had a well-attended skittles evening at the Newnham Club. Arithmetic fancy work led to some winners and losers being declared. A wide collection of ripe sayings added to the fun: "See if you can miss that again!", "You might do better bowling a motorcycle!" and " I thought you said you were good at this!". Russ and Kate W came back full of tales of daring-do from their tour in India, visiting Rajasthan and the majestic palaces of the Golden Triangle. A presentation on their adventures will follow - one of many events being planned, e.g. the DGR (Distinguished Gentleman's Ride) on the 18th May; having a stand at the Prescott Hill Climb on 22nd June, and at Gloucester Goes Retro on 23rd August. Please come along and support! .

Patrick B, (MNS)

Date for your diary: 30th May to 1st June is our Club Rally and camping weekend at the Apple Orchard Campsite, Whitehouse Farm, Westbury on Severn, Gloucestershire, GL14 1PH (Discount code GLEVUM25 if booking pitch or a Pod. 01452 760618, website: <https://appleorchardcampsite.co.uk/>).

This Rally is open to all Enfield owners and classic motorcycle enthusiasts - day visitors most welcome. To help us manage ride out numbers it would be great if you could email Russ in advance and let us know how many are attending. Thanks. Full programme and other info on the FaceBook page.

<https://www.facebook.com/groups/753171522547941>

Branch Report—Greek Branch Contact Andreas Papadakis, Athens, Greece. Email:- reocgreece@gmail.com

Hello REOC members,

As the preparations for the 2025 REOC Greek National Rally are going really well, I am excited to share a photo of my latest acquisition: a fantastic mid-30's Royal Enfield Tradesman Low Gravity bicycle which is now under restoration. I hope to have it ready to be showcased at the rally at the end of May. A big thank you again to REOC member Matthew Little and to REOC bicycle specialist Richard Miller for their invaluable assistance. This winter has been colder than other years in Greece, so our meetings have been few. However, we are eagerly awaiting the arrival of Spring.



I must admit, the Greek REOC members are growing fast. We now have around 70 members, which is really impressive. I would like to extend my gratitude to all of you for your support! Our Greek member Ioannis Moiralis is starting to prepare for the long journey to the REOC International Rally in Wales with their brand new Bullet 350 in maroon colour. It is quite an adventure, and we wish them a safe and enjoyable trip. I wish the circumstances were better to have more

participation, but this period is the most common time in Greece for summer holidays. Nonetheless, I am confident that we will have a strong showing at the rally. Finally, I am sharing with you an interesting Royal Enfield brochure I found on the web. I hope you enjoy it! See you all in Delphi for the Greek National Rally! Best regards Andrew Papadakis , (MNS) Secretary REOC Greek Branch



International Rally Older Enfield Experience March 25

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.

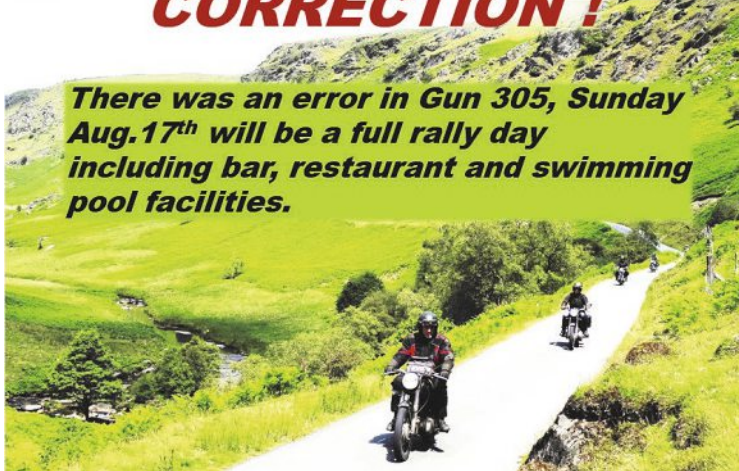
We now have about half a dozen machines available including my recently purchased 1936 KX1140, we would welcome more. Any British, older Indian machines or the American assembled Enfield Indians would be welcome, in fact any motorcycle with an Enfield engine.

