

THE GUN

The magazine of the Royal Enfield Owners Club

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Issue No. 310



Dec/Jan 25/26





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Printed by - Warners Midlands,
 The Maltings, Manor Lane,
 Bourne. PE10 9PH

Published by– The Royal Enfield
 Owners Club

Contributions for publication
 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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 published bi-monthly and distributed to paid up members. It must not be
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Front Cover:- *The 1955 Greetings card sent to all the Royal Enfield
 Dealers to celebrate Christmas.*





EDITORIAL

Hello All,

That's us almost at the end of another year. I remember saying last year that I hoped 2025 would be better weather wise and it seems to have been the case. Doug has been out on the Enfield much more which means he's not so "crabbit". (*"Google" it!*) That makes my life so much more pleasant!



We've tried yet again to bring you an interesting and varied magazine which you get pleasure in reading and it would appear that we're on the right track, or so we've been told! However, we are always open to suggestions as to how we can improve "Your" Gun so please don't be shy and drop us a line!

Which brings me to page 46 and the Club vacancies. There are just over 2,000 members of this Club, surely there are some of you out there who could apply for these positions. Go on, think about it, giving something back to your Club is so rewarding! (*and we should know!*)



At time of writing, the RBLR (Royal British Legion Riders) have "kick-started" (*pardon the pun!*) this year's Armed Forces Poppy appeal here. What better way to get people's attention, and donations, by displaying a Royal Airforce Blue RE 500 Classic in our local shopping precinct. It only remains for us to wish you all a Merry Christmas and a safe and healthy 2026!



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 January 2026**

Next issue published **February 2026**





Write Away—My WD/C



Hi, I'm a new member, I've owned Royal Enfields since starting biking in 1963. This is my latest, a 350cc WD/C I've owned for nearly 2 months. In 2012 it was owned by REOC officer James Millar. Photo without pillion seat is 2012, with pillion seat is now.

David Woodcock (MNS) Tel:- 07548-887735

Hi, Doug and Paula

On page 22 of the October/November edition, there's a photo of an Interceptor with a very smart fairing. It belongs to a gentleman called Walter who apparently organised last year's Vienna rally. I'd really like to ask Walter where he got his fairing, which I think looks ace - is there any way that you could, on my behalf (and, I suspect, that of some other Interceptor owners) pass on my regards and ask him this question? Many thanks, Steve Morley (MNS) Tel:- 01852 200 296



(Let's hope the power of The Gun works! Eds.)

Dear Editor,

Should any club members be considering a spring time trip Enfield Classic Moto Tours - 5 day trip - 20/04/26 (the best time, not too hot) to Spain with Steve from ECMT, several Kent members have already booked. There is space left if any other club members would like to join fellow club members. I've been three times before & written reports for the magazine, therefore I rate the trip highly. If anybody wants to hear of my experiences please feel free to contact be email - rjb146@yahoo.co.uk or 07473-789-550

Kind regards Roger Brown (MNS)





Write Away— Fat Blokes on Tour Again. Part Two

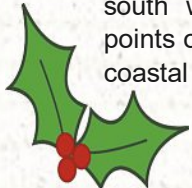
Day 6 of our journey and it's moody Irish wet spells today. During a break in the weather we were approached in the Kerry Way car park to perform "Doggy Motorcycle Therapy", I kid you not. A Guest at the Kerry Way had two dogs that were frightened of motorcycles. We were asked if we could introduce our little Enfields to the petrified dogs, before firing them up and chuffing around the car park. I don't think the 350 Classic Enfield is really the bike for "doggy Motorbike Therapy" as they are as quiet as church mice and chuffed around the car park having no effect whatsoever on the "terrified" little mutts. Either that or we had successfully cured them of their phobia, in



which case I will be sending the bill for dog mental health services at the end of the month! Then the little Enfields and us were off on little slow roads with views of Castlemaine bay and Dingle Bay, as gorgeous as they sound, on a wonderful coastal route which meandered its way through villages with jaw dropping mountain views. Eventually we wend our way to

Dunmore Head. This is supposedly Irelands most Westerly point. We took pictures of us and the bikes here. The weather was decidedly moody. The waves were crashing against the shore and the rocks, with fume and spray leaping into the sky. The mountains did not look pleased to see us, clouded as they were in a thick mist. Dingle bay for Lunch. A very filling fish chowder. You couldn't get fresher as they just walk the fish across the road to our pub restaurant from the harbour.

Next day Bens itinerary keeps us on the go and we're off to Irelands most southerly point, or is it? Some say Mizen Head which IS the most southerly point, others argue that its the most south westerly point. This is where the 4 ½ points of Ireland comes into play. More gorgeous coastal roads as we head to Mizen Head, .





Write Away — Fat Blokes on Tour Again Part Two

chocolate boxy villages and more delightful bays to look at, like Bantry Bay and Dunmanus Bay. Many a hill to climb but our little Enfields dig in and drag themselves up and up. Near Mizen we bump into another couple on an Enfield 350 Classic, doing the same tour as us, but in the opposite direction. Before going to the head itself, we stuff our faces at Luccies, a Greek lady in a trailer just off the road, turning out a vast selection of yummy meals at very reasonable prices. I recommend you stop there if in the area and have the lamb, it's lovely. After lunch we tag along behind the Enfield couple and all park up at Mizen Head. We're now a "gang" !!! You can't get the bikes all the way to the head, you have to walk that. Be prepared for a workout on the way back. 600 metres of steep steps. Gruelling.



We got pics and decided that Mizen Head was Ireland's most South Westerly Point. Brow Head, about 20 minutes ride away is the most southerly point. We had to go. As you may see from the pictures, the "road" to Brow Head just gets smaller and smaller until it's just grass. You need to use your Dougie Lampkin skills for this one. There's a gate at the head itself, so again the bikes couldn't travel every inch of the way, but they were near enough for us. Next, off to Blarney Castle, the home of the Blarney stone. We just had to do this. You can't come to Ireland and not have a look at the Blarney stone. Impressive Castle, you can read all about it online, and right at the top, they tip you upside down and you can kiss the stone. I didn't fancy the upside down bit or kissing a stone that had been slobbered on by the great unwashed for hundreds of years, but Ben did. Dirty sod!! After all that excitement we rode to Churchtown, the final home and resting place of the notorious Actor Oliver Reed. A more remote and anonymous village you could not imagine. Oliver Reed's favourite bar is here, O'Brien's Bar. A single little room drinking establishment. Again, a place you wouldn't give a second look.





Write Away — Fat Blokes on Tour Again part two



No wonder Olly felt comfortable here. No one would expect to find one of our home grown stars here. Oliver chose to be buried opposite the pub in a tiny little graveyard (Bruhenny Graveyard) so he'd never be late for when the pub opened! My Mother knew some of Oliver Reed's family and I was a fan of him on screen. No one did nasty and moody like Olly. I can't explain how I felt when we found his grave. It was just weird to be standing there and know that he was laying just in front of you. He's not forgotten, even though he died in 1999. Someone had recently visited and left a couple of bottles of Whiskey by the grave. I'm sure

he enjoyed them later!!

Now into day 9 we leave Gorey County Wexford and Ben has us riding to Dunbur-Wicklow head Old Lighthouse. This is apparently Ireland's most Easterly Point and the finish of our quest for the 4½ points. Pictures taken, we head off on a slow road the R759 in the general direction of Dublin, our last stop before catching the Ferry home. I can wholeheartedly recommend this road, which took us on the best ride of the holiday, up mountainous roads on a tiny strip of tarmac with sheer drops at the side. Fantastic views of old forests and huge mountains that we



were climbing up on our little Enfields. At one point what looked like a Norwegian fiord appeared, that coupled with the stunning forestry, if you had taken a picture and told everyone you were in Norway, they would believe you.



