

THE GUN

The magazine of the Royal Enfield Owners Club



For all the latest news, views and reviews

www.royalenfield.org.uk

Issue No. 311



Feb/March 26

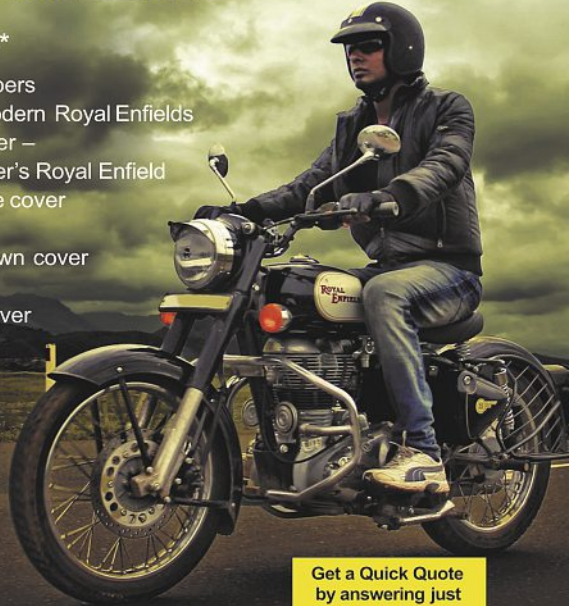


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Page	Contents
2	Advert
3	Contents
4	Editorial
5	N.B. Club Vacancies
6	Book Review
7/13	Write Away
14/15	Reg. Format Recap
16/20	Retro Road Test
21	Kiwi Bulletin
22/23	A Proud War Record
24/25	Facebook Findings
26/38	Branch Reports
38	Obituary
39	Branch Report
40	Market Place
41	Trade Advert
42/44	Club Calendar
45	Machine Dating/Obituary
46	Club Sales
47	Crossword

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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 .



The logo for Royal Enfield, featuring the words 'ROYAL' and 'ENFIELD' in a stylized, bold, red font with a black outline. The 'R' in 'ROYAL' is particularly large and decorative.

“**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:-

Tom Bray parked his 1963 M1A Interceptor outside the factory in the early 1980s before it was demolished.

EDITORIAL

Hello All,

Hope you have had a good festive season and are looking forward to more “Biking Adventures” in 2026!



We know some of you “eagle eyed” readers will notice a change of fonts in a couple of articles. These were from way back when the Gun was made in a different publishing system. At that time the font was “Times New Roman”, We now use a font called “Arial” which takes up more space than the latter. This meant that the articles wouldn’t fit in so the original font and format were kept.

For information and for those of you who do wish to contribute:- If you use Microsoft Word or a free equivalent such as Open Office, begin by making your page size in “settings” as A5. This will give you a better idea of how much text will fit on a page in the Gun. The more text however, the smaller the photos will be on the page and we all like larger photos. Please don’t be deterred from sending hand written letters or text in an E-mail as this is also acceptable.

The Club is still looking for Officers to fill the vacancies listed on the opposite page. Go on! Put something back into this Club which we all know and love!

Paula (and Doug)

Ooops!! apologies to Jacqui for making a mess of her web address and email address Eds. website address is :- www.jacquifurneaux.com

E-mail address is:- jacasia@hotmail.com

P.S. Please **always** include your Mem. No. on any correspondence/ contribution.

All contributions for next issue to reach the Editors

By the **1st March 2026**

Next issue published **April 2026**

REOC needs your involvement!

Treasurer

To manage the club funds in our online bank accounts. You don't need to have financial experience.

Club Merchandise/ 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.

You help members to get in touch with other local members or their nearest Branch. New branches form themselves in this way in the UK and sometimes overseas.

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

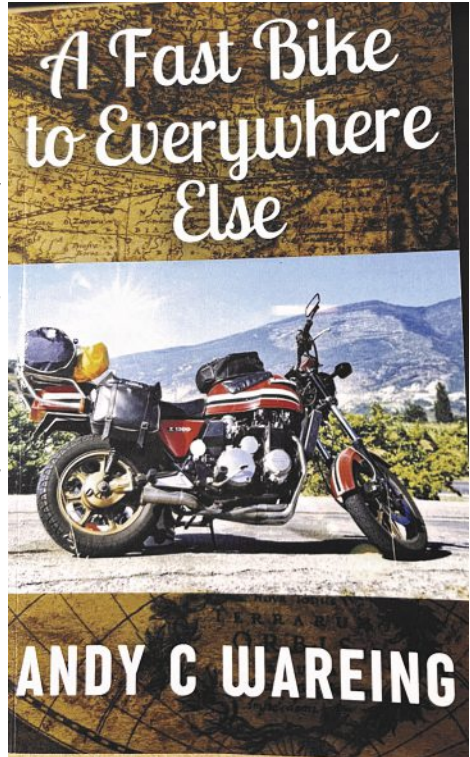
Book Review

Although this is book 3 in the series, they can be read in any order, so you're not missing out on any chronological details. This is an adventure story that gives us heart-stopping moments and lots of laughter as Andy makes friends (and some enemies) on a road less travelled.

He regales us with tales of misadventures and "other stuff!" that will have you gripping your seat in terror but at the same time in amusement. If you prefer a travel story accompanied by a side of disaster, then Andy's story is perfect for you! His true-life adventure is something to be marvelled at although it does prove that he is the hapless adventurer everyone says he is!

It's available at Amazon for £9.99 and at any good bookshop (or perhaps even your local library)

Paula Young (MNS)



Left:- Full Zip Heavy Fleece Jacket
Right:- light weight fleece for layering (see page 46 for details)



www.royalenfield.org.uk

Write Away— People who want Something for Nothing

We sometimes amuse ourselves by recounting memorable emails sent to Committee and Club Officers via the club website; memorably impolite emails requesting help or information from club specialists.

As both Chairman and Archivist, I receive at least one such gem a week, usually from non-members who deserve no more than a click of the Delete button. Here's a real example which is extreme only in its brevity:

"I need a kick start lever. I've got a 1949 Model- G and I've been told the club might have one"

That's what arrived in my inbox, no Hello, Please or Thank you, just those words, which are sadly typical of what we have to put up with. Obviously, the club doesn't deal in spare parts, but the same discourteous and frequent requests for help, typically for identifying/ renovating/ registering old Royal Enfields, arrive with such regularity that it can become demoralising.

The obvious response is to ask - are you a club member? To which I already know the answer because they've incorrectly completed the window requesting a Membership Number in their message. In most cases, this stops any further communication because the stranger expects to get something for nothing. But on several occasions a response has been along the lines of "I'm not a member, but I'll join if you get me what I need" Incredible! So, we must earn the privilege of their membership and their £18? If I'm feeling a bit mischievous and have time, I use other replies which force them to realise their 'incomplete' message and can even extract an apology.

It seems that the Internet makes communication so quick and convenient that a human element of decency gets left out, yet there's an expectation for us to expend a disproportionate amount of our own time and effort in providing something, perhaps just because we enjoy it?

I realise that most enthusiasts join our club because they want something, and I always hope that many will enjoy the sharing of their interest by participating in some form or another. Isn't that what a club is for?

But I'm certain of one thing; our club wouldn't survive with the patronage of too many people like "Mr Something-For-Nothing".

The Chairman

Write Away— Facing Reality

In Feb/March Gun there was an article in write away about giving up motorcycling, the very strange thing is in the October issue of Tansha, the magazine of the Vintage Japanese Motorcycle Club (of which I am also a member) there was a similar article on this very same subject.