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 if you could help us provide this opportunity to keep the Enfield Owners a truly inclusive club..

REOC Welsh International Rally

CORRECTION !

There was an error in Gun 305, Sunday Aug. 17th will be a full rally day including bar, restaurant and swimming pool facilities.



International Rally registration Link Rally registrations are now open. rally goers should register at:

<https://www.royalenfield.org.uk/events/rallies/2025-international-rally-wales-uk-august-15th-16th-17th/2025-international-rally-registration/>

That page is also available via the "News" menu on the website.

REOC UK Welsh International Rally 2025 News March

Preparations are continuing for the rally. We have some musicians booked, ride outs organised, guest speakers, demo bikes to ride and lots more. There will be activities taking place from the Thursday evening until Sunday evening. By the time you read this there will be over 100 participants already registered. Some of the activities over the weekend will require pre-booking and we will email those who have registered first.

When: 15 - 17 August 2025 Where: Baskerville Hall, HR3 5LE

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
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 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:

Club Calendar 2025 Official Rallies

May 2025

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

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.

to enable us to coordinate and confirm numbers with the site. Contact the site direct bonchesterbridge.co.uk to book vans or campervans.

Please contact Alan Thirsk (MNS) Email:- constellationthirsk@gmail.com

Cornish Rally 9th - 11th May, Trethiggey Holiday Park, Quintrell Downs, Newquay. TR8 4QR for more details Contact Bob Read Tel:-01326 572032

Devon Rally Friday 16th, Saturday 17th and Sunday 18th May WEBBERS PARK, Castle Lane, Woodbury, Nr Exeter, EX5 1EA

The site can be contacted via their site website,

<https://webberspark.co.uk> By email, reception@webberspark.co.uk

By telephone, 01395 232276 Site fees are £25 per pitch, per night, including electric. For individuals wishing to share a pitched (small tents, only) the site will try to accommodate . It has been planned that the rally will take place between the weekend of the Cornish Rally and prior to the Dorset Rally..

TO EASE THE BOOKING FORMALITIES, AND THE COLLECTION OF ANY MONIES ALL BOOKINGS WILL BE VIA THE CAMPSITE DIRECT

either by telephone or email. (Remember to say you are part of our Rally). As always **IF IN DOUBT, ASK**. Andy Lobb (MNS) Tel:- 07866 696381 or Email:- andylobb57@gmail.com

Club Calendar 2025 Official Rallies

May/June 2025

Glorious Glevum 31st May – 1st June

this year will be a camping weekend details - **see page 36 Branch Report**

2025 REOC Greek National Rally

Friday May 30th - Monday June 2nd Chryso, Delphi 330 54 Greece.

Chrissa Camping Rooms & Bungalows (www.chrissacamping.gr) Tents or

rooms inside the campsite Info & bookings: reocgreece@gmail.com

Contact: Andreas Papadakis +30 6974805700

Kent Branch "Otty Bottom Rally" 13th 14th and 15th June

Palace Farm Campsite, Doddington ME9 0AU Joe Sultana Chairman, Kent Branch,

(MNS) Tel:- 07496200330 Email:- joesultana95@yahoo.com

July 2025

Wiltshire Moonrakers Rally 4—6th July 2025

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

Register at Email:- enfieldwilts@gmail.com Details to follow

Power's The Pot 11th – 13th July

Harneys, Cross St, Boola, Clonmel, Co. Tipperary

Ireland <https://www.powersthepot.com>/email: powersthepot1@outlook.com

tel +353 860879855 Please book directly with Powers the Pot

Yellow Belly Rally 18th > 20th July Location :- The Rose and Crown 1

Low Road Holbeach Hurn PE12 8JN (this will be sign posted from the A17) On arrival at the pub please go in and get a gate card (there is a small returnable deposit) and say that you are with the R.E.O.C. Go down to the camping field and book in with (and pay) me at the red gazebo. Camping £10 per night, Motorhome £20 per night, Hook up £6 per night. Limited static caravans are available, please contact the pub directly Ride outs on Friday and Saturday It would be greatly appreciated if you could let me know if you are going to attend on 07939 724080 or at winchester.taxi@btinternet.com
Carl Lemon (MNS)

