

THE GUN

The magazine of the Royal Enfield Owners Club



For all the latest news, views and reviews

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Issue No. 307



June/July 2025

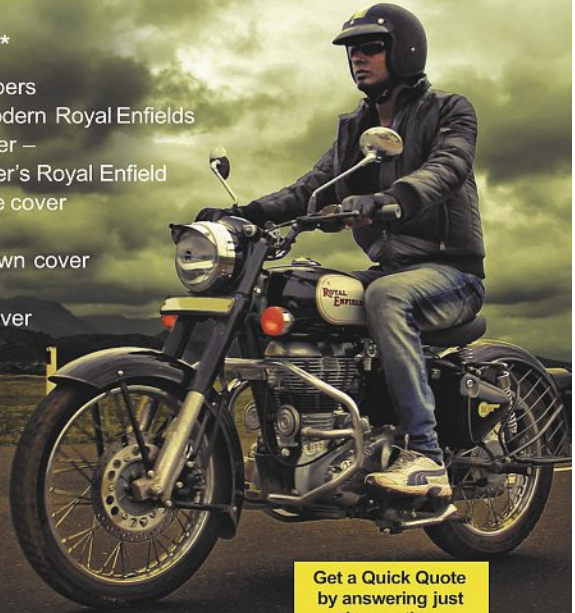


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**ROYAL
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Front Cover:- *Tom Bray had a bimble around Rock on his Mk1A*

EDITORIAL

Hello All,

We've been a bit indulgent in this issue and put in two of our favourite photographs. Looking through our "archives" we found the one below of Doug with John "Mooneyes" Cooper taken in 2008 at The Scottish Motorcycle Show when we organised The Classic Motorcycle Section. John was our celebrity guest and he regaled us the whole weekend with all his stories. It felt only fitting to have another read of his book and then of course to do a book review (page 6).



The other is on the back page.....How many of you just flipped to have a look at it? It's a wee bit of nostalgia on our part as Les Carter has just recently celebrated his 90th birthday, an excellent milestone!. Les raised thousands of pounds over the years for charity with runs and "stunts". His favourite one was The Air Ambulance who benefitted greatly by his efforts. Rallies were always guaranteed to be good fun when he was there and his singing voice with that Dorset accent was an absolute joy!!



Obviously the weather has drastically improved, so much so, that we have been inundated with your Branch Reports, all 16 pages worth. Perhaps Branch Scribes need a wee reminder to please limit your reports to two photographs and two hundred words. As you can appreciate, this will help us to produce a "balanced" magazine.

Paula (and Doug)

All contributions for next issue to reach the Editors

By the **1st July 2025**

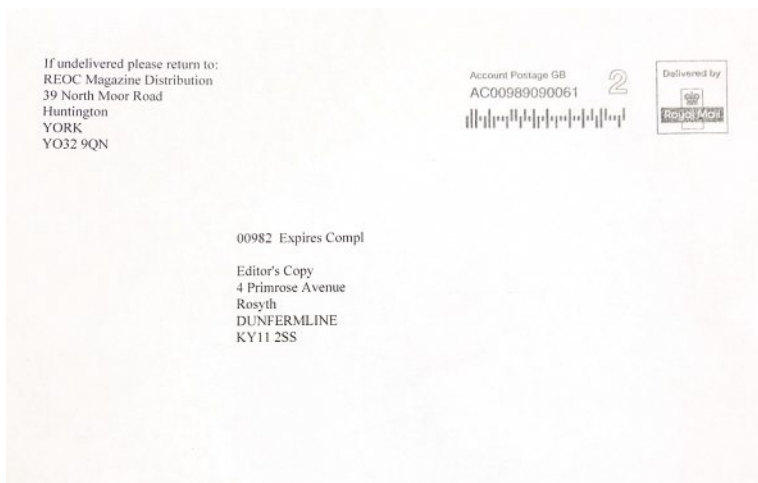
Next issue published **August 2025**

Membership Renewal

We, the Committee, are doing our best to encourage members to renew their membership online which has many benefits; one being our acquisition of a member's email contact. This will allow Sean, our Webmaster, to set up automatic reminders by batch email to remind folk of their imminent renewal, but it is not quite yet in place.

However, we will always be hampered by members who don't even look at the address sheet of their GUN each two months. It is possible that there may be many new members who have not noticed this important small print on the address label. However this is now only correct for members with a UK postcode. Since Brexit, overseas members no longer have their membership number and expiry date on the address sheet.

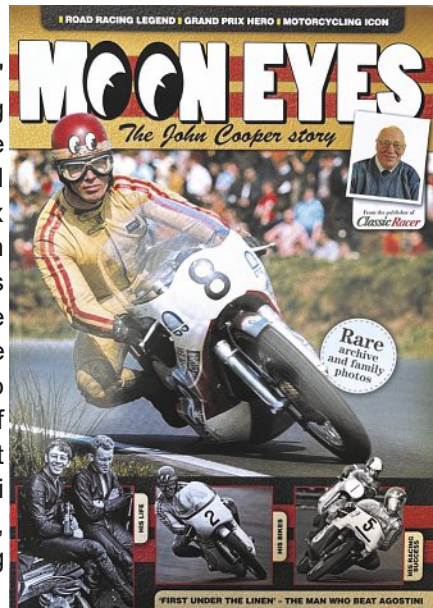
The Royal Mail software that Teamwork must use to print their address and customs declaration labels does not allow for this. Those who get the online pdf copy of The Gun have no address sheet of course.



Above is the Editor's Gun address label. As you can see, top left is the return address, top right is the Royal Mail franking. The important bit is in the middle. There you will find your membership number, membership expiry date and of course your postal address. AND your membership renewal is on the reverse side of your address label which was sent with your last Gun, issue 306. The next time your Gun is delivered, please take a look at your address label. Don't just discard it with the plastic bag in which your Gun is contained. Bob Murdoch Chairman Email:- Chairman@royalenfield.org.uk.

Book Review

Motorcycle racer John 'Moon Eyes' Cooper found fame and success during the golden age of road racing in the late 60's early 70's. From his youthful beginnings in the Derby Phoenix Motorcycle Club, he pursued his dream of two-wheeled triumph, attending events at circuits up and down the country. He was one of the top riders to campaign the Royal Enfield racer. John graduated to Grand Prix racing and riding in the Isle of Man TT - recording his greatest moment in 1971 when he beat Giacomo Agostini in the Race of the Year at Mallory Park, watched by thousands of fans cheering him to victory.



This 'Moon Eyes' book tells the remarkable story of this down-to-earth racing legend in his own words, and is packed with images that evoke the heady days of British road racing and its heroes, including Mike Hailwood, Phil Read, Bill Ivy and Barry Sheene. This is an excellent read, full of anecdotes and personal experiences, some guaranteed to make you laugh out loud!

The book is available from Mortons Media Group Ltd., Morton Way, Horncastle, Lincolnshire, LN9 6JR for 9.99 incl. free postage in the UK

Paula Young (MNS)

Write Away — Replacing the Redditch prop stand



The Redditch prop stand as fitted to my 1959 Airflow does not inspire confidence. It is a long piece of kit with a spike at the end and although it works, the bike does not feel very secure when it is in use. The alloy centre stand is really difficult to use, particularly on a bike with 17"

Write Away — Replacing the Redditch prop stand

wheels, so the prop stand gets used almost all the time except when working on the bike. So after putting up with the old stand for many years I decided to try the one that Hitchcocks sell (part no. 92508A for 1959 350 Bullet) to see if matters could be improved. It has a substantial leg, shorter than the Redditch item and is mounted more centrally under the engine. As part of the kit you get a longer hexagon bar for the footrest and a different footrest as this is where the new stand fits.