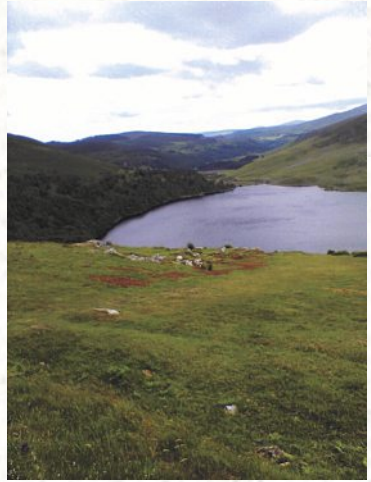
Lough Tay mountain lake was absolutely stunning. It's all part of the Wicklow Mountains National Park. You must ride here if you ever come to Ireland. After that we made our way to Dublin itself. We find the east side of Ireland is not as picturesque as the rest of it.





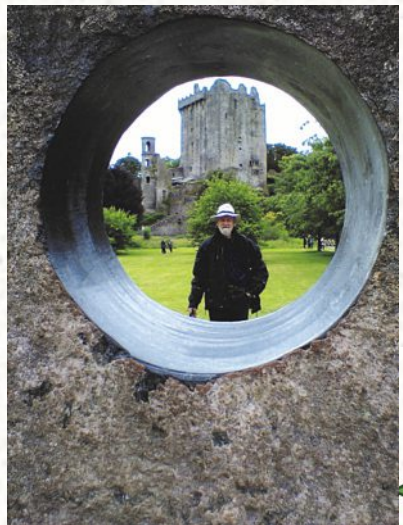
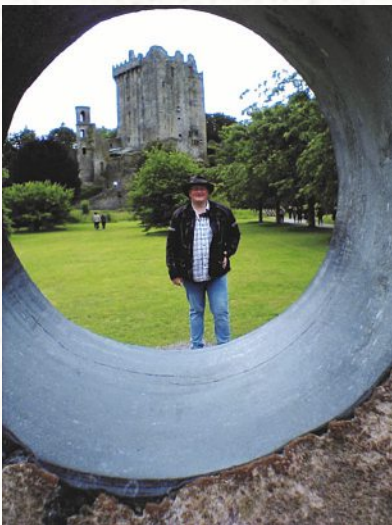
Write Away — Fat Blokes on Tour Again part two

The roads are mostly trunk roads to get the trucks quickly away from the ferry ports and up and down the country. The towns seem more industrial. Loads of industrial parks, quarries for road stone and aggregates, tractor dealerships and so on. One forgettable town had a little Irish Deli doing full beef and veg lunches to take away. We both decided to go for this. We had nowhere to "take it away" to so we got our fold up seats out, got our knives and forks out, settled ourselves between the bikes in the high street and tucked into our full lunch which we balanced on our laps. We drew some sideways looks from the locals. Eventually we arrived in Dublin for our final hotel stop.



I cannot recommend Dublin. It's in constant grid lock, overcrowded and only the new bits are clean. Next day we took the ferry and off to Blighty via Holyhead and the 260 - 270 mile ride home to Norfolk.

Ben's itinerary kept us moving and going to places of interest for the entire trip. I don't know what the mileage was but it must have been at least 1500. We treated the Enfields to an oil change and filter change once we got home. They deserved it. Steve and Ben Lucker. (MNS)





Write Away— Enfield Explorer

Many thanks to John Barnard for planning and running the Enfield Explorer competition which concluded at his year's AGM. If you are not sure what it involved, he got local branches to nominate places of interest in their area and from this drew up a list of about 75 locations to visit. Points were awarded according to the age of your Royal Enfield for visiting a place and taking a picture of your bike at the location. Additional points were awarded for attending rallies on any bike irrespective of its manufacture.



Big head 500 Bullet at Bucks railway centre

One of the best things about REOC rallies for me has always been the opportunity to go on ride-outs organised by people with local knowledge who would take us on roads you would not normally use and to places you may not even have heard of. The Explorer event seemed to offer similar opportunities. So when it was announced, I thought it was an interesting idea, but an arthritic right hip meant that I thought my

riding days were drawing to a close. However, I thought I would give it a try with the locations nearest to home. This had mixed results with kick-starting my Big Head 500 Bullet proving to be too much for the arthritic leg, but the

lower compression 350 Airflow Bullet being more manageable. I decided if I could no longer cope with the 500, I might as well sell it and buy a new electric start model instead, so that is what I did. The new 350 Classic turned out to be a comfortable and capable tourer and so I continued to visit Explorer locations as well as using the Airflow. Of the two, the Airflow showed it could still do



1959 Airflow at Oddas Chapel in Gloucestershire

long distances, although the riding position and older style suspension meant





Write Away— Enfield Explorer

the rider was struggling on long trips, but the comfort of the new Classic meant longer trips were still feasible with more frequent rest stops. For some distant rallies I used my Triumph T100 sidecar outfit as this is capable of dealing with motorways and fast dual carriageways. As my confidence in touring began to return, I realised I could visit quite a lot of the locations on the Explorer list.



Airflow at REME Museum at Lyneham on a very wet ride

Someone asked how many miles I had covered on the event, but I could not remember. So having consulted my records I find that in the end I covered 4125 miles shared between all the bikes used in visiting 32 locations and 6 rallies. Out of the total, 879 were ridden on Redditch machinery and 2330 on the Classic with the remainder on the T100 combo.



My 350 Classic at Ribbleshead viaduct

The event concluded at this year's AGM, but I will be eternally grateful to John for providing the motivation to get out on a bike when I thought I could no longer do it and enjoy some of the best riding I have experienced. Nor does it

have to end there; the Explorer list has a load more places I would like to visit.

Don McKeand (MNS)



1935 Model S 250 at Shuttleworth





Write Away— Rusty Collector Box — Black Widow to the rescue



I am the 86 years young owner of the bike, purchased from Holywood Service Station in November 2021, victim of the Suez Canal block.

The warranty has expired but there was no problem there; Holywood has been terrific in every way. Sutherland has had three wild winters and the bike has done short trips between villages and odd longer trips to nearby towns. It was cleaned and stored under cover after these winter trips. The collector part of the exhaust sits in front of the rear wheel and behind the front wheel so gets

everything our poor roads throw at it. This collector came off a 2022 R.E. Meteor with under 4,000 miles clocked. Maybe members should check theirs for junk like this; the only part of the bike that doesn't have R.E. stamped on it.

The rest of the bike is as good as new and much admired up here. The collector has now been replaced by a stainless bypass from Black Widow.

Regards Dave Goulder (MNS)



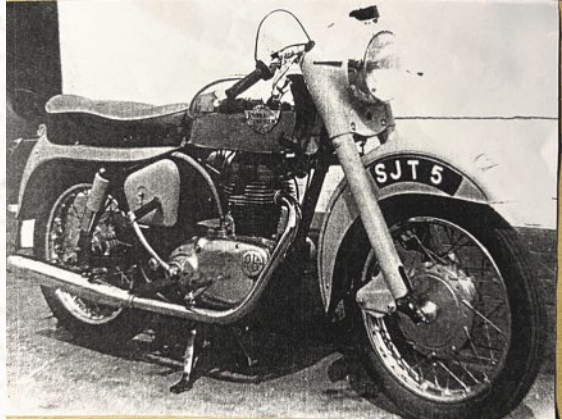
www.royalenfield.org.uk



Write Away — Super 5

Dear Paula and Doug,

I thought I'd put pen to paper and send some information about a particular Royal Enfield that might be of use to other Club members. The Royal Enfield Super 5, Registration No. SJT 5 (pictured opposite) was supplied to my dealership W.H. Light & Co., in North Dorset in October 1961. The Royal Enfield rep at the time,



and for a number of years was Roger Boss, of whom you will no doubt have heard. In 1962 it was fitted with a breather pipe to the oil tank cap; the silencer was changed to a Burgess Sports type; an improved inlet track in the cylinder head.

In 1963 the crankshaft was lightened/balanced; a Gander & Gray H/L cam was fitted; an oil pressure (low) warning switch unit was fitted on the oil filter top. In 1964 to cure over revving in top gear a new gearbox sprocket was fitted. In 1965 needle roller (all four) rocker bearings were lightened (rocker arms) What an improvement! We now had a 95mph Super 5 (250cc)!!

