

# THE GUN

The magazine of the Royal Enfield Owners Club

For all the latest news, views and reviews



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Issue No. 308



Aug/Sept 2025

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“The South Midlands Branch has been given a stand at the NEC Classic car and bike show in November, You can scan the QR code or go on line and quote “CCBNOV5115” And get a £4 discount off the cost of a ticket .

The web site is [NECCCLASSICMOTORSHOW.COM](http://NECCCLASSICMOTORSHOW.COM)”

For any further Info Call Peter Hardwick (15812) 07889877311

Email [peterhardwick10@tinyworld.co.uk](mailto:peterhardwick10@tinyworld.co.uk).

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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.

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**Front Cover:-**

*Andrew Boss riding his 250GT in the “Distinguished Gentleman’s Ride” from Chipping Camden to Broadway.*

## EDITORIAL

Hello All,

It's not common knowledge but four years ago Doug had an unfortunate "accident" on his beloved RE Clubman. Next came his cancer diagnosis, subsequent successful operation and treatment which then put restoring the Enfield on hold. The result of all this was that it languished in the shed with an occasional "uncovering" and "muttering" about what he was going to do, only for it to be covered up again!



Until now, that is! At long last the unique throbbing sound is reverberating around the roads of Scotland! I've never been so happy to see him spending the time, oh and money, on bringing the bike back to life. Once again I'm able to moan about the smell of petrol, oil or even the inevitable Swarfega left on the kitchen towel! Yes, you all know exactly what I'm talking about! He's had to make some "age-related" modifications which include replacing the rear set footrests, fitting upright handlebars, a sprung saddle and a wee rack completes the job! (See photo)



Once again, it's a pretty jam packed magazine and we'd like to say "Thank you" to all who have contributed articles/reports and/or photographs. We really appreciate it so please keep them coming. On Page 42 you'll find details of the AGM Agenda. If you've got something to say, that's the place to do it, under "any other business", don't just "mutter" about it at home or to your mates!!

Paula (and Doug)

All contributions for next issue to reach the Editors

By the **1st September 2025**

Next issue published **October 2025**

## Royal Enfield Club Nederland Bulletin Snippet

Spotted at Central Classics in Houten by Axe John Versluijs,

Royal Enfield with Electric Start Motor

We knew that the bike from Mark and Geert de Boer had been on the stand so we asked the brothers how it worked. Geert; "originally in 1913 the kick start ran off one of the sprockets of the gear drive to the magneto."



Royal Enfield only did this for a couple of months, therefore I assumed that this system didn't work very well, and instead of making a complicated sprocket (all sprockets of the gear train were missing) I saved time by fitting an electric start motor from a Japanese bike, that appeared handier to me. The start motor is visible, but not very noticeable and is fitted underneath the magneto."

*Thanks to Mike Wherry for the translation. Eds*

### DETAILS THAT MAKE FOR ROYAL ENFIELD PERFECTION

#### PATENT CUSH DRIVE

The Enfield patent cush drive hub, which is fitted in the rear wheel of all Royal Enfield Motor Cycles, takes up the drive from the countershaft with great flexibility and smoothness. It minimises any tendency to "snatching" or harshness, which some chain drives possess. The wonderful efficiency of the cush drive hub will be readily understood when we say that we are supplying large quantities of similar hubs to other manufacturers.



The accompanying illustration shows the inside of the driving sprocket and the outside of the hub. The driving end of the hub is provided with three metal vanes, and the inside of the sprocket is similarly fitted.

At each side of the metal vanes in the hub is placed a block of solid rubber. When in position the rubber blocks act as buffers between the vanes.

## Write Away — “Distinguished Gentleman’s Ride”



Hi Doug and Paula

The “Distinguished Gentleman’s Ride” unites classic and vintage styled motorcycle riders from all over the world to raise funds and awareness for prostate cancer research and men’s mental health. The Distinguished Gentleman’s Ride was founded in Sydney, Australia, by Mark Hawwa. It was inspired by a photo of TV Show Mad Men’s Don Draper astride a classic motorcycle and wearing his finest suit. Mark decided a themed ride would be a great way of connecting niche motorcycle enthusiasts and communities while raising funds to support the men in our lives.

On Sunday 18th May we did the DGR ride and made it from Evesham with 235 riders to Chipping Camden then on to Broadway. Here are pictures of myself on one of my late father’s (Roger Boss) 250GT’s which he designed in the early sixties.

Andrew Boss (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.

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

## Write Away — Don Rickman



Hi Doug,

Sorry for the poor quality of photos, but these were taken on my phone at an exhibition of 50's and 60's motorcycle sporting events in the New Forest. I got permission from the exhibitor for you to print them in the Gun if you think they are of interest.

They show Don Rickman winning the Hants Grand National Scramble at Matchams Park in 1955 on the works Royal Enfield 500 Bullet Scrambler. Both Don and his brother Derek rode the works Bullet scramblers early on in their careers, way before they made the world class Rickman Metisse Scramble and road race bikes.

Doug Hopkins (MNS)

## Write Away— Doggie Bag

Dear Editors.

It's not enough that I have to do my own cooking at home, I also have to concentrate very hard on keeping my driver informed of my directions that I need to go during my rallies.

Regards

Charlie Hamer (Dog) (MNS)



## Write Away — Winter Interceptor



**Part Two** My theory is the large infrastructure project: a major water pipe cutting across East Anglia. I ride past a point where they store JCBs that rumble across the road on their metal tracks. The heavy rain no doubt pushed it into my path. I managed to get the inner tube changed and the tyre balanced that evening, so was back on the road Monday morning. Two weeks later, and now in January 2025, I was in trouble again. Walking toward the bike I thought, “that rear wheel looks odd.” Flat again.

The on-site caretaker at work has a compressor in his garage. We checked the valve and pumped it up. I could hear it hissing, from what looked like the previous flint hole. “I’ll be alright” I said, “I know every petrol station between here and home. I can top it up.” Mick is an old hand. He looked dubious but said nothing. I got to the end of the road and decided it was suicide. I turned right, belted half a mile, and threw myself on the mercy of my brother-in-law. He drove me home. I was determined not to throw another £30 at the problem. I ordered a new inner tube, dug out an old pair of tyre levers, made some rim protectors and heaved and heaved again and again! You can more or less stamp a radial tyre back on the rim, why was this so difficult? Motorcycle tyres, I learned, are held a lot tighter to the rim. Indeed their construction is far more solid it seems (it seems obvious, now!). I couldn’t even prise it apart, so used a rubber mallet to get the other side off, having carefully marked up the position of the balancing weights.

A flake of flint was responsible for nicking the inner tube. It was no thicker than a human hair and  $\frac{1}{8}$  of an inch at its widest. I dug and dug and dug into that tyre to make sure nothing was left. I then used a puncture repair kit: putting inside the tyre to cover the hole made by the flint. I have had no more problems. Except getting the tyre back on: I am now nearly a stone lighter.

### Brakes

I had now lost five days of commuting for two punctures. The filthy, salt soaked Interceptor had spent five days in my brother-in-law’s garage. No time to wash it down,

## Write Away—Winter Interceptor

I would be back on the road Monday morning. I approached the accident blackspot that is the junction onto the minor A road, touched the back brake, then opened her up into a gentle wide curve and ran up to fifty miles an hour. Half a mile later she lost power. Something, somehow, was forcing the engine revs down. I let out a groan.