Replacement is fairly straightforward, just substituting the new parts. However, you can make life easier for yourself if you avoid some of the mistakes I made. The exhaust pipe needs to be removed to allow the old bar to be driven out, but I would recommend using the new bar to drive out the old one. I just used a drift to remove the old bar and this created a problem. With the bike on the centre stand, this caused the hexagons in the engine plates to move out of alignment. Eventually I had to use a jack under the crankcase and to grind a taper on an old hexagon bar. Driving that in brought things back into alignment.

The kit also provides a sleeve nut to anchor the back end of the side stand onto the end of the rear engine plate stud, but this was too tight. Fortunately I had a 3/8" 26 tpi tap so was able to run it down the nut, after which it went on easily. The moral here is to try the nut on the engine plate stud before



getting too far into the fitting. I have tried the stand while out and about with the bike and it is easy to use and provides good support for the bike while being fairly unobtrusive. I now have much more confidence in getting on and off the bike. Worth fitting if you don't have a prop stand or are fed up with the old one.

Don McKeand (MNS)

Write Away — Royal Enfields: My first three years.



October 2024 is the third anniversary of my Royal Enfield ownership and membership of the REOC so I thought it worth looking back at my experience, so far. I only returned to (motor)biking in the summer of 2021 after a gap of nearly 40 years. During Covid lockdowns I finally restored the Triumph T150V that I'd owned since 1977, but by September it was back in my workshop. I'd previously looked quite seriously at Indian Bullets but had dithered, so finally took the plunge and bought a nearly new Royal Enfield Classic 500 in October. I joined the REOC a few days later. My first ever ride on a Royal Enfield was riding it home up Royal Deeside

and the A93 over Glenshee to Perth! (pic.1) A spectacular start to any relationship and I was instantly smitten!

In March 2022, I added a new Enfield Himalayan, with the express intention of visiting the Faroes and Iceland, a seven-week, 3,745 miles trip that I did in August/September, having first run the bike in. The Faroes were a great introduction to the bleak North Atlantic landscapes and seascapes, but Iceland was a totally unique experience. There were some areas of lush greenery but many huge tracts of bleak landscapes, some volcanic lava devoid of vegetation, with spectacular waterfalls and geological features, all accompanied by dramatic changes of weather.

The Himalayan proved excellent for the task, including on remote gravel roads, as I circumvented Iceland with a detour into the remote north-west Westfjords area. (pic. 2) With my 70th birthday coming up in 2023, I was looking for a bigger trip to mark the occasion, so attending the International REOC Rally in Greece was an obvious choice. I chose the Classic 500 for this trip, for which it proved to be perfect. My route took me overland through Romania and Bulgaria into Greece (pic.3). The return was through Italy, including a week on Sicily, and back up through the Alps. A total journey of 5,513 miles.



Write Away—Royal Enfields: My first three years

By now my taste for long trips on Royal Enfields was well established and, with a knee operation expected around September, I planned two big trips for early 2024. In March/April, I rode my Himalayan on a 4,901 miles trip down to Spain, Morocco and Portugal, getting as far as the edge of the Sahara south of the High Atlas Mountains. (pic.4) The Himalayan again proved itself, riding through everything from hail and snow in northern Spain to hot deserts in Morocco returning home to Scotland for two weeks before heading off again in May/June to attend the Greek National Rally. This time taking a longer more northerly route before heading south into the mountains of Romania and Bulgaria to Greece. I again returned by a ferry to Italy, heading north through Austria into Germany. The total trip being 4,079 miles.



In total, I've covered 30,000 miles in my first three years of Enfield ownership, about a third on the Classic 500 and the rest on the Himalayan. My trips have taken me to the Netherlands, Germany, Denmark, Faroes, Iceland, Austria, Hungary, Romania, Bulgaria, Greece, Italy, France, Luxemburg, Belgium, Spain, Morocco, Portugal, Czechia, Poland and Slovakia.

The two modern Royal Enfields have been a joy to ride. They have their own individual characteristics and have enabled me to travel extensively without any significant problems, but.....I keep getting this niggling feeling that perhaps I should also get a Redditch Enfield!



Picture 1: At Glenshee on the first day of owning Classic 500
Picture 2: Himalayan on extinct volcano near Myvatn, Iceland
Picture 3: Classic 500 on Gulf of Corinth, Greece
Picture 4: Himalayan crossing Middle Atlas, Morocco .

Bill Grigg (MNS)

Email: billgrigg@aol.com

Write Away — 1000 Miles on Royal Enfields Discovering Rajasthan Hidden Treasures — Part Two

By the second or perhaps the third day of riding you began to understand the rules of the road and adapt accordingly. Best summarised by, 'flow with the current of traffic'. Generally speaking, pass behind animals, vehicles and people; none tend to reverse. Study cow psychology to understand the motivation and actions of the bovine. This will help you to understand their suicidal tendencies when they are wandering down the middle of a dual carriageway facing on-coming traffic without an apparent care in the world. An understanding of the bovine slow, slouching speed will also help assess and determine whether you should go in front, or behind them when passing. This is important to avoid any collision.

As mass is calculated by dividing density by volume; we can agree then, that a motorcycle will come off second best to a 1,000kg water buffalo beast. And it's not just when you are riding that danger exists. Cows are very inquisitive and as a sacred and protected animal have a sense of invincibility. They can get away with murder, or in this case, eating your food out of your rear pannier, no one intervened, que sera sera. Image 10 – this Honda Hero was parked outside of Victory Tower, Chittograh. It would not have happened to an Enfield, cows know better. Horns; have numerous uses. None of which



Image 10

are mentioned in the Highway Code, or, the Road Traffic Acts. However, liberal use of it is recommended at any time when overtaking, undertaking or claiming a position in the road.

Do not be confused by lane marking on roads. Lanes are not defined by white lines, they are however defined by how many vehicles, pedestrians or animals can be fitted across the

carriageway from verge to verge! Utilise all space available and ignore (if there are any) white lines. The safest road we travelled on was a newly tarmac dual carriageway without any line markings whatsoever. You did feel you were in a Mario Kart game and at any moment you would be splattered by an ink blob, slip on an oversized banana skin or see a rather large gold coin. However, the fact that, as a free for all, no one was curtailed by lane discipline and this fact appeared to make it a safer road! Re-joining with our bikes the following morning (day 7) at the exotica hotel (still out of season),

Write Away — 1000 Miles on Royal Enfields Discovering Rajasthan Hidden Treasures—Part Two

after spending a cold night at the Thar Oasis under canvas. we ventured to Chandelao Garh (Garh translates as Fort). Our route took us through Jodhpur, a large city, but which we traversed with a little more confidence, even happiness at times,

Image 11 – Kate smiling next to Andy and Mireille, I'm in the rear. Pic by Claire. We arrived through a royal gate to Chandelao Garh which was built following the bequeathing of villages by the then Maharaja to one of his sons, not the one that would inherit his title, was very welcome. The courtyard was surrounded by bedrooms that once housed stables for the horses. We were serenaded by the songs of parakeets and it was delightful. This was a far squawk from the bum quivering sensation of riding through Jodhpur!



Image 12 - Chandelao Garh, where the first RE tour from the UK stayed in 1997. The dawn of day 8 found us fully rested and restored and ready for the day ahead. At the second longest ride (148 miles) we were to stop at the Royal Enfield Temple en route (image 13 overleaf). Om Banna Dham temple, Pali which is dedicated to a local folk deity, Om Singh Rathore and his Royal Enfield Motorcycle. Om died in May 1988 whilst riding his 500 Bullet motorcycle and collided with a tree (still standing), and, reportedly whilst under the influence.