Best regards,

W. "Herbie" Light (MNS)

GUNS FOR CANCER

I undertook this project of scanning all the Guns from number 1 to 300 for "Cancer" as I have lost a few of my closest friends to this disease. I am sure that some of you will also have been touched by losing someone you know to this dreadful illness. As a Bowel Cancer survivor, I am so thankful for the treatment I received. Now that it is near Christmas, perhaps you would like to have all the older GUNS to look through while sitting by the fire sipping your "Wee Dram". Here is your chance! Send me an email and I will send the GUNS in pdf format to you via a google drive link. All I ask in return is that the next time you go in to town and see a Cancer charity shop give a donation of your choosing WHY? ...because =====**Cancer has no boundaries!** Doug Young



Write Away—A New Hunter

Hi Doug and Paula,
 I've just bought an ex demo RE Hunter 350 with 80 miles on the clock for a very good price. My RE 500 Bullet Electra X was written off in April this year by a car hitting me from behind at a roundabout. I am enjoying riding the 350 Hunter and can't wait to finish running in the engine. See attached picture and thanks for a great magazine.
 Les Kennedy (MNS) Email:-
les_kennedy@hotmail.com



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Our new machine badges

For details see page 46



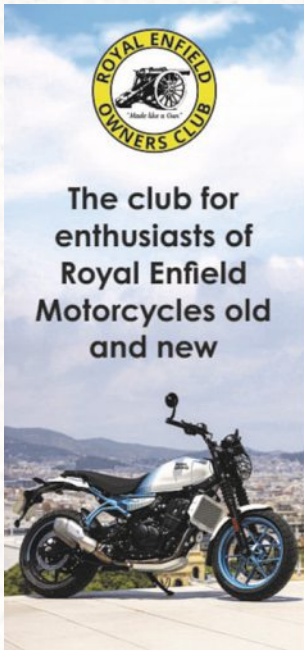


Members!

We have been running an Electronic Newsletter since for over a 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.

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!



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

www.royalenfield.org.uk





The Kiwi Bulletin
No. 153 October 2025 thanks to Lew Martin



Royal Enfield is to supply the British Army in a new Himalayan deal, rekindling their former ties. Nye



Royal Enfield have reignited their historic military connection by supplying the British Army Motorised (AMA) group with four Himalayan 450 adventure bikes.

The machines will be used for training and development exercises across the UK, with soldiers set to ride them in public events including “Exercise Mudmaster” and “Exercise Roadmaster” – both of which test technical riding, navigation, and off-bike skills on challenging terrain.

Royal Enfield’s George Cheeseman said: “We are thrilled to provide support to the British Army’s Motorised Adventure initiative. With such a deep rooted history we felt compelled to support the programme which we believe is hugely important. With the Himalayan, we can provide a machine that is truly capable and versatile in the toughest of conditions.” The move follows Royal Enfield’s presence at the Army Motorsport Day at a Thruxton Circuit earlier this month, with personnel also set to appear at Motorcycle live 2025 at the NEC in November, as well as other future events into 2026.

Lieutenant Colonel Nick Foulerton of the AMA added: “This unique association with a fleet of Himalayan 450’s offers serving personnel the opportunity to not only get on to two wheels, but to learn off-road skills and ultimately go on to participate in some of the great expeditions we embark on both on home soil and abroad.” Royal Enfield’s military connection stretches back over a century, with the company supplying motorcycles to the forces during both world wars – most famously the 60kc ‘Flying Flea’ parachuted in with troops on D-Day. Nye Davis





Book Review

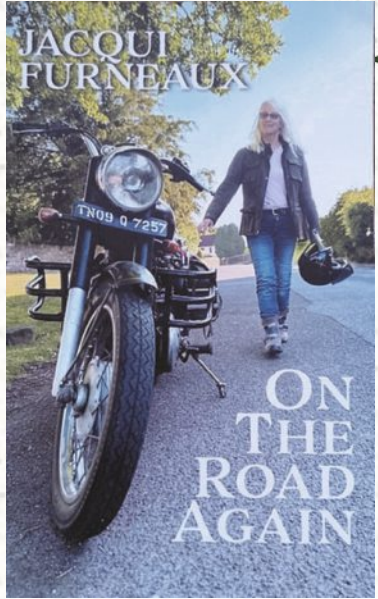
Recently I had the pleasure of receiving a copy of Jacqui Furneaux's suitably entitled new book "On the road again." Prior to receiving the book Jacqui had made me aware that the publisher, for strange and unknown reasons, printed the photos section twice, once in black and white and a second time in colour. No matter, the photos are well worth a second viewing given that they range from joyful to harrowing.

From the very first page the book is highly engaging. Although I have met and conversed with Jacqui on several occasions I felt that I knew her better after reading a dozen of its pages. Such is the soul bearing honesty that leaps out. By the end of the second chapter

we are left with no doubt that Jacqui is one of those rare and lucky people who attract experiences and situations well beyond the every day. Certainly, for her, the best place to experience life's rich variety is out on the road. If Jacqui's book of experiences doesn't motivate you to ride beyond these shores and find your own adventures then nothing will. Those of you who have ridden abroad previously will find a wealth of synergy and warming moments of familiarity within this life affirming book.

Despite wanting to avoid writing a resounding praise-fest I am going to fail miserably by stating that the infectious 'it will be okay' attitude of Jacqui's is refreshing, entertaining and inspiring. I for one am planning my next RE mounted foreign trip already! "On the road again" is a 10/10 pleasure read and a must for the REntusiast. John Dove (MNS)

"On The Road Again" is available from Amazon for £9.99 plus postage or £12.75 (incl p&p to UK) directly from Jacqui at jacasiahotmail@hotmail.com



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





The 47th REOC Annual General Meeting and Rally 19/20/21 Sept.



The Drum and Monkey at Upton on Severn, Worcestershire, hosted our 47th Annual General Meeting and Rally for the third consecutive year, providing a flat campsite, good beer and pub food. With fewer attendees this year, probably due to events around the country, warm sunshine greeted most of the campers on the

Friday, followed by showers on the Saturday which has been the annual theme at this venue.

The question of the need for new volunteers to share the workload of the running of the club, the General Secretary role in particular (now into the third year of vacancy) started the meeting, followed by the announcement of our affiliation to BMF. Gary's Treasurer's Report produced using the semi-automated banking system which comes free with our Business Account, showed a healthy balance and Gary announced well in advance his desire to step down from the role at the 2026 AGM. (anyone who is interested, please contact the Treasurer or Chairman).

Sean reported that our website has of late seemingly been attracting a lot of international interest, although a large part was visits from 'bots' harvesting data for AI training purposes. Sean stepped down from the Committee but thankfully will remain our Website Manager. John who is our Machine Dating Officer introduced the recently co-opted helper for dating Indian motorcycles, Henry Price (who later became elected into the Committee).

Doug and Paula Young reported their good health, and enthusiasm for continuing as magazine editors in their report and requested your letters and articles to keep coming.

A request from an Italian R-E enthusiast to use our club badge received the response from Membership Secretary, Graham Scarth – "only if you join our club". So, he did, along with his group of forty other Enfield riders in central Italy! We look forward to meeting them. Graham explained the charge for each kind of payment used to our account. John Barnard has relinquished both his role as Branch Co-ordinator and Committee member due to ill health. Thanks for your efforts, John and we do hope to see you repaired in 2026.

The 47th REOC Annual General Meeting and Rally 19/20/21 Sept.



Sales of Club Merchandise have increased in the past year with a great range of goods available due to Barbara's hard work. Sadly, work pressure is forcing her to step down in April 2026, so we're looking for a volunteer as soon as possible.

Following a one- year trial, the proposal to continue with online membership joining/renewal was unanimously voted as the preferred method.

Barry Carson, Henry Price and Steve West were voted in as Committee members, and new member Carl offered to join the next Committee meeting to see what the role of General Secretary entails, so we'll have to be on our best behaviour! Patrick Hurley has taken on the role of club representative for BMF. The position of Chairman had come to the end of the three year tenure, and Bob Murdoch volunteered again, but not doubling with the duties of General Secretary.

