

THE GUN

The magazine of the Royal Enfield Owners Club



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Issue No. 309



Oct/Nov 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 “CCBN0V5115” And get a £4 discount off the cost of a ticket .

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Email peterhardwick10@tinyworld.co.uk.

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

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The logo for Royal Enfield, featuring the words "ROYAL" and "ENFIELD" in a stylized, bold, serif font. The letters are red with a black outline and a slight shadow effect.

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

Front Cover:- *Our Illustrious Chairman, Bob Murdoch about to set off on
The Dreamliner at the REOC Welsh International Rally.*

EDITORIAL

Hello All,

In our last Editorial, I mentioned that Doug has been out and about on the Scottish roads on the Enfield. I can't believe how wonderful our weather has been for him to get out practically every day! I'm getting used to those "smells" I mentioned in the last issue and hopefully his riding will continue for a while longer. Perhaps we might just get lucky and have an "Indian Summer" to top off the riding year! Unfortunately there seems to have been quite a number of motorbike accidents lately, resulting in heart breaking fatalities, so please be careful out there!



By all accounts the REOC National Rally in Wales was a great success and we have tried to do it justice in your magazine with a "centre spread".....and of course our Chairman Bob on the front cover. Thanks has to go to Richard Hodge and Hans Mijnders (Nederland REC) for the photographs. From personal experience these events aren't easy to organise and can be fraught with all sorts of "hiccups" which can happen with even the best planned rallies! We can certainly attest to that! Credit has to go to the "behind the scenes" crew who try their best to bring you the best!

By the time this issue drops through your letterbox, the AGM will be over and we may have some new Committee Members ready to diligently take on whatever duties are required of their posts. We do hope that when it came to "any other business" you voiced any concerns and didn't just "sit there simmering" about something! With a bit of luck, we should have a report in the next magazine.

Paula (and Doug)

P.S. Please **always** include your membership number on any correspondence/contribution.

All contributions for next issue to reach the Editors

By the **1st November 2025**

Next issue published **December 2025**

Write Away—Head gasket woes

About 20 years ago I placed an advert in the Gun Magazine offering £1000 for an RE 350cc Bullet. I was offered 6 Indian Bullets and one English one. So I decided to buy the English one, a 1959 17" wheel model with chrome mudguards and the gentleman delivered it to my address in his Land Rover, all the way from Birmingham to Southend.

Shortly after I got the bike on the road its magneto became troublesome making the bike difficult to start, so I decided to convert it to coil ignition. Buying a second hand distributor, cog, and coil only cost me about £50! This was a great improvement and I was able to sell the old magneto and make a small profit. I fitted a top box and carrier and all was well. It has been a lovely bike to ride trouble-free for the past 20 years.

I found when the top box was loaded up with shopping (as I no longer have a car) the steering was slightly heavier but no problem. I also bought an Indian 500cc Classic with a top box. I found when I used this bike for shopping its steering became very light and wobbly. As the two bikes have different frames it does seem that the English frame is far superior in design for road holding.

Now I need your help! A few weeks ago my English Bullet developed an oil leak on the left side of the engine barrel. Although the engine was still running okay, I decided to fit a new cylinder head gasket, so I bought a replacement. What a mistake! I was told these gaskets are no longer made of copper but new style composite for Redditch 350 Bullets. I fitted said gasket but after 3 miles the gasket blew, so I decided to make one out of aluminium. I have done this in the past without any trouble. I super glued the old copper gasket onto my aluminium one and fitted this into the bike, stuck it down with 151 glue, thinking that it will lower the compression and solve my problem. No such luck! It blew after 4 miles use. I then ordered a replacement gasket. It was a different make called "Cometic", made in the USA but still made of composite material.

I also used blue Hylomar gasket paste. Duly fitted, I ran the engine for 3 minutes then wiped off the petrol tank and rocker box covers, checked the tightness of the cylinder head bolts and all was well. It was reassembled and on the road. Guess what? Yes, the head gasket blew again! Now what can I do? Any suggestions, anyone?

I can be contacted on 01702 295745 John M Palmer (MNS)

Write Away— Fat Blokes on Tour Again.

My son has this quest to do the 4 points of the UK, Ireland and every other island off the coast of the UK to which you can get on a motorbike. Last year we did the John O Groats, Lands End, Lowestoft, St David's Head. This year Ireland. We decided to not only do the four points (being Ireland it has 4½ points, more later!) but to do several days of touristy stuff as well. All this on our little 350 classics. I hadn't been to Ireland for 44 years. My goodness it's changed in that time. Last time I was there people were running about in non Mot'd vehicles. The roads were all tiny little country lanes and tumble down buildings. Now, every home has a new roof and has been re clad and painted. New homes have been built everywhere and new trunk roads are all over the place. We decided to travel by as many of the twiddly back roads as possible. These take you into wonderful little towns and villages and get you along all the best mountain and coast roads with all the most stunning views. Everywhere seemed so much cleaner than England. The standard of driving was also much higher than in England. There were courteous drivers everywhere we went.



First day we stayed at a small Guesthouse in Dublin. Nearby was the Kilmarinny Inn, a huge property with a wonderful original decor of brass and top quality carvings. We found that most of the pubs in Ireland were superbly decorated on the inside, like Cathedrals to the demon drink. Many an Irish whiskey was consumed along with pints of Guinness. Well you've

got to haven't you? Not surprisingly, I slept extremely well, but my son Ben (sharing the room with me) and other guests did not, as apparently I snore like a jet taking off. Funnily, I never heard a thing!! Second day off to Londonderry. Londonderry had experienced a bit of civil disruption the night before and we were warned not to go, but luckily we managed to slip in without any problems, and we did see riot police hanging about in battle scarred riot Land Rovers.



Write Away — Fat Blokes on Tour Again

We were booked in at the palatial Waterfoot Hotel. A wonderful meal in their restaurant set us up for our journey the next morning to Ireland's most Northerly point Malin Head, on the R242 road. A wonderful bit of twisty interesting tarmac that keeps you on your toes. Some French riders joined us at Malin Head, one on an old Triumph and one on an old Guzzie. Surprisingly, even with an audience, the Triumph started first kick when they left to continue their journey. Whilst up north we had to meander our way to Farren's Bar which is Ireland's most Northerly bar. Welcoming and Friendly, again with most of its original features



still intact. We had Guinness and were soon joined by a few locals who I'm guessing spend an awful lot of time in the place as there's nothing else apart from the sea nearby. Onwards on our little 350's to the Giants Causeway, something I'd always wanted to see. I still cannot believe that nature formed all of these honeycomb shaped rocks. One or two yes, but thousands of them that all fit perfectly together and look like they came from a factory.

After pics and a bit of a tour of this fantastic place, it was off to The Bushmills Inn, not surprisingly in Bushmills. After that it was a brisk ride of 150 miles or so to Galway. Galway Bay is gorgeous and so are the little narrow streets



around it. Loads of characterful old buildings are all squeezed together jostling for their space. You could imagine sailors and cut throat pirates walking these narrow streets in the past. Despite its historic look and character, Galway is now a little bit like Camden on Sea,



Write Away — Fat Blokes on Tour Again

full of artisan shops, street traders, artists and musicians, but no less charming for that. If you are going, and find yourself visiting one of Galway's irresistible little pubs, do check the prices at the bar before ordering. We experienced a little bit of rip off tourist pricing at some.

After a relaxing evening at our Travelodge in the company of a group of bikers from Scotland, we headed off in a Southerly direction towards Kerry, stopping at Limerick for lunch at the Good Room Café, a lovely historic building set in a row of terraced properties. It was a lovely ride with views to die for. Then we were off again to Kerry, along remarkably clear roads on rolling hills and mountains. We found ourselves travelling up and up and up until, just below the clouds, at the Barnagh viewing point, we found a parking spot where you could look out with an eagles view of rural Ireland as far as the eye could see. Spectacular! The forests and farmland were hemmed in by gigantic mountains. On again on our trusty steeds up and down mountainous roads and in no time at all we were at The Kerry Way pub and restaurant, which was to be our home for the next few nights as we would use it as a base to travel to the most westerly point and the most southerly point of Ireland.