This was a familiar feeling from a succession of old bangers over the years. I was quite used to this - coasted to a halt and switched off. Grimly I thought the engine might be seizing up - but no oil light - indeed the engine was now ticking over happily. I didn't like this: chain seizure? The rear

wheel was stiff, but soon freed up. I got on and pulled back into traffic. All seemed well. I took a diversion round some lanes just to make sure all was well. It was. I came up to the odd junction onto a slip road onto a major A road, put my foot on the back brake so I could be seen, then off and up to seventy miles an hour. There was a sudden and immediate loss of power again. I pulled into a petrol station slip and she stopped. I mean stopped. She was immovable-as the large lorry (driver) that pulled in behind me discovered when we both tried to push the bike out the way. Moments later she rolled. Somehow the back brakes were applying themselves. I sat on a grass bank. I had two choices - admit defeat and call for recovery or bodge it. I am, by inclination, a "get there by any means" sort of man. So, and I appreciate this sounds like lunacy, I took the rear brake pads out, and rode carefully. I got there.

Leaving work, I had to descend a long hill which was once topped by a castle. You guessed it, halfway down the front brakes slammed on with a sickening lurch but I kept upright. After a few moments she moved. I don't know how I got home (by the back route. The major A road does not have a hard shoulder) but I did so mostly with engine braking. I felt the brakes tighten at one point, so they cooled while I called my Dad for a car loan. I also used this time to develop a theory - moisture (it was a wet winter) had



## Write Away—Winter Interceptor



somehow got into the brake fluid and was expanding under the heat of braking. This is typical of my overthinking any problem. So I dutifully set about replacing the fluid. I put a ring spanner on the rear bleed nipple, and broke it off (I don't know my own strength). I fiddled about with a stud extractor, broke it, so bought a second hand brake assembly off Ebay for £30. I turned my attention to the front. The fluid was almost clear - it was only four months old. In a rage I decided to disassemble everything. The answer was simple: the pistons were so encrusted with salt and road muck from its long, unwashed sojourn in other people's garages, they did not properly retract and

stayed on or almost on. They got hot, expansion occurred and the brakes came on. I lost a whole week of riding "faffing" about with the brakes. I did it properly - new stainless bleed nipples, new brake fluid, even new front pads (EBC - exceptionally effective now they've bedded in). I learned some lessons: road salt is nasty. Wash your bike. Call for help, don't bodge. Commuting by car is boring. Don't listen to BBC Radio 4.

### Corrosion

Now the sun has returned I can pay a bit more attention to the problems 6000 miles or so have caused between October and March. The frame and tank have stood up well. However, stock exhausts with their 1970s chromium have rusted, especially around the joints. The paint on the hubs is in a bad way - bubbling around the spokes and even flaking off in big chunks. The same for the lower reaches of the engine casting. Any polished aluminium has suffered. The rear shocks look awful. The polished aluminium crankcase, sprocket cover and valve cover are dull grey. Increasingly fine wet and dry and some autosol does bring it back. However it produces a duller, deeper shine. I prefer this; less bling on the bike.

## Write Away—Winter Interceptor

### Conclusions

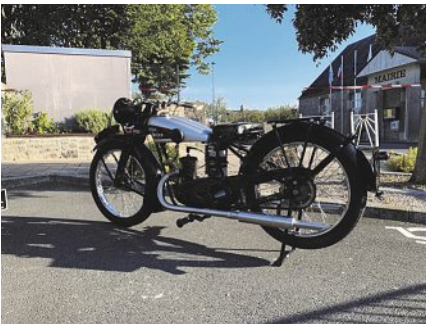
The Interceptor is in no way an ideal winter bike. It doesn't have fancy stainless steel or ceramic coatings. In some ways it harks back to a time when motorcycles were cheap forms of transport. But it stood up to the test, and any problems were bad luck or poor maintenance. I was always comfortable and never had to try a truckers breakfast at the Pit Stop Cafe. My brother-in-law wounded me when, looking at the bike in his garage, and speaking his mind, said: "It's great. A real old workhorse (I was removing the rear wheel at this point so waited to see if he was speaking of me or the bike). You know, it doesn't matter if it gets dirty or you drop it..." he tailed off. Perhaps he caught the look in my eye. He's right. It is not pampered, it earns its keep. But I do mind when it gets dirty. And now the spring is here, the rust can be brushed off, the fairing removed and the engine polished. I can throw off the waterproof layers and take the lanes as the sun rises in the east. Would I do it all again next year? Yes, despite the occasional dysentery-inducing moment. Maybe I should try something a bit more suitable for dodging around tractors. Anyone selling a low mileage Himalayan?

Winterceptor (MNS)

## Write Away— French Connection

Dear Doug and Paula,

I have been a French member of the REOC for a year now. I discovered the REOC when I had to date my old RE. I wanted to share with you and the Gun readers photos of my two REs. The oldest one is an RE model X dating from 1934. It's a very rare model as it was only produced for two years (and I think this model never met its public) The newest one is a Bullet 500 EFI dating from 2018. I am a fan of the Gun. It has lot of news and information and I am especially a fan of historical short papers. Regards, Sébastien Damart (MNS)



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



We had an eventful ride (our encounter with raging water buffalos) through Udaipur (busier than Jaipur) to a little oasis named, Hotel Mahendra Prakash, reminiscent of the hippy days of the 60's and 70's and the 'Best Exotic Marigold Hotel'. An absolute luxurious hotel in the middle of Udaipur, bustling main street outside, serenity within. We had a glorious first floor bedroom,

overlooking the cool swimming pool, with light falling through stained-glass windows, (image 18).

We arrived at the hotel early which allowed us to visit Udaipur temples, palaces and also Taj Lake Palace, that sits on Lake Pichola.

This man-made island is an amazing feat of achievement which is accessible by a short boat journey. Taj Lake Palace was used as the home of the character, Octopussy, in the Bond film of the same name. It is now a luxurious hotel.

Following a lovely dinner in the garden of the hotel, Day 10 saw us travel to the aptly named Hotel Castle, Bijapur, but only after visiting Chittor Garh, a massive walled city that contains palaces, temples, farms, homes and lakes. Steeped in history, often very tragic, it is here that following the defeat in battle of her husband Queen Padmini, and 14000 women inhabitants of Chittor, committed Jauhar (suicide by jumping into a funeral pyre), rather than falling into the hands of the victorious Mongul soldiers.



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

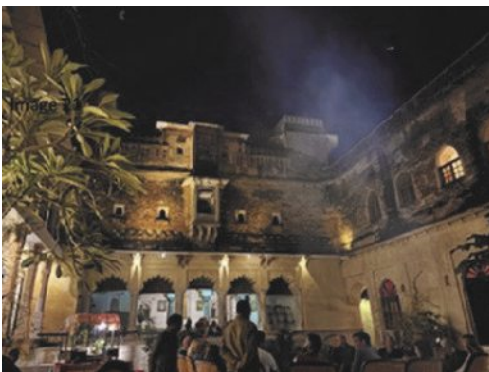
The last time this practice took place was in 1962, after which the Indian Government outlawed the practice. On a happier note, we did come across a colourful and lively Hindu Wedding which was proceeding slowly down a main road, with the Groom sat aside a white horse and



dressed as a Maharaja with dancing women and men all around. Loud music by the mobile bhangra live band accompanied the ceremony. We could not but stop, and join in this very happy occasion, where we were made to feel very welcome indeed. Motorcycles remain the primary form of transport in India (from what we witnessed). These days Honda Heros far outsell Enfields, although Enfields are still considered the Maharajas of motorcycles.

However, there are many, many more riders as often, especially in the country, motorcycles will be three, four or even five up. Whole families, including babes in arms, will be perched and balanced on struggling low-powered machines. Ladies sat side saddle, saris flapping in the wind, their heads covered, open toed sandals and not a crash helmet in sight.