The annual awards were rather disappointing due to the total absence of trophies because the Social Secretary was on holiday and hadn't planned any back-up. Nonetheless, Don McKeand was announced as the winner of the Enfield Challenge, having visited the most way-points around the UK in the past two years and attended the most rallies. Jak Lemon came second, won the Roger Thompson award for the most meritorious ride to Greece (for the third year running) on his Meteor 350 by a far-from-direct route.

This is just an overview of the meeting, the full MOM are available for all to read on our website, to which we owe a big thankyou- again - to Kate Hurley for taking the minutes in the absence of a secretary.

As usual, all attendees were served a hot buffet in the pub, followed by a planned ride. The group of riders only got wet once and no one was lost on the route through the length of the Forest of Dean and back via Ross-on-Wye and the Malvern Hills.

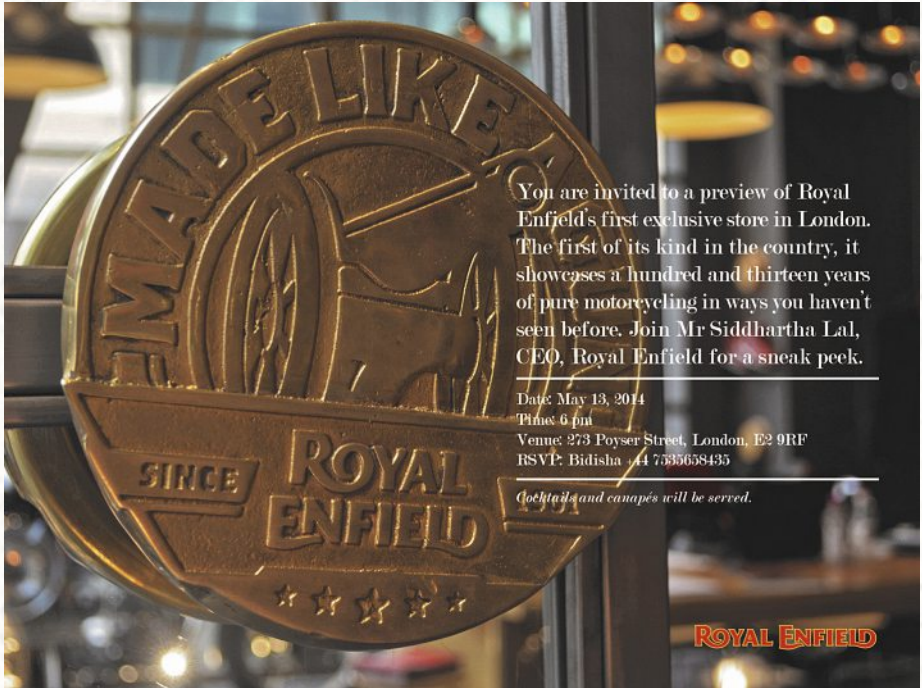
It was an enjoyable weekend but it's time for a change; we'd like to hold the 2026 AGM and Rally in a different part of the country, so if you have any recommendations, ideally for a more northerly venue, please can you tell the Committee.

Bob Murdoch (Chairman)





R.E. Constellation WUL 798



In 2014, a week after I was involved in the Top to Tip on the then new Continental GT 535, I was invited to the “grand opening” of the new Royal Enfield Shop in London. I hopped on the Edinburgh to London train and when I arrived at the new shop I bumped into a few celebrities. I also met an old friend and fellow member Tom Bray and after the shop opening we were transported to our Hotel. The next day we had a few hours to kill before our respective train journeys so we decided to go to the Ace café as it was near



R.E. Constellation WUL 798



to where we were staying. We had a good look round the café itself but in a room at the side were a few bikes, so in we went to have a look. That is when we spied the Royal Enfield Constellation with the registration number WUL 798. Well it looked like just another Royal Enfield that needed some TLC and who knows, it could be on the road again. Little did I know that this bike was back at the Ace Café where it had been in 1961. London's Ace Cafe and this particular Royal Enfield motorcycle Constellation WUL 798 was pictured on the cover of the Daily Mirror Shock Issue, The story inside the newspaper painted the Ace as



the place riders gathered to go racing on London's North Circular Road. The Ace is still in business, thanks to managing director Mark Wilsmore. Today it's better appreciated for its food, history and the opportunity to see vintage motorcycles gathering. Incredibly, Royal Enfield WUL 798 is still at the Ace. Mark Wilsmore was kind enough to explain how: "The 1959 Connie with London registration WUL 798 was recognized and preserved by the late rocker, 'Southend Roger' Glover, a dear friend of mine. Following his death, I acquired the machine from the family. The bike has full documentation and appears largely original, apart from plastic handlebar levers. It will eventually be sympathetically restored." The bike appeared on the front cover of the national newspaper, the Daily Mirror in February 1961 with the title "Suicide Club," followed up inside by a five-page story by investigative journalist John Pilger. The article focused on the Ace Cafe and the unofficial racing on London's North Circular Road. Doug Young (MNS)





Trophy Winners - the Welsh International Rally



Tony Mear made a welcome speech to rallyists in Welsh and the Chairman translated in English before presenting trophies. The winners of eight categories were chosen by eight club members during the impressive display of one hundred and forty Royal Enfields, old and new on the lawn of Baskerville Hall on the Saturday evening.

Tony Mear and the Chairman welcome everyone in Welsh and English.

Each trophy incorporated one of our new bike badges in a very bike-portable (small!) design.

Chairman's Choice: Eric Boubinet's well-travelled Interceptor 650 and Précision sidecar complete with recovery winch.

Furthest Ridden award: Ioannes Moiralis (350 Bullet) and Takis Gazis (Honda 350 Scooter) from Patras, Greece, 2200km.



Best Pre-1950 Royal Enfield: 1939 Royal Baby 125 presented by Dawn Boaden on behalf of her sadly departed husband and club member, James.

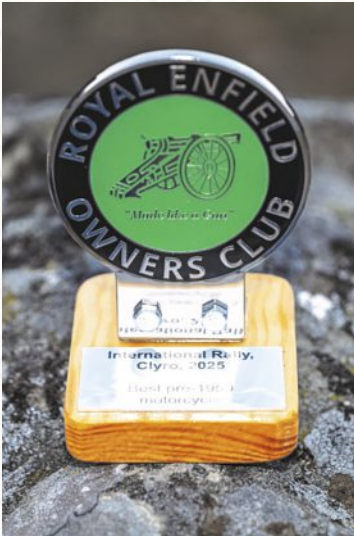
Ioannes Moiralis and Takis Gazis rode 2200kms from Patras, Greece.

Best Modified R.E.: John Stephenson's Phoenix (Bullet frame/ V-twin K engine).

Best Small R.E.: Dean Coxon's 1956 surf- green Crusader 250.



Trophy Winners - the Welsh International Rally



Brian Newman's 1953 ISDT replica

Best Single Cylinder R.E.: Ross Hall's cream and red Classic 500

One of the bike-portable trophies

Best Twin Cylinder R.E.: Brian Newman's 1953 ISDT gold medal-winning replica 500 twin.

Best Branch Attendance: Wiltshire, with 19 members.

Thank you Hans Mijnders for the use of his photographs.



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!





Face book Findings



This is new member's Lee Whybrow's 2021 Himalayan 411, which he's owned for a month now after he'd passed his test about 3 weeks before.

Adam Newell has just acquired another baby which crept into his retirement home for Enfields.

The 1957 Clipper needs some TLC but that's what it deserves!



Lee Beakhurst purchased his RE Bear 650 in March of this year, having seen it at the motorcycle show in Birmingham. He loves this motorcycle as it is so easy to ride and hopes to take it on a trip to Cornwall.



Face book Findings



Rich Knowles took this snap recently of his '07 350 Bullet which he bought a couple of years ago as a basket case



This is Giles Stockoe's nice Super Meteor that he has fitted with the Dart Marlin bug screen.