Club Calendar 2025 Official Rallies

August 2025

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. See *page 39*

September 2025

The AGM Rally 19th to 21st September Drum and Monkey, Newbridge, Green Upton on Severn, Worcestershire, WR8 0QP
Tel:- 01684 592758 for direct bookings
Rally organiser Bob Murdoch reoc.archive34@gmail.com

October 2025

REOC October Fest , 10th to 12th October 2025.

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

<http://www.islandmeadowcaravan> email: holiday@islandmeadowcaravanpar

Phone Katherine 01789 488273 with your eta. Agreed rally fees , for 1 person tent £7 per night , and for 2 people tent £12 per night. Camper vans and caravans with power . 1 person £22 per van . 2 people £25 per van . Rally rates apply for early arrivals and those who stay over..

MARSHAL-Michael Sliowski (MNS) Tel:- 0773 0110 158

Email:- poloenfield700@googlemail.com

Market place

For sale

For Sale 250cc 5 speed (not GT) Crusader project- bike in bits - some new parts - manual and photos - pick up from my garage (Basildon Essex) free to R/E member Geoff Sewell (MNS) 07752223519

For Sale 1938 J/J2 Bullet 500cc engine £500-00. 1938 gearbox complete £500-00. Assorted barrels and heads for J/J2 pre-war and post-war. Crankshaft alignment jigs. Girder fork parts. Sidecar fittings imperial not metric.
Chris Brady (MNS) tel:-07778 330108

For Sale Cherished Honda CD 250cc U-J 1989, owned for 24 years. 42,070 miles. MOT. Well maintained and serviced. Powder coated frame and fittings. Recent disc on front wheel , chain and sprocket. Rack fitted. Honda reliability. Move forces sale. Price: £2000 Contact Lynn Johnston (MNS) tel:- 07763959531 Email:- lynnjohnston42@hotmail.com

For Sale 1960 Crusader 250cc Burgundy. VGC, original and runs well.. Engine refurbished, new front tyre. Good records, instruction book and parts list. £1,500.o.n.o. Geoff Wallis (MNS) tel:-07584060806.
Email:- jandgwallis@gmail.com.

For Sale 1964 250cc Continental. Aluminium tank, GT seat, rear sets, fly screen, bacon slicers, ace bars, 4 speed gear cluster. Looks and goes as a GT should, £3250. e-mail photos on request. Alan Barringer (MNS)
Email:-alan.barringer@btinternet.com, 07804442966 or 01304 615061, Kent.

For Sale Brake lever blade £12.00 new for Minda 146586 Clutch lever blade £12.00 new for Minda 594635 Fork springs soft £25.00 new 144219A Fork springs standard £15.00 used 142867 Mirror black arm LH £10.00 new 143358A Mirror black arm RH £10.00 new 143357A Stainless exhaust pipe blanking nut £5.00 new 91008A Stainless fork bottom nut £5.00 new 140186S Stainless fork plug screw £5.00 new 140558S Barry Vincent (MNS) Email:- baz3124@icloud.com

For Sale Scorpion Cans RED POWER for Interceptor/GT Still boxed. £100 Robin Bartlett (MNS) 01305 853492 Dorset Email:-sandrahbartlett@gmail.com