The most we saw on one bike appeared to be seven, difficult to tell as often one or more passengers would be hidden. However, eagle-eyed Andy Stait managed to capture a Hero with five up! (Image 19). If you look carefully you



should be able to count 5. To reach our next hotel, Hotel Castle, we travelled along stunning mountain roads with hairpin bends giving us fantastic vistas of India, now very much a green countryside. The 16th century castle, as the name suggests, was once a refuge for five surrounding villages; the current owner is a direct descendant of the original Rajput family that offered this protection.

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



Despite receiving regular travellers, the arrival of new visitors always attracts attention from the villagers (image 20 previous page) who very happy to see you.

That evening we had a very atmospheric dinner (image 21 previous page) the courtyard of Hotel Castle with smoke rising from the firepits and where aperitifs were served before dinner. Day 11 saw us leave this perfect venue and travel to Fort Chabariya, Bundi which in my view, provided us with the best accommodation, stunning rooms and gardens. En route we visited temples, (image 22), palaces and an intermediary school where we were warmly welcome and allowed to visit classes and interact with the students. We were also provided with a glorious rendition of the Indian National Anthem. In Fort Chabariya, Bundi, we had a first floor bedroom with balcony (image 23).

Day 12, final ride day, saw us travel 78 miles back to Jaipur, thus completing over 1000 miles on Himmys 411 (image 24), with very little drama; punctures, brake failure, bits working loose, a new tyre and a few bent bits that were straightened. At the conclusion of the ride, and before returning to the UK, we spent a day in Agra and also in New Delhi, following the tourist trail of forts and temples. It also allowed us a short time to relax, rest and reflect on the previous ten days with a small glow of satisfaction.

One point of interest I did come across in Agra Old City was a long established family run saddle repair shop (image 25) where we saw the craftsmen at work. To give you an idea how cheap India can be the cost to re-cover any saddle in leather-look vinyl, with stitching, and whilst you wait, starts from the equivalent of £3.50 for a single seat and £5.00 for a double. The only drawback is that you've got to get your seat there!



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

If anyone is considering such a trip I would highly recommend a free app, named Polar Steps, that allows you to track your route via GPS and add 'steps' (points of interests where you can text and send images). With permission you can share this map and blog in live time with your friends and family (image 26) This is a screen shot from my mobile which can be expanded on the phone for greater details. You can see how the steps appear at the bottom of the screen. In order to use this, and also to use your phone when not connected to Wi-Fi (which proved very useful at times when riding) I used an e-Sim. There are many out there at a reasonable and similar cost. I bought a 15GB one, and have 2.9 GB left with Polar Steps running all the time and with extensive use.



Kate and I are already planning a trip to Kerala, Southern India in February 2026, which will follow in a similar vein. So, if this article has piqued anyone's interest, and you are considering that you may like to know more and perhaps join us as either a rider or pillion of Royal Enfields, or, to travel in the accompanying luxury minibus, experiencing the delights of Southern India then please contact me at [REOCglos@hotmail.com](mailto:REOCglos@hotmail.com).



Russ Williams (MNS)

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## Write Away—Back roads ride

There are no limits to what you can make of a Royal Enfield classic Bullet. This is one possibility, a bike I was able to make for the roads I like best. Living on the Welsh borders, there are endless country backroads, lanes and tracks. Many of them are through some of the best countryside in the UK. This Bullet was made with those roads in mind.

It wasn't put together with any off-road ambitions but to provide an ideal backroads ride. Speed wasn't so important and the 350cc engine is fast enough. The 350 is nicely flexible, smooth with no noticeable vibrations. I've always preferred it to the over-bored 500. The cycle parts were chosen to reflect an idea of the 'works' trials machines from the 1950s. To lighten the bike everything not essential was removed, especially the very heavy headlight casting. We fitted alloy guards and alloy engine plates. The single unsprung seat is surprisingly comfortable even after 100 miles non-stop riding over all manner of road surfaces. The high-level exhaust seemed right and got rid of a toolbox. It reminds me of the Nortons that Ray Petty prepared for Derek Minter in the late 1960's! The ride is ideal, with Hagon shocks and the excellent steering and handling we all know the old Bullet frame provides.

I was able to build this bike while working for Hitchcock's Motorcycles. Each year a member of staff was given a freehand to build the Bullet they fancied from the huge stock of after-market parts Hitchcock's are famous for. This was my effort. It was never intended to leave the showroom. But this one miraculously escaped. It is now owned by Mr Edward Mayglothing and I have the pleasure of allowing it to find its way over the hills and valleys it always dreamt of travelling. How this happened is another story!

Rev Richard Ross MA (MNS)



## Write Away— Lands End to John O’Groats



Some of you may have recently read in the REOC Newsletter about my planned “LEJOG” trip starting on the 20 May 25, well.....tick.....done! What a good time I had in my space at my pace on my 23' Himi 411. My days went as follows, mileages approximate:

Day 1. Didcot to St Just via the Land's End sign, 280 miles, 5.5 hrs.

Day 2. St Just to Hereford, 280 miles, 8.5 hrs.

Day 3. Hereford to Dumfries, 260 miles, 5 hrs.

Day 4. Dumfries to Hopeman, 250 miles, 4.5 hrs.

Day 5. Hopeman to Lairg, 260 miles, 7 hrs.

Day 6. Lairg to Berwick upon Tweed, 300 miles, 6 hrs.

Day 7 & 8, rest days in Berwick.

Day 9. Berwick to Didcot, 330 miles, 8 hrs.

So 3.5 days end to end and a round trip of about 1980 miles. The Himi didn't miss a beat and I was quite comfortable. Mind you I lost count of the number of times I filled up, sometimes 3 times a day. To be honest a couple of long dull sessions on motorways but when off those, the Himi was in it's element, What wonderful scenery to enjoy, such extremes of landscape as you travel through our beautiful land and some terrific roads too, a few I remember are the north coast road of Cornwall from St Just through Devon to Bridgewater, the A6 from Kendal up over Shap, the B9007 from Carrbridge to the A940 and the A836 from Tongue via Altnaharra and Crask to Lairg.



## Write Away—Lands End to John O'Groats

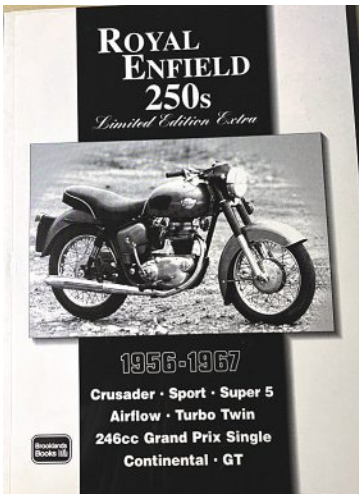
Reaching JOG was interesting, I rode down the hill to the harbour, swung left and directly up onto the gravel mound where the sign is, got off the bike and had a few minutes of contemplation before badgering a guy to take photo's for me. I then sat in the cafe for an hour staring at the sea and sent a few messages. One reply I got said congrats on completing the task i.e. LEJOG but then my reply said, "thank you but I have 625 miles still to do!"

I had decided to use my trip as a fundraiser for Helping Homeless Veterans UK <https://www.hhvuk.org/> and so far managed to raise £1296.00 for them, here's my link if you are interested to add to the total:

<https://www.justgiving.com/page/phil-winning-1>

Cheers all, Phil Winning (MNS)

## Book Review



There's been a lot of discussion lately about "What is a Classic?" This jogged a distant memory of something I'd read quite a while ago defining a "Classic"..... but where?

Ah yes, it was written by our very own late, great Jim Chalk, our REOC 250 specialist for many years. Which brings me nicely to this book review. "Royal Enfield 250's 1956-1967".

This is the story of the RE 250's told through road tests and contemporary articles. There are full specs, performance data, "classic" reports and lots more! The models covered are Crusader, Sport, Super 5, Airflow, Turbo Twin, 246ccGP Single and the Continental

GT. There are 128 pages in total crammed full of very interesting and informative reading. The foreword was eloquently written by Jim whose knowledge and expertise has helped many a member through the years. Although he is sadly missed, what a wonderful legacy he has left for us!