Ronnie Ferris got this 1957 Ensign recently. The restoration has started with the engine being taken apart, new piston in and the head bolts and casings all finger tight. The crank is nice and free with no play in bearings, but that is all he knows about it, so a strip down and check is needed.





A Proud war Record—Part 4

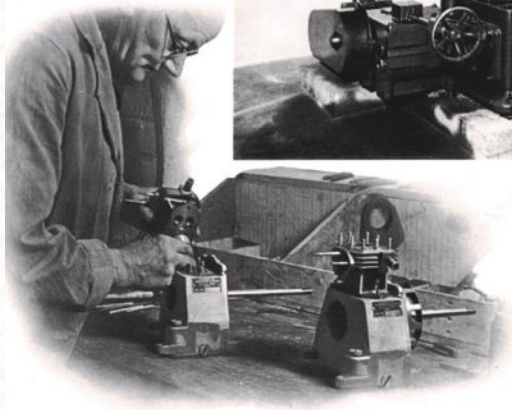
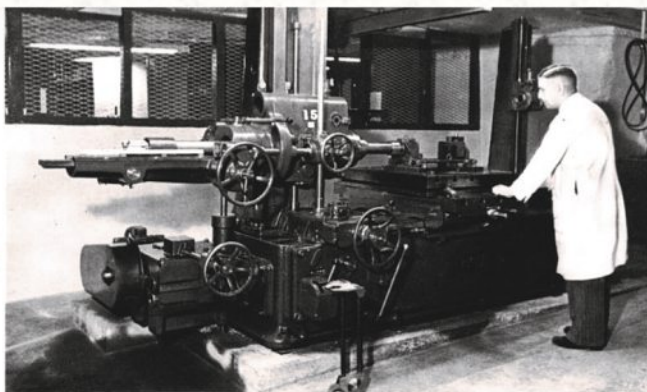


INSPECTION



CAPSTAN
LATHE.

HORIZONTAL
BORING
MACHINE.



ASSEMBLING
35 c.c. ENGINES.



A Proud war Record—Part 4



MINISTRY OF HOME SECURITY VOLUNTEER DISPATCH RIDERS MOUNTED ON ROYAL ENFIELD MOTOR CYCLES.



PARACHUTE AND GLIDER TROOPS WERE EQUIPPED WITH ROYAL ENFIELD 125 c.c. "AIRBORNE" MOTOR CYCLES.





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).



At the September club night John kindly acted as quizmaster for a Royal Enfield themed quiz. It was a true test of technical motorcycle knowledge. I won't reveal the winner of the quiz as I'm far too modest for all that nonsense! On the subject of technical interest Wayne has recently been attending some of the Saturday morning breakfast meet-ups on a very interesting 535cc Bullet that's had a 4-valve cylinder head conversion fitted. Wayne used the Hitchcock's conversion kit to up the power output of the UCE machine. The other photo shows a 700cc Meteor and flat tank Royal Enfield's which were amongst the bikes available for test rides at the National Motorcycle Museums "ride a classic bike" day.

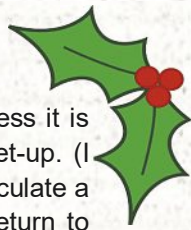
Cheers Matt Little (MNS)

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

Time flies when your having fun, well that is my excuse for missing the 309 deadline! As outlined, the July and August runs took place and I think those taking part had a good day out, even if it did mean getting a bit wet on the way home! The September run to visit Ted Riley was a popular success, although mainly four wheelers, a useful set of skills are there to call on.

For October I led a run along the North coast from Banff to near Peterhead, wet in places and windy (Storm Benjamin aftermath) for the three of us who braved it, with Roland joining us for lunch. Personally I relished the views of the angry seas and moody skies. So ends the runs for this summer!





There have been no suggestions for winter meeting places, so I guess it is down to me! There doesn't seem an appetite for a December meet-up. (I will announce a venue at short notice if the weather is great) I will circulate a meeting place for November and January. Comments suggest a return to the 'Royal Oak Hotel' in Cullen would be in order for our main branch/late Christmas lunch in March, Robert is investigating this option. We still need an idea for February. Mark (with the Interceptor) has offered to lead a ride out early next summer.

That will be down to the new co-ordinator as don't forget I am standing down from my active rolls in the branch at the end of March! Just leaves me to WISH ALL A MERRY CHRISTMAS & HAPPY NEW YEAR

REtrialer Bob Prodger (MNS)

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

Oh look, first Saturday of the month, Suffolk Branches October meeting, and the first named storm, (Amy), arrives on the Friday. I know, here I go again, harping on about the weather. But this is happening too often to be just a coincidence. Despite strong winds forecast for the Saturday, five hardy, (or foolish), souls attended by motorcycle. Bikes included a 350 Classic, a 650 Interceptor outfit, a 650 Super Meteor, (ridden by Andrew making his first visit), a BMW and a 250 Herald. We were joined by four other members, who sensibly attended by car or van. I was hoping to make it to the Breakfast Club at The Farmhouse, but did not fancy making two crossings of the Orwell Bridge in the wind. Three of our group did attend breakfast and all commented on the good value and tasty food. Andrew is evidence of the value of the REOC Promotion Leaflet. He attended the Branch after picking up a leaflet from our stand at the Copdock Motorcycle Show. A number of leaflets were given out for both the Norfolk and Suffolk Branches. While I've mentioned them, I'm pleased to report the continued support between both Branches. Okay, I suppose I'll have to mention the attendance of Fraser. I'm a little reluctant to do so, as he attended on his wife's Yamaha scooter. Don't know what model it was, my eyes refused to give it the time of day, (Love you really Fraser). I'll wrap up now. Wishing you all safe riding during the coming months. Leo Nelson (MNS)





**Branch Report - South Oxfordshire Meeting at the Red Lion, Drayton, OX14 4JB, on the first Thursday of every month at 7.30pm contact Andrew King
Email:- aking.kds@gmail.com**



As the winter draws inevitably closer we can reflect on a great season for biking. Despite slightly inclement weather at times our hardy members have availed themselves of the beauty of our country roads and the variety of local cuisine. The International Rally witnessed six branch “Enfieldisti” riders venturing into the depth of Wales. Opting for a combination of ‘eco-camping’ and ‘luxury bunk-housing’, a good time was had by all. Activities pursued ranged from gentle road riding, through to the more adventurous members availing themselves of the off-road trail riding opportunity. Thoughts are now turning towards 2026 and what adventures could be ahead. Options being planned include several trips to France, potentially journeying to the Greek National Rally (again), a romantic summer Baltic venture, and a nice ‘local’ camp in the Devonshire borders. SO if you want to join, just pop along to Red Lion on a club night and say hi.

Andrew King (MNS).

Branch Report—Kent

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

Well it looks like summer is over, still holding onto some better than average riding weather down in the garden of England though thankfully. As you all know we had our excursion to Holland back in July, hopefully you all enjoyed Steve's write-up and if you want to check out footage be sure to look it up on youtube! Having more tech savvy branch members has really helped us get





noticed and show what we are all about. We couldn't be happier that it is working so well to put the branch in the spotlight.

Recently our member Jas led his very first ride out. It was quite a milestone on his two-wheel journey. Be sure to look that one up on youtube as well, it was documented by Rick who attended with a few other members. We have had the busiest year so far and are all looking forward to continue pushing those boundaries as we move into next riding season. There's till plenty more on the calendar for this year though! Stay and ride safely out there!



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

Branch Report—Norfolk branch, Blackham Station Cafe the fourth Saturday of the month NR10 4LJ, 12 noon
contact Paul on 07951837737 Email:-paulscarff.reoc@gmail.com

There's not much to report currently, apart from our monthly meetings are still well attended, with us just missing the latest named storm in October.

We now have a good number of regular attendees, with generally one or two very welcome newcomers each month. This has been generated to a large extent by our local dealer Moonrakers enthusiastically handing out the splendid REOC leaflets to new owners - thanks Robbie!