On our first night it was no use going out on the roads in this area as Limerick and Dublin had a very important hurling match on. The roads were packed. We saw the tail end of the game. Despite Limericks best efforts, and the fact that Dublin were a man down for most of the match, Dublin won by a couple of points. For those that don't know, Hurling is a cross between Hockey, rugby and football. The ball is whacked about to keep it in play whilst the giants that play it crash into each other with bone crunching velocity! *(End of part one)*

Steve and Ben Lucker. (MNS)

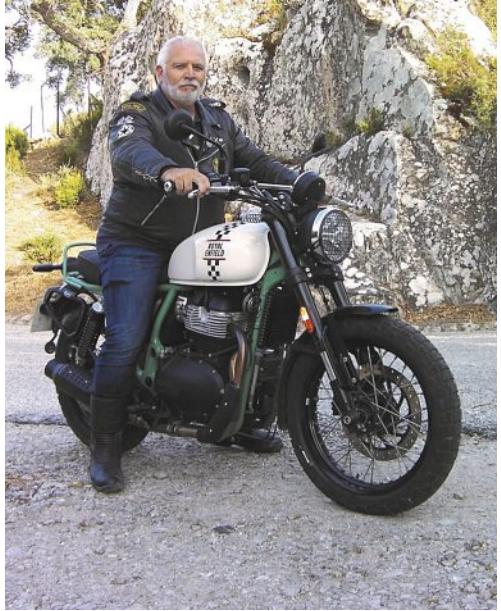
Members!

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

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

Write Away— The Great Bear

I thought I would drop you a few lines about myself and my 650 Bear scrambler. My association with Royal Enfield goes back some 45 years when I was an engineering apprentice. When all my mates were tearing about on the latest RD250's, X7's and other fancy offerings from Japan, I decided to walk a different path and bought a then, 21 year old 250 Royal Enfield Crusader, which had been "modified" into a cafe racer. They all laughed but I didn't care. I loved it and had a great time riding and fettling it. Fast forward to 2025, having always had a soft spot for the make, I purchased the very first 650 Bear to be imported to the



Rock of Gibraltar where I've lived now for 11 years. I absolutely love this bike. It looks fantastic, rides beautifully, inspiring confidence where ever I take it, particularly into the mountains of Southern Spain and is a constant source of conversation with other riders that I meet along the way, almost always very positive.

Whilst I would have to accept that the standard seat is not the high point of the bike, a more comfortable seat would push the saddle height just that bit too much for my inside leg measurement! Contrary to what some testers have said about the Bybre brakes, I find them to be progressive and highly capable, the tyres haven't been tested too much in the wet as we don't get a huge amount of rain out here, but they seem ok. The ride is firm and reassuring, and the chassis is nice and taut, the engine for me is a delight, nice and torquey with perfectly adequate performance for my riding style these days. The whole package, for me, encourages you to just enjoy the ride and not chase the powerband, which is what I think the whole point is of these bikes in general.

I can see this bike lasting me many years.

Graham Earl (MNS)

Write Away— Twenty years ago

Early in 2005 I received a phone call from Barry Smith who was the only son of Major F. W. Smith J.P. T.D. M.I.A.E., the Chairman and Managing Director of the Enfield Cycle Co. Barry would occasionally phone me asking how I was doing way up there in Scotland. He also told me that he would often stay with Alexanders of Edinburgh, The Royal Enfield distributors. Barry wanted to send me an advert for the Gun 187 June/July 2005. I have RE-typed the advert below. As a result of the advert, for obvious reasons, I wanted to get the 68 pence stamp with a Royal Enfield on it. Barry posted me the special envelope with the stamp franked with the unusual speedometer next to it. (see above) I also got number 10 of 200 limited “cancellation” envelopes. To finish a complete set of the special edition stamps, I approached my local Post Office after seeing the poster in the window showing the 1914 Royal Enfield and asked if I could get the poster when the promotion was over. True to their word they kept it for me, so I paid for a 68p stamp, stuck it on and they then franked it with their own “local” address.

Write Away— Twenty years ago

The advert in Gun 187

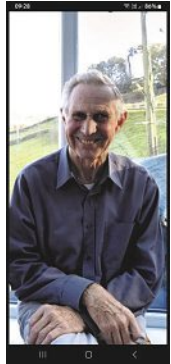
On the 19th of July 2005, The Royal Mail is issuing a set of 6 stamps commemorating the Motor Cycle Industry. Apparently the 68p stamp will show a 1914 Royal Enfield.

Barry Smith, a keen Philatelist and connected to the Enfield Cycle Co., is proposing to produce a souvenir cover with this stamp in mind. It is hoped to have a limited edition of 100 special "cancellation's", unless a sponsor would come forward and a few more could be produced. A donation to a local charity will be included in the cost.

(Barry died in 2009 and Don McKeand wrote an obituary in Gun 213)

Obituary

Chris Tordoff sadly passed away on 12th March after a short illness. He had, not long previously, received his 10-year-membership pin badge. He was an avid motorcyclist, devout Christian, keen runner, family man, and an all-round 'good guy', who enhanced the day of everyone who was greeted by his beaming smile, and humour. After a lifetime on different brands and sizes of bike, he joyfully arrived at his final destination: 'Royal Enfield Central'. Chris adored his 1959 Crusader. Sadly, having smashed his feet to oblivion over 4 decades, of competitive running; that rather special, ex-Bill Saltau bike (featured in Bill's own obituary The Gun issue 291; and Vintage Classic Motorcycle issue 739), had little use, as it was painful to kick-start and change gear, but made a splendid ornament in his conservatory!



His modern 350 Meteor Stellar, with it's electric start and rocker-change gears was the solution to Chris' damaged feet. His daughters and I enjoyed following Chris on some quite 'jaunty' rides, flicking deftly along the twisty lanes around the Yorkshire Dales near to his home; my own Himalayan 411 having to work to stay with him. *Chris humour* "How does my new Enfield compare with the Crusader? Similar...but it's a little Meteor!" Chris will be greatly missed by all who knew him. RIP Chris. Ride free.

Nick Smith (son-in-law) (MNS)

Write Away — Doggie box



Hi, having seen the picture of Charlie (who I have met and ridden with) I saw in Gun no 308, I thought I would enclose a photo of myself in my custom made aeroplane top boxes which I had "his lordship" make for me.

Kindest regards

Pippa (Miss)

Colin—The Enfield

Please find a photo of my 1957 Royal Enfield Redditch Bullet 350cc. It first featured in the Gun on being restored in issues 207 and 208. I have recently re-joined the club and "Colin" is still running well although currently 'under the doctor' for an electronic ignition. Owned since 2007. I'm pleased to say it has been excellent and reliable over my nearly 20 years of ownership.



Regards

Hugh Coombs (MNS) Contact 07757 963836 Address 11 Despenser Ave., CF72 8QA



**Our new machine
badges**

**For details see
page 46**



Write Away — My Bike

My bike is a 2003 Royal Enfield 350T, which I bought in August 2022; unseen, from eBay. Unfortunately I had to sell my beloved '56 AJS 16MS which, due to my ill health, I was finding just too heavy. I struggled getting her on and off the centre stand and the seating position was



becoming a tad uncomfortable. The hard and comparatively wide seat with the pegs were slightly too high for my aching hips and knees. Despite being a 350cc she was physically a fairly big machine as well. This is why the earlier ones were advertised as the heavyweight and the later ones lightweight models, almost comparable to my modern Bonnie.

So sadly she had to go. I sold her to my friend Richard who rides her on both a regular basis and much faster than I ever went, or wanted to go. So I started looking for a replacement, a lighter model ideally. Having previously owned a few "look alike" trials type 500 Bullets of varying age and condition, and being very impressed with them, I wanted another. However what I really wanted was a "proper" road legal trials type model. A few years ago owner modified 350 versions were almost being given away but I was interested in the Watsonian Squire dealer modified versions, sold by them as new. The "T" model called. Available initially only as a 350 kick start, it was followed by 350 and 500 electric start models.