The book is available on Amazon for £22.00 and is published by Brooklands Books, who have various other publications including "Royal Enfield Big Twins". In my honest opinion this black and white publication may seem expensive but is worth every penny.

Paula Young (MNS)

## Rally Round-Up:- The 2025 REOC Greek National Rally

Delphi, Greece, May 30 – June 2, 2025



### Legendary Setting

The 2025 REOC Greek National Rally was a spectacular gathering set in the legendary town of Delphi. From Friday, May 30th through Monday, June 2nd, 120 passionate Royal Enfield riders and 90 Royal Enfield motorcycles converged at the picturesque Chrissa campsite, surrounded by the timeless beauty of mountains, olive groves, and rich history.



### A Global Gathering

With 30% of participants traveling from abroad—including 30 riders from the UK and many more from Europe and beyond—the rally was truly international. A special moment was the presentation of the Longest Distance Traveller Award to a remarkable lady rider from Iran, (*see back page*) who journeyed thousands of kilometers on her Classic 500. Her inspiring dedication perfectly captured the adventurous spirit that defines the REOC community.

## Rally Round-Up:- The 2025 REOC Greek National Rally



### Relaxed and Full

This year, the rally was extended to three full days, allowing everyone to experience the event at a relaxed pace. This gave participants more time to ride, explore, and connect without feeling rushed. One of the weekend's highlights was the ever popular "Show & Shine" event, where owners proudly

displayed their meticulously maintained Royal Enfield's

### Captivating Talks

Two exceptional presentations added an enriching touch to the weekend. Arman Daniel from REOC Greece shared his epic 12,000 km journey to Iran on his Meteor in a talk titled "Following the Silk Road." Meanwhile, Jack Lemon of REOC UK gave an engaging presentation celebrating 50 years of the UK club's heritage and community. Both of the talks were enthusiastically received, sparking lively discussions long after the sessions ended.

### Historic Explorations

The cultural side of the rally was equally memorable. Riders explored the Delphi Archaeological Site and Museum, once regarded as the spiritual heart of ancient Greece and home to the famed Oracle of Apollo. Visitors walked among the ruins of the Temple of Apollo, the theatre, and treasuries, while the museum showcased masterpieces such as the Charioteer of Delphi and the Sphinx of Naxos.

Another highlight was the visit to the Monastery of Osios Loukas, a 10th-century Byzantine gem and UNESCO World Heritage Site. The monastery's stunning mosaics, intricate marble inlays, and peaceful mountain surroundings offered a serene moment of reflection.



## **Rally Round-Up:- The 2025 REOC Greek National Rally**

### **Rock ‘n’ Roll Night**

We also enjoyed a visit to the charming coastal town of Galaxidi, where the Nautical Museum gave insight into Greece’s rich maritime traditions.

Saturday night brought a vibrant Rock ‘n’ Roll party by the campsite pool, where music, dancing, and laughter under the stars created unforgettable memories.

### **Taste of Greece**

Throughout the rally, everyone enjoyed three fantastic traditional Greek meals. Featuring local food & wines, and delicious desserts, these meals were a highlight in themselves—bringing the group together in true Greek hospitality and festive spirit including a live Greek music night!

See You in 2026!

The 2025 REOC Greek National Rally was more than just an event; it was a celebration of riding, friendship, and culture. Thanks to all who participated and helped make it a success. We can’t wait to do it all again in 2026!"

Andreas Papadakis (MNS)

### **Gillingham in Gear 2025.**

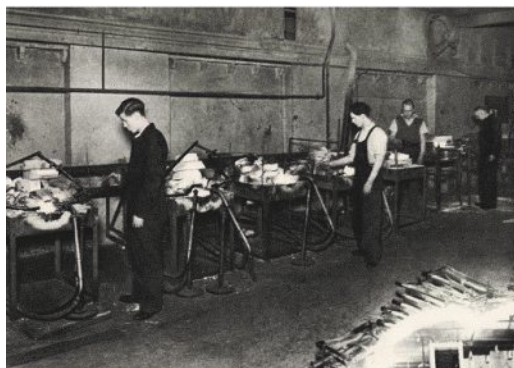
Well after all the lovely weather we had before and after the event, unfortunately the actual day turned out to be rather wet and soggy. However some hearty club members braved the weather and attended the event with their various Royal Enfields. We made the best of the situation and a big Thankyou to everyone who supported the event.

Andy Parfitt (MNS)

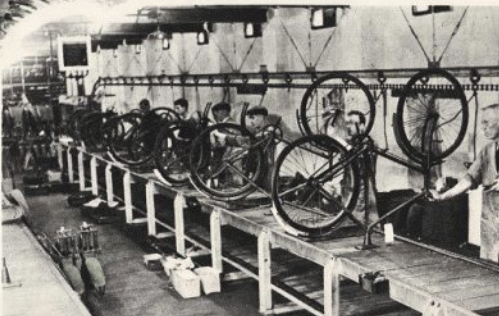


[www.royalenfield.org.uk](http://www.royalenfield.org.uk)

## A Proud War Record—Part 3



LOW-TEMPERATURE BRAZING.



BICYCLE ASSEMBLY LINE.

### DRIVEN UNDERGROUND



ONE of the romantic achievements of the war was the construction of factories underground to protect vital industry from the attentions of the Luftwaffe. In the West Country this was carried out in disused Bath stone quarries, an outstanding example of the speed and efficiency of construction being the Ministry of Supply Factory at Westwood, which the Enfield Company was invited to operate for the Directorate of Instrument Production.

The clearing of the old workings was started in December, 1941, and in seven months the manufacture of Fire Control Instruments was under way, the staff and nucleus of skilled operators being transferred from the Head Works at Redditch. Most of the workpeople were, however, girls who had had no previous experience of factory methods apart from a short period of instruction at Government Training Centres. The fact that intricate and delicate instruments could be produced in these circumstances demonstrated the efficiency of Enfield jig and tool design and manufacturing methods and the exceptional technique employed in the production, not only of these particular instruments but of all the products of the firm.



THE ARRIVAL OF HER MAJESTY QUEEN MARY, WHO HONOURED THE COMPANY BY A VISIT TO No. 2 FACTORY ON MARCH 30th, 1943.

## A Proud War Record—Part 3



THESE PHOTOGRAPHS ILLUSTRATE THE TRANSFORMATION OF THE ENTRANCE OF THE ANCIENT BATH STONE QUARRY OF 1895 TO THE MODERN UNDERGROUND FACTORY OF 1945. ONE OF THE MEN APPEARS IN THE PHOTOGRAPHS OF 1895 AND 1945.

### 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.

### 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@royalengenfield.org.uk](mailto:socialsecretary@royalengenfield.org.uk) or send him a message via "Contact Us" on the website

## Facebook Findings

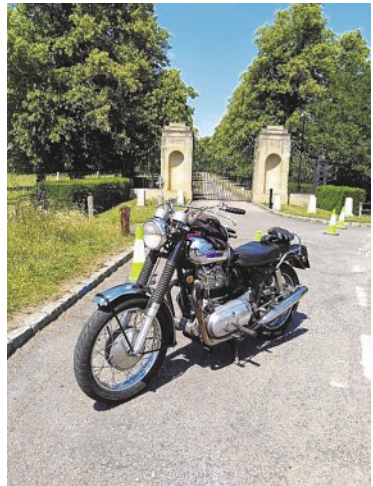


### Before

Wolfie Smith bought this bike as a box of bits from Hitchcock's and it has been quite a journey to get the end result below!!