As usual we extend a warm welcome to anyone

Many thanks Paul Scarff (MNS) [Tel:- 07951837737](tel:07951837737)





Branch Report—Peak District

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



Well, that's another year nearly done. The branch membership has remained relatively stable, with 7 or 8 people regularly at the meetings and about the same number making it when they are able. We would be delighted to see any new faces from the area that have recently joined the Club.

We have had some great rides out this year, ranging from a 20 mile trip from our local RE dealer to Matlock Bath to regular 150-200 mile runs around the Peak District and beyond. On one of the hottest days of the year, 5 of us rode across to the east coast near Mablethorpe, stopping at Caldwell Park on the way home (see photograph). At this point, the branch thanks Graham for the effort he puts into organising and leading the majority of the rides. We've had some really interesting routes taking in everything from green lanes, with fords to cross, to dual carriageways.

I'm sure we will still get out through the winter months, when the weather allows. Several members of the branch joined the "One Ride" from Smalley Cross Motorcycles. There were 51 bikes in attendance, with over 40 RE's. Hopefully some of those riders will become members of the branch.



Merry Christmas and a happy New Year to everyone in the club, from the Peak District branch.

David Dreher (MNS)

www.royalenfield.org.uk





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.)

At our October meeting Andrew R. gave a fascinating talk, summarised below, about the medical and dynamic issues of motorcycling.

As we all know, riding becomes automatic and we hardly think about it, becoming 'one with the machine', but what is really going on here? Andrew's talk demystified this.



Firstly there is the biodynamics and ergonomics of body positions (modelled with some amusement by our Chairman). Related to that are the dynamics of riding, cornering, acceleration and braking and the stresses they generate - especially when there is a pillion. Then there is vision - what we see consciously and what is noticed 'out of the corner of the eye' (e.g. moving shadows), adding to our safety. Hearing too has an important role, not least that 'uh oh' engine noise we detect! He came on to the importance of health and its affects on our riding competence, including why taking breaks matters medically.

Lastly, oh dear, there is ageing! How it affects fatigue and energy levels and why ignoring those aches and pains may undermine your ability more than you think.

At an earlier meeting, strong opinions were voiced about Enfield's proposal to market an electric 'Flying Flea'. Enfield claim to have given due regard to the heritage of the original (shown here in its parachute cage), but some felt that this move was disrespectful to the memories of those who fought in World War 2. In any case it looks like a toy, a gimmick, not a serious motorcycle (see <https://flyingflea.royalenfield.com/>), maybe making a joke out of the Enfield brand? As no specifications have yet been released time will tell. Coming up: A reminder that 21st December is our AGM.

Best wishes from our Branch.

Patrick Beauteament, (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

We've had a busy few months with great ride-outs and meet-ups.

The One Ride all went according to plan, ending up at the local aerodrome with a nice breakfast.

The October Fest was attended by five from our

branch; site and rides all happy. The M60 Ring of Red is always a good event. The photo (above) shows a bit of a blast from the past. We're ready to ride from our old meeting place, the Birch Hotel.



The Red Rose Rally went extremely well with people from far and wide, the furthest...330 miles! Wonderful weather, great campsite with food, rides in beautiful countryside. Positive input from everyone involved and a specific mention to Steve for all the background organisation to make it happen in the first place.



Sheila presented him with a Rally mug as a thank you. It would have needed a massive one-gallon mug to properly

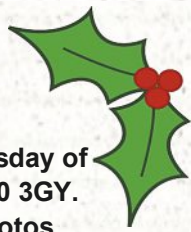
reflect his work! Many already hoping for the same next year.

Our first meeting of 2026 will take place on 6th January. See you there!
Chris Robinson (MNS)



**New sew on patch
Black and Gold
see page 46 for details**





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.



Get ready for an adventure! Mike Shackell, a master of scenic routes, orchestrated a mystery tour from the heart of Wales to Portbury, near Bristol. Eschewing mundane motorways, his expertly guided journey culminated at Oakham Treasures, a colossal privately-owned museum showcasing Britain's rich retail and farming heritage. Beyond fascinating agricultural displays, a treasure trove of vintage cars and motorcycles awaited eager eyes.

Then came the legendary "Ride and Cook Out"—a deluge from start to finish! Yet, five fearless riders, spearheaded by Mike S., embraced the downpour. Mike, ever the optimist, even theorized that the cooks' heat banished the clouds during fleeting sunny spells. Kobi, our culinary MVP, once again proved his prowess, whipping up a feast under the trusty tarp. Gerald savoured his favourite vegetable casserole, while Muru, a new recruit, was officially welcomed into the Ride and Cook family, promising many more delicious escapades.

Not to be outdone, Martin T. led two fantastic ride-outs. One delightful loop meandered through Usk to Tintern, then ascended into the breathtaking Forest of Dean to Coleford and the historic Hopewell Colliery.

Another epic 190-mile, seven-hour journey, flawlessly led by Alan, explored the majestic Elan Valley. The weather was perfect, and spirits (and riders) remained perfectly dry!

Paul Rich (MNS)





Branch Report—Isle of Wight

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

It has not been the spectacular year for this little Branch that we were hoping for, with only a small handful of members achieving anything great in the name of RE. This was not helped by yours truly being the victim of a driver emerging from a side road without looking to the right! I was so lucky that I was riding a little Honda 200 at the time, and not my lovely new Classic 350. I am, however, still struggling to recover from a broken neck, and damage to my legs, keeping me off both 2 and 4 wheels for a while longer. However I have just obtained a Kymco Invalid buggy, so they are not keeping me away from all the fun as easily as that. I think that we will not bother with our planned evening meetings for January and February 2026, but please stay in touch by email, with ideas for the up-coming year. I guess Sammy Miller will be our first run destination in the New Year. Watch this space! A VERY HAPPY CHRISTMAS and all the very best for the NEW YEAR. Ron Wallis (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 0LQ.



What a great turnout this weekend with at least 30 or more bikes. Even the weather was kind to us. It would be great if the turnouts were this good every time I have been travelling the Peak District with

friends covering at least 550 miles and the scenery and the roads were fantastic.

We did have *some* rain ha-ha, saw some old roadways and so much history. I've promised myself to return in the spring/summer when the weather is better.

Until the next meeting

Lea Churchill (MNS)





Branch Report—Airedale and Wharfedale We meet every third Thursday of the month at the Commercial Inn Park Road Thackley BD10 0RR 7.30pm Contact Peter Jackson Tel:- 07989069167 Email:- peterhjackson99@gmail.com

This month, as nights close in and heated gloves need dusting off, our rides become less frequent, although our social meetings have a good turnout. We look back over events in the past year and what we do with our bikes over winter. Some roll out the carpet, gently park the bike on it, clean down and cover bright bits with AC50, others give it a rub down with a WD40 rag while others just watch the forecast and get out and ride.



I want to mention our One Ride, this year raising money for Alzheimer Society. Our local Care home, Grange Court in Baildon invited us to start our ride from their premises as we have a link there. They laid on coffee and bikkies and took photos as we lined up. 16 of us rode together and we raised just short of £300..The numbers were kept low due to the complexity of the route and everyone had a great time.