I started my biking quest in 1964 aged 18 with a brand new RE 250cc Continental and over the years I have owned a 250, 350, 535 Continental, 500 Twin, 3 x 700 twins, as well as a Triumph. BSA twins, but 10 years ago I had to sell my 700 Bitsa, a BSA A10 frame with Norton road holder forks and a tuned Connie engine, as starting the Connie with 9 to 1 pistons and Interceptor cams became a pain, (mostly in my arthritic legs).

I wanted a change of direction in riding style and bike type, i.e. from café racer to cruiser and so I went down the Japanese electric start road. I currently own 2 x 955 Triumph Sprints, 1 rebuilt as a café racer, (I know, I cant help it I was a 60s Rocker, and still am), the other is a full tourer spec with luggage etc., a 1999 Suzuki GSXR, a 1985 Honda CX 650 V twin turned into a cruiser and a 1977 CX500 V twin.

That is my current situation. Back to the point now, there are many factors involved in owning 6 bikes, 1. Cost, to tax the Triumphs and the Honda 650 it is £117 each, the Suzuki £84. The only good bit is that the 1977 CX 500 is free. 2. The balance between cost and usage, I last road the Triumph Tourer 18 months ago on a trip to the Isle of Man and the café racer is on SORN, as is the CX 650, I ride the Suzuki most and the Honda 500 now and again. 3. The physical aspect, the size and weight of the Triumphs and the Honda 650 has to be taken into account in the relation to the age and fitness of the rider, I am quite fit for my age ,

I was 79 last July, but things can go KAPUT very quickly as we get older and then we can be forced to capitulate. I would sooner do it by choice, not have things taken out of my control. 4. Another personal factor is I have 5 bikes and a project bike, but I can only fit three in my garage/workshop as half of it is a workshop and tools area so I have two bikes and the project bike stored in an elderly neighbours large garage, but she has health problems and if she died I would have three bikes to store somewhere?

Writing this article has made me have a reality check about it all, I am not looking forward to it but it looks like I am going to be reducing my collection down to 2 bikes. The Suzuki and the 1977 CX 500 and I must do this while I am still able to. I mentioned this to my lifelong mate who lives on the Isle of

Write Away— Facing Reality

Man and he has 14 bikes. His reply was, “when I die it will not be my problem”. That is all well and good for him as he will not be here, but think of the hassle it would be for my non biking family members.

Not only that but the bikes would be sold for “NEXT TO NOWT” as my Yorkshire dad would have said. A lot of this will probably apply to a lot of ageing riders when they read this, IT IS A WAKEUP CALL. Sorry for all this doom and gloom but it is something we will all have to face eventually. IT IS CALLED REALITY

Robert Chambers (MNS) Tel:- 08560 01612021557

Email:- r.chambers@talktalk.net

Write Away— Waiting for my T.T.

Hi Both, This is me at 15 sitting on my Turbo Twin waiting for my 16th birthday. I travelled from Romford to Ruislip with a friend to a high street dealer and with the money I had saved up was shown a choice of two bikes in a lock up. One a Yamaha (which I'd never heard of) and the other an Enfield .

I chose the Turbo Twin. It was delivered on a pick up truck next day to the dismay of my parents who were not very pleased.

Many Enfields later I now have a 59 Meteor Minor Sport and a 25 Himalayan 450.

Regards Roy Easton, (MNS)



Club merchandise
Left is the neck snood
Right is the new Zipped Hoodie
sweatshirt For details see page 46



Write Away— My New Purchase

What's the first thing you do when you arrive back in Australia? Why you buy a Royal Enfield of course! It is the 2025 Hunter 350cc and has tripper, LED lights, slipper clutch and revised shocks, tubeless tyres
The colour is..... London Red.



Lisa (my good lady) sat on a few other models and felt this model was the most comfortable. Decision made!

Mike Wherry (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

www.royalenfield.org.uk

Write Away— Q and A

Hi Graham,

Did you know in which Gun issue Bob Murdoch wrote a text about the complete fairing built on a Meteor Minor? I was pretty sure that was featured in the Gun. Maybe I'm wrong.

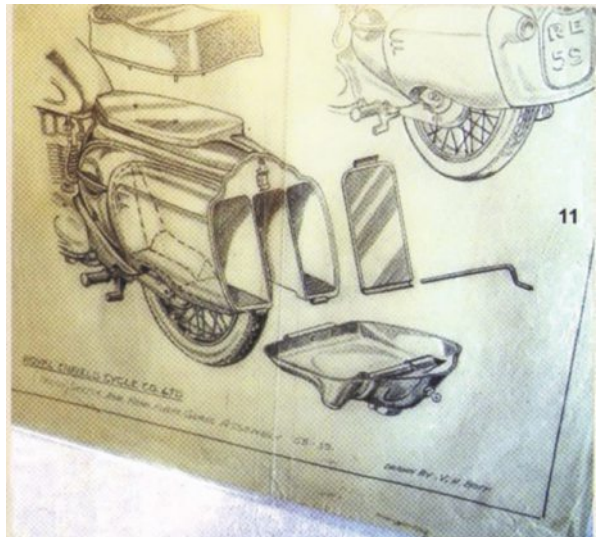
Regards

Philippe Tagnani

Hi Philippe,

The attachment you sent showing the rear enclosure enabled me to find the relevant copy of The Gun 266 – (below). The article by Bob was about Royal Enfield original artwork, not the Meteor Minor Super Airflow itself.

Regards, Graham



This picture shows some splendid pencil illustration work, by Vic Bott, of the Super Airflow fairing proposed in the late 1950s. In addition to the well - known frontal fairing, It had rigid rear storage panniers, but never went into production. Vic lived to over a hundred years, and kept in close contact with the REOC. It is my guess that he produced most of the wonderful post—war artwork we still enjoy today. Bob Murdoch Archivist

Write Away—The Meteor Minor Super Airflow from Guns 136/137

As a fairly new member and, dare I say it, a very quiet one up to date, may I thank all the committee for their hard work and endurance, without you we wouldn't have an REOC. I am presently reading Anne Bradford's excellent book about the story of Royal Enfield and which gives a unique glimpse into the making of a great marque. Although its been said before, this is a book which can be safely recommended to every member.,

The main reason for this letter is that I may have a photograph of which may seemingly be a missing Royal Enfield. On page 87 of Ms. Bradford's book, Reg Thomas refers to two motorcycles that were produced with an experimental rear enclosure. One of these was a Crusader, a photograph of which appears in page 47 of the book, the other was a Meteor Minor which Reg states he kept for his own use.

I present as evidence (*below*) a photograph I took in the early 1980's at a Doncaster Racecourse Auto Jumble. Although minus its Airflow fairing and obviously in the process of a major restoration, this appears to be a Meteor Minor, with rear enclosure—is this the bike referred to by Reg Thomas—or is it something else I have not yet heard of? Unfortunately at that time I did not have the sense to record the Number plate or Engine number so this is the only proof I can offer. The main question is, if this IS the experimental Meteor Minor, as my photograph was taken some fifteen years ago, where is it now? I'm presently looking forward to my First National Rally and the challenge of a long weekend trip to Edinburgh and back—should make a pleasant change from the back streets of Cambridgeshire.