This is now the site of the temple. The bike ended up in a ditch, damaged,



where it was recovered by the local police and taken to the nearby police station. On three separate occasions it mysteriously returned to the site of the collision and placed itself back in the ditch, where her rider had died. On the third and final time the bike managed to escape from a locked room at the station to return and at which point the

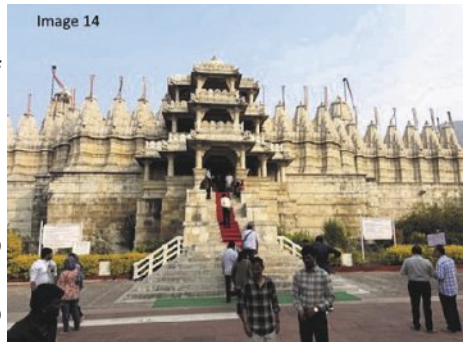
Write Away — 1000 Miles on Royal Enfields Discovering Rajasthan Hidden Treasures— Part Two



police conceded defeat accepting that this is where it should remain, and it has. Dedicated followers daily bring offerings of alcohol to the temple. I am still processing this one. The bike shown in image 13 is the actual bike, now adorned and worshipped by her followers as a deity. Some of us (and perhaps our nearest and dearest) may well read with this with a wry and understanding smile. One of the most awe-inspiring temples we visited and which rightly deserves a mention is the Ranakpur Jain Temple, Sadri. The Jain religion is one of the oldest in India, little known but still practised today.

Image 14 – Jain Temple, beautifully and ornately carved. Following the visit, we climbed high into the mountains.

Hair pin bends under forest canopies. Through crop fields, past troops of colobine monkeys, across mountain streams to our hillside hotel with stunning views; Aaret Bagh Resort and Spa, Untara ki Bhagal. Unfortunately, the climb to the parking area next to our eyrie-type rooms was so steep (image 15), I took a bit of a tumble. No serious harm or injury sustained, and all bent back or removed by the following day. Image 15 – lesson learned. The large outcrop in the middle of the turning circle really did not help. Breakdowns, punctures and whoopsies.



A 1000 mile ride, across some poor roads, dirt tracks and very steep inclines has to result in some minor mechanical issues and parts working loose. I have already mentioned my ABS failure, on top of which we had three punctures: Manish as a professional rider managed to get both tyres punctured at the same time.

Write Away — 1000 Miles on Royal Enfields Discovering Rajasthan Hidden Treasures—Part Two

A feat above us mere mortals. Punctures were easily rectified, Shankeel would jump on the punctured-tyre bike, position himself to lessen the pressure on that particular tyre, and disappear in a cloud of dust to we know not where, returning about 40 minutes later with it all fixed. We did succeed in entering this realm of tyre puncture repair secrecy on one occasion, and the following images bear testament to the ingenuity and direct approach to tyre repair in India.

I must now, dear reader, swear you to such secrecy and not to question why



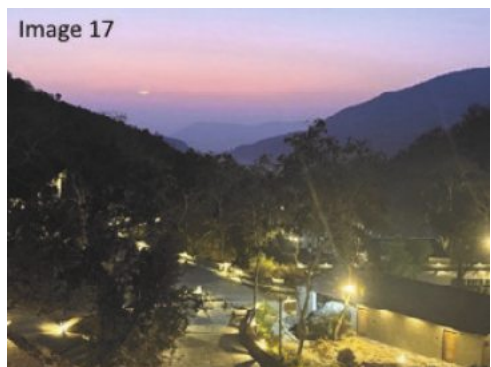
our fully equipped garages take a day to repair a puncture. Where there is a compressor...Image 16 – note the saree guard and all completed in about 30 minutes. I had a small whoopsie, described above, as did Kate when

her foot slipped on some gravel at the Har Har Mahadev Hotel (rest stop) resulting in an undignified dismount, again no harm or damage caused. Ski did very well to continue riding to a stop with a quickly deflating tyre. All-in-all, quite pleasing considering. Day 9 required an early start at Aaret Bagh but did allow us to witness a beautiful sunrise from our balcony on that day. (Image 17) **End of Part Two**

Part three will follow in the next edition. However, I am currently planning a tour of Southern India, Kerela, 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



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Write Away—Winter Interceptor



New job. New commute. New challenge. Would I be able to make it through the winter, commuting some fifty miles everyday, or would I succumb to the cold, the bike to corrosion, and end up in the warm embrace of a car interior? I sold my car, just to make sure the last one was not an option.

The Motor Bicycle As one of my colleagues would annoyingly refer to it (“that’s what it says on the logbook, doesn’t it?” he would shoot back), is a 2020 Interceptor. A set of heated grips, a fly screen, and a large Indian made touring seat were its only deviations from standard. Purchased second hand in 2023, at the start of September 2024 it had 10,000 miles on the clock.

The Rider I am one of the younger members of the club aged 41. I returned to motorcycles when I realised I was about to hit 40. I regret giving them up for nearly 20 years. I had used the Interceptor for some summer commuting at my previous job. But this was serious stuff. I had to make preparations for both me, and the bike.

The Route Through a small East Anglian market town to the A road bypass, then onto a major, dual carriageway A road. A sharp left turn and into small lanes lined with thatched cottages, flint churches, a major infrastructure project (more of that later) and arrival in another East Anglian market town. Reverse route. An alternative back route - even more picturesque - is just not suitable for the winter.

Clothing I discovered I suffer from Raynaud's disease at the top of the San Leonardo Pass in central Italy. A combination of intense cold and the vibration of an RE Hunter turned all my fingers quite white. I have always felt the cold, but never really suffered across this winter commuting. The major A road has the 'Pitstop Cafe'; a converted shipping container with a portaloos next to it. This could be the one point I could stop and get warm if needed. I cannot speak for the menu, I never stopped.

Write Away—Winter Interceptor

Surveying my clothing, I decided I would use a slightly battered Spada one piece touring suit. It had a detachable thermal lining and I was able to wear a three piece suit underneath. Touring boots. Armoured gauntlets. My commuting helmet has lots of vents and a flip down sun visor - useful as I would be going east in the morning and west in the evening.

The oversuit is not waterproof, but I had a one piece summer set. This would not go over the suit. In the first rainy days of September, I put it over my normal motorcycle jacket with just suit trousers covering my legs. I didn't like the lack of protection, and nearly bought some very expensive quilted waterproofs. Then I went to Screwfix, bought a set of workman's waterproofs in a large size, and these fitted snugly over the oversuit, though I had to cut off the hood so I could move my neck. As it got colder I heaped on more clothing. Full Victorian long johns. A submariner jumper. Thermal socks. At one point I was wearing five layers. Then Christmas came and with it a pair of battery powered heated socks (from mother, not a biker) and similar gilet (brother in law, a biker). After the initial bad experiences with summer waterproofs, I was never seriously cold or wet. Water only trickled down my neck once.

Weather proofing I was weatherproof, what about the bike? Aware of the dangers of road salt, I sought the advice of one of the three local bike dealers. He sold me a Swiss made spray-on water repellent that was 'environmentally friendly.' I should have known it wouldn't work. It smelled like WD40, there the similarity ended. I took to washing the bike frequently to get salt off, and reapply. Perhaps this was the mistake. Actually a major mistake was neglecting the wash for too long, more of that later. Come October I decided more radical action was needed. I failed to find any hand protectors (Reynaud's remember) that suited or fitted. Inspired by the RE Airflow, I started looking for a fairing with a windscreen. I went through a number of unidentified, 1970s style, fibreglass fairings on ebay. Then I stumbled on a German company that makes a batwing fairing for a 650 Meteor. I bought. With some slight tweaks and dropping of the headlamp position, it was made to fit.



Write Away—Winter Interceptor



I took it off at the end of March, having suffered rusty chrome and severe scratches caused by a bird strike (there were two, once a pigeon leapt from a hedge and jammed itself in the fairing. No damage to the bike. The other time was a Stuka like attack which badly scratched the screen. What do they eat?). The fairing was an excellent idea, even if it looked a bit silly (to

me) or like a Harley (to everyone else).

“I feel like I’m on a Vincent Black Prince” I said to the long suffering medieval Historian I married. “You remember what happened to the Black Prince?” she asked. I shook my head. “He died of dysentery.” It wasn’t that bad, but at one point the bike did create some bowel loosening moments.