### After

The rebuilt 1970 Series 2 Interceptor, captured at the gates of Tyringham Hall North Buckinghamshire on Wolfie's way home from the Home Counties Branch Midweek Meeting.



Nigel Ballard is a new REOC member who lives on the Herts/Essex border. He has owned his Classic 350 Reborn for 3 years, covering around 10,500 very enjoyable miles. Nigel is looking forward to learning more about the Club.

John Baker's twenty one year old iron barrel Indian built 500 Bullet out in the Hampshire sunshine.



Richard Claydon is a member who has just recently returned to the Club. Here's his Big Head Bullet. He also has a Fury (see next issue), a 1948 J2 and a 1939 Bullet Competition.

This is Andrew Colwell's first bike since 1981. He bought it to practice on before riding across the Himalayan mountains later this year. He says that he's loving being back in the saddle.



## 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](mailto:joesultana95@yahoo.com)



It's now better weather so we've been having a nice time down in the garden of England and as a result there has been lots to do. We attended the Royal Enfield day at Sammy Millers (not exactly Kent but it was an out of the ordinary event for us) We have started up our regular ride-outs again as well which have seen far increased numbers compared to previous years due to our growth over the past eighteen or so months. We have recently taken part in the London ride for the DGR ("Distinguished Gentleman's Ride") for the first time and it was an absolute blast as you can see by the smiles of Maria and Chris looking dapper as ever! Many members ended up in official photos and promotional material which can be found on social media as well as the official DGR London album!

Exceptional as always are our members going out of their way to put the Club on the map and out into the public eye. Their machines are well maintained and unique in their own ways to make them stand out and make us the subject of lots of attention whenever we have a presence at anything we attend. We are growing into quite a little community in our own right and I can only hope that it continues. In July we have our Holland excursion in honour of Operation Market Garden which is due to trump our little Normandy trip last year by a whole lot by my reckoning. Let's all keep it up as we gear up for even better weather and events that are on the way. Stay and ride safe out there!  
Joe Sultana (MNS)



## Branch Report—Devon

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

Our intrepid group met up at Honiton before embarking on an alternative “Dave's day” out, around the south west, having breakfast at Martock, then heading up to Glastonbury, Cheddar Gorge, then a loop around back to Glastonbury and back home. Excellent weather, and I was tempted to join them, but 200+ miles for my arthritic body would have been too much, so I wimped out.



The following day our members tried mackerel fishing for a change. The mackerel won, and the members returned home, burnt, but fishless.



Meanwhile one member was having to put new tyres on his trustworthy 500, due to the increase of miles lately.

The inside of wire/steel wheel rims led him to warn others as the rust was rather prolific. My retort that most change their bike before tyres are needed (I wish), which probably didn't go down too well.

Our branch meetings are well attended every third Thursday of the month at The Swans Nest Exminster, 7.30 for 8pm start, to allow those to salivate over the selection of bikes ridden to the meeting. See you at the next one.

Andy Lobb (MNS)

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

**Branch Report—South Lancashire**

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

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

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



It's been a busy couple of months with great rallies and rides North and South:- Gloucester, Bonchester Bridge, and a wonderful ride-out to the Aqueduct Marina at Nantwich: Here's a photo of Captain Edward, who has clearly swapped his bike for a boat. (Just for one day!)

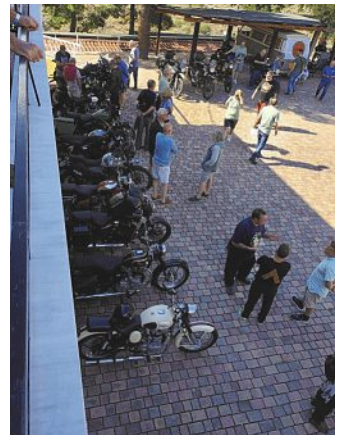
By the time this edition of the Gun is published, the LE Velo Rally at the Lancashire mining museum, Astley Green will have taken place. There was a fantastic array of bikes of all sorts, old and new and a chance to see the pit winding gear. Of course there were superb bacon and sausage butties! There were also creations by the late Fred Dibnah. (Anybody too young to remember him, search on U-tube for his incredible steeplejack exploits!)

Nearly there... the Lancashire Red Rose Rally, Orcaber Farm, Austwick, LA2 8AE. What a beautiful area, even if some rides will be in... Yorkshire!!! See the advert on page 43 for more info. Chris Robinson (MNS)

**Branch Report—Mid Shires Meeting at the Cuttle Inn, Southam Rd, Long Itchington, Southam, CV47 9QZ, on the first Monday of every month at 7:30pm**

**[www.facebook.com/reocmidshires](http://www.facebook.com/reocmidshires)**).

The Summery weather has led us to widening our net for the regular Saturday morning breakfast meets. Some of our members have however been venturing much further afield, Chris & Patrick making it as far as the REOC Greek Rally – well done guys! I wasn't able to join the other Midshires members on their visit to the Sammy Miller Museum last year so I went to see the superb collection of bikes there for myself recently. The technically most interesting bike in the collection with a Royal Enfield



connection has to be the 1948 3-cylinder Redrup Radial with it's unusual vertical crankshaft arrangement, the rolling chassis and all tin ware are 1930's Royal Enfield. Neil will be representing the Midshires branch on the Banbury run this year on his flat-tanker – good luck Neil!

Cheers Matt Little (MNS)

**Branch Report—Airedale and Wharfedale We meet every third Thursday of the month at the Commercial Inn Park Road Thackley BD10 0RR 6.30pm Contact Peter Jackson Tel:- 07989069167 Email:- [peterhjackson99@gmail.com](mailto:peterhjackson99@gmail.com)**

During Summer time we'll have a ride out before our “business and social time” (including pie and peas) at approximately 8pm.

The fine weather has encouraged a number of rides and thanks must go to Rapid Ralph, Ton-up Tom, Pacey Pete and Jagfast John for leading and expanding the knowledge of the byways and lanes of the Airedale and Wharfedale countryside. For the future we are encouraging Puma Pace Paul to share his extensive knowledge of nearby Calderdale with its steep winding lanes that reveal evidence of an extensive woollen industry that thrived 100 years or more ago.

A recent popular day out was to Dick Craven's Collection near York (Dick is a great character, you may have seen him getting the better of Henry Cole on Shed and Buried!) where bikes are displayed by theme or age or manufacture. When our visit was completed we enjoyed fish and chips at Thornton's fish restaurant nearby on the A64 coast road.

**Branch Report—Airedale and Wharfedale (Continued)**



We have more rides planned throughout the summer, so, enjoy yours and keep safe. The photo is of the gang who went to Dick Cravens - some say it looks similar to a Dad's Army picture!

Peter Jackson (MNS)

**Branch Report—Cambridge (The Fens)**

**Contact: Carl Rolfe. 07788 427360. [tubaman74@outlook.com](mailto:tubaman74@outlook.com). Meetings; Every third Saturday of the month.11am at Haywards, Huntingdon Road, Cambridge CB3 OLQ.**

This month's meet saw the continuation of the glorious sunny weather.



There was a small mix of bikes on show, including Simon's R.E. Shotgun 650cc and Kris's lovely green RE Interceptor along with Gerry's classic BSA Bantam.

After the August meeting there will hopefully be a ride-out through the Cambridgeshire countryside followed by a birthday barbeque especially for members at Carl

Rolfe's house near Haddenham. This will be confirmed at the next meet. See you all there

Lea Churchill (MNS)



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

**Branch Report—Suffolk Meet 1st Saturday of the month at The White Horse Lemons Hill Tattingstone Ipswich IP9 2N Contact Stephen**  
**Tel:- 7939351740 Email:-[stephenjbackhouse@hotmail.com](mailto:stephenjbackhouse@hotmail.com)**  
**OR :- Leo. Tell :- 07397172447 Email :- [leonelson111@yahoo.com](mailto:leonelson111@yahoo.com)**

If you read the Branch Reports, you will be aware by now that the Norfolk and Suffolk Branches support each other. You may have also formed the impression that I have a fixation about the weather. Well, I am British and apparently that's all we talk about, but in this case, with some justification.