Hope to see you there,

David Adams (MNS)



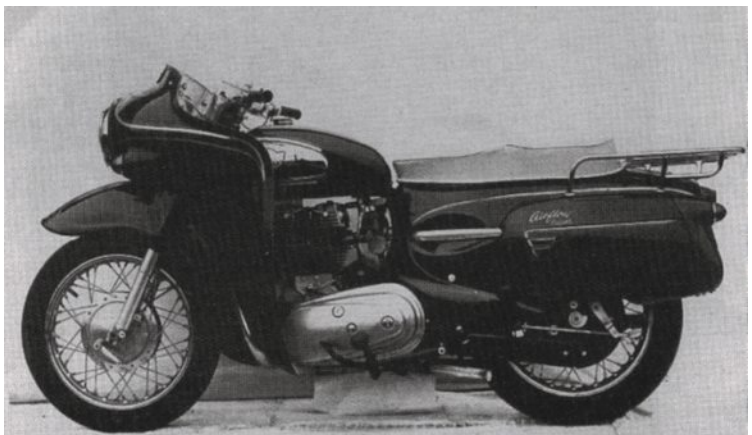
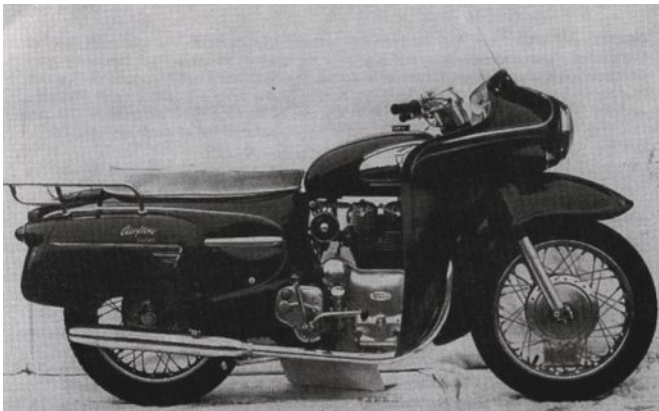
Write Away—The Meteor Minor Super Airflow from Guns 136/137

Funny how things turn up. I have been researching and collating the photographs which the Club purchased as part of the Ivor Mutton Collection. Lo and behold, there was a photograph of the very machine from Gun 136.

Unfortunately, I cannot find any more information other than it is a 500 c.c. Meteor Minor Super Airflow. The factory registers do not refer to this particular machine, but a few photographs were taken. So to confirm that David Adams is correct in what he saw, this is the very one, less Airflow of course. I wonder if Reg Thomas still has it?

I am still looking through remaining photographs to try and unearth the 250 c.c., but as yet, I have found nothing.

Doug Young, REOC Archives



NEW REGISTRATION MARK FORMAT

If you've ever wondered where the car in front of you was first registered, there is a way to work it out.

The last two of the three letters of each number plate tells you at which of the DVLA Local Offices a car was first registered.

It was once a schoolboy hobby to collect these letter codes. In many parts of Britain you will still find people who are proud to have a local number plate code, but mostly that link to local vehicles has been lost over the years as DVLA Local Offices merged.

From September 2001 the first vehicles will appear on our roads with the registration mark in a brand new format that will show more clearly the age of a vehicle and where it was first registered. The existing system always had a limited life span.

The move away from an August annual change in 1999 to twice- yearly changes in March and September brought the need to introduce a new format much closer.

A consultation exercise was undertaken to find out what people wanted to see on the number plate. Some DVLA customers, like the police, had very clear views about how memorable the number plate had to be. They and others wanted to include clearer information about the age and where the vehicle was first registered. Others wanted to retain the personalised element created by the

DVLA Sale of Marks scheme, which will continue with the new format.

The 'Y' registration vehicles just appearing on the roads will be the last ones registered using the age-related format which began with the old 'A' suffix marks in January 1963.

On 1 September 2001 the first vehicles will appear with the registration mark in a new format showing clearly the age of the vehicle and where it was first registered. **As a result this will be the new format: The new format explained:** The number is made up of three elements. The first two letters are the local memory tag showing the DVLA Local Office where the vehicle was first registered.

The two numbers give the date the vehicle was first registered. The last three letters provide the random element that is essential to make each registration unique. Where possible there is a link between the first letter of

WA51 TJH

the local memory tag and the part of Britain where the vehicle was registered. So L will be London, B Birmingham and so on.

Welsh and Scottish vehicles will be uniquely identifiable with S for Scotland and C for Cymru (Wales in Welsh).

NEW REGISTRATION MARK FORMAT

Age identifier

The age identifier will start with '51' for September 2001 to February 2002. Vehicles registered in March 2002 will start with 02 and then 03 in March 2003. Vehicles registered in September will start with 51 in 2001 and 52 in September 2002 and so on. Whilst the first vehicles with the new format will inevitably seem a little odd, the local memory tag will soon become a familiar sight.

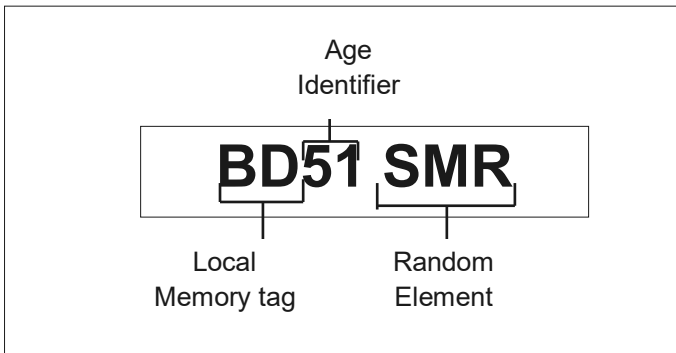
Collecting car number plates may even return as a schoolboy hobby. More detailed information about the change over to the new format will be included in the next edition of DVL Today.

There is also good news for motorists wanting to purchase a personalised registration number.

When the new system comes into effect, DVLA's Sale of Marks scheme will be selling the new style marks alongside those in the current format.

Customers will be able to choose (subject to availability) the first two and the last three letters of the registration. For further information visit the official DVLA Sale of Marks web site at: www.dvla-som.co.uk

Re-printed From Gun 164 August/September 2001



Further details of the new local memory tags and the registration mark format can be found on the DVLA Website at www.dvla.gov.uk Alternatively leaflet INF104 is available from all DVLA Local Offices, or direct from the Centre in Swansea.

Customer enquiries: Vehicles 08070 240 0010

Taken from "DVL Today issue number 20"

ROAD TEST Reprint from Gun 156 April 2000

THE 736 c.c. ROYAL ENFIELD INTERCEPTOR.

From the Motor Cycle October 22nd 1969



When Royal Enfield production ceased at the famous Redditch works and was switched entirely to the underground factory at Bradford-on-Avon, output was largely concentrated on the big Interceptor twin. Last year, with the introduction of a redesigned crankcase assembly embodying car-type, wet-sump lubrication, it became the Series II Interceptor.

The label is the same for 1970, but the machine in its latest form has a number of additional refinements. Most readily apparent is the cast-light-alloy oil radiator across the front of the crankcase, coupled by armoured piping to the oil-filter tower just behind the timing cover. Internal construction of the filter has been modified to suit the new lubrication circuit. Next is a neatly styled oval casing, housing a large paper element air filter,

that bridges the intakes of the twin Amal Concentric carburettors.

Then there is a hefty crankcase undershield in expanded metal (hardly necessary for Britain, but American riders go scrambling on Interceptors) and, finally, a chromium plated grab rail at the rear of the dual seat

Produced primarily for export, the big Enfield normally has a chromium-plated, two-gallon fuel tank and high-rise American handlebar.

For British riders there is the alternative (at no additional cost) 4¼ gallon tank and conventional handlebar. The test model was dressed in British style. The Interceptor is massive - high-built and long, with the huge long-stroke engine completely filling the main-frame diamond. On elegance it concedes a point or two to rival makes. Yet craggy

ROAD TEST Reprint from Gun 156 April 2000

grandeur has its own attraction. The high build is certainly no optical illusion. You do ride high. But the seat is tapered nicely at the front; in consequence, a rider of normal leg length finds no difficulty in planting his feet firmly on the deck. Upholstery is deep and comfortable, with enough yield to prevent the rider from sliding during acceleration. The rear of the tank is a convenient gripping width between the knees; and the handlebar shape is such that the hands fall naturally on the grips. In all, it is a happy enough riding position except that the footrests could be an inch or two more rearward to allow the rider to get down to it better at high speed. Though the Interceptor is weighty, any feeling of bulk disappears as the bike gets into its stride.