Tyres

When purchased, the bike ran on stock Pirellis. Like me, they were rapidly going bald by the summer of 2024, so I replaced them with Avon Roadmasters. At the same time I gave the bike a full service, stripped the thread on the sump (don’t



know my own strength), replaced the brake fluid etc. The new tyres gave me immense confidence, especially in the rain, and compared favourably to the Pirellis. One evening I had to work late, and as I left, the heavens opened up. I forgot the name of the storm, but as I pulled onto a major A road the bike gave a wobble when I accelerated in a straight line. However I was too distracted by the water running down the back of my neck as I reached a blistering 45 mph, about the same as everyone



Write Away—Winter Interceptor

else crawling through the rain. Next morning I sat on the bike, kicked the stand away and started to paddle backward. In my dripping wet desire to go to bed I had left it in gear. I fiddled. The neutral indicator showed, but it was stuck. Then I looked behind me. The rear tyre was flat.



In the end I called my long suffering father who lent me his car. While waiting I took off the rear wheel and rang around for anyone with the correct spare inner tube. I then dug out four pieces of flint, only one of which had actually gone through the cover. **End of Part One.**

Winterceptor (MNS)

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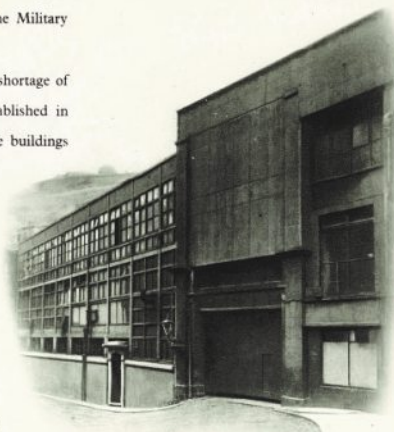
A Proud War Record—Part 2

The Company was honoured by the following awards—

Mr. H. T. GUISE, Works Manager, M.B.E.
Mr. V. L. YOUNG, Manager, No. 2 Factory, M.B.E.
Mr. M. W. CAINE, Foreman, B.E.M.
Mr. A. H. ROBINSON, Inspector, B.E.M.

In 1939 the whole of the manufacturing activities of the Enfield Cycle Company was concentrated at their old-established Works at Redditch. Soon after the commencement of hostilities, however, it was found that expansion was necessary in order to cope with the quantity and variety of products required by the Military Authorities.

It was not possible to extend the Works at Redditch because of the shortage of skilled labour in the district and satellite factories were therefore established in other parts of the country where labour was available or where suitable buildings already existed.



No. 3 FACTORY.

No. 4 FACTORY.



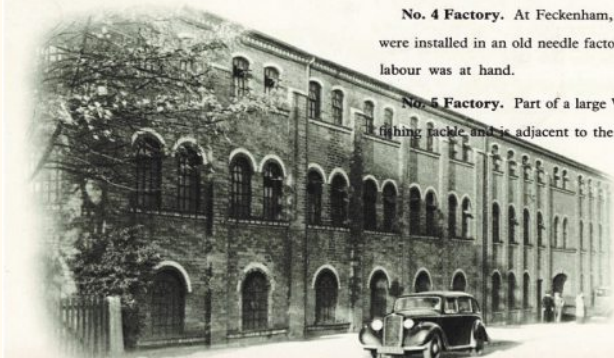
No. 1 Factory. The Head Enfield Works at Redditch, comprising large modern buildings covering some 25 acres—the chief centre for the production of Motor Cycles, Bicycles, Armour-piercing Shot, Oil Motors, Diesel Engines, Generator Sets, etc.

No. 2 Factory. Situated 90 feet below the ground at Westwood, in Wiltshire—laid out primarily for the production of Predictors and other ancillary equipment.

No. 3 Factory. At Edinburgh. This Factory was equipped for the production of Motor Cycle Frames and Tubular Crates for Airborne Motor Cycles to be dropped by parachute.

No. 4 Factory. At Feckenham, a few miles from Redditch, where machine tools were installed in an old needle factory because the space was available and adequate labour was at hand.

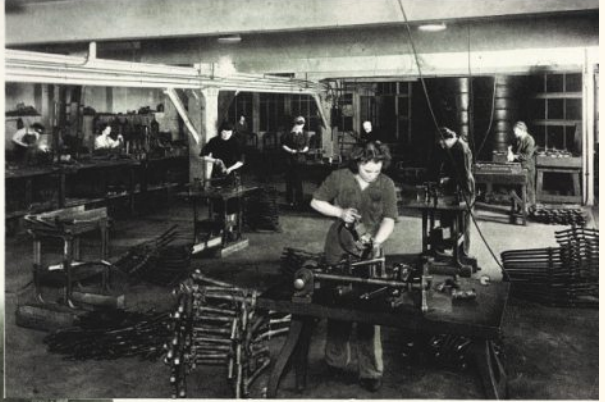
No. 5 Factory. Part of a large Works in Redditch which in peacetime produced finishing tackle and is adjacent to the main Enfield Works.



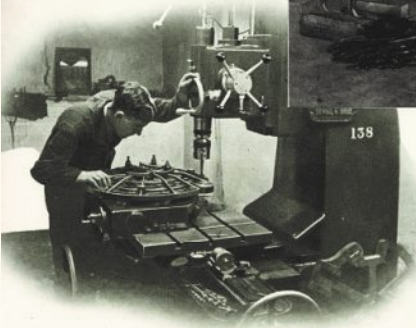
No. 5 FACTORY.

A Proud War Record—Part 2

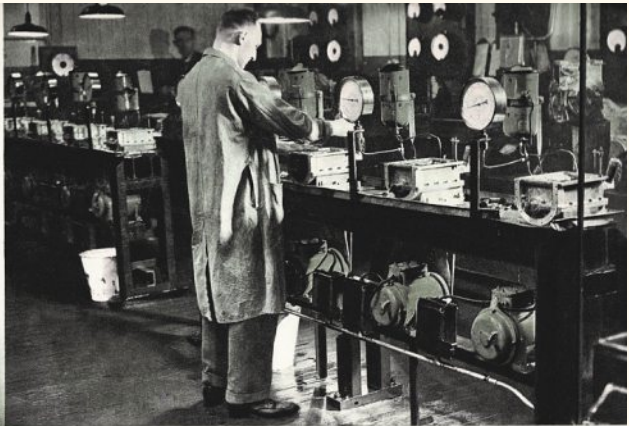
During the whole of the war period the five factories worked in perfect harmony and co-operation. In the following pages, which show some of the many manufacturing processes forming part of the Enfield Company's war effort, no indication has been given as to which factory was the scene of any particular illustration.



FRAME SETTING.



JIG BORING.



TESTING OIL MOTORS.



TESTING
MOTOR CYCLES.

Facebook Findings



Stewart Sackerson bought this 350 Bullet a few months ago he wonders if anyone recognises it as it looks well travelled and he is trying to get some history.



Clive Turk's Interceptor with its new exhaust on which he says sounds great.



Wolfie Smith went to the Stony Stratford Classic vehicle day on his 1970 Series 11 Interceptor. He also saw a modern Super meteor, a model K and a Prince.

Facebook Findings

Laurens Marchant recently bought this nice 2003 500 Bullet and plans on doing a few mods to it such as changing the seat from dual to single



Shaun Britton's
1957 350 Model G
Deluxe /Clipper



Bill Lovatt enjoyed a 140 mile run round the Northumberland back roads on his Interceptor.



It was twenty five years ago (Gun 159 2005)

The following letter was received after hearing the sad news of the death of Charlie Rogers, one of the most influential people in the Royal Enfield Competition Department. Ironically, he was mentioned in issue 157 of the Gun as one of "the men behind the Trials Bullet". His passing is another loss to the history of motorcycling and Royal Enfield in particular. We extend our sympathies to his remaining relatives.

Dear Mrs. Young,

I was pleased to receive your telephone call and to know that you wish to remember my cousin Charles in the way that you do. I hope that the following may be of interest to your members.