Saturday, May 24th:- Norfolk Branch meeting. Forecast, heavy rain and strong winds all day. Apart from a small shower on the A12 on the Essex / Suffolk border, I had a dry round trip.

Saturday, May 30th:- Dry, hot and sunny all day. Lovely weather for riding.

Saturday, June 7th:- Suffolk Branch meeting. Forecast, heavy rain, hail, thunder, lightning and strong winds. I set off for The Farmhouse, Kesgrave, (the new venue for the Breakfast Club), under blue skies. When crossing the Orwell bridge, a look over my left shoulder and Ipswich had disappeared under a thick blanket of rain headed for Kesgrave. Sure enough, the rain and I arrived at the same time, proving my waterproofs were anything but. As we left The Farmhouse for the White Horse, it started raining again. This time it had stopped and we had a dry ride to the Branch. The White Horse was hosting a Rat Bike Gathering. It was biggest collection of motorised rust and matt black paint I ever saw. Still, each to their own.

Wednesday, June 11th:- Our annual get together with the Lincolnshire Branch at Browns Cafe, Mundford. Table booked for 12 people. The combined Norfolk and Suffolk Branch attending was 18 and the Lincolnshire Branch had yet to arrive. There was a lovely turn out of new and old Enfields, with a smattering of other makes. This inter branch get-together is a good way of meeting other Club members.

So, what's the point of the weather report? The forecast puts people off from getting the bike out, and this impacts the attendance. However if you just take a chance, the weather may not be as bad as the forecast.

Safe and dry riding, (unlikely if you are heading to a Norfolk or Suffolk Branch meeting).

Leo Nelson (MNS)

**Branch Report - Glevum (Gloucestershire) Secretary: Russ Williams at [REOCglos@hotmail.com](mailto:REOCglos@hotmail.com) (Tel: 07587-065007) Calendar of events, see :<https://www.facebook.com/groups/753171522547941> (Meet 1st Thursday of month, Farmers Club, Gloucester, GL2 9RG.)**



Our May ride out took us to the 'Witley Alps' with its impressive view of the Malverns from Berrow Green, just west of Worcester. At the start of June, we held our Club Rally at Apple Orchard Campsite, Westbury on Severn. It was very well attended, thank you to all who took part!

Mid June took us to the 'Distinguished Gentleman's Ride' at Cheltenham, joining 280 other local riders and over 125 thousand riders worldwide raising over £6 million for men's health charities

<https://www.gentlemansride.com/blog/>

We followed this by supporting the 'Blood Bikes' charity event held at the Bugatti Club hill climb [www.prescottbikefestival.co.uk](http://www.prescottbikefestival.co.uk)



Anyone can book a ride up the hill, and chance their arm at exciting the crowd! We certainly managed to impress at least one visitor!

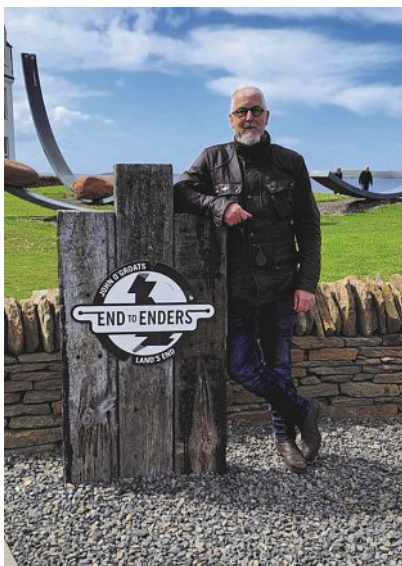
Future ride outs: Shobdon airfield (13th July), Toddington Railway Centre (August 10th), Gloucester Goes Retro (23rd August). Best wishes  
Patrick B, (MNS)

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

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



The nine Enfieldisti riders slowed to a halt. “Here we are at last” chirped Alan, the architect of that evening’s mystery ride. Ignoring the thrumpy exhaust notes continuing to emanate from Jim’s bike, the group rapidly took in the vista, and were thrilled to see that after somewhat spirited riding they had arrived at a lovely country watering hole. “Last one in buys me a beer” shouted the Chair, legging it towards the bar.



Such is the varied ‘lifestyle’ of the South Oxfordshire branch, who have been enjoying a wide range of activities, in some lovely summer weather. Indeed, it appears that full cooked breakfasts have now been replaced with prawn cocktails, Caesar salads and large strawberry milkshakes (well temporarily at least!!)

Looking further afield Branch members have continued to enjoy their Enfields, with both David(M) and Phil slogging their way from Land End to John O’Groats. Well done boys. SO!, if you want to join in the fun and mystery rides, just pop along to Red Lion on a club night and say “Hi”.

Andrew King (MNS).

Do you want to share information, seek technical advice or make contact with other Club members? **Royal Enfield Owners Club Est. 1977** is our own growing and successful “closed” Facebook group for Club members only, policed by Club Committee Members. We look forward to hearing from you!

## Branch Report—Lincolnshire

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



The branch continues to meet at PJs, though we all met at Rachel's in Hagworthingham, where we were joined by a couple of new members. Our latest meeting, back at PJs saw 18 members, including Ivor Stead, Steve Linge and visiting from Northampton branch, Karl Willis. Of the 14 bikes, only 4 were not Enfields and included Simons brand new Norton 961, my Jawa 350 and John's Moto Guzzi. Brian had sorted his carburation problems and was on his very nice super 5.

Steve Gibson (MNS)



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



**NORTH EAST SCOTLAND contact Bob (REtrialer),  
email :- [bob.nes@btinternet.com](mailto:bob.nes@btinternet.com) (preferred) or tel 01651 851569.**

Several of us enjoyed a few days across the West Coast taking part in the 'Moidart Run' on 1st May, some of us stayed over to spectate at the 2 day (pre '65) trial. Robyn organised a well received run on 31st May, which I had to miss. On the 28th June run I led a small group via Dufftown to Corgaff (cafe), then to visit Helen Denerley, (<https://clashnettie.co.uk/>) a sculptress



in 'salvage metal'. Thanks to John, who couldn't be with us, for organising the visit. Interesting, especially trying to identify the incorporated motorcycle bits!

By the time you see this Gary will have led the 26th July Run. I have yet to finalise the 30th August run, hope the weather plays ball! Scotty is organising a visit to 'Ted Riley Classics' workshop for 27th September (by Aberchirder). Details will be circulated prior to each event. That leaves the 25th October date vacant for anyone who has a burning desire to lead a run! REtrialer (MNS)

### **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](mailto:southdorsetreoc1@gmail.com)

Facebook group [Royal Enfield Owners Club - SOUTH DORSET BRANCH](#)

We've been having fun in the sunny weather here in Dorset with meetings, ride outs and rallies, supporting our REOC neighbours at the Cornwall Rally, Devon Rally and travelling north to the Glevum Rally, all excellent events, blessed with good weather, great company and riding. Steve organised a successful coast to coast day out from Dorset, across Exmoor, Valley of the Rocks, up to Lynmouth and Coombe Martin with five riders and bikes, an Interceptor, Shotgun (Steve's



new bike), Super Meteor, Continental GT and a Himalayan 411. Allen coped well on his cafe racer Continental GT, his wrists held out! The weather was glorious as was the scenery and roads. Welcome to Julian who came along on his Super Meteor – loved the bells hanging from the back of the bike!