By the time we get the Gun it will be December so Best Wishes to you all as we prepare to safe and enjoyable riding in 2026

Peter Jackson (MNS)



A VERY MERRY CHRISTMAS
AND A
HAPPY NEW YEAR





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,

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



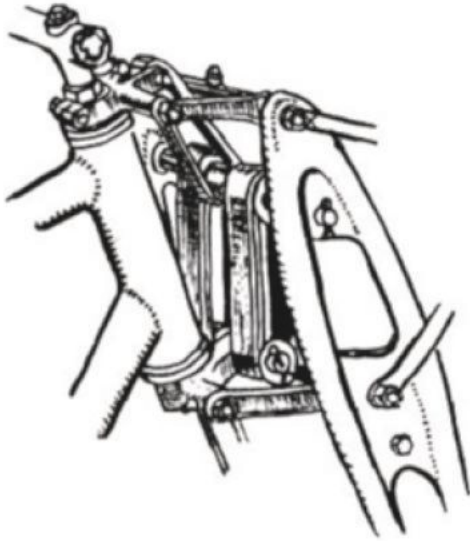
Yes it's me again Andy Lobb from Cullompton in Devon on my Goan Classic 350. Hopefully I'm not too late for the bi-monthly Gun entry. *(No, you just made it!)*

By the way, the half an hour before the meeting is to allow some to salivate over the various bikes that turn up. Our Christmas meal has been organised, taking place an hour earlier than our Monthly meeting on Thursday 18th

December. Just let us know, carvery, or the Christmas menu. Sadly the NHS has again conspired to prevent my attending this year. Moving on from, that, it is now over 5 years that I was volunteered into this position. It's been good, I set up our Facebook group that has now 150 followers, most of them local! In recent times, a WhatsApp group has been formed and the branch has gone from strength to strength, surprising many who turn up at the meetings. We had 18 or 20 attending an impromptu meeting in the middle of Dartmoor recently. There is a renewed interest from old and the many new members, so, it is on a rising tide, that I have decided it is time to stand down as the branch scribe and contact. I've held the branch together, with others, over a difficult time. I retired 20 years ago, that, and my spell in hospital, hasn't helped me to keep up with all of the technical developments in the club. So.....Jezz Scott has volunteered to take on The Gun entry. Jezz doesn't 'do' Facebook, but 3 others, his wife Rose Wood, Andy Browning and John Antrobus have volunteered to become administrators of the Facebook group. The WhatsApp group will continue unabated. If you think you can help them, volunteers are needed. After 5 years, I shall miss it, but I am not going anywhere. I'll be in the background, my new bike, hopefully allowing me to join in the occasional runs, that I've been unable to attend in the past. Wishing everyone in our club well and a great Christmas and New Year!

Ride Safe. Andy Lobb. (MNS)





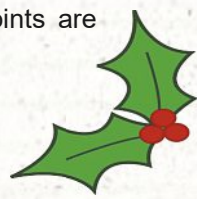
Sketches show the layout of the rubber band front suspension and the unusual type of semi-deflector piston.

From Gun number 11 December 1980

A 1939 road test of the new 125cc Model RE.

For some time past experiments have been taking place at the Royal Enfield factory with a view to marketing an ultra-light machine. The position is now such that details of the design can now be given, though in view of the present circumstances, the makers find it impossible to guarantee delivery dates; it is hoped, however, that moderate supplies will be available in the near future.

A simple diamond frame is employed, and other features include a saddle tank, a cylindrical metal tool box, a Terry saddle and a central stand. The front fork is unusually interesting; it is built up of two pressed steel girders linked to the top and bottom of the steering head. From a cross-member near the top of the fork, stout rubber bands are stretched to a lug at the base of the steering head. A smaller rebound rubber band runs from this same cross-piece to another lug at the top of the head. All pivotal points are provided with greasers.





Ciao REOC Italia!

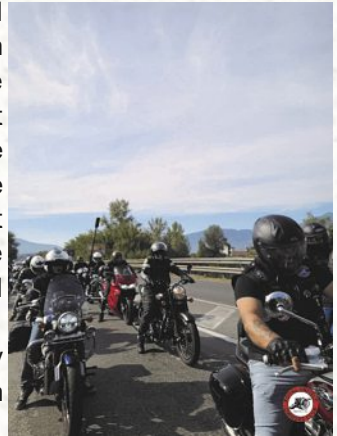


YOU NEVER FORGET THE FIRST GLORIOUS ROYAL ENFIELD RIDE

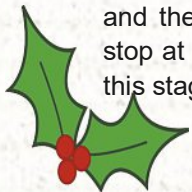
On the morning of October 12th 2025, 81 Royal Enfields set out to write a new page of motorcycling history in Italy. The Royal Enfield Owners Club Italia with it's Latina and Rome sections, had organized the 2026

Autumn/ Fall Ride in collaboration with Royal Enfield dealers Guagliumi cars

Latina and Linea Moto Archilletti Frosinone and the Club Jack. It was a sunny and mild autumn morning when the Gunners met in front of the Guagliumi Royal Enfield dealership in Latina at 8.30 am. Branch Chairman Michel Cadario gave the first instructions about the day's ride: Have fun, ride safely and let's all have some breakfast together before hopping on our beauties! The nearby bar was filled with leather jackets and excited faces drinking cappuccino and espresso. Back to the dealership and it was time for a family photo and the route map given by Vice Chairman Daniele (*aka Bulldozer*)



The group left the Guagliumi dealership, on it's way to join the Rome section and the Club Jack at a gas station half way to the historical town of Arpino in the province of Frosinone. There the local authorities were ready to open the doors of the city, greeting the group and tightening the brotherhood bonds deriving from our common passion for riding on two wheels. During the ride the group's safety was managed by Domenico (*aka Maverick*) with VC Daniele and Treasurer Emanuele (*aka Bov*), all wearing yellow safety vests. Their job at the intersections, crossings and throughout the whole route has been invaluable and highly professional. We also had Alessandro (*aka Click*) as official cameraman, wearing an orange safety vest while taking videos on his Meteor 350 during the ride. After an hour of highly enjoyable riding through the country roads from Latina to Frosinone we met the Roma branch and the Club Jack at a gas station. Of course we all enjoyed an espresso stop at the local bar before hopping on our Enfields and heading to Arpino. At this stage we were escorted by two Carabinieri on their ordinary motorcycles





Ciao REOC Italia!



This made our arrival to the town of Arpino a magnificent parade, with 108 bikers gathered for this splendid 2025 Autumn Ride. Following institutional greetings with the local town authorities the REOC Italia went for the last and most exciting part of the morning ride: Le 500 curve! The 500 bends is a spectacular stretch of road around Arpino, immersed in the lush

countryside with namely hundreds of biker friendly roads.

At the end of this hour's ride we made another magnificent entrance, this time into the parking lot of the country house restaurant where our lunch, made up of local specialties, awaited. This was the time to sit together at a table and share views on that morning's adventure, making our friendship stronger and resting while flavoring the appetizers, the lasagna and beans (yes, lasagna pasta in a brown bean soup, a real treat!) and some roast pork with potatoes. Our spirits were high from the kilometers ridden all as one, in a perfect formation, lead by Road Captain Alessandro (*aka Pek*) and Chairman Michel (*aka Blocco*). After the delicious lunch our bellies were also filled with goodness! We toasted the group's unity and strength, demonstrated on the road and at the table, like modern day knights. It was time to return to our homes, having concluded another great adventure with our fellow Gunners.

This was my first ever outing with REOC Italia, as on that October 12 morning my bike was only 9 days and 250 kilometers old. "La prima gloriosa uscita Royal Enfield non si scorda mai!" You never forget the first glorious Royal Enfield outing! Thank you to our fellow riders, Guagliumi Cars Latina for all the logistical support with your van always following us along the way. Thank you REOC Italia for making all this happen .

Mauro Caminiti (*aka Jack Black*) (MNS)





Bristol show Shepton Mallet 21—22 February 2026

The Somerset & Dorset Branch have organised, and will operate a stand at this prestigious event. (for single cylinder) Enfields, Please call in and see us; a friendly face, and tea and coffee on the go all day..

Andy Sharp Email:- sharpa@btinternet.com

Club Calendar 2026 Official Rallies

May 2026

2026 REOC Greek National Rally
Friday, May 22nd-Monday, May 25th , 2026, Gythio-Mani,23200
Greece Gythion Bay Camping (<https://gythiocamping.gr/>).

Tents or rooms very reasonably priced next to the campsite by the sea! For information and bookings Event Contact: Andreas Papadakis
Tel:-+30 6974805700
Email:- reocgreece@gmail.com



Club Calendar 2026 Official Rallies

July 2026

The 2026 Yellow Belly will be held at the Rose and Crown, Holbeach Hurn, PE12 8JN on July 4th and 5th 2026. On Wednesday evening there will be a short ride to a local classic car and bike meet, On Thursday afternoon there will be a ride out to the Boston bike night. On Friday evening there will be a fish and chip run. On Saturday there will be a ride out with a visit and for those staying on, there will be a short ride on Sunday.