Charles was born on the 17th of July 1910 at Chalvey, near Slough, Bucks. He attended a local school and as a youngster spent lots of time on his grandfathers farm, where he learned to hand milk the cows when he was about eight years old. He left school at 15 and was apprenticed to a local builder as a Carpenter and Joiner for a period of 5 years. At the outbreak of the World War II he was drafted into the Kings Royal Rifle Corps and served throughout the War attaining the rank of Sergeant. His Army paybook notes his proficiency as a Motor cyclist! One episode he liked to recall, was the fact that he drove the very first Jeep to come into this Country, when he collected it from the docks. He needed to practise his Motor cycle skills on his uncle's farm at nearby Old Windsor. Charles spent

his life in the Slough area, apart from his time at Redditch, never marrying. After his retirement, he cared for his widowed mother until her death in 1975 at the age of 99, then continued to live alone. He enjoyed gardening and supplied many of his neighbours with plants.

Charles still drove his car on short journeys until two years ago and remained fully conversant with the local, national and international news until his death on May 11th 2000 aged 90.

Kind regards, John Cook



Charlie Rogers

1910 - 2000

Obituary

It is with great sadness that I have to inform our membership of the sudden loss of Graham Pady.

Graham had been battling the dreadful 'C' for a short time. He was a straight talking farmer with a passion for his bikes, especially Enfields.

He was a long term member of the REOC, when he remembered to renew his membership, and a frequent attendee at branch meetings.

Many will recall that Graham and his wife Jackie would often arrive early at the meeting to take advantage of the carveries at the Swans Nest. As they

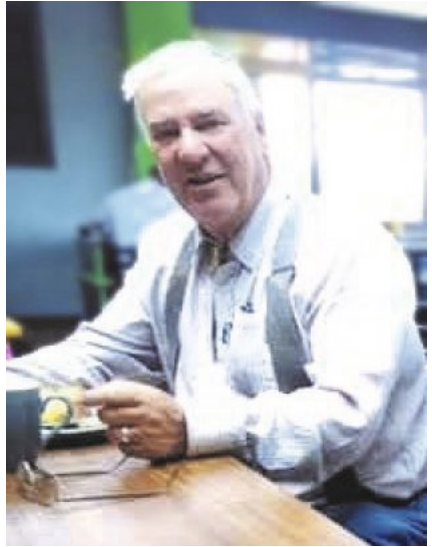
lived at Colyton, it was a fair way to travel, so this enabled them to enjoy a meal together, prior to the meeting.

Graham owned a selection of bikes including an Enfield trials and Bullet, but would often turn up to rides on his bright yellow Honda Monkey bike, causing much amusement as he allowed some to try it for size.

Funeral arrangements were made at East Devon Crematorium, where branch members attended.

RIP Graham, and our deepest condolences to Jackie and their families. He was a great friend, taken too soon before his time and will be greatly missed.

Andy Lobb (MNS)



Just to let the people who knew Terry Pithouse of Devon, that he has been very poorly for quite a while but sadly died a couple of weeks ago. I travelled many miles with him over the years and he was always civil to people, good company and would constantly help anyone if he could. He will be greatly missed down this area.

Les Carter. (MNS)

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.



The continuing good weather has given us plenty of opportunities to get out and about on the bikes, including a 250+mile round trip to the Shropshire hills for Graham, Dave and Alan. On one dry, but cold and windy day, Jak, Graham and myself rode down to Huggy's Speed Shop at Mallory Park. This is an interesting place with plenty of

memorabilia and a couple of dozen bikes for sale in various states of repair. We also met up with several members of the Mid-Shires group. The ride home took a diversion for a photograph at Mount St. Bernard Abbey. The first Wednesday of the month sees a classic bike meet at our normal meeting place. This is on from about 10:00 to 12:00 and brings a large number of classic and modern bikes of all makes and sizes. It's definitely worth a visit if you're in the area. Wednesday 30th April was the first fish and chip shop run of the year from RE dealer, Bob Minion's in Derby. Hopefully a few club leaflets were distributed. There may be a report from this in the next issue.

David Dreher (MNS)

Branch Report—Kent

**Meetings 2nd Tuesday each month. 7.30pm. At the Cock Inn, Henley Street, Luddesdown. DA13 0XB Joe Sultana Tel:- 07496200330
Email:- joesultana95@yahoo.com**

Hello again all. What wonderful weather we are currently experiencing in Kent. Riding season is officially here at last and our outings have been reflective of that. Weekend ride outs as well as events such as Elk Promotions at Ashford and just very recently (at the time of writing this report) we attended Royal Enfield day at the Sammy Miller Motorcycle museum. All evidence points to this year being a fabulous one for the Branch due to our exponential growth over the past twelve to sixteen months. We are at the stage where our clubhouse is starting to get "cosy" and not necessarily in a good way! We are much looking forward to a far more action

Branch Report—Kent

packed itinerary especially in terms of our July trip to Holland in honour of "Operation Market Garden", in keeping with the tradition of last year's Normandy excursion which went off (almost) perfectly. Also we have our June rally from 13th to 15th at Palace Farm, as per usual courtesy of our member Graham, who has unfortunately been a bit incapacitated after knee surgery of late. We all wish him a speedy recovery so that he can get back on his bike(s) and join in on the fun adventures ahead. Get well soon Graham. That's about it for now as far as us down in Kent go... stay and ride safe out there, especially around those pesky cyclists!

Joe Sultana (MNS)

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.

Our first run for this year saw 5 of us venture across the seas to be part of the Annual Sammy Miller Ride-in, and very good it was too. The Museum is always worth a visit, and the new cafe is a good move as well.

There are a few plans for this Summer, with possible runs to West Bay, Swanage Railway or Bovington Tank Museum. Any other venues you fancy, please let me know. We could even consider a destination South of Ventnor. So here's to a lot of sunny Enfield rides.

Ron Wallis (MNS)



Sizes
Small to XXXL

Cost including
postage is £31

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



REOC UK Welsh International Rally 2025 Special Tee Shirt available

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



Our first ride out of the year, organised by Barry, using his eclectic knowledge of the Lincolnshire Wolds, was to the Faun Cafe at ex RAF Hemswell. The Cafe has a very good reputation and is very bike friendly, even holding bike nights in the summer. Unfortunately on arrival the Cafe was closed; Luckily, Bill knew the complex and escorted us to another Cafe, with very good quality food outside in glorious weather.

We were joined by new member Brian Graham on his newish KTM390, as he

wasn't sure of our riding pace and didn't want to race his Royal Enfield Super 5. However he was happy with the style and progress of the ride and will be on the 250 next time.

Another new member has just joined, Mike August is due to pick up his Bullet 500 classic in time for the next club meeting at PJs, so we're looking forward to meeting him there then and equally, Mark Prowse is hoping to make it to a meeting soon.

Steve Gibson (MNS)



Our new machine badges

For details see page 46



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.

March saw the first breakfast Club of the year. Several members turned up and we all enjoyed the culinary delights of Kobi's "eggsellent" pancake making. Then we had an enjoyable ride back through Usk for coffee at the Baffle Haus.



We also had a Spoons breakfast meeting of the so-called Baguette Bikers, a group of us who are riding to Normandy in May. The trip and

ideas of places to visit and what to expect on the journey was discussed. Another meeting will be needed to finalise the finer details closer to the date of departure.



April saw a couple of trips. The first one was a run out to the Brecon Classic Bike show. This is an interesting day out with some lovely old bikes to see.

The 2nd ride out saw a dozen keen bikers take to the lovely roads around the Cotswolds. Our first stop was at CTL in Cirencester. It's a fairly new biker café but is already becoming a popular destination,

with the added bonus of plenty of vintage bikes to drool over and maybe purchase. We then rode the short distance to the Classic Motor Hub, another good venue with a couple of cafes and some very interesting cars to view.

Paul Rich (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).



Although there have been no official REOC rallies throughout the winter months it has to be noted that Royal Enfields are one of the most popular machines of choice at rallies organised by other clubs,

While at the Bruce Pollard rally in Wales I photographed this beautiful French-registered 650cc Interceptor with Precision sidecar

(Stoye made under license)..