I believe, as well as the standard Bullet's, they also sold a cafe racer Fury version and a Woodsman. I began trawling the adverts and soon spotted a 2003 350 T, 3300km from new model, in 7 out of 10 condition as described by the vendor for sale on eBay. I spoke to him by phone. He sounded reasonable and honest, admitting that the previous owner had some difficulty starting her. The price was agreed and the deal done. A bike transporter delivered her and first impressions were positive. After checking her over I attempted, and initially failed to start her. However, persistence paid off and eventually she fired up. A test ride revealed that she ran very roughly and bogged down on approaching full throttle, which on a 350 in hilly Wales you use a lot!! Then I looked closer and noticed that the strangely long inlet manifold has a small metal tube protruding from it, open to the atmosphere.

Write Away— My Bike



I worked out that a rubber tube would have led from it to an air filter which no longer existed as there was a conical, K & N type one fitted directly to the carb. I sealed the pipe and managed to start her but she still ran roughly. At that point my health kicked off so I hardly used her until this year as my health has

been steadily improving. At one point I advertised her for sale as I could not see me riding her again. In the meantime my friend, the previously mentioned Richard, an engineer and old bike enthusiast, spent a long time sorting things out.

A shorter pipeless manifold was fitted, the card rejetted and it was tuned and given a full service using the correct type mineral oil for the engine along with an mot. The result was a transformation. She is now a joy to ride and own. It has a punchy acceleration, the soundtrack of a British single from the exhaust and looks to kill for. She will cruise all day at 50mph and is happy on both the local minor A and B roads and the back lanes.

These are sometimes signposted as C roads here in Wales. It's an ideal bike to ride slowly, appreciating the countryside and smelling the air, ideally alone or with a good friend similarly mounted. Of all my bikes she is certainly the best looking with her road going trials appearance, including knobbly tyres. I have been offered money to sell her for somebody to "bobber" but that will not happen in my riding lifetime. When I first rode her I was happily cruising at an indicated 60mph but I could not understand why there was a queue of traffic behind. It then dawned that the speedometer was in kph so I was doing almost 40mph.

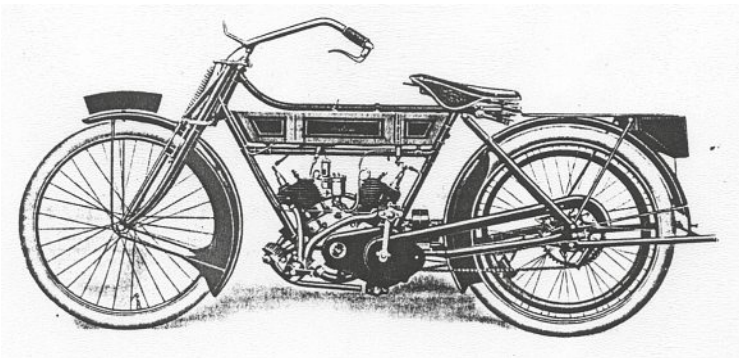
So now I ride at 80kph where I can. Hills, and there are a few in Wales, require advance planning if possible. I weigh 18 stone. With my heavy boots and riding gear I am probably the weight of two but using the gears they are not insurmountable! Pun intended. I am unsure of the year of manufacture. Inside the battery box there is a factory sticker dated 2022. Several chassis items are stamped 2023. She was registered new early 2024, but effectively

Write Away — My Bike

she is a 22+year old, low mileage, old British bike, albeit made in India, 4 speed right foot change box which is 1 up and 3 down. It has a superb twin leading shoe front brake with single leading on the rear, kick start only, single seat saddle. The bars are wide and with mirrors that I can actually see past my shoulders and do not vibrate, knobbly tyres that are gripping enough for my slow style of riding. There are alloy mudguards and no surplus body panels. It's totally original apart from a removable bracket that my friend Bill made, which moves the saddle slightly backwards giving me a little more room.

It's not a distance bike but local 40/50 mile rides are a pleasure as long as I occasionally stand up on the pegs. I have no problem getting her on and off the centre stand as there is not one fitted! As my health improves I use her more often; the mileage is now over 4700km. She takes a little starting initially from cold but once warm, no problem. Usually it's the proverbial first kick. Early Indian built Enfields are sometimes criticised but all mine have been reliable. My T is even oil tight! She is also eligible for entry to the local classic vehicle shows and with a bit of a clean and spray polish she looks and sounds good. Shame about the rider! I have actually returned today from a large (for West Wales) such show where several bikers complimented me on the little bike. My old Ajay was there also but as BB King said "The love has gone".

Andy Brown (MNS)



Single speed chain drive 2¾ hp Royal Enfield Lightweight Model 150 for 1911 The Model 155 was as the 150 but equipped with Dunlop tyres and Brooks 130/3 saddle. Fuel consumption was about 100 miles to the gallon and the finish was Khaki enamel. The machine weighed in at 120 lbs.

Write Away— 350 Bullet Frames – UK or India made?

Former Club member and Royal Enfield specialist Paul Henshaw has released a You Tube video explaining how to tell whether your Bullet was made in the UK or India.

Regrettably there is a basic error in this film regarding the u-shaped frames



Redditch frame 1949-54
3 different part numbers:

Cast headstock. "U" shaped tubes above suspension pivot.

First 250 had had head steady lug on front downtube.

Redditch frame 1955

Cast headstock & rear suspension pivots

Some bikes were supplied to Madras Motors in kit form with this frame.



Redditch frame for 1956 model year on Bullets & Twins

Early Bullet ones were all welded but reverted to cast headstock as per photo. Some late 350 Clipper frames are all welded and much sought after or Trials conversions.

This shape frame was never used for the Enfield India machines.

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Write Away— 350 Bullet Frames – UK or India made?



July '56 on Bullet CKD kit bike frame for Enfield India Ltd.

All-welded construction. Early ones made at Redditch but made in India before end of '56.

This where Paul's error came in as he stated all U-shaped frames were made at Redditch. This is only true for those with a cast headstock.

Enfield India gusset reinforced headstock which replaced small diameter bracing tube type on u-shaped frames.

Change occurs during 1960.

Enfield India "square type" frame bolted together above the gearbox.

Change occurs in Feb '62. These all have the gusseted headstock.



All India built 350 & 500 Classic "iron engine" Bullet frames are like this until the end of production in 2008 for the 500 and 2010 for the 350.

There were Redditch frames with detail differences for other models, but this article is 350 Bullet specific.

Graham Scarth (MNS)

Recently moved house? Left a forwarding address?

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

Or perhaps to Mum's house?

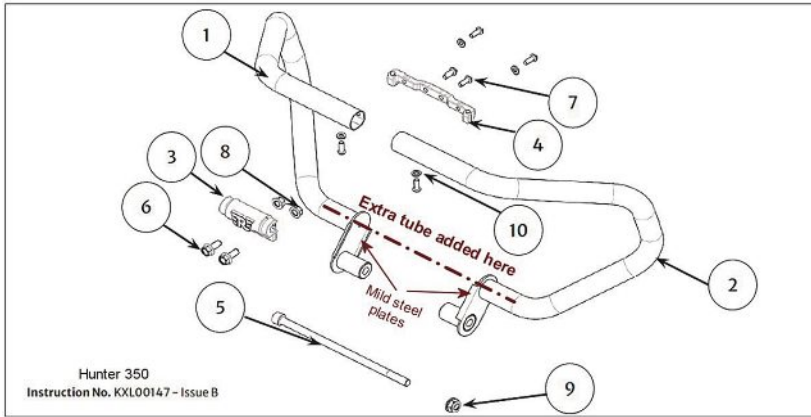
Have you informed the relevant person?