It would be really helpful if you could notify me if you are going to attend
Thanks in advance Carl Lemon (MNS)

Tel:- 07939 724080 Email:- winchester.taxi@btinternet.com





Market place

For sale

For Sale original silencer for 500 Bullet Trials Replica 2020 model. £30.
Workshop manual for Super Meteor in binder £15. Haynes workshop manual for 500 Bullet Classic + 535 Continental GT £10. Gerald Seddon (MNS) Tel:- 01633 882556
Email:- eavesdon@gmail.com

For Sale due to the passing of John Shepherd a "1955 Super Meteor" The bike was featured on the magazine cover issue 147. The bike is still in the same condition as then. The family would like the bike to go to an avid RE enthusiast. Looking for around £4,000, reasonable offers considered. Contact Mandy Shepherd Tel:- 07443 834986 Email:- majaho2@hotmail.com

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:- 07818668165 Email:- alexrtaylor574@gmail.com

For Sale 2018 Bullet 250R , retro classic style lightweight with Suzuki engine (carb not Fuel inj) , very low mileage . Fitted rack . Located in Somerset. £1250 e-mail for more details/photo . Peter Fox (MNS) Tel:- 0758267848854
Email:- phyllandpete@btinternet.com

For Sale 1963 Continental with a 1965 GT engine, Candy Apple Jelly mould. £6000 spent! Virtually a new machine. V5, REOC date certificate, arthritis so selling £3750 Terry Ballard (MNS) Lancashire Tel:- 07522975768
Email:- terry.ballard@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

For Sale: CONTINENTAL GT original BUBBLE NOSE FAIRING, very good condition, all brackets including headstock mounting included, photos available, asking £275 + postage at cost. Will Corry (MNS) Ballymena, Tel:- 07506940955,
Email:- willcorry17@gmail.com

Market place

Wanted

Wanted Model H or L pre-war side valve, project or runner as long as it is complete. Also looking for a post-war model RE. Chris Brady (MNS) Tel- 07778330108.





It's Getting Cold and Our Warm Winter Gear is in Stock!

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Beanies
Snoods
Fleeces
Caps
Tees



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Machine
Badges
Stickers
Key Rings
HiVis

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and merchandise can
be found on the website
and back page of The
Gun

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Club Sales

Clothing

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 "Made Like a Gun" on the sleeve and REOC breast logo	£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 IN Two-Tone Knitted Beanie Pull-on hat. Double layer knit. 100% soft feel acrylic.48g. Navy and stone One size	£13.00
NEW IN Long Sleeved Cool T-Shirt Long sleeve, crew neck. Moisture wicking and quick drying fabric. UPF 30+ UV protection	£23.00

Merchandise

Lapel Badge * (red / blue / green)	£3.00
Cannon Pin Badge * (chrome)	£2.75
Sticker (silver)	£1.50
Screen Sticker * (silver)	£2.00
Key Fob * (red / yellow / blue / green)	£3.20
THE GUN Magazine binder (red / blue)	£12.00
NEW DESIGN Sew-On Patches 3" (75mm) diameter high quality woven cloth badges. Black and Gold or Green and Black	£3.50
Machine Badge (Green and Red) made of cast zinc alloy with enamel and resin coating. 70mm diameter. 95mm height including fixing plate	£25.00

'All prices inclusive of postage and packing'

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

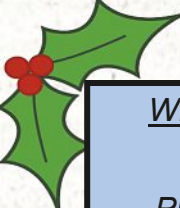
To order please ring or email Barbara Harrison stating the details of your requested items (colour, size etc..) membership number, address, telephone and any special delivery instructions.

Email: clubsales@royalenfield.org.uk

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

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





When applying for an REOC 'Machine Dating Certificate' please follow the process below in full;

Please e-mail clear, colour, side-on digital photos of the completed, MOT ready, motorcycle.

Please e-mail clear digital photos of the engine and frame numbers along with photos of where they sit on the engine and frame.

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

Please ensure that you provide all of this in a single email to; machinedating@royalenfield.org.uk

A £25 fee for the supply of an MDC to Members with a £60 fee for non-members. That decision brings the REOC fee structure in line with the least costly of the services provided by other single make organisations and significantly lower than the VMCC.

Your club needs you! Vacancies

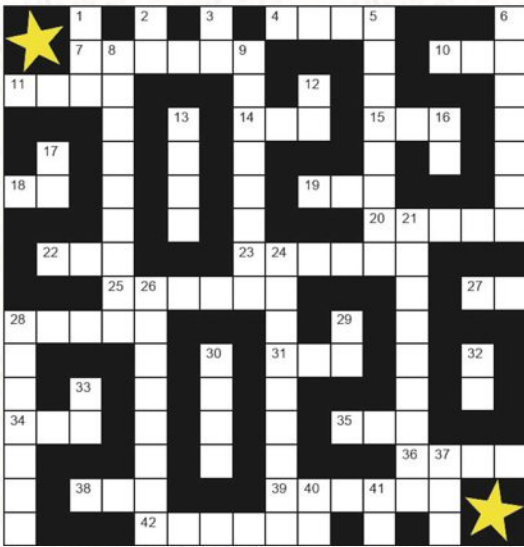
Club Sales Officer.

Our comprehensive and efficient club 'shop' needs a new keeper to manage sales of clothing directly to the manufacturer and to post small items to members.

Branch Co-ordinator.

Working with the Membership Secretary you will help members to get in touch with other local members or their nearest Branch. New branches are formed this way in the UK and sometimes overseas.

If you'd like to know more, contact the above titles, or the Chairman via 'contact us' on the website – royalenfield.org.uk.



ACROSS

- 4 This clue number, plus one
- 7 Brief rainfall. In bathroom, not a bath
- 10 Rearrange RE magazine to get wildebeest
- 11 Go, big desert in northern China/Mongolia
- 14 RE magazine: GNU (anagram) Reading it!
- 15 RE bike: TIN (anag.) Short for Interceptor
- 18 Abbreviation for "Company"
- 19 3-in-1, Cooking, 20/50, WD40 etc.
- 20 Sharp, they're thrown in pub game
- 22 What you unlock a lock with. An ignition ?
- 23 Not quite, very nearly
- 25 Opposite of acid
- 27 Système international d'unités (abbrev.)
- 28 28 Lbs is two. 14 Lbs is one. Rock
- 31 Opposite of cold
- 34 Sounds like two or to
- 35 Tyre (etc.) pressure. SIP (anagram)
- 36 Decorative container to hold flowers
- 38 Tyre (etc.) pressure. Lean on it in a pub
- 39 Name of the HMV dog
- 42 Sleigh, toboggan (synonym). Big hammer

DOWN

- 1 Reverse BST to get a well-known bank
- 2 First two initials of car maker Mr Bentley
- 3 Abbreviation for "Old English"
- 5 Our bikes (without Royal)
- 6 RE bike: HE TURNS (anagram) Plural
- 8 RE bike: ANIMAL HAY (anagram) High
- 9 Relating to a particular area of a country
- 12 Not out
- 13 RE bike: LEAF (anagram) Flying & itchy
- 16 Abbreviation for Trademark
- 17 Sounds just like "two"
- 21 TENTATIVE (anag.) Pays close attention
- 24 RE bike: GLINT NIGH (anag.) & thunder
- 26 New drivers/riders with L-plates
- 28 RE bike: HOT GUNS (anag.) Sawm-off
- 29 @
- 30 RE bike: RUFY (anag.) Extreme anger
- 32 9: Roman numerals. At the end of 6
- 33 Hornby Dublo! Before James Bond's 7
- 37 RAT (anag.) Paintings, sculpture etc.
- 40 Id est (Latin) That is
- 41 Physical Training... school, army etc.

The Winner :- Fernandes Melvin (18470)

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



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



Above:-This was spotted in Cardigan by Christopher Houghton. It's owned by Eileen and her Alsatian is the sidecar passenger.

Below:- Mick Lemon says they made great motorcycles in 1937 and the photos prove just that with the KX 1140cc and the JF 500cc Bullet