The impression is of a made-in-one-piece job floating over the road as serenely as

a mallard on a millpond no matter what may be happening to the wheels. For that, full credit goes to the suspension, which manages to be firm and gentle at the same time. It is pure Norton at the front and since Enfields themselves were among the first to produce pivoted-rear- fork roadsters in the modern style, they know what's what at that end.

The test model was equipped with studded-pattern Dunlop K70 tyres on both wheels (3.50 x 19in at the front, a massive 4.00 x 18in at the rear). These contribute to comfort, of course, but how about the handling? The answer is that the Interceptor sat the bends as imperturbably as a mechanised rock, dead on line and with never a hint of stepping out.

The lower part of the engine is wide, and even the footrests are wider still, but the firm



ROAD TEST Reprint from Gun 156 April 2000

suspension allows the bike to be cranked over surprisingly far without grounding..

Moreover, the main weight of the assembly is low, lending a nice sense of balance and permitting the machine to be wriggled bike which can do pretty nearly everything on through a series of bends as nonchalantly as a two-fifty. What does strike home is the tremendous torque of the engine - a long-stroke, as remarked, and with the relatively low - compression ratio of 8.5 to 1. Sheer brute power is on hand from way down the rev scale, with an even bigger supply coming in from 3,000rpm upward, and that makes for a bike which can do pretty nearly everything in top gear. It is tractable in traffic, too, though a minor annoyance was some unevenness in the carburation when the twist grip was eased fractionally off the stop.

Inevitably this brought the occasional stall when inching through rush-hour traffic. Yet the tickover was as slow and reliable as that of a county-council steamroller, and the machine would leap into action immediately the grip was tweaked.

Not every factory takes the trouble to balance a twin-cylinder crankshaft both statically and dynamically. Royal Enfields do, as a matter of course. Maybe the outcome isn't quite turbine like, but it is pretty good, for all that. A short vibration period is noticeable at about 90mph in top gear, but above that the engine smooths out again and, wind pressure apart, there is no difficulty in blasting along at 100mph or more.

If you are not in a hurry there's a particularly placid patch at 40mph in top, the engine turning over at a lazy 2,300rpm. Cruising at the legal 70mph is equally effortless. Canted up at the rear, the Interceptor's silencers emit a deep and rounded note, utterly inoffensive

at normal town speeds, and swelling to a muffled roar as the bike gets down to business. Presumably, though, it stays within the permitted decibel limit. On fuel consumption, the Enfield was downright thirsty. Of course, ultra-high performance has to be paid for, but 35 mpg when travelling quickly is an uncommonly high price to pay.

Incorporated in the front brake cable is a switch that operates the stop light (a USA requirement). To sit astride the bike and squeeze the handlebar lever gives an impression of sponginess; this, however, is illusory. In fact, the 8in-diameter front brake is exceptionally powerful, even though it's of single-leading-shoe pattern, and it was possible to make the front tyre squeal with only light pressure. Using both brakes together, the machine returned a braking figure much shorter than expected for such a heavy model.

The electrical equipment incorporates a capacitor unit so that the machine can be used without a battery if required. In other respects it is the conventional- Lucas 12- volt arrangement with Zener diode and 50/40 - watt main bulb, and lighting as good as we have come to expect.

There are probably some parts of the world where the oil radiator will prove a boon, but in Britain it seems little more than ornamental: after a fast run taking in the whole length of the M5-M50 motorways, the radiator was no more than mildly warm to the touch.

Gear changing called for a firm tread (or upward twitch, as the case may be), but was completely positive and, despite the length of the pedal, short in action.

ROAD TEST Reprint from Gun 156 April 2000

Transmission smoothness was well above average, thanks to the rubber cush-drive in the rear hub. The Interceptor has a similar cush-drive in the clutch centre, so that should add up to lengthy chain life.

Parking such a bulky bike might seem a problem, but no problem exists because the cast-light-alloy centre stand swings down without raising the wheels from the road.

Furthermore, an easy-to-use prop stand is fitted as standard. A really meaty performer exhilarating when in full cry yet thoroughly docile when the houses start to crowd in along the roadside, the Series II Interceptor is certainly the most potent Royal Enfield ever.

It is probably one of the most house-trained, too, for this one (unlike some of its predecessors) remained completely oil tight after several hundreds of miles of hard riding.

Keep an eye open for the Series II: you'll be seeing it around in production machine races.

Specification

ENGINE:- Capacity and type: Royal Enfield 736 cc (71 x 93mm) overhead-valve parallel twin. Bearings: crankshaft supported in balls on the drive side and rollers on the timing side; plain big ends. Lubrication: wet sump; capacity, 4¾ pints. Compression ratio: 8.5 to 1. Carburettors: two Amal Concentric 930s, with paper-element air filter; air slides operated by handlebar lever. Claimed output: 55 bhp at 6,750 rpm.

TRANSMISSION:- Primary by duplex chain; secondary by chain. Clutch: wet multi-plate. Gear ratios: 12.4, 8.19, 6.05 and 4.44 to 1. Engine rpm at 30 mph in top gear, 1,750.

ELECTRICAL EQUIPMENT:- Ignition:

battery and coil with capacitor in circuit. Charging: Lucas 110-watt alternator, through rectifier and Zener diode to 12-volt, 10-amp-hour battery.

Headlamp: 7in-diameter with 50/40-watt main bulb.

FUEL CAPACITY:- 4¼ gallons.

BRAKES:- 8in-diameter front, 7in-diameter rear, with finger adjusters.

TYRES:- Dunlop K70 studded; 3.50 x 19in front, 4.00 x 18in rear.

SUSPENSION:- Norton telescopic front fork with hydraulic damping. Pivoted rear fork controlled by Girling spring-and-hydraulic units with three-position adjustment for load.

DIMENSIONS:- Wheelbase 57in; ground clearance, 5½in; seat height, 31½in; all unladen.

WEIGHT:- 438 lb including a gallon of petrol and full oil sump.

PRICE:- £446 5s, including British purchase tax.

ROAD TAX:- £10 a year; £3 13s for four months.

ROAD TEST Reprint from Gun 156 April 2000

MANUFACTURERS:- Enfield Precision Engineers Ltd, Upper Westwood, Bradford-on-Avon, Wiltshire.

PERFORMANCE

(Obtained by "Motor Cycle" staff at the Motor Industry Research Association's proving ground, Lindley, Leicestershire

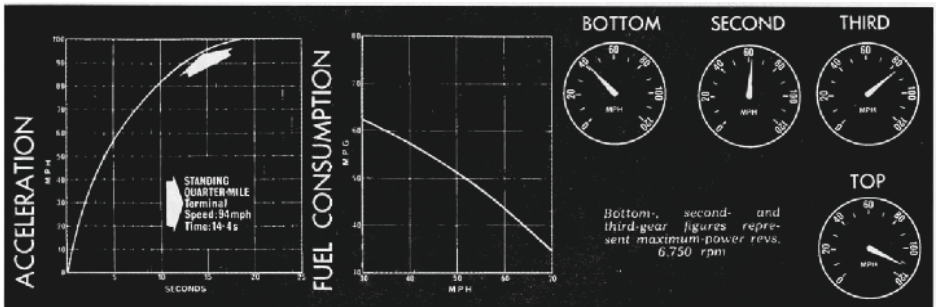
MEAN MAXIMUM SPEED:- 112mph (12-stone rider wearing two-piece trials suit and gumboots).