For any "change of address" / Gun distribution queries

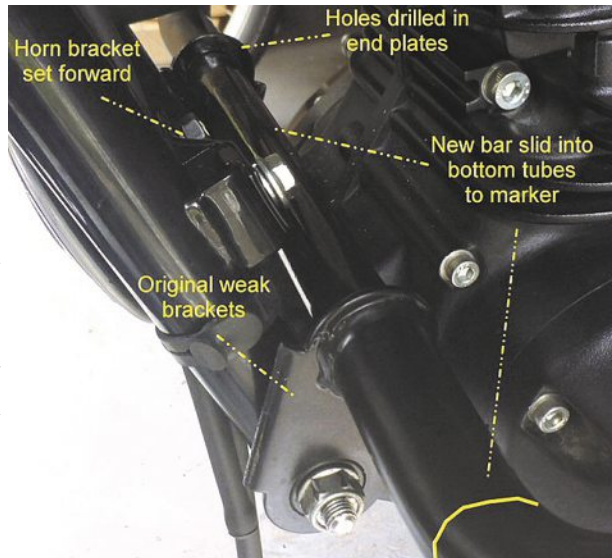
Please contact:- magazinedistribution@royalenfield.org.uk

Write Away—Engine Guard Modification - 350 Series

I bought an engine guard (AKA crash bars) for my Hunter 350 and was not 100% impressed with the lower fixing (just mild steel plates welded onto the ends of the tube). However, the kits of parts was good and the instructions clear so fitting was easy, although a bit fiddly as the engine has to be supported while the main bolt has to be swapped for a different one. The end result looks good - in line with the Hunter's 'Style with Personality' design.



However, after a foolish 'falling over' mishap (with the side stand on gravel), the engine guard did work, but the lower plates bent far too easily - and the bike was stationary! Clearly a modification was needed - an extra tube inserted inside the lower tube sections. A 1" (25mm) galvanised old gas pipe was found and fitted. Drilling / filing out the mild steel plates was not easy, but ... the gas pipe fitted perfectly inside the tubes.



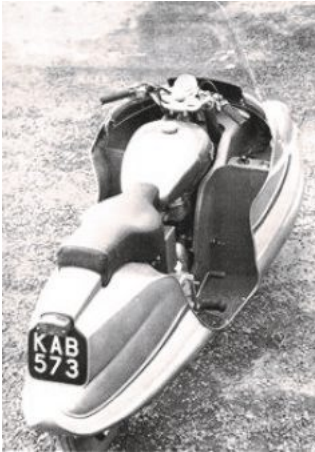
Patrick B (MNS)

The Royal Enfield Dreamliner

The Royal Enfield Dreamliner probably came about as close as any land vehicle could to being that flying car we were promised was in our future in the 1950s. Most enthusiasts know that in 1956 Royal Enfield co-operated with "The Motor Cycle" magazine to build the Dreamliner fairing on an old 350cc Bullet. This had been a rather futuristic experiment with full front and rear enclosure, widely spaced dual headlights and a deep screen, but it did the job. Tests had indicated a top speed improvement of 11% and fuel consumption down by some 25% to 35%, depending on the machine's speed,

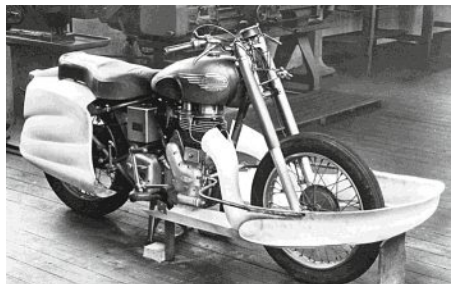


The "Motor Cycle's" editor, Harry Louis asked Lawrence Watts to design streamlining for a road motorcycle, and set up a connection with Royal Enfield development engineer Tony Wilson-Jones.



Don't blame Watts for the broad frog face of the Dreamliner, though. He wanted to switch the Bullet to 16-inch wheels to permit a more streamlined fairing. However Royal Enfield Sales Director Major Mountford insisted on keeping the standard 19-inch wheels.

This required much greater front-end width to allow the front wheel to turn lock-to-lock inside the fairing when parking — "That extra width penalized us in order to satisfy a maneuverability requirement at zero miles per hour! The streamlined 350cc Bullet still gained 7 mph top speed and even struggled less on hills despite carrying an extra 45 pounds. Watts praised the motorcycle for the weather protection it offered. The Dreamliner influenced the partial fairings Royal Enfield would go on to offer the public called the "Airflow"



(Information from various sources)

30th Anniversary Rally for the RE Forum DE

At the 2023 REOC AGM, members present voted unanimously to engage with established RE clubs across Europe in order to foster good relations and thereby offer more travel opportunities to Members of all parties. The first organisation contacted was the RE Forum DE, the German RE Club. For the second year running members of the Midlands REOC Branch rode to the RE Forum DE national rally. This annual opportunity is open to REOC



members so please join us for next year's rally which is to be held in nearby Kaiserslautern close to the French border (June/July 2026). That's around 360 miles from Calais or 315 from the Hook of Holland.

This year's special '30th Anniversary' rally was held in the village of Satzung only a stone's throw from the Czech border. Satzung is about thirty minutes south of Zschopau, the home of MZ motorcycles. If you visit the region you must go to the MZZ Museum (2T boxer pictured) as it is an outstanding venue. On the topic of museums; Forum rally attendee Herbert suggested that we visit the unique Chemnitz Fahrzeugmuseum (pictured). This we did

on our way home. The museum has a wonderful array of motorbicycles and also bicycles without motors and other assorted paraphernalia. It has to be the best value museum I have ever



visited, at only eight euros and interestingly is situated in Germany's very first multi-storey car park, despite looking like a small 1920s tenement from the outside. Thank you Herbert.

Satzung itself is situated in the German Ore Mountains where the altitude provides clean air and spectacular views. As a result, motorcycles are everywhere and camaraderie is high with lots of Harleys and BMW GS's. I am glad to report that during the weekend of June 28/29th the most common brand on the roads of the area was Royal Enfield.

30th Anniversary Rally for the RE Forum DE

While staying in Satzung we saw a surprising number of Simson mopeds as well as the expected MZ motorcycles. Apparently the mopeds are highly valued, and hence very well maintained, due to being unrestricted and permissible for fifteen year old riders.

Much like our own rallies, the attendees started arriving a day or two before the event. Friday evening was a warm social occasion with the Saturday being the main ride-out event.



The Forum ride-outs, in our very limited experience, tend to be a steady paced day long adventure to a place of interest and on to a special venue for traditional regional food. For this year's ride-out we visited an extraordinary wood carving venue in the mountains (*photo on the next page*) before riding on to a mountain top cabin for a delicious traditional local hot meal. It really was superb! Covering 137 kilometres the ride-out also stopped en route at a monument to Russian servicemen.



Traditionally, during the Saturday evening festivities, a volunteer member of the Forum offers to organise the following year's event, to the rapturous applause of the beer holding members present. This year was no exception.

The rally site itself offered camping and hosted a catering facility which produced excellent hot bratwurst and goulash as well as serving cold local beer. Just the ticket given that temperatures reached the thirties.

Ideal as the campsite was our small group had opted to stay locally at the Erbgericht guesthouse.

30th Anniversary Rally for the RE Forum DE



A dozen or so German riders had taken the same option. The 'Pension' had great wheat beer and Pils and really good schnitzels. Much like last year's rally in Vienna, I would love to go back to visit the area. A fair estimate of this year's rally turnout would be around one hundred bikes which split fairly evenly between iron barrel El Bullets, plus a smattering of diesel conversions, and newer models. The very first rally was organised by Herr Sommer (*orange Bullet pictured on the previous page*), who worked with Fritz Egli on the development of the fast Bullets and is well known for his RE diesel conversions. One of the

quick 624cc Bullets was present at the event. One brave fellow pulled a chair with a 505cc diesel powered machine (*pictured on the previous page*). Above is last year's Vienna rally organiser's Walter nicely faired Interceptor. Walter is restoring an early Flea and is having difficulty finding a correct piston. Please email me if you think you can help him. A special thank you goes out to Peter and Manfred for their support in getting us to the event. We look forward to meeting you again in 2026.