For Sale GIVI SR 9053 Rear Carrier for 2021 or 2022 R.E. Meteor New unused with fittings and instructions. £100 (free p & p to UK) Christopher Eric Grove (MNS) Chichester, West Sussex
Tel: 07766578601 Email:- grovekindred@btinternet.com

For Sale Royal Enfield C/O, 1949, correct numbers, good running reliable machine, engine etc. is older than 49, also has military numbers for 1943 contract. £4200 Ronald Menzies (MNS) Inverness Tel:- 07547897162,
Email:- ronniemenzies@hotmail.co.uk

Market place

Wanted

Wanted for Constellation /Super Meteor Lucas 18D2 distributor, mount block and drive sprocket. Derek Brown (MNS) Surrey Tel :-07931 768433
Email:-derekjbrown13@gmail.com

Wanted R E Interceptor 750 Mk1A or Mk 2 pair of pillion footrest brackets part no. 41636. Rear brake pedal, any other bits. Eddie Berry (MNS) Tel:- 01695 732675 or Mobile:- 07387 658377

Wanted Good front mudguard for 1946-1949 RE125cc Flying Flea. A 1950 mudguard won't work. Kenneth Davis, (MNS) Calif, USA
Tel:- 01-661-342-3759 USA Email:- 61duc@sbcglobal.net

Wanted 2002 Watsonian Squire 500 Clubman Rearsets, parts or complete or any rearsets that fit. Doug Young (MNS) Scotland Tel:- 07521221131
Email:- scottiedoug@gmail.com

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.

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

www.royalenfield.org.uk

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

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**





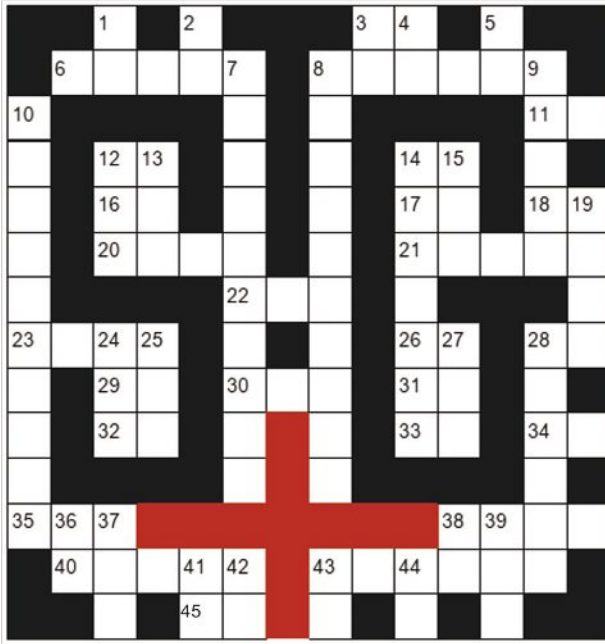
Last year saw levels of concern for the interests of motorcyclists significantly decline under a new Government. The Government needs to prepare for MAG’s lobbying to be far louder and prouder in 2025.

Despite glimmers of hope in the first half of 2024, the general election marked a change of trajectory for the fate of UK motorcycling. Riders saw early promise with motorcycle licensing reform on the agenda and a default motorcycle access in bus lanes consultation. But hopes were dashed after the general election with a shelving of licence reform and a shocking refusal to accept the overwhelming evidence in favour of consistent national policy on bus lane access. The bus lane access consultation outcome issued in November carried a comment that was heard loud and clear by all riders around the country. **“At present, the government has no policy to encourage greater use of motorcycles.”**

This statement has been repeated directly by the Roads Minister, Lilian Greenwood, in a written parliamentary question response. In an interview with Motorcycle News in December, Fabian Hamilton, Labour MP for Leeds North East, admitted:

“Labour is not interested in motorcycles – or so it would seem. I think there’s a lot of ignorance built into that.”