Also a warm welcome to Andy Sargeant who came along to our June meeting at The Trumpet Major. riding a very smart

looking blue Continental GT. Apart from the monthly meeting at The Trumpet Major there will be ride outs and rallies, so check out our Facebook page for news and events or the new WhatsApp group for last minute rides. Adrian Stone (MNS)

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

Our branch meeting in June was held in excellent sunny weather, with 14 Enfields, 1 Triumph, and 6 new faces, as the branch continues to grow. Earlier in the month there were over 20 members from



the Suffolk, Norfolk and Lincolnshire branches who met at Brown's in Mundford. Again we had great weather. Long may it continue! As usual anyone is welcome to join us on the fourth Saturday of the month at Blackham Station Café (as it's now called), you're guaranteed a warm welcome!

Paul Scarff (MNS)

## Branch Report—Wessex

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

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

May 8th:- Club night ride to Old Sarum Bike night.

11th:- Enjoyable ride in the Spirit of Motorcycling Charity run

17th:- ride down to view a photographic exhibition of competitive Motorcycling in the Ringwood area during the 50's and 60's. 24th:- breakfast meet at Blackbushe then on to the Farnborough Air Science Trust collection of aircraft. 28th:- IOW trip where we met up with Ron Wallis and members of the Local branch. We had a hearty breakfast at the White Mouse pub followed by a day riding the back roads of the Island, calling in at the Military museum and Vince's motorcycle barn. 31st:- Iron Bull breakfast with Thames Valley branch, then ride through the Candover Valley before viewing the Rickman collection of competition bikes in the New Forest. We chatted to Derek Rickman who, with his brother Don, were works Enfield scrambles riders in the mid fifties. The ride home was via Echinswell bike meet.

June 12th:- Club night ride to Alresford via Ovington mill. We were joined by new member Alan on his very nice Hunter. 21st:- Branch ride to Beaulieu Bikers Day. After viewing the Museum, which houses the prototype 4 cylinder Royal Enfield, we returned through the backroads of the New Forest.

29th:- Ride out to Cheddar Gorge, Burrington Combe and Blagdon lake, before riding down to marvel at the sheer enormity of the Glastonbury Festival and stopping for a beverage at the 17th Century Nunney Castle on the ride home.

Doug Hopkins (MNS)



**Club Merchandise  
Sew on patch  
For details see  
page 46**



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

**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.**



**REOC UK Welsh  
International Rally 2025  
Special Tee Shirt available  
to commemorate this  
prodigious event Cost  
including postage is £31  
contact  
[clubsales@royalenfield.org.uk](mailto:clubsales@royalenfield.org.uk)**



## REOC UK Welsh International Rally 2025 News

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](mailto:websitemanager@royalenfield.org.uk)

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

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

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

## Obituary



Mere words could not express the respect and love we had for Netty Brugman who passed away at Christmas 2024. Netty was the dear wife and best friend of Bill and mother of Affy, mother in-law to Adrian.

At many of the Royal Enfield events Netty would be the kind mother figure to us all, always ready with a kind word and good advice. Her enthusiasm for the REOC and

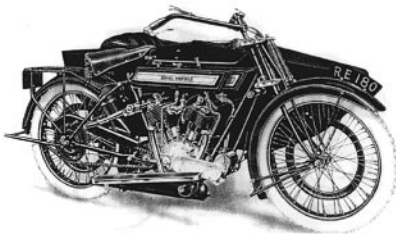
the members was immense.

The last event that Netty attended was the Royal Enfielder's Ireland rally at Mountshannon which has fond memories for us all in the group. I realise how important it is putting on events for our friends to enjoy.

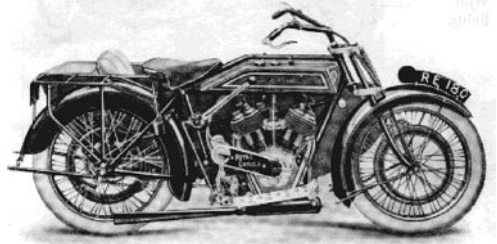
Netty was an inspiration and will be missed and always loved by all who knew her. Condolences to Bill, Affy and Adrian.

John B Nicholls (MNS)

### One hundred years ago this year (1925—2025)



The 1921/22/23 Model 180 Vickers Wolsley engine



1925 Model 180 8 h.p. Enfield engine V Twin

**Did you know :-** that from 1921 to 1924 the Enfield Factory did not make there own V Twin engines, they were made by Vickers Ltd. and called Wolseley. That all changed for 1925 when the Factory started producing there own V Twin engine although outwardly similar to the Vickers unit, It was a totally new design built in the Enfield Factory

## **An open letter to MAG**

To Neil Liversidge, Chairman of Motorcycle Action Group

To Editor, Open Road magazine

20/06/25

Dear Sirs,

The Royal Enfield Owners Club became affiliated to MAG to support an organisation which was doing a lot of good work to promote rider's rights. Over the years, work by local groups and activists has been impressive. Unfortunately, in recent years we have been increasingly concerned with the content and tone of some of the articles in Open Road magazine, particularly the Chairman's anti-European sentiment, and even a personal account of vigilante aggression.

Furthermore, a national organisation which takes a firm anti-electric vehicle stance is a very narrow-minded one with which our club does not wish to be associated. MAG used to be a member of FEMA, by which it could represent our rights in the EU. Despite the outcome of Brexit, EU legislation still dominates a lot of motorcycling issues, for instance all current Royal Enfield models are Euro 5 compliant.

At our AGM when the issue of our affiliated membership to MAG was raised, and a couple of members stated that when they wrote to Open Road expressing their individual concerns, not only were their letters not published but they subsequently received abusive emails from MAG's chairman; hardly the behaviour of a group which expects loyalty from the membership and support from our government.

For these reasons our club decided at last year's AGM to terminate support for MAG, and instead, the REOC has decided to affiliate to the BMF, where we feel we will be more professionally represented. They also have a more realistic approach to electric motorcycles and whilst they are no longer members of FEMA, they have maintained a good working relationship with them.

If MAG is guided by, and answerable to its membership, you will publish this letter in Open Road.

With best regards

Bob Murdoch, Chairman REOC.

**AGENDA FOR THE 47th AGM  
THE ROYAL ENFIELD OWNERS CLUB**

**Saturday 20th September 2025**

**The Drum & Monkey, Newbridge Green, Upton on Severn WR8 0QP  
11:00 hrs Prompt (See Club Calendar).**

1. Apologies.
2. Minutes of the previous 2024 AGM, and acceptance of the MOM.
3. Matters Arising
4. Chairman's Address
5. Treasurer's Report
6. Acceptance of Accounts
7. Officer's Reports
8. Proposals.

R Murdoch (6397). On-line Membership Joining/ Renewal.

I propose that the one-year trial period of the new Online Membership which commenced at the 2024 AGM, is adopted as the preferred method of joining/ renewal. This rolling-year permits new members to join at any time of the year instead of the previous August fixed renewal date.

Seconded by Graham Scarth.

9. Any other business (no motions accepted on the day)
10. Election of Officers and Committee Members.

Chairman.

Two Committee members.

Two new co-opted Committee members.

Vacant – General Secretary.

10a. Vacant Officer Positions:

Branch co-ordinator.

11. Presentation of Trophies.
12. Close of meeting.

Tea/coffee and a lunch will be provided free to club attendees, followed by a planned ride of around 40 miles.

## 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.

### September 2025

**Lancashire Red Rose Rally** - 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.



The image contains a circular logo for the Lancashire Red Rose Rally. The logo features a red rose with a motorcycle wheel in the center, surrounded by the text 'LANCASHIRE RED ROSE RALLY'. To the right of the logo is a map of the region showing roads M6, A65, and A59, and locations Kendal, Lancaster, Skipton, Clitheroe, and Settle. A red arrow points from the logo to a red star on the map at Orcaber Farm. Below the map, the text reads: '5<sup>th</sup> 6<sup>th</sup> 7<sup>th</sup> September 2025 Orcaber Farm Campsite, Austwick, LA2 8AE Phone: 07800 624994 to book. Also, please email [john@jbhm.co.uk](mailto:john@jbhm.co.uk) to give an idea of numbers. Full details in the *Gun* magazine, the E-newsletter and on the REOC website.'