John Dove (MNS)



REOC UK Welsh International Rally August 2025

The Welsh International Rally

Baskerville Hall was bathed in glorious sunshine as the 2025 International Rally in Wales got underway and by the time I arrived there on Wednesday afternoon, there were already about a dozen campers soaking up the great weather, including some from France and the Netherlands.

Baskerville Hall had many advantages as a venue for this event. The choice of accommodation made it accessible for Enfield riders of every disposition. The variety of indoor and outdoor space gave plenty of scope to run a range of activities, and the views and local roads were superb. Pre-registration made the booking-in process run smoothly through Thursday and Friday, and meant we were well prepared with the goody bags and those delicious Welsh cakes!

The official programme started on Friday with ride outs, the off-road course and an opportunity to ride some older Enfields. This was a personal highlight for me, and big thanks to the members who generously allowed members to ride their own classics up and down the drive. In the evening Bill Grigg gave an excellent talk about his adventures by Enfield, followed by an entertaining quiz run by Dave Hollyman.

Saturday offered the chance to try the new Himalayans on a gentle off-road track and the opportunity to ride new demo bikes courtesy of RE UK. Dean Coxson brought the 1901 quadricycle (*pictured below*) down from Bruntingthorpe along with some of his own restored bikes. A fuel issue meant it only managed one run down the drive, but I know many members were pleased to see there it at Baskerville Hall as an important piece of Enfield history.

Baskerville Hall kindly allowed us to hold the bike show in the front of the hall. Thanks to Carl for the inspired idea of arranging the display by pre and post EFI and then by single or twin which brought some kind of order to over 130 Enfields.





onal Rally August 2025



REOC UK Welsh International Rally August 2025



After Chairman Bob handed out the awards we were treated to a harp recital by Rebecca. It is testament to Rebecca that she held a field full of motorcyclists spellbound with renditions of classical and modern tunes including "The Chain". Guitarist Jim and Dave on his percussion

box continued the evening entertainment with a broad selection of music that went down very well.

On Sunday morning there was a small autojumble before most people started heading home. I chatted to a few people as they were packing up and it was great to hear lots of positive comments. There were a few hiccups, as there always are with any large event, but it was



undoubtedly an overall success, and certainly the biggest gathering of Enfields owners in recent years. The mix of bikes was fantastic and it was lovely to meet some younger riders.

It only remains to say that the whole event wouldn't have been possible without the help of many volunteers, some of whom stepped up during the weekend, so thank you very much, and thanks to the staff of REUK and Baskerville Hall and to everyone who contributed to the success of this event.



Jak Lemon (MNS)

Branch Report—South Lancashire

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

Pack Horse Inn, Birtle Road, Heywood, BL9 7TU

Email:- sheila.heywood@gmail.com



The Branch has been growing in number, activities and email enquiries. So, I am extremely pleased to hand the duties of Branch Contact over to Sheila. She has far greater experience of administration than I do! She asked me to continue as "branch scribe". Sheila vowed not to change things. But one



change was unavoidable: Sadly, the Birch Hotel has closed its doors for the last time. We're very fortunate to have found a new home: The Pack Horse, Birtle, with a large parking area and outdoor places to sit nearby. (*Photo, thanks Mark!*) Any confusion about the postcode? This is the one on the Pack Horse website. New place, same schedule... first Tuesday of the month. Hope we can now move on and ride our bikes! We're very much hoping for a great Christmas meal there... first Tuesday of December: Watch the whatsapp groups! And, here's a good example of how to keep your bike nice and cosy. It's Lee's bike parked under the picture he won, kindly donated by Jack, proceeds



to charity.

Chris Robinson (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.

Despite the best of intentions, and great weather, the hoped for ride-outs by Island members did not take place. Two of us did venture as far as Devon to investigate Exmoor and Dartmoor areas, and one brave soul, Steve, took his Classic 350 to Santander and on to Portugal and back. Only one of us made it to Hay-on-Wye, as unfortunately, yours truly was knocked off his bike when on a VMCC rally in Kent just a week before. Luckily no Enfield was damaged as I was riding a little old Honda at the time. So I'm out of circulation until November. Look forward to catch-up next year.

Ron Wallis (MNS)

Branch Report—Mid Shires Meets 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).



VMCC Founder's Day was very well attended this year, the Midshires stand had plenty of visitors throughout the day. Elsewhere in the show 1950's Royal Enfield's were to be seen in the trials



demonstration and there were also plenty of Royal Enfield bikes and parts on offer in the autojumble. This OHV flat-tanker and Flying Flea caught my attention. May took advantage of the opportunity to see the spectacular Wall of Death while at Founder's Day.



Cheers

Matt Little (MNS)



Branch Report—West Riding Meets at the Travellers Rest, 252 Hopton Lane, Mirfield, WF14 8EJ, 1st Thursday of every month 2000hrs.Contact: Kevin Moore 07736775211, Email: Seitenwagen72@gmail.com



Eight of us from the WR Branch attended the International Rally (Wales) Near Hay-on-Wye in August. Those who attended were Kevin, Steve R, Mark, Linda, Ian T, Chris T, New Steve and John. Due to timings and plans we split into 4 groups for the ride down, all taking scenic routes, with most of us arriving and meeting on site Thursday afternoon. We were all camping, so thankfully fine warm weather was laid on for the whole weekend by the organisers!

As a group we went on a few rides, visiting Gospel Pass, Llanthony Priory, Baffle Haus and Talybont reservoir. The roads in this neck of the woods are fantastic, and even more so with the fine weather we had. See the picture above of most of us on the way the up Gospel pass (highest road in Wales). We also enjoyed looking around the rally site, chatting with other attendees, and the Bike Show on the Saturday, complete with live Welsh harp music! Where else can you get that? A great time was had by all, many thanks to the organisers for a great event. However all too soon it was time for home. We again split into different groups leaving on the Sunday. Some rode home via Redditch to visit what remained of the old RE Factory site.

All are welcome at our meetings. Kevin Moore (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



As above, we meet at the Commercial Inn Thackley BD10 0RR on the third Thursday of the month. During BST we have a ninety minute ride out starting at 6.30pm before our 8.00pm meeting with pie and peas at the pub .

Recently we have had two different but very pleasant experiences.- our latest Sunday

run was to the Worlds longest running working railway, The Middleton Railway in Leeds where we had a steam hauled ride and tour of the workshops etc. The difference was that the route to the railway was mainly on fast, inner city dual carriageways which provided excitement, tension and the usual wrong turnings, so different to the country roads around Wharfedale. O

n our last club night we were joined by Simon from York, riding his (inherited from his father) Bullet 350. He contacted us via the Gun magazine and navigated the 30 mile drive from York to meet us. Simon had never ridden with a group before and was so surprised how good it was, even with the 60 mile round trip. Summer days begin to be noticeably shorter but on we go. Keep safe everyone



Peter Jackson (MNS)

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

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

There was a good turnout at The White Horse for the Suffolk Branch August Meeting, seeing 19 bikes in the car park. It didn't look like there would be such a large attendance judging by only 2 of us meeting for breakfast at The Farmhouse, Paul, (he of the Norfolk Branch), and myself. However, with 2 of our regular "Stephens" abroad, one working and one on a cruise, and it being August, it should have been more of a surprise with the attendance at The White Horse. Of the 19 bikes, 14 were wearing Royal Enfield badges, with a nice mixture of British and Indian built machines. The 4 British machines in attendance consisted of a Crusader, two Constellations and Peter's welcomed return of his SII Interceptor, with a long list of sensible modifications. Parking my 650 Interceptor alongside, it was good to make comparisons between the old and the new. I offered Peter a swap, but for some reason he was having none of it. The support between the Norfolk and Suffolk Branches is as strong as ever, but there is still room for members in each county to attend the meetings. So if you live in either Norfolk or Suffolk, come along. You will be most welcome in each branch. Stay safe and enjoy your summer riding.



Leonard Nelson (MNS)

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 OLQ.