MAG’s Director of Campaigns & Political Engagement, Colin Brown, said: The new Government promised that change would not be easy, but that doesn’t justify such an uncompromisingly negative attitude towards a transport user group with such potential. We have spent decades explaining to successive governments how motorcycling complies with their visions and aspirations for the future of transport. Yet the Labour Government’s position has been rudely made. Of course, we won’t stop making all the usual arguments in favour of motorcycling, but there needs to be more to the motorcycle lobby than that. The Government may be telling us that it has no care for motorcycling, but we do. We will push far harder to demand the Government deliver on *our* agenda – the agenda of our members and riders everywhere. Our agenda most certainly will encourage greater use of motorcycles! MAG’s leadership is asking for all riders to join us for a year of hard work. The work will be loud, proud and relentless. Big plans are afoot, and announcements will be coming very soon. Please note MAG Central Office phone number and postal address have recently changed. Tel: 03300 560 886 Email:- central-office@mag-uk.org



ACROSS

- 3 "you" informally written as ??
- 6 Same as a dog's lead
- 8 RE bike: Bite the Metal projectile
- 11 Abbreviation for Roman Catholic
- 12 Across Flats (spanners etc.)
- 14 Abbreviation for Mount/mountain
- 16 Car with Pantheon radiator grille
- 17 European Union
- 18 Symbol for aluminium
- 20 It creates high volts in IC engines
- 21 Engineer Nikola? Electric cars
- 22 Eat in the past
- 23 Move slowly towards something
- 26 Of a pipe etc: Outside Diameter
- 28 £ for money. But, for weight
- 29 Chemical symbol for gold
- 30 Result of burning. Tray. Tree
- 31 Abbreviation for Road
- 32 Nota bene! (Take note. Look!)
- 33 Abbreviation for Street. Or Saint
- 34 Business letters: shows topic
- 35 Our star
- 38 RE bike: fierce grizzly animal?
- 40 Simon Templar, the what?
- 43 Patron saint of England, St?
- 45 Occupational Therapy

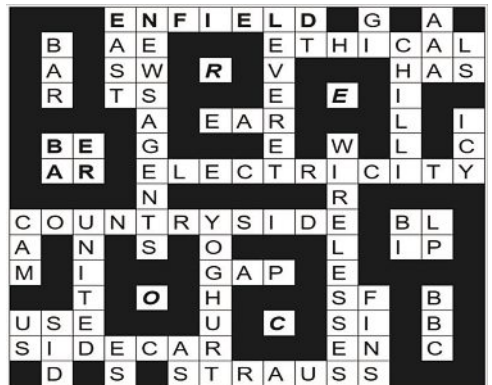
The Winner :- Colin Courtney (MNS)

Well done to all who entered last time. Only one can be drawn from the hat, so keep them coming!



DOWN

- 1 Royal Enfield first initials
- 2 GB: national mapping agency
- 3 Former internet name for Yugoslavia
- 4 Mr Capone's first name
- 5 Velocette "Little Engine"
- 7 RE bikes: names after mountains
- 8 Heavy, armoured ship, has large guns
- 9 A court case
- 10 RE bikes: sound like but not gorillas!
- 12 Electric welding
- 13 Back, away, as in "To and ???"
- 14 RE bikes: Fireballs, shooting stars
- 15 Between Mon and Wed
- 19 A baby sheep
- 24 Similar to tin (of beans, Coke etc.)
- 25 Centre of a wheel
- 27 A pesticide, now banned
- 28 Plural form of larva
- 36 USA: Very short form??
- 37 Shorter than navigation. Eg Sat???
- 38 British Rail
- 39 A hen will probably lay it
- 41 Short for number or opposite Yes
- 42 Tourist Trophy (but shorter)
- 43 ?? Joe, American soldier
- 44 Not Off



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 Originals or photocopies to:- Puzzle Master, 63, Shaw Road, Stockport, SK4 4AL



These are the “before and after” photos of John Stephenson’s 1931 K from his buying it in 1983 to completing the restoration in 1984