Just to prove how cold it was at the rally I've also included a shot of the snow that settled overnight there on my Watsonian sidecar!

A good number of the Midshires members were able to attend Gordon May's excellent talk on the history of Royal Enfield's twin-cylinder models from the early Motosacoche V-twins to the very latest Classic 650. Coopers Motorcycles were excellent hosts for the event.

I especially enjoyed the evening as I remember my dad owning one of early Swiss-engined models when I was a kid (no, my dad didn't buy it new – I'm not that old!).



Cheers Matt (MNS)



Club Merchandise
Sew on patch
For details see
page 46



Branch Report—Airedale and Wharfedale

We meet every third Thursday of the month at the Commercial Inn Park Road Thackley BD10 0RR 6.30pm for a ride out during BST and 7..30pm during GMT

Due to a prolonged absence from The Gun because of a severe ineptitude of the editor (me), I will briefly bring you up to date:-

During the winter months we have continued our monthly meets at our relatively new venue and the regular supply of "Pie and Pea" suppers has been, and still is, very welcome.

In January we took advantage of bright weather and heated gloves to venture into the Dales.

February 1st we met up with friends from R.E. Yorkshire Facebook group when thoughts turned to warmer days and as a result, a mixed group of 12 RE fans headed for a 5 day trip to the Isle of Man at the end of April.

Some of you will have shared in the R.E. One Ride charity events - our plan was to ride to Hawes, Keld, Kirkby Stephen, Tan hill and Masham, approximately 130 miles - 100 or so was in thick fog which blotted out the great scenery and at times became potentially dangerous! (Why, in bad conditions do people in grey cars drive totally without lights?). So in March we re-ran the ride in glorious sunshine and appreciated the wonderful North of England scenery.

April has also seen some great local rides with Paul sharing his extensive knowledge of the Calder valley, giving us more routes to add to our repertoire.

So enjoy the riding and the fellowship shared among riders and Keep Safe.

Peter Jackson (MNS)

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.

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



Looking forward to the Lancashire Red Rose Rally (Friday 5 Sept. to Sunday 7 Sept.) Orcaber Farm Caravan and Campsite, Austwick, Settle, LA2 8AE.

Prices: Tent/1 person £14 per night. Tent with electric/1 person £24 per night. Camper-van with electric/1 person £24 per night. Additional occupants tent or van £6 per night. Dogs £1.50 per night. Members wishing to attend should contact the site directly to book.

Tel:-07800624994 and please can you contact John Barnard by Email:- john@jbhm.co.uk to give an

idea of numbers. Seeing the Gun, page 38 (April/May 2025) inspired South Lancashire members to follow suit and enjoy (?) ... Riding An Older Royal Enfield. On this occasion at our Tuesday evening meeting, an Indian-made 2007 R.E. Bullet 500 with a Watsonian Manx sidecar. Left foot brake, right for the gears. Starting, kick only (not pressing the horn button...) Both hands on the bars to prevent massive wobble due to the chair. This clears up over about 15mph; a dream to handle. (That's roughly what people were saying...)

Chris Robinson (MNS)



Limited Edition Rally Lapel Pins

30mm enamel and nickel. £3.00 each while stocks last.

Email:

clubsales@royalenfield.org.uk



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.



The attendance for this month was good considering it was a Bank Holiday weekend and weather was fair. With the summer season coming up we should see more bikes and maybe some curios! (Bikes!), and some Ride Outs organised. It was good to catch up with members who I hadn't seen this year, always a good tale or two!

The surprise bike was a new Kawasaki Ninja 400cc Hybrid. I had

not seen one in reality before, lovely machine, picture attached, but there were an interesting mix of bikes on show.

After the weekend I met up with the Branch Chairman Ted Dore for a ride out, which turned into a round trip of 178 miles!, Essex, Cambridgeshire, Norfolk and Lincolnshire, I was amazed at Ted's stamina and go, and his riding (not bad for an Octogenarian (87)) he put me to shame.

Lea Churchill (MNS)



**Club Merchandise
baseball caps
(see page 46 for details)**



Branch Report—South Dorset

Monthly meetings 1st Tuesday of month: Trumpet Major in Dorchester about 7:30pm or a bit earlier if you fancy some dinner. **Branch Caretaker:-Adrian Stone** Email:- southdorsetreoc1@gmail.com
Facebook group [Royal Enfield Owners Club - SOUTH DORSET BRANCH](#)



We're still here! There's still a monthly meeting on the 1st Tuesday of each month at The Trumpet Major in Dorchester, about 7:30pm or a bit earlier if you fancy some dinner too. Eight of us met at the Trumpet Major at April's meeting for the usual chat and humour.

We had a ride out to Beer Cider Farm Cafe organised by Steve to meet up with the Somerset Enfield riders Facebook group on Saturday 12th April. Six of us started off from The Trading Post Cafe on the A37. It was a lovely ride there and back through some wonderful Dorset and Somerset country lanes, thanks to Steve for leading this and knowing some great roads and interesting scenery.

Around 30 bikes turned up with a good range of Royal Enfields. The organiser, Fox, rides an interesting Classic 350, painted in homage to his grandfather who was in the Pioneer Corps during WW2.

We've set up a new WhatsApp group for last minute runs on sunny days, especially for us retired types! Just email and ask about being added to the group. We do hope to organise some runs and events during the year, check the Facebook group

Adrian Stone (MNS)



Branch Report—Wiltshire

Meeting at Crowns Cafe, Lyneham, every Saturday morning from 09:30, monthly meeting at The Mallard, Lyneham, last Thursday of the month at 19:30 Contact: enfieldwilts@gmail.com



February saw the branch hold its AGM with many members taking on roles from the previous committee. The meeting was well attended, with 21 members present. On behalf of the branch, thank you to those who volunteered for roles, and thank you to those who retained positions. Here is to another 20 years with the branch going from strength to strength. Membership is going well, with new faces arriving at both the weekly and monthly meetings. Saturdays will invariably have a ride out after breakfast, recent destinations being Aldbourne (Band of Brothers) and Honey Street (crop circle HQ). Planning is underway for the National Rally and Membership flyers have been received from Central, which have been distributed locally. One of our members has recently returned from a weeklong ride to the Netherlands, on a Hunter of all bikes. Just goes to show that any bike can tour! In frith,

Robbie Hemmings (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)



Life continues a pace down here in South Oxfordshire as a merry bunch of “Enfieldisti” have made the most of enjoying the beautiful spring weather. Aply orchestrated by the route-master Phil, runs have been aplenty, from short ‘brunch meanders’ through to ‘stop and stay’ breaks.

Alas these are all too frequently punctuated by a stereotypical Jim event - the latest, a broken mudguard stay and a heavily remodelled rear tyre! We continue to foster a strong relationship with the local VMCC (Oxford,) actively participating in their runs and events. Four members thoroughly enjoying a trip to the Veteran and Vintage motorcycle day at Brooklands. We’ll be back next year to participate! The breadth of bikes within our midst continues to expand. Recently we welcomed a Bear into the fold (aka David M), a shiny new interceptor (Russ), a 452 Himmy (Bob), and Andrew with his rescued ‘garage queen’ 350 Classic (seen here running-in on the Exmoor stay-away).

Remember you don’t need to ride or indeed have an RE to join in with the fun. Just pop along to the Red Lion and say hi.

Andrew King (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
OR :- Leo. Tell :- 07397172447 Email :- leonelson111@yahoo.com

This time of year can be very misleading. It can be cold in the morning, so you tog up, then by the afternoon, the sun comes up and you have to find somewhere to store your heavy riding gear on your bike. But the best part is, the sun comes out and so do the bikes.

Last time I checked the White Horse car park on Saturday 5th April, there were 20 bikes in attendance 15 of which held a Royal Enfield badge on the tanks. It was nice to see a 1963, (?), Constellation and 1950s Model G among the more modern bikes.