Cambridge (The Fens) June Meeting

Hi everyone.

This month's meeting saw the continuation of the glorious sunny weather. There was a small mix of bikes on show, including Simon's R.E. Shotgun 650 and Kris's lovely green RE Interceptor and also Gerry's classic BSA Bantam. After the August meeting there will have been a ride-out through the Cambridgeshire countryside followed by a birthday barbeque for members at Carl Rolfe's house nr. Haddenham. (*report in the next Gun?*)

Lea Churchill (MNS)

Branch Report - Glevum (Gloucestershire) Secretary: Russ Williams
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.)



A busy summer season took us to Shobdon airfield north of Leominster in July and, in August, on a figure-of-eight route based on Toddington Railway Centre near Broadway. This was hotly followed by displaying our bikes at the 'Gloucester Goes Retro' festival of exceptional historic vehicles. Our stand was in the centre of the City where we had to share the street with a few old Rolls-Royces.....pity! The highlight of our summer was the 'John Roche ride', featuring a visit to the old river Severn crossing at the Passage inn (opposite Newnham) followed by an epic English tea at Wendy and Dave's in the Cotswolds - the smiles say it all - thank you to all

who helped! Best wishes from our Branch. Patrick B, (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



Still beautiful weather down here in Oxfordshire as I type, but alas looking like this may change shortly. We had a great International Rally, strangely meeting people from different parts of my biking ventures/life. I really enjoyed the off-road riding opportunity and found listening to the harpist very relaxing (or was that the beers!). No luck with fixing my little Guzzi as yet. I had to actually buy a Honda tiddler to take part in the VMCC Amble last week.



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

Our monthly meetings at The Trumpet Major have been well attended over the summer months with 10/12 people meeting. There haven't been many organised runs, but the WhatsApp group is being used to share information and arrange last minute fair weather rides. There will be more, I'm sure, as we've made some links with the Devon branch and are discussing a joint breakfast meeting. It seems that each time I'm out on the bike or at a show someone wants to know about the REOC and whether there's a local meeting, particularly at the Melplash Agricultural Show where several interested folk took details of the Trumpet Major meetings, including Callum, the builder of this fine looking Meteor 350 'AA' sidecar outfit.



Adrian Stone (MNS)

Branch Report—Lincolnshire

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

swglincs@hotmail.com



The annual Yellow Belly rally was held at the usual site at Holbeach Hurn, well organised by Carl Lemon. However this year it was a couple of weeks later, due to dates clashing. Unfortunately, I could only attend Saturday evening, so can't tell you much more than it rained quite a bit that day!

Our numbers are continuing to grow with some welcome new faces, and on our last PJ's meeting there were a whopping 18 bikes, of which 5 were non Enfields, including Dave's very nice Ducati 175cc single; the belle of the ball was Rob Hall's newly rebuilt 1930 model C 350 Sloper on its first outing. It's an amazingly original, claxon horn and total loss oil bike. There were 9 bikes on the ride-out to the Faun Cafe on 27th August and Veronica's in the pipeline line for the next meeting, (*top left Woodspa Faun run, bottom right Rob Hall with his restored bike*)



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

Dear overseas friends

It's been a while since my last news report to you, since most of our feedback comes from my very good friend Andreas. Aside from our weekly cold beer/coffee meetings, this time we had the pleasure of driving all the way up to Wales from Greece!



Ioannis Moiralis, with his new Royal Enfield 350cc classic 2025 model, drove all the way up to the REOC National Rally in beautiful Wales and claimed the most distance travelled prize! Along with Panagiotis Gazis, Ioannis travelled more than 3.500 kilometers! As I write this email, both of them are getting ready to take the boat from Venice over to Patras for a 32hour journey! It's always nice to accomplish these journeys, especially on our beloved Enfields, and a huge plus are the new friends that come along the way!

A huge thanks goes to David Blackwell for his hospitality to both travellers from Greece! Furthermore, a huge thanks to all who made Ioannis and Panagiotis' stay in Wales a great experience. The REOC family sure knows how to make great rallies and welcome all! Last but not least, a shout out to the other Greeks who made it to the rally,

Marina Konstantinidou, who flew all the way from Athens, Dimitris Vournas who drove his Himalayan all the way from London! This was the second time



an REOC member from the Greek Branch won the longest distance award, Chistos Pelousis in 2019 drove all the way from Athens to the event on his Electra 2004 500cc. See you at the 2026 event in Greece!

Safe travels to all! Best Regards
Pelousis Christos

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.



We had a group ride-out and camp at the Biker's Campsite in Llandysul, West Wales. This site is highly recommended if anyone is wanting a base to explore the Far West Wales area. The group visited Cenarth Falls, Lower Fishguard and Britain's smallest city, St David's. August also saw the monthly meeting place move to a new venue, the Three Blackbirds. It has a large car park with

plenty of room for new members who would like to come and say "hello" to our very friendly group. Of course, the focus for the group was the REOC International Rally, held at Baskerville Hall.

The South Wales members put a lot of time and effort into the organisation of an amazing weekend. Special thanks to Richard and Ted who made the whole weekend enjoyable with many added extras including test rides and off-road tasters. to Dave, Lindsey, Ted, Tony, Kobi, Gerald, Mike and Andy, for the ride-outs. Dave



for his very entertaining quiz. The very talented Rebecca who played the harp beautifully, and Jim Ramsey and friend for the musical entertainment. Paul Rich (MNS)



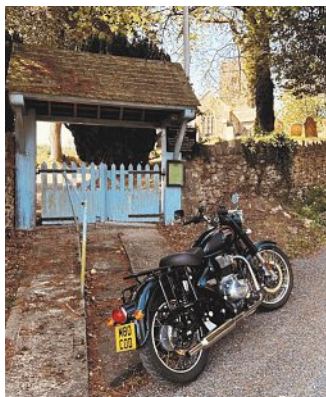
Club Merchandise
Sew on patch
For details see
page 46



Branch Report—Devon

The branch meets at the Swans Nest, Exminster, near Exeter, the third Thursday of the month, 7.30 for 8pm start. Andy Lobb, (MNS),

Mobile no. 07866696381 Email:- andylobb57@gmail.com



Our last well attended branch meeting, saw a nice selection of Enfields plus one BSA. However, some regulars were not able to attend but we welcomed Dave and Jim and our concerns were laid to rest when Alan Webb showed up. We do care! Everyone reflected on a busy month of biking including the Welsh International rally, Dartmoor Diner breakfast run, Seaton bike day, Harrowbeer event, Exeter Classic MCC Dartmoor Run and Uplowman Classic show, all in one month. This just confirmed my envy of those able to partake in the club's activities. Forthcoming events, are probably out of date for this edition of The Gun, include, a breakfast run 6th Sept, AGM rally 19-21st Sept, Port Elliot motor show 20/21st Sept, Royal Enfield One Day ride out 21st Sept and Barnfield Revival event Exeter 7th Sept. (*you said it!*) Future planning includes branch meet up with South Dorset, and Devon branch with a possibility of tee shirts?

Best wishes from all to John A for a speedy recovery following his op.

The photos, by Andy Browning I believe are brilliant. The first shows Ashcombe church hidden from main routes now that they fly past! The others are all from national events. Our WhatsApp groups automatically download photos to my photo account, to ensure I don't miss any to steal!

Ride safe.