HIGHEST ONE-WAY SPEED:- 119mph (strong three-quarter following wind). BRAKING:- from 30mph to rest on dry tarmac, 28ft.

TURNING CIRCLE:- 16ft.

MINIMUM NON-SNATCH SPEED:- 25mph in top gear.

WEIGHT PER CC:- 0.59 lb.



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.



The Kiwi Bulletin number 151

Thanks to Lew Martin



Here's a recent shot of my good (online) friend Gregg Kricorissian in Canada astride his Model JF RE which he had owned for 45 years. The restoration was carried out by Gregg himself. We met up through an Interceptor register about 20 odd years ago when we both owned British Interceptors at the same time.



Gregg still keeps busy by restoring mags, dynamos and Smiths instruments for others.

The 500cc JF's four-stroke, four-valve, twin-port engine featured exposed valve gear but it had coil ignition, an Amal carburettor and dry-sump lubrication. It developed 19bhp at 5,000rpm and, with its four-speed, foot-change gearbox, provided it with a top speed of 80mph (129kph). It featured the sprung girder front forks and the twin exhaust pipes were upswept with fish-tail silencers. The speedometer is mounted forward of the handlebars while the ammeter and ignition switch are mounted in a panel on top of the petrol tank. The Royal Enfield Model JF was produced in the years 1936 and 1937. A high-performance sports version with a bronze cylinder head was also available by special order.

Lew Martin (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!

www.royalenfield.org.uk

A Proud war Record—Part 5

RECREATION AND WELFARE



IN all the Enfield factories the welfare of the workpeople has been a primary consideration. It is universally acknowledged, though not always put into practice, that maximum production can only be obtained under the best working conditions.

This is particularly true when working to limits of fractions of a ten-thousandth of an inch, as was necessary in the case of many of the Fire Control Instruments.

Facilities are provided for every kind of recreation, for good health is one of the main factors of efficient production. The activities include Football, Hockey, Cricket, Lawn Tennis, Bowling, Athletics, Swimming, Fishing and Rifle Shooting. Each works has its own Canteen, Surgery and Rest Rooms.

It is perhaps worthy of mention that, while it might be thought that working conditions underground would only be tolerated as a wartime measure, the conditions at the No. 2 Factory at Westwood are, in fact, better than in most surface factories. The majority of the workpeople there who have had previous factory experience do not wish to work elsewhere. Living accommodation was provided at Westwood in the form of hostels for single employees and bungalows as married quarters.

The Head Works at Redditch had its own Company of the 9th Bn. (Worcester) Home Guard and a Works Fire Brigade of 75 members, affiliated to the N.F.S., in addition to other Civil Defence Units comprising Decontamination, Rescue and First Aid Squads.



SUN-RAY TREATMENT.



ASSEMBLY HALL
AT No. 2 FACTORY.



CANTEEN AT
No. 1 FACTORY.

A Proud war Record—Part 5



SPORTS MEETINGS
ARE HELD ANNUALLY.



HOSTEL LIFE.



Facebook Findings

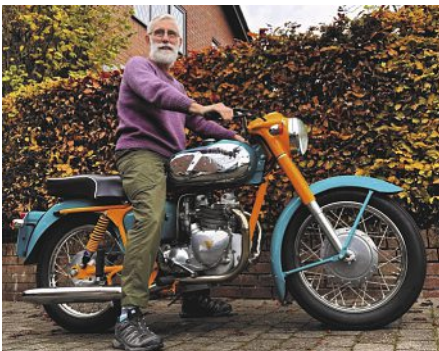


David Pattison's 1965 325 3T Turbo Twin up on his restoration bench this evening. This will facilitate a winters restoration of his Royal Enfield motorcycle. He needs 2 new silencers as the originals are fairly corroded. He assumes Armours will be able to supply the silencers. Luckily for him the front pipes are ok.

Sylvain Viau is a new member of the RE community and a happy owner of a Classic 650 from last July.

He's based in Carentan, Normandy, very close to Utah Beach and Sainte Mère Église

Welcome to the Club Sylvain



Here's Philip Lowe's machine, a Trifield 350 consisting of a 1959 Triumph 3TA engine in a 1961 Royal Enfield Crusader Sport. It's certainly colourful! He's had Enfields before:-

A 1950 Model G back in the early 1980's, and an Indian Enfield in the late 90's.

Facebook Findings

Darren Edkins just wanted to introduce himself and share a photo that he took of his recent purchase a Royal Enfield WD/CO



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!



After 30+ years of Bullet ownership Jon Tait has finally got round to joining the club. His 500 is a Home Market 1992 model, bought in New Delhi, ridden round India and Nepal then shipped to Europe and ridden home. It now tends to be his winter bike, great for pottering down slimy lanes, but he's also attended the Adventure Bike Festival and ridden round the off road course - stupidly that was before he put knobbles on it! Anyway, maybe he'll bump in to a few of you - He has heard that the local Warwickshire section is pretty active and he likes an excuse to get out and ride!

Branch Report – Devon

The branch meets at the Swans Nest, Exminster, Exeter EX6 8DZ, on the third Thurs. of the month. 7.30 for an 8pm start.

Email:- reocdevonmembership@gmail.com



Firstly, as the new report writer can I thank my predecessor, Andy Lobb for his dedication to our branch, which thanks to his efforts and those of others, is flourishing. The past year has seen growth in membership and activity, with many ride outs and well attended meetings. As the branch is expanding, at the November meeting we took

steps to 'professionalise', filling roles of Chair, Vice-chair, Secretary, Treasurer, Membership Secretary, RE dealer liaison and Facebook and WhatsApp admin. We have also tightened up our ride out procedures as they have increased in popularity and frequency.

Our WhatsApp group is the beating heart of the Devon branch. In addition to our regular Breakfast Rides (first Saturday of the month), its where impromptu events are posted. A good weather window is sure to trigger a ride out. Contact our membership secretary if you are interested in joining the branch and tapping into this resource. We have launched a new range of branch logoed clothing, including t-shirts, hoodies and gilets. Purchasing information can be found on our WhatsApp group. Devon now has a new RE dealer in Plymouth, Macpherson Motorcycles at Plympton. In addition to the ever-reliable CMS of Exeter, this increase in dealerships should mean growing numbers of RE owners in the county.

Up coming events include a spring Youth Hostelling weekend in Penzance and members attending the South-West Peninsula Spring Rally in April. Our primary 2026 weekend event is the Granite Gathering, to be held at the Plume and Feathers pub at Princetown on Dartmoor on 12-14th June. There will be camping, campervan and bunkhouse options. We hope to be able to advertise it widely in the near future. Phil Stuckey (MNS)

(Photo shows the Hardy winter Breakfast Riders who rode to Brightside)

Branch Report—Mid Shires

Meeting at the Cuttle Inn, Southam Rd, Long Itchington, Southam, CV47 9QZ, on the first Monday of every month at 7:30pm

(www.facebook.com/reocmidshires).



We've been trying various new venues for the Saturday morning breakfast meets as the winter progresses. Apparently some of these new venues are to be held responsible for John's new "hipster" status! Everyone is welcome to the breakfast meets, obviously coming on a Royal Enfield is awesome yet for those who don't want to get their pride and joy plastered in road salt coming on a bike from a lesser mark or travelling via car is also perfectly fine.

As is traditional in early November Royal Enfield (along with all other major brands) revealed exciting new models at EICMA in Milan. I was lucky enough to be one of the first to see the future twin-cylinder Himalayan in the flesh there. Royal Enfield had a really cool café & adventure theme to their Motorcycle Live stand at the NEC a fortnight later, yet sadly the twin-cylinder Himalayan prototype was not present.