In the last report, I mentioned that The Crown was no longer serving breakfast, so The Breakfast Club needed to find a new venue. Thanks to Stephen Foss and myself, two possibilities have been found. Stephen found the Farmhouse, Kesgrave, and myself Jimmy's Farm, Wherstead, just a short ride from the White Horse. We decided to try the Farmhouse for the April meeting then Jimmy's Farm for the May meet. The Branch will then make a decision as to which venue becomes the permanent one. Pluses and minuses for both venues.

We had one debutante for the April meeting, (welcome Colin), and hope more will start attending as spring and summer rolls on. Hoping six months worth of hot and dry on the first and fourth Saturdays, (feel the need to reference the Norfolk Branch), and wish you all many miles of dry riding.

Leonard Nelson (MNS)

Gillingham in Gear Saturday 7th June 2025
Town Meadows behind The Red Lion Pub SY4 5JX

Event open from 10am till 4pm. Free entry we are in our usual spot.

Royal Enfield riders please join us.

Contact Andy Parfitt 07809227600 andyparfitt@hotmail.co.uk

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



March 8th:- branch breakfast ride out to Honey Street where by chance we met up with the Wiltshire branch. March 9th:- ride out to the New Forest where Bob unfortunately had a can of puncture repair go off in his topbox. March 20th:- We joined the Thames Valley branch for a ride out to the Mini factory, Cowley, for a tour of the production facility, what an eye opener. March 29th:- We joined the Thames Valley breakfast meet then to Hatfields of Crowthorne to try some of the new Enfields at their

Spring test ride.

April 8th:- We rode down to the old brewery bike cafe, Gillingham for Mike's birthday breakfast meet. Met up with fellow REOC member Dave Cromwell who is soon off to tour Portugal and Spain on his Interceptor. We rode on to Sturminster Newton mill, Shillingford station and the very motorcycle friendly Worlds End pub at Almer. April 10th:- Clubnight ride out to Echinswell on which Dave rode his very nice '49 J2. Back at the Wyke Down, a lot of chat regarding the international rally. April 13th:- Branch members rode in the Doc Bike charity ride from Alderholt to the Haynes motor museum at Sparkford. Bacon butties and coffee at the museum, then rode home via King Alfreds Tower. April 18th:- branch ride out with Berkshire RCE, Thames Valley REOC to H Cafe near Wallingford, then on to the Didcot railway centre Steam day, before returning via the back lanes of Berkshire. April 20th:- Nine bike branch ride to Choppers cafe Burbage, then on to the Atwell-Wilson motor museum Calne before venturing down to the Avoncliff aqueduct and the old Westwood mine Enfield factory. April 27th:- branch ride to the Sammy Miller Museum Enfield day, returning along the coastal road through Mudeford, Lyminster and Lepe country park.

Doug Hopkins (MNS).

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

The annual meal was enjoyed by all but unfortunately I 'broke down' on the way and didn't get there. From comments on other aspects, I think we'll be definitely trying somewhere else next time.

First summer run seems to have gone down well, new venue for us – Cafe at Bognie Inn – approved of by all! Unfortunately I picked up a tack in the back wheel, had to fix it by the side of the road, so didn't get there in time for lunch.

John has arranged a visit for us on Saturday 28th June and I will arrange a route and lunch stop for this later, expect a longer day out though. Details will be circulated nearer the time.

We're still looking for someone to take on organising the 26th July run – several of us will be away at the 50th National Rally weekend for older motorcycles so this is an opportunity for someone to take on a smaller run, first timer maybe? Plenty of advice is available if you need it.

A couple of our members have entered the Deeside to Donside - D2D – long distance adventure trial on 24th August. It will be good to hear their stories on 30th August!

Any club members visiting the area are welcome to join us, contact me as above – we don't bite!

'If I didn't have bad luck I wouldn't have any luck'

REtrialer (MNS)

RENEWAL NOT RECEIVED - IS THIS YOU?

Amongst the renewal payment envelopes I received on Saturday 19th April was a Royal Mail notification card of a £5.00 fee to pay for no stamp / underpayment. I have not paid this fee so if it was you, I have not received your renewal. By the time you read this, all cheques received in April will have been banked, and card payments processed for those who sent these details. If you renewed via Royal Mail during April, you need to check your bank/card account to see if the payment went through.

If it hasn't, you need to contact me on the phone number printed on page 3, or send another payment in the post. If it was an application for membership, this message is a waste of time of course!

Graham – Membership Secretary

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



Our first Club ride out took us to a few of the locations on this year's Branch Chairman's Challenge. The idea being that they should be both interesting and inspirational. One of them is very unusual, a mystery (OS Sheet 150, 759359). People made it but you can't see it, hear it, or

even smell it - though in a way you can touch it. Despite this paradox, Members were able to seek it out. It's where the county boundaries of Herefordshire, Worcestershire and Gloucestershire meet (at the southern end of the Malvern Hills)!

Our most recent ride out, led by Charlie, was through the Forest-of-Dean and Wye Valley - stopping off at the spectacular Tintern Abbey. The route has superb sweeping bends - just great for motorbikes! And the weather was kind too. Don't forget our Club Rally (31st May to 1st June)! See Page 41 for details. Also the Distinguished Gentleman's Ride, 18th May, gentlemansride.com. Best wishes to all Enfield Riders from the Glevum Branch



Patrick B, (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—Norfolk branch, For further information, please contact Paul on 07951837737

Email:-paulscarff.reoc@gmail.com

After a couple of months where our meetings coincided with named storms, which reduced attendance somewhat, we are now back to decent weather. We have 15 or so people attending each month, on a variety of new and old Enfields, (and the odd Triumph!). We are still getting a few new members at each of our meetings - a warm welcome awaits anyone who fancies joining us!



We are also still well supported by the Suffolk Branch, with regular attendances at our meetings. Hopefully from May we will be also starting with a breakfast meeting, followed by a short ride to the main venue.



Our hosts, Blackham Station Cafe (aka Reepham Station Cafe), has also started holding Friday Bike night events, which hopefully will attract additional Enfield riders that we can get to join us. At the end of April, Beccles Steve organised a mid-week ride out for Norfolk and Suffolk branch members (and guest) to the excellent David Silver Honda museum (has anyone not owned at least one Honda in their biking career?), via a really good breakfast venue - hopefully the start of many such adventures.

As mentioned above, please come and join us at our meetings - more info contact me

Tel:- 01603868939 Paul Scarff..(MNS)



Club merchandise
Left is the new neck snood

Right is the new Zipped Hoodie sweatshirt For details see page 46



REOC UK Welsh International Rally 2025 News

The International Rally programme is taking shape.

Hot & Cold ! A presentation of Bill Grigg's R-E adventures in Iceland and Morocco.

- ◆ Rally T-shirts, badges and Goodie Bag.
- ◆ Basic off-road tuition sessions – R-E Himalayans provided.
- ◆ Group ride-outs and route maps for suggested DIY rides.
- ◆ Test-rides on new Royal Enfields.
- ◆ Guided Trail Ride.
- ◆ Have a ride on an old classic Enfield.
- ◆ Bike Judging.
- ◆ Saturday night prize-giving and live music, + meal for those who want.
- ◆ Quiz.
- ◆ Sunday, Bring-Your-Old Bits autojumble (not for traders or outsiders).

The details and timing of these activities will be made available on the website and in a printed programme.

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/June 2025

Glorious Glevum 31st May – 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. Russ Williams Email:- REOCglos@hotmail.com Full programme and other info on the FaceBook page. <https://www.facebook.com/groups/753171522547941>

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 "Otty Bottom Rally" 13th 14th and 15th June Palace Farm Campsite, Doddington ME9 0AU Joe Sultana Chairman, Kent Branch, (17345) 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

www.royalenfield.org.uk

Club Calendar 2025 Official Rallies

July 2025

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
Thank you Carl Lemon

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.

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.