Andy Lobb. (MNS)

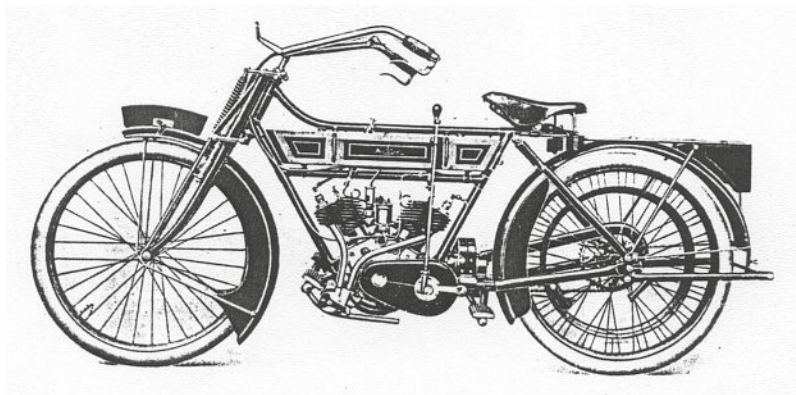
Branch Report—Norfolk branch, For further information, please contact Paul on 07951837737 Email:-paulscarff.reoc@gmail.com



Another couple of months have flown by, and finally in August, our meeting was dry both to, from and during the meeting! (Again in July it chucked it down as we finished and returned home!). Once again there were a number of regular faces plus some new ones! There was a good mix of bikes present, from a 700 Meteor, my Super Five (on its first real outing) and a

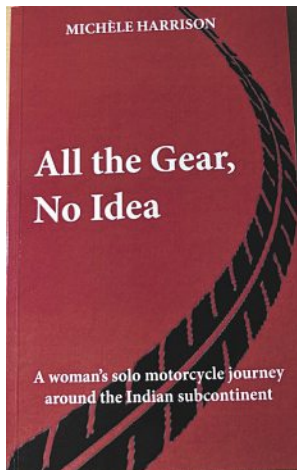
750 Interceptor right up to date with a 450 Himalayan (with a few in between) and a smattering of different makes new and old. The Norfolk branch was represented by a few hardy souls at the REOC Welsh International Rally, and we continue to support the Suffolk branch at their meetings and events. As always, you will get a warm welcome at our monthly meetings, so come along as try us out! You can contact me on any of the above details.

Paul Scarff (MNS)



The two speed and free engine 2¾ hp Royal Enfield Lightweight Model 160 for 1911. Fuel consumption as for Model 150 but finished in Naval Grey enamel

Book Review



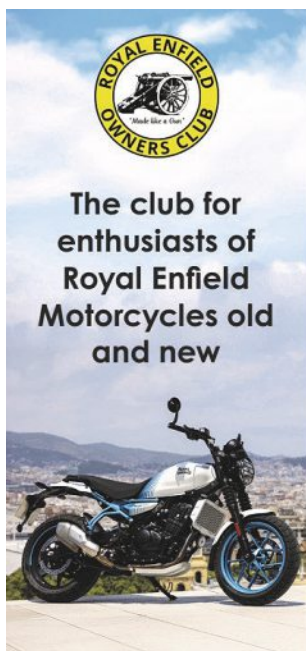
At the age of 33, Michele Harrison resigned from her job in "The City", bought an Enfield and set off on a tour of India. Her only experience up until then was riding a scooter around London! A journey of 17,000 miles took her through the Delhi traffic, the mountains of Kashmir, the deserts of Rajasthan, the beaches of Goa, the southern tip of India, the remote tracks of Nepal and the Himalayan barrenness of Ladakh!

She wanted an adventure to spice up her life and fulfil her wanderlust. Phew! After reading this book I can definitely say she certainly got that and a whole lot more! This is definitely a must read as Michele is a brilliant writer. She had me enthralled throughout

her whole adventure and if I'm honest I'm quite envious.

The book is available in paperback from Amazon for £5.99, a real bargain in my opinion!

Paula Young (MNS)



New Promotional Leaflet

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

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

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

Jak Lemon reoc.pro@gmail.com

Power's The Pot 17th rally.



This was held on the weekend of the 12th of July and we have decided it will be the regular date in years to come. I arrived at the beautiful campsite of Power's the Pot on the Friday afternoon and enjoyed a warm welcome from friends old and new with a touch of gentle banter. As the afternoon embraced the evening more of the attendees arrived including a strong showing from the sidecar association in Ireland, their first year joining us.

We had a good showing from the MZ riders club, including the Jawa CZ club of Ireland who provided us with our musical entertainment on Friday night from their Jawa Band. They were joined by even more excellent musicians from the sidecar boys.

The next morning arrived with the gentle kiss of sunshine and a light breeze, chat and more banter was enjoyed by all. The ride-out left the site at 11.30 am heading for Clogheen via Newcastle and over the Vee, a beautiful mountain road with beautiful views and a rest stop. It was on to Clogheen for a spot of lunch and ice cream to follow and then it was back for Power's the Pot (thank you for the ride-out Ger Duhig)



Power's The Pot 17th Rally

There were a few chosen words later along with the Prize giving

Long distance:- Sharon on a Super Meteor and Rob Peaker on a Honda.

Best classic Enfield:- Jason Cairns.

Best Iron head Bullet:- Billy Brugman.

Best modern Enfield:- Richard Aynsley on his Interceptor.

Long distance pillion:- Kay Foley

I had a lovely surprise of a parcel with BSA regalia from my dear respected friend Steve Wilson, thank you Steve. After all the awards and "thank yous" done it was time for the BBQ, gathering in the bar and more music. The night morphed into the morning and people drifted off to bed. All present had a lovely trouble-free ride home on a beautiful Sunday morning.



The chap sat by the tent is Billy Brugman and the chap in the shorts is Franky with Badger.

Many thanks to all who supported, Franky of (Franky's World YouTube channel) for the video and Power's the Pot team for your hospitality. John B Nicholls MNS.

thatboyinkerry@hotmail.com.



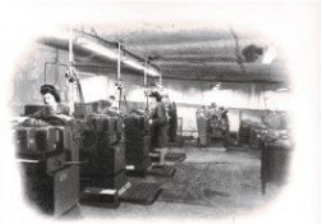
**Club Merchandise
baseball caps
(see page 46 for
details)**



A Proud War Record—Part 4



DRILLING.



GEAR CUTTING.



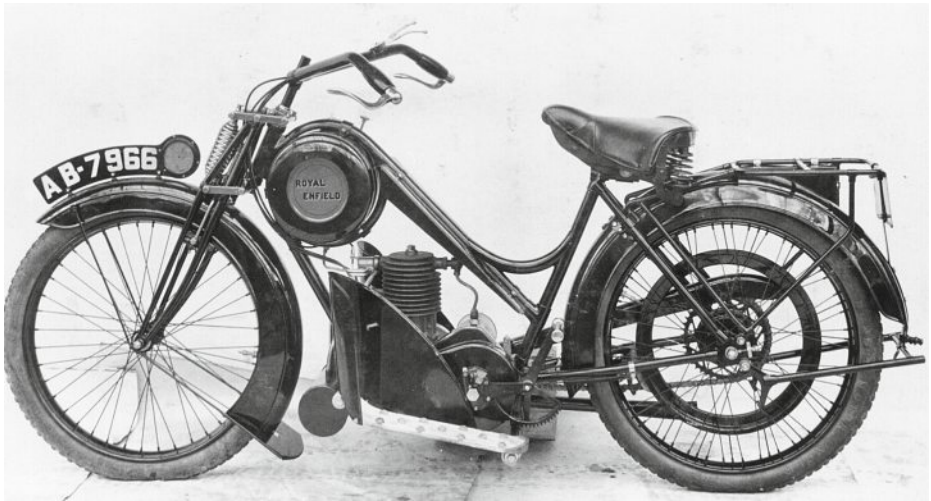
DRILLING.



WELDING.



WELDING.



A factory photograph of the Model 201a that was introduced in 1924 that was a two stroke model open frame which was highly suitable for the lady rider and surprisingly enough a number of these models survived.

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!