Cheers

Matt Little (MNS)



Our machine badges

**For details see
page 46**



Branch Report—South Lancashire
Meetings: First Tuesday of the month, 7.30 pm
Pack Horse Inn, Birtle Road, Heywood, BL9 7TU
Email:- sheila.heywood@gmail.com



As many will know, we have lost a very valuable member, John Barnard. We are going to miss him.

Never complaining, even when really quite unwell; he was always ready to help.

Often with his dog Penny, he was involved at local level, and the national Club level as Branch Co-ordinator. He worked behind the scenes, put a lot of effort into the Club, and was a good friend to us all at meetings, rallies and ride-outs. We want to remember him like

that.

The Christmas meal started by raising a glass to John. We then continued with the event. Several people commented that we should find ways to remember John so it has been decided to dedicate the Lancashire Red Rose Rally to him. The first Christmas at our new place, the Pack Horse, we enjoyed a 3-course meal and serious thought was given to the Quiz. Some deliberation, but we got there!

The Cup Winners are shown here celebrating. Into the new year ride-outs, and meetings as usual on the first Tuesday of the month.

Chris Robinson (MNS)



**Branch Report—Suffolk Meet 1st Saturday of the month at The White Horse, Lemons Hill, Tattingstone, Ipswich IP9 2N Contact Stephen
Tel:- 07939351740 Email:-stephenjbackhouse@hotmail.com
OR :- Leo. Tel :- 07397172447 Email :- leonardnelson111@yahoo.com.uk**

It's that time of the month for me to write the Suffolk Branch December report.

The 29th of November saw the Branch's first Christmas Dinner since before Covid. Seven Members and five Honoured Guests, (our partners), in attendance. Hopefully, this will become an annual event.



Saturday 6th December saw the Branch's first meeting of the winter. An early, unwanted, Christmas present in the form of a named storm from France and Spain swept through Friday night / Saturday morning.

Undeterred by the forecast, I'm pleased to report that four members attended for breakfast at The Farmhouse and eleven were present for the Branch meeting at The White Horse. Two Himalayas and my Classic 350 were present in the car park.

It takes more than a little bit of rain to stop our members attending the meetings, or is it we've got used to it by now?

The support between the Norfolk and Suffolk Branches is as strong as ever, I'm pleased to report.

Usual wishes for safe travels and looking forward to Spring.

Leonard Nelson (MNS)



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



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 club seems to be going from strength to strength, with our last ride out to Rachel's in Hagworthingham with 17 members attending. November saw 2 meetings at PJs with 17 members and 7 bikes, including a cute little AJS125 Tempest on 4.11, with our lowest number of bikes in a long time, just 3, all of which were, at least Enfields. Against this, December saw our biggest turn out for a long time, with 23 members and 5 prospective members on 14 bikes. The branch held the annual Christmas dinner on 16.12.25, again at PJs, who always do us proud!

As the self appointed branch amanuensis, I don't believe I should post my own exploits, but the second photo includes my Interceptor with a newly fitted 1980s Craven Clipper ½ fairing. It divides opinion, though I think its great, nice protection, rock steady, yet surprisingly, it has taken a couple of MPG off the consumption, but its still in the high 60s, so no complaints."

I have to say thanks Editors for all your efforts.

Steve Gibson (MNS)



www.royalenfield.org.uk

Branch Report—Cheshire
meet once a month, the second Wednesday of the month, at the Broken Cross Pub, Northwich, CW9 7EB.Tel:-07874 034414 Email:-
C.hopkins27970@gmail.com



Welcome to the new Cheshire Branch. It was noted by a few RE owners that there wasn't a branch in Cheshire. The nearest one was the South Lancs Branch, so we have started one and have been going since September 2025.

So far we have had quite a few rides, to the Chain and Sprocket, Southport Carousel, Rivington Barn and the A59 Café. We have a Facebook page "Royal Enfield Owners Cheshire" with over 100 members. We also have a line of Merchandise available, a whatsapp community with various chats, and our current attendance on a meeting night is around 10 or 12 with most on bikes, weather dependent. All are welcome to join us.

Carl Hopkins aka Chopper (MNS)



Branch Report—East Sussex Meeting at the Six bells, The Street, Chiddingly, Lewes, BN8 6HT. The third Tuesday of the month at 7.30pm Grant Melton Tel:- 07920427637 Email:- grantmelton1962@icloud.com



It's been a good year for motorcycling. More sun in 2025 since records began. In all 1600 hours of sun not to be sniffed at. Our membership has grown each year since June 2022 I was asked to start a branch in East Sussex by Jason Reeves REOC Branch Coordinator, so on June 26th 2022 we were established.

This year was our third year taking part in the DGR West Sussex. Also other events, to name but a few.

- [] Ashford Auto jumble
- [] Hornby factory
- [] Bo Peep hill climb
- [] Local ride out to Beachy Head

The branch has 50 plus members which is about right but would like to see more on our branch nights now that we are in a more central location as of 2026. The regular members that come to the monthly get-togethers are instrumental in its success and momentum. I owe them a huge thanks as I couldn't do this on my own.

We finish the year on a high that will benefit all East Sussex branch members as we head into the New Year.

I hope that we can reach out to those new owners in the area since having Sykes Harley Davidson taking on the Royal Enfield franchise also not far from us in Holmes Hill, Nr Lewes, East Sussex, BN8 6JA.

So lots to look forward to in 2026.
Kind regards

Grant Melton (MNS) REOC East Sussex branch coordinator
Email:- eastsussexreoc@yahoo.com

Branch Report—Glevum (Gloucestershire) Meet first Thursday of month, Farmers Club, Gloucester, GL2 9RG. Contact; Russ Williams Email:-REOCglos@hotmail.com Tel:-0758 7065 007



November brought Russ and Kate's long-anticipated epic 'Rajasthan Hidden Treasures' presentation - the live version (based on the text in Gun Issues 306, 7 and 8). The video sequences, for those who have not driven outside Europe, are 'exciting'. For the old stagers, pah, that's nothing!

Then, what better to have on the 21st December than a sustaining brunch (oh and the branch AGM). Thanks again to the Farmers Club for a great spread (photo - being enjoyed thoroughly), and to the branch Chairman for keeping the official part short ;-). Following the brunch the branch Chairman then handed out Awards to Tim (Branch Chairman's Challenge, Ian runner up, but then received the Most Mileage in the Year Award), to Team Rajasthan (Most Mileage in a Day), to Russ (for the Rajasthan article), and to Jayne (Hard Luck).

Club dates are being finalised, but please note that the Distinguished Gentleman's Ride is on the 17th May; and the Glorious Glevum Rally will be from Friday 5th to Sunday 7th of June.

Best wishes for 2026 from our Branch. Patrick B, (MNS)

Branch Report—South Midlands

Meets at The Studley Conservative & Unionist Club, 87-89 Alcester Road, Studley, B80 7NS. 2nd Wednesday of each month at 8pm: contact Bob Harrison Email:- bob.a.harrison@btinternet.com

The Classic Motor Show NEC Birmingham, November 2025



Yet again the South Midlands Branch had a stand at the Classic Motor Show at the NEC. It does seem to come around very quickly! This year we were in Hall 2 rather than in Hall 5, as in previous years. We were right on the join with Hall 3, so, unfortunately, we had a rather large pillar in the middle of the stand, making it difficult to arrange the bikes and gazebo. However we managed to wrap our main banner around the pillar. Thanks to everybody who helped, as it does take a lot of organising.