**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](mailto:reoc.archive34@gmail.com)

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

## Club Calendar 2025 Official Rallies

### October 2025

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

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

<http://www.islandmeadowcaravan> email: [holiday@islandmeadowcaravanpar](mailto: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:- [poloelfield700@googlemail.com](mailto:poloelfield700@googlemail.com)

#### Market place

#### For sale

**For Sale** 1959 Royal Enfield 350 Bullet, Black and chrome. REOC dating Certificate. Good condition, largely original, on road till recently, some spares £2,250. Gareth Rees, (MNS) Caerphilly, S. Wales. Tel:- 02920 869500.  
Email:- [gerees27@hotmail.com](mailto:gerees27@hotmail.com)

**For Sale** 22 plate Interceptor for sale new MOT 1,437 miles, looking for £3.600 or offers . It's got plenty of extras, rectifier moved, new silencers, foot pegs and adjustable levers. Would consider swap for a 350 Meteor or similar. Simon Dickinson (MNS) 07837925047.  
Email [simon-dickinson@hotmail.co.uk](mailto:simon-dickinson@hotmail.co.uk)

**For Sale** 1961 Meteor Minor Airflow model very nice, good reliable tourer. Sensible mods 12v, Interceptor side stand and improved breathers. pictures available Colin House (MNS) Tel:- 07926554221  
Email:- [confield@ntlworld.com](mailto:confield@ntlworld.com)

**For sale** 2019 Interceptor (69 reg.) 1,317 dry miles. Orange crush. Excellent standard condition. One owner. MOT to April '26. £3500. Peter Boatwright (MNS) Cambs. Tel:- 07899502229 Email:- [pdboatwright3@gmail.com](mailto:pdboatwright3@gmail.com)

**For Sale** 1959 BSA Goldflash with Watsonian Monza sidecar, good running order £5000. Also Swallow Velvet "wobble wheel" chassis and Canterbury GMC9 chassis, both in very good condition, ready to be attached to a bike £250 each. Matt Little (MNS) Tel 07909914345

## Market place

## Wanted

**Wanted** Clutch cover, also appropriate rev counter drive mechanism for a 1963 continental 250. Steven Lewis (MNS) Monmouthshire Tel:- 07304059376 Email:- [Lewyseven@icloud.com](mailto:Lewyseven@icloud.com)

**Wanted** for 2023 Interceptor a clutch and brake levers. Hitchcock's part no's RAL00019 + KAB00535 please. I will pay postage and cost of part.  
Ken Martin (MNS) Scarborough Tel:- 01723375265 Email:- [kpmartin9@gmail.com](mailto:kpmartin9@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.



**Our new machine  
badges**

**For details see  
page 46**



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!

### Limited Edition Rally Lapel Pins

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

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



## 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) limited sizes now available. Please enquire.	£18.00
Special Run tee-shirt Evolution (blue) limited sizes now available. Please enquire.	£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. £25.00  
70mm diameter. 95mm height including fixing plate

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

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

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

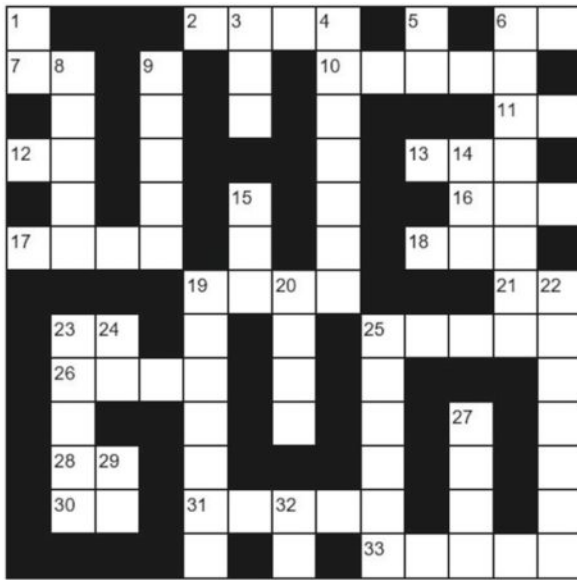
Tel:- 07973 721208 **Non-UK members please contact Club Sales for prices**

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



\*REOC Standard Emblem



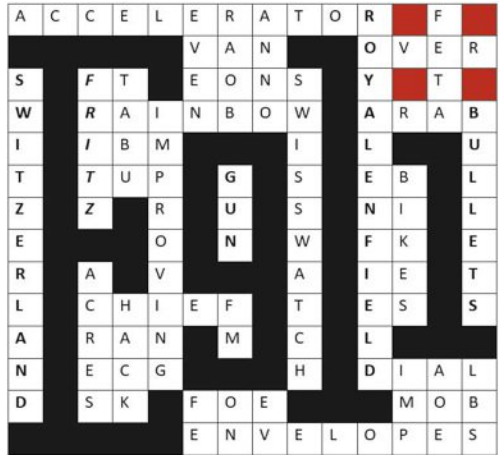


**ACROSS**

- 2 Search, determinedly. Pursue
- 6 Abbreviation for "Rally Sport"
- 7 On a radio: Not MW or SW
- 10 A carnivore. Anagram: HE ANY
- 11 Symbol for "copper"
- 12 USA Elevated railway. Spanish: ?? Cid
- 13 Frequently Asked Questions
- 16 This magazine. After "The"
- 17 YO HA (anagram) A sailor's shout
- 18 Long handled, thin bladed weeding tool
- 19 Small eatery with light meals? Racer
- 21 Poet Eliot's initials
- 23 Standard Oil company initials (Esso)
- 25 Used for painting, but may leave hairs
- 26 Milky Indian Tea
- 28 Much shorter than Air Conditioning
- 30 Master of Ceremonies
- 31 A mistake, with three R's
- 33 What wasps might do. Police singer

**Down**

- 1 Abbreviation: Florida, Or, fluid (eg fluid ounce)
- 3 Abbreviation: Unit Construction Engine
- 4 USA: theatre. UK:?
- 5 Phone company: Morse one dot, then another
- 6 Tennis. USA: Rackets. UK:?
- 8 People celebrating St David's Day (1<sup>st</sup> March)
- 9 Type of peas with fish and chips
- 14 GOA (anagram) A long time ???
- 15 Hello! In Portuguese. Similar to Spanish Hola!
- 19 Barbers tool. Ship. An early, smaller Enfield
- 20 Intense rage. Singer Billy's surname. RE bike
- 22 We hope the sun's doing this. Horror film
- 23 MRS AC (anagram). A current Enfield
- 24 Exclamation of joy, anger, disappointment
- 25 Motorcyclists
- 27 Black cab, transports paying passengers
- 29 Vehicle engine size. Cm<sup>3</sup>
- 32 Royal Enfield. First letters only



**The Winner :-  
Steve Edbrooke (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](mailto:chris.robinson1956@gmail.com)  
Originals or photocopies to:- Puzzle Master, 63, Shaw Road, Stockport, SK4 4AL



*Above:- some of the participants at the 2025 Greek National Rally*

*Below:- Nadine Galve, winner of “World Traveller Of The Year” who rode an epic 4,600km all the way from Iran to Greece on her trusty Royal Enfield Classic 500! Through changing weather, landscapes and borders, Nadine’s journey wasn’t just about distance—it was about passion, grit, and the pure love of riding.*