September 2025

Lancashire Red Rose Rally
Friday 5 Sept to Sunday 7
Sept. Ocarber Farm
Caravan and Campsite
Austwick, Settle LA2 8AE
Tel:-07800 624994



5TH 6TH 7TH September 2025

WONDERFUL VIEWS
GREAT CAMPSITE
PIZZAS ON SITE
SCENIC RIDES

ORCABER
CAMPSITE
LA2 8AE

PHONE:
07800 624994
TO BOOK

After many very successful rallies, John Hamer has decided to step down and hand the baton over to the South Lancashire branch.

Full details of the Rally in the *Gaz* magazine, the E-newsletter and on the REOC website.

Club Calendar 2025 Official Rallies

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 Sliwowski (5859) Tel:- 0773 0110 158

Email:- poloenfield700@googlemail.com



1964 YOUNG LADY ON THE 250 c.c. CONTINENTAL G.T. AT A SHOW

I wonder if anyone knows where this show was, who the girl was, and where is she now?

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

Market place

For sale

For Sale 350 Classic as new accessories, Black Pillion Touring Seat and branded Backrest, Brown standard seat, pillion and backrest, Pillion subframe, Black Headlight surround, Pair standard chrome mirrors. £50 Stephen Barrett (MNS) Chippenham Tel: -07471 847203

Email:-stephenandjuliet@yahoo.co.uk.

For Sale - MZ ETZ 251 1993 Full Burwin's engine refurb'-rebore, piston, recon crank, seals, bearing replacement where needed. NEW - tyres, tubes, vape electronic ignition & Rev' counter, brake line, approximately 2000 miles since rebuild, over £1500 spent, patina retained !!! Kent - more information Roger Brown (MNS) Tel:- 07473-789-550

For Sale 1964 crusader continental (not GT) VGC. Restored, gold and chrome, with rebuilt engine and 4speed box. All original with paperwork. Giving up biking. £3,500 Ono. Chris Dutton (MNS) Tel:- 07982 308685 Kent Email:- c.dutt@btinternet.com .

For Sale 1965 crusader Olympic. Only 105 of these rare bikes, with leading link front suspension. Totally original and restored. On sorn, and not used since completion. £3,000 Ono Chris Dutton (MNS) Tel:- 07982 308685 Kent Email:- c.dutt@btinternet.com

For Sale 2019 Royal Enfield 650 GT chrome. Immaculate condition with 2/1 Stinger exhaust and many extras. Low mileage 2,600. Open to offers. Ken Law (MNS) Tel:-0191 340 3712. Email photos on request Rebecca.law2401@yahoo.co.uk

For Sale Parts for a 2007 Electra, rear rack & top box, Minda H/lamp unit, dual seat, service manual, clutch puller, mag rotor extractor, assorted parts service items. Buyer collects. Richard Mabbot (MNS) Nottingham, Tel:- 0115 9556145 or Mobile :- 07724 815127

For Sale Sadly James Balnaves, passed away in 2020 and was a keen owner of a Royal Enfield Continental GT 1966. The bike has been stored since his passing but the family feel it needs to be enjoyed by an enthusiast. They have screeds of receipts, articles, magazines, documentation of its history, memorabilia and refurbishment. It has all required documents and more. They are asking for around £3,500. Please contact Gordon McDougall. Email:- gordon.c.macdougall@gmail.com

Market place

Wanted

Wanted for Constellation /Super Meteor Lucas 18D2 distributor, mount block and drive sprocket. Derek Brown (MNS) Surrey Tel :-07931 768433 Email:-derekbrown13@gmail.com

Wanted Late low mileage Royal Enfield 500cc Classic bike and combination. Charles Grimm (MNS) Ringwood, Hants. Tel:- 01425 837296 or mob :- 07855238518

Market place

Wanted

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 For a 250 Continental GT. 5 speed gearbox parts:- Layshaft, Layshaft 2nd & 3rd gears, gear operating fork, willing to buy complete cluster or engine with gearbox or restoration project. Or 4 speed cluster project. GT. Seat. W.H.Y. Rod Noble (08658) Lincs. Tel:- 01754 830530 or txt to 07934 762017

Advertisements

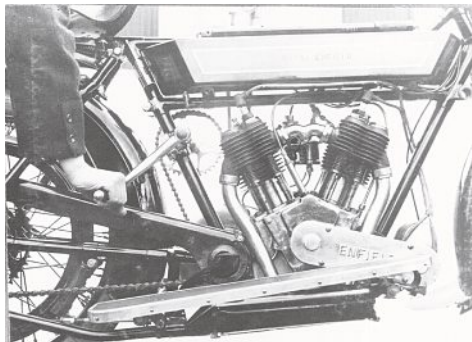
These are free to all paid up (non trade) R.E.O.C. members. These adverts should be limited to 30 words or less. Send adverts directly to the Editor, quoting your full name, membership number, county or town, telephone number, email address. Non- members £5.

Trade advertisements rates as follows per issue .
—full page £120, 1/2 page £60.

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.



*How to start your 1914 6hp
VTwin?*

*Yes it looks like a bicycle crank
to hand start, as no kickstart
was fitted!*

Club Merchandise For Sale

Lapel Badge * (red / 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)	£12.00
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
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



New Design Machine Badges Now in Available in Green and Red, made of cast zinc alloy with enamel and resin coating. 700mm diameter. 950mm height including fixing plate £25.00

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**





ACROSS

- 1 Car pedal: Press it to speed up
- 7 Vehicle, eg a Transit, for deliveries
- 8 Cricket: 6 deliveries is one of these
- 10 Abbreviation for "foot" (12 inches)
- 12 American spelling of "aeons"
- 14 Sun & rain: coloured arc in the sky
- 16 Person/elegant horse from Arabia
- 18 Computer company, initials
- 19 PUT backwards, a male sheep, ram
- 21 Exabyte (IT)
- 23 The UK is GB and ??
- 24 Internet domain name: Falklands
- 26 Abbreviation for id est. NOT: eg
- 27 Indian boss. Large V-twin bike
- 30 Motorcycle other than kick start
- 31 Run, in the past
- 32 Electrocardiogram. But shorter!
- 33 Old phone: Use 1 finger to turn it
- 37 Stockport postcode
- 38 Synonym for "enemy"
- 41 A disorderly group of people
- 42 What you send letters in

DOWN

- 2 The snow was deep & crisp and ????
- 3 The "Bufs"
- 4 The "A" in AD (before "Domini")
- 5 Not BSA, Norton, AJS. Guess Again!
- 6 FATE (anagram). White Greek cheese
- 9 CH. Country of Alps, watches, yodelling
- 10 M/c racer, RE tuner: Mr Egl's 1st name
- 11 Less common version of "taboo"
- 13 My machine runs smoothly, like a ?? (5,5)
- 15 Getting better and better
- 17 Metal projectiles from a gun. RE bikes
- 20 This publication fires 17 down
- 22 Shorter than *motorcycles* or *bicycles*
- 25 RACES (anagram): Units of land area
- 28 Rough cut. Illegally get into computer
- 29 Radio: Not AM
- 34 Small, cheeky Scottish Hillman car
- 35 Microsoft game, "Age of Empires"
- 36 Tyre pressure - PSI. Abbrev for pounds?
- 38 Iron
- 39 Reversing "NO" gives opposite of off
- 40 Common nowadays, *electric vehicle*

**The Winner :-
Stephen Curvis
(MNS)**

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



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





A real blast from the past:- Pictured above at the REOC Northwest Branch Lakes Rally in 1987 with his 1961 Airflow Meteor Minor is long standing member Les Carter who recently celebrated his 90th birthday. Les has travelled countless miles on his Royal Enfields, He was a regular at our Scottish Rallies and organised the Fossil Rally for years. Les also completed a number of runs from Lands End to John O'Groats, on one occasion on a 250 side valve Model D! That model had hardly enough steam to pull the skin off a rice pudding but Les did it. Hats off to you Les! "Mustn't Grumble"