John Budgen (MNS)



www.royalenfield.org.uk

Branch Report—Kent & SE

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

Email:- joesultana95@yahoo.com

Full Throttle Year: 2025 in Review

As we put the sidestands down on 2025, it is the perfect time to check our mirrors and reflect on what has been a truly packed year for the Kent and South East branch. Looking back at the calendar, it is no wonder the miles have piled up, we have hardly stopped! We kicked things off right at the start of the year, braving the January chill for a run from Wateringbury to Faversham, followed quickly by our "Dickens Ride" to Upnor in February. By the time spring arrived, we were in full swing. March was a particularly busy month for the marque, celebrating RE Day, the RE Demo Day, and a rummage for parts at the Ardingly Bike Jumble. As the weather improved, so did the mileage. We had a fantastic turnout for the Royal Enfield Day ride-out in April and joined the dapper crowds for the DGR London in May. The summer months saw us tackling the Hop Run and enjoying a brilliant trip to Holland in July, a definite highlight for those who made the journey across the Channel.

We kept the momentum going through August with the Heritage Sprint and a visit to our friends at the BSA Open Day in Chiddingly. September was another heavy hitter, featuring Jas's first ride-out, the global RE One Ride, and the distinguished Ride of the Ruperts. We even managed to squeeze in some classic steam action at the Offham Steam Rally in October and celebrated the turning of the season with the Bonfire Burnup in November. Growing the Family with such an active calendar, it is no surprise that we have gained lots of new members this year. It has been wonderful welcoming fresh faces to the fold, so much so that our monthly gatherings are bursting at the seams. We are currently reviewing options for a larger meeting venue to accommodate everyone comfortably, and we will keep you posted as we search for a new home. We rounded off this marathon year with our Christmas Club Night on 9th December. It turned out to be a cracking evening with really great food and even better company. We are delighted to announce that the Christmas raffle raised a fantastic £180 for the Air Ambulance. Thank you to everyone who donated and bought tickets. We are already looking forward to lots of rideouts and events in 2026. If 2025 was anything to go by, it's going to be a good one. Ride safe. Mike McRoberts (MNS)

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

We are very pleased to announce yet another rally in Greece. Specifically, the 2026 REOC Greek National Rally will take place from Friday, May 22nd to Monday, May 25th in Gytheio, Mani. Next year will mark the fourth season, following three successful events with over 120 participants each.

All of you are very important to us, and this gathering of nations is truly something unique. This year, the rally will be held at Camping Gytheio Bay a high-standard campsite located by the sea, which also features a swimming pool (*see photo below*), restaurant, bar, coffee shop, mini market and many other facilities. For more information check here: <https://gythiocamping.gr/>

Next to the campsite, there are rented rooms at very competitive prices for those who prefer not to stay in tents. These are already reserved for rally participants.

Once again, the four-day event will be filled with activities, travel presentations, group meals, visits to archaeological sites, live music, show & shine, and much more. Registrations are already open for the rally.

For those of you who prefer not to travel by road, there is also a fly-ride option, with Royal Enfield Super Meteors 650 available for rent in Athens by the GSTraveler rental company. More info here: <https://gstraveler.com/>

The wider Mani region is truly unique, and we highly recommend staying a few extra days if you wish to explore more of the Peloponnese.

It will be our great pleasure and honour to welcome you once again and to have you participate in this celebration of Royal Enfield owners from all around the world!

If you have any questions please email to reocgreece@gmail.com

Best Regards

Andreas Papadicas (MNS)

See page 42 for Rally advert



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

All has been fairly quiet since our December meeting, however there has been the occasional activity. For me, perhaps a bit selfishly, I had planned a quiet solo bumble after the family gathering on Christmas Day. So a Small Stand Pie, (to those who don't know its a big pork pie) some pickles, a slice of Christmas Cake and a flask of coffee, heated gloves switched on, and off I went with a notional plan of 40 miles. After 10 miles I reduced my plan, stopped on Ilkley moor for lunch and headed home. It was a short enjoyable but VERY cold ride.



Martin, had a heated vest, supplied by Santa (Wish he'd brought me one) and tested it over Fleet Moss on his SCRAM. Chilly, but invigorating, with dry roads, so minimal cleaning added up to a good result

Geoff went for a warmer and creative time with a jig saw made from a photo of his 2024 Classic on Ilkley Moor. I assume he then stood back and admired his work and his very smart bike.

best wishes to all - ride safe in 2026

Peter Jackson (MNS)



**ROYAL
ENFIELD**



www.royalenfield.org.uk

Branch Report—Peak District

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

There's not much to report since the last edition of The Gun. We are still getting out on dry days and thankfully we haven't had any salt put down on the roads, at least up to the end of December. anyway.

Our meeting in January will have been a chance to see who was on the nice list at Christmas and to see what new gear or accessories people have got. A couple of our members changed their bikes midway through last year, swapping a Himalayan 450 for a Classic 350 and a 500EFI for a Bear 650. Reports on both bikes have been very positive so far, with both people very pleased with their new bikes. We're looking forward to the end of Winter and hoping for some nice Spring weather to make riding around the Peak District even more enjoyable.

David Dreher (MNS)

Obituary

I was saddened to hear Sandra Pascall passed away late December 2025. I had been an 'Enfield Pillion Passenger' friend for over 30 years. Sadly Sandra didn't always have the best of health through her life but enjoyed rallies and holidays and the wonderful things riding pillion can bring. The laughter, fun and friendship we have all shared with her is endless. Rallies turning to longer holidays...Scotland, Devon, Cornwall, all over really. I know Sandra particularly enjoyed the rallies to Holland with the Club.



Sandra was always the first to offer a cup of tea. In fact my first memory of her was making us tea when we arrived at a Telford rally from 'down south' Sandra was a kind and thoughtful friend. She was an accomplished needlewoman and knitter only too pleased to craft something for other people, even making my granddaughter a cot blanket as a surprise. Sandra will be sorely missed for her easy company as she was always a helpful friendly lady to chat to. We will raise a glass of her favourite tipple. RIP!

Sue Watton (MNS)

Branch Report – South Wales Meetings; 1st Thursday of the month, 1930hrs at the Three Blackbirds, Pentre Ln, Cwmbran NP44 AY
Contact: - Gary (Ted) Edwards; tededwards68@gmail.com Tel. 07900 070717 Please see our Facebook page for event details and fantastic photos.



The beginning of December was the Christmas party at the Three Blackbirds. A new venue for the club, but we were not disappointed. The food and the service was very good. The evening was enjoyed by all, and made even better by quiz master Dave, who did another great job trying to make us use our brains. Also, Andy brought out a bottle of his homemade sloe gin, very potent but very delicious.

It was a cold mid-December morning but that didn't stop a brave group of riders searching for a warm place and a hearty breakfast! So onward they went from Newport to Chepstow, stopping at a favourite "Spoons" for a big breakfast. Afterwards we went through the lovely Monmouthshire lanes and back to Usk, to check out a possible venue for the annual branch rally. It looks promising, more details to follow.



Paul Rich (MNS)

Market place For sale

For Sale 2019 GT Continental Petrol tank in black no logos - will fit Interceptor as well. £150. David Price (MNS) Tel:- 07801 904487 or Email:- davidprice347@btinternet.com for photos etc.