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

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

MARSHAL-Michael Sliowski (5859) Tel:- 0773 0110 158

Email:- poloelfield700@googlemail.com

Market place

For sale

For Sale 2004 Classic 500 Bullet R/H gear change model, good condition, low mileage. Lovely appearance, Black/Chrome. Not used for the past two years. Now too heavy for an elderly owner. £800. John Palmer (MNS) [Tel:- 01702 295745](tel:01702295745)

For Sale Crusader 1959 Built by Bill Saltau, RIP. As purchased from him in 2005 (The Gun issue 291). Sympathetically modified. c. 310cc Had little use since purchase. Dry stored and periodically started. For sale due to the owner's passing. The family would like an avid RE enthusiast to enjoy it. Looking for around £3200. Nick Smith (MNS) [Tel:- 07966594783](tel:07966594783) Email:-ellynickoz@hotmail.com

For Sale 1954 Redditch 350cc Bullet. I'm returning it to Redditch spec with original mudguards, dual seat, correctly jetted Amal 376 Monobloc carb, original spec forks and front wheel. It is insured in my name and Taxed as a Historic Vehicle class and is on an Age Related Registration plate. £1800 Dick Hodge (MNS) [Tel:- 07713552296](tel:07713552296) Email:- daillyboy44@gmail.com

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, £1500 patina retained !!! Kent - more information Roger Brown (MNS) [Tel:-07473-789-550](tel:07473789550)

For Sale Due to recent illness. Private collection of thirty Motorcycles in showroom condition, collected over many years. Classic British Manufacturers including AJS, BSA, Matchless, Norton, Triumph and Royal Enfield. All with V5c. Photos can be posted, offered individually. Phil Royston (MNS) Yorkshire. [Tel:- 01723 372219](tel:01723372219)

For Sale Crusader Sports 1964 250cc, V5, on SORN (Engine believed to be from Continental GT) Many new parts Complete but needs some work to get back on road Bargain at £1,400 No offers please Contact Iain 07564 979284 Cornwall

For Sale Compact Engine Guards Silver for Super Meteor, Shotgun 650, Classic 650. Hitchcock's Part No.93361. Unused in original packing. £95 inc. P&P. (Hitchcock's delivered price £140) John Western (MNS) Gillingham Kent 01634 364459 Email:-johnwestern@blueyonder.co.uk

For Sale 1964 RE 250 Turbo Twin 2 stroke, very good older dealer restoration chrome, paint and mechanics all V/good. Villiers engine and gearbox recently overhauled, starts easily and runs well. £3500 ONO Michael Falkner (MNS) Tel No 07582825431 Email:- michaelfalkner947@btinternet.com

For Sale 2002 Royal Enfield 535 Lightning, Grey and Black. MOT, Less than 4000 miles, excellent original condition. Good running order, Rare in UK £2300 or near offer. Simon Cook, (MNS) Sittingbourne Kent. [Tel:- 01795 422562](tel:01795422562). Email:- scook48@live.co.uk

Market Place For Sale

For Sale. 2015 535GT Red. Only 12 miles from new. Stood ten years, needs recommissioning. New battery but non-runner. £2750 No offers. Alex Taylor (MNS) Abingdon Tel:- 07818668166 Email:- alexrtaylor574@gmail.com

For Sale 1957 Royal Enfield Bullet, 500cc single. Restored in 2021 to high standard with £5000+ receipts. Needs a good home, asking £2750. Brecon area Brian Woods (MNS) Tel. 07984130425 Email:- powysrider@gmail.com

Market place Wanted

Wanted a cylinder head for a Big Head Bullet. Any condition considered but it must be "repairable" Eddie Brant, (MNS), Crowthorne, Berkshire. RG45 6RL, Mobile 07836333710, eddiebrant@aol.com.

Wanted for 1958 500 Bullet, dual seat, petrol tank front and rear mudguards, Amal 389 carb etc. and w.h.y. for that year please to help get machine something like original. Robert Clarke (MNS) Cheshire Tel: 07503 607868 Email: robertclarke558@btinternet.com

Wanted Various parts for a 1930 4.88hp standard side valve model DL.
1)Magneto inspection cap and spring timing chest. 2) Front mudguard and stays.
3) Primary drive outer case (steel) 4) Ammeter.
Paul Thomas. (MNS) Tel:- 07743542353 Email:- steelbankworks@gmail.com

Advertisements

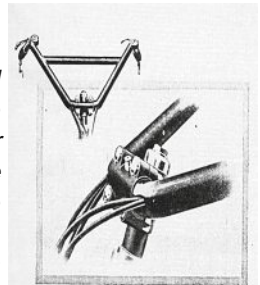
These are free to all paid up (non trade) R.E.O.C. members. These adverts should be limited to 30 words or less. No photos. Send adverts directly to the Editor, quoting your full name, membership number, county or town, telephone number, email address. Non- members £5.

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

From the 1915 sales brochure:-

THE ROYAL ENFIELD SPRING HANDLEBAR

(Patent 18558/13) The patent Spring Handlebar illustrated here is fitted to our models, when desired, at an extra charge of 21/- It has met with great success on our side-car combination. The handlebar itself is held in a two-piece bracket fixed to the top of the steering stem; this enables the handlebar to move vertically to the extent of several inches, and completely absorbs the shocks and jars arising from inequalities of the road.



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
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

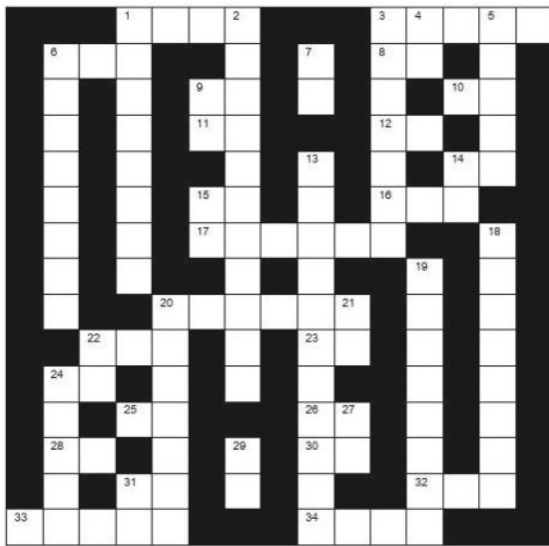
Tel:- 07973 721208 **Non-UK members please contact Club Sales for prices**

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



*REOC Standard Emblem





ACROSS

- 1 Small insect you don't want on your dog
- 3 England/Australia cricket. Result of burning
- 6 Mr Hull's flightless bird
- 8 Opposite yes, or , short for "number"
- 9 @
- 10 22 divided by 7
- 11 Shorter than Diana (Spencer)
- 12 A record played at 33 1/3 RPM
- 14 To, or not to? (Shakespeare)
- 15 Symbol for gold
- 16 Inter what? Catch butterflies in one?
- 17 ?Flea: RE parachuted from military plane
- 20 Valve, opening, for air, gas etc. to go in
- 22 Et cetera. Not: ect
- 23 Symbol for tin
- 24 Opposite AD
- 25 Symbol for aluminium
- 25 French for the (feminine)
- 28 Abbreviation for Road
- 30 Highest award for valour
- 31 Not out
- 32 Lady in the Garden of Eden
- 33 Potatoes not fried, mashed or chips
- 34 The R in RMP. Or ... Vicars?

The Winner :- Stephen Hollinshead (MNS)

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

Down

- 1 Units of 1/8 of a mile, used in horse racing
- 2 Longer than "artic" (lorry). Not Artic!
- 3 The pastime of fishing
- 4 Standard Oil (Esso)
- 5 DEXIE (anagram) Well-known batteries
- 6 ET CIRCLE (anagram) Power, not Petrol
- 7 Our motorcycle maker, initials
- 9 Opposite BC
- 13 Mercury. (Fast and shiny colour!)
- 14 UK telephone provider
- 15 Across Flats
- 18 American spelling of aeroplane
- 19 Word often used in USA for spanners
- 20 Cold, Nordic country. Or Supermarket
- 21 In printing, half an "em"
- 22 European Community, but a lot shorter
- 24 AR BAR (anagram) Outer Hebrides Island
- 27 Electricity, but not from a battery
- 29 Elizabeth Regina (7 Down, reversed)
- 31 Latin, id est. that is



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



Dickie Hodge Photo ©2025

Baskerville Hall reflected on an RE Tank panel showing some attendees at the refreshment tables.

Spotted at Baskerville Hall was a bike that sings "I've been everywhere man"