For Sale 22 plate RE Classic 350 in Halcyon Green. Fitted with RE screen, Luggage Rack and top box. VERY LOW mileage. Garage stored. £3250. Also: Ladies Jacket, size LM; Trousers size 16 Interphone bluetooth intercom with 2 headsets. Akito Leather jacket plus Akito gauntlet gloves Derek Baines (Non member paid) Tel: 01262 604240. Bridlington

For Sale 250 Continental GT, rebuilt engine, powder coated frame, many new parts fitted. Runs nice. £3995 ono. Paul Meads (MNS) Pick up Mansfield Notts. Tel:- 07548266196 for more info. Email:- paulmeads@hotmail.co.uk

For Sale 2013 Royal Enfield GT Continental 535 Frame/engine number 00050 with just under 2000mls £2500 Tom Bray (MNS) Email:- tom.bray3@icloud.com

For Sale: Continental GT original Bubble Nose Fairing, very good condition, all brackets including headstock mounting included, photos available, asking £225 + postage at cost. Will Corry (MNS) Ballymena , Tel:-07506940955, Email:- willicorry17@gmail.com

For Sale 1938 500cc Bullet, working order and original unrestored, original registration number transferable, plus lots of spares.£7000 or swap for WD/L side valve. I need something I can kickstart. Chris Brady (MNS) Tel- 01280 848491 or 07778 330108

Market place Wanted

Wanted Does anyone have a lower section of a speed flow fairing they would sell. Any condition considered. Mansfield area. Paul Meads (MNS) Tel:- 07548266196 for more info. paulmeads@hotmail.co.uk

Wanted Wanted small splined kickstart 5/8" for a 1958 Royal Enfield Clipper250cc contact Neville Goodman (MNS) Tel:- 07933277997 or Email:- goodmanville@gmail.com

Wanted Carb conversion kit or part kit to change a 2009 Enfield injection set up to normally aspirated , Amal or mikuni acceptable Roger Dillon (MNS) Tel:- 07860531300 or Email:- rogerd@euromechstorage.co.uk .

ROYAL ENFIELD



Genuine and aftermarket parts and accessories for Royal Enfield Motorcycles

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



Hitchcocks Motorcycles

Tel: 01564 783192

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



Advertisements

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

Trade advertisements rates as follows per issue .

—full page £120, 1/2 page £60.



sew on patch
Black and Gold
see page 46 for details



www.royalenfield.org.uk

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 Gythio 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

June 2026

Glorious Glevum Rally Date; Friday 5th to Sunday 7th June 2026

Location; Apple Orchard Campsite, Westbury-on-Severn. (Same location as last year) <https://appleorchardcampsite.co.uk/>

Please join us for a camping weekend at this excellent venue with camping, caravanning as well as deluxe camping pods available. Open fires and barbeques, bar on site with home pressed cider, fantastic food in their cafe and excellent amenities throughout We are also hoping to join up with the Severn Bore Scooter rally which is a fairly large event happening the same weekend, nearby. Email:- reocglos@hotmail.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

REOC National Rally 2026 Running noon Friday 17th - 6pm Sunday 19th July Stanford Hall, Stanford Rd, Lutterworth LE17 6DH

Save The Date!

This announcement is offered for initial information only

Our 2026 National Rally will be held adjacent to the Taverners Founder's Day event in 2026. For the first time that event is set to cater for two nights camping with food and drink available on site throughout the weekend.

Our REOC activities will include a ride-out, a bike show and Saturday evening music. Sunday will see the usual Founder's Day displays and activities.

As soon as it is available we will offer a QR booking code with bookings to be made directly to the organisers at a cost of £30 for two nights camping plus Sunday entry.

Members wishing to bring auto-jumble sales items are asked to book a pitch with the VMCC Taverners in the main event area and not to layout items in the REOC field.



See next page for advert



Royal Enfield Owners Club



National Rally 2026



- Camping
- Bar and Food
- Live Music
- Presentations
- Bike Raffle!
- Bike Show
- Test Rides
- Guided Ride Out

July 17th, 18th, 19th
Stanford Hall, Leics, LE17 6DH
<https://www.royalenfield.org.uk/>

£30 ticket price includes two night's camping plus admission to the VMCC Founder's Day event on the Sunday

September 2026

Following the success of this year's **Red Rose Rally**, I have been asked to organise the event again in 2026. It is traditionally the first weekend in September. **Friday 4 to Sunday 6 September 2026** at the Orcaber Caravan Site. Contact Steve Curvis. Email:-

stephen.curvis@ntlworld.com

4th 5th 6th September 2026



ORCABER CAMPSITE LA2 8AE

PHONE: 07800 624994 TO BOOK

WONDERFUL VIEWS
GREAT CAMPSITE
PIZZAS ON SITE
SCENIC RIDES

When phoning, please tell them that you are with the Royal Enfield Red Rose Rally, and if possible email Steve, to give us an idea of numbers. Thanks! Information also on the REOC Facebook.

stephen.curvis@ntlworld.com

DEDICATED TO THE MEMORY OF JOHN BARNARD

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.

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

Anne Bradford remembered

I have to announce that Anne Margaret Bradford died on 30th November 2025. The South Midland Branch attended her funeral at Redditch Crematorium. She was a prolific writer about Redditch, but her book – Royal Enfield from the Bicycle to the Bullet 1851 – 1969 – for us, was her main achievement. She had the foresight to interview many of the people who worked at the Enfield Cycle Company over the years, celebrating their achievements, until the Enfield Company closed. John Budgen (MNS)



Club Sales

Clothing

Polo Shirt (17 colours)	£22.99
Classic T-Shirt (7 colours)	£19.99
Overhead Hoodie (19 colours)	£33.99
Zippered 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 Zippered 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



ACROSS

- 1 People from India. USA m/cycle marque
- 5 Abbreviation for "Road"
- 7 Abbreviation for "Company"
- 9 Green area in a desert. Manchester band
- 13 Shorter than "articulated lorry"
- 15 A pointed stick of ice hanging down
- 17 A food or drink tin. Able to do something
- 19 Institute (abbrev.) This month: "the 5th ?"
- 21 22/7. Or, 3.1415926535
- 22 A common pencil, half Hard, half Black
- 23 UK off-road vehicle, eg Defender
- 25 As strong as an ? On Morris car badges
- 26 Electric from a battery. Not AC
- 27 "For example" But a lot shorter!
- 28 Rearrange TOWN to get nothing
- 31 Half a 100. Roman numeral "L"

DOWN

- 1 "Imperial Chemical Industries"
- 2 Sentimental feeling about the past
- 3 Anagram: it canal u. Ships etc. A ? mile
- 4 International games every 4 years
- 5 RE. Very well-known motorcycles! (5,7)
- 6 Informal, shorter than father or dad
- 8 Zero. Before a decimal point, eg 0.5
- 10 Initial letters of Royal Enfield
- 11 People/things from Goa, India. A bike!
- 12 Impervious to rain
- 14 Anagram: tiger men. Large army unit
- 16 Chemical calcium. With dates, "about"
- 18 Wise old owl lived in this British tree
- 20 3. Roman numerals: III
- 24 Roman Catholic, abbreviation
- 29 Variant spelling of "Oi!" ...coarse shout
- 30 Manx motorbike race



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



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

Rolandos Demetriou (MNS)

Royal Enfield 250cc Bike Coming Next Year, Engine in Development rear more
<https://gaadiwaadi.com/royal-enfield-250cc-bike-coming-next-year-141116/>



Photo Below:- Royal Enfield has taken the covers off its newest 350cc model, the Goan Classic which is a bobber-themed alternative to the standard Classic 350.

The name Goan is a reference to the state of Goa on India's West Coast, and a new 2025 Goan Classic joins the Bullet, Classic, Hunter and Meteor in the 350cc range. It produces 20.2bhp at 6,100 rpm, while peak torque comes in at a modest 20lb ft at 4,000 rpm. Colourways, Purple Haze, Shack Black, Trip Teal and Rave Red.

(From Kiwi Bulletin 151) Thanks to Lew Martin

