

THE GUN

The magazine of the Royal Enfield Owners Club



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June/July 2026



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**ROYAL
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Front Cover:-

*The REOC stand at the Scottish Motorcycle Show
Ingliston Showground Edinburgh*

EDITORIAL

Hello All,

Let's start with something that's really important and that is the position of Club Sales Officer. You'll see on page 43 we have a "Lord Kitchener type" advert for this post. You're probably thinking "that's a bit drastic, isn't it?" No! It isn't! It means that at the present time no-one can order anything from badges to sweatshirts. It is our understanding that the Officer in question does not need a large storage area as clothing items are sent directly from the manufacturers. The smaller items wouldn't require your "spare room" to store them. If that's what was preventing you from volunteering, please don't let it. As you'll appreciate, this is a vital service in promoting the REOC. So surely there has to be someone out there from our 2,000 or so members who could fill this position.....ASAP!



We received a very gratifying e-mail from a member thanking us for such a good "ever improving" magazine. He was correct with the "ever improving" part because we are aware that it isn't perfect. However, some of that praise is down to YOU! We can't put the Gun together without you and we're very thankful for any contributions, large or small so keep them coming. If you're sitting reading this and thinking "Oh, they won't want to hear about my technical problems/solutions or my motorcycle adventures", then you're wrong. Send them in by e-mail (with a word document attached if you want), text, or even a letter. An accompanying photo speaks a thousand words!

There's been a lot of noise, and profanity, coming from the "Man Shed" as the Enfield got a puncture in the rear tyre. Unfortunately Doug kept "nicking" the tube when replacing it. Thankfully the second attempt proved successful and the bike is now back on the road again! (*Deo Gratias!*) Paula (and Doug)

All contributions for next issue to reach the Editors
as early as possible Before the **1st July 2026**
Next issue published **August 2026**

Club Assets

As a committee member I have been tasked with trying to locate all the clubs assets that are not accounted for in order that they can be stored in a central location. I have been asked to contact you as a former Committee member or Club Officer and asking members to contact me or any other committee member if they have any or know of any Club assets, I can be contacted by Email:- barry.carson@lyndexrecycling.com or by WhatsApp on my mobile:- 07739 473752

Write Away—my first bike

After reading Roy Easton's article and seeing him sitting on his twin turbo waiting for his 16th birthday, it reminded me of an old picture I had, where I'm sitting on my late Uncle Colin's Twin Turbo. It was the 1st bike I'd sat on, which I'm sure started off my love for motorcycles. I'm guessing 1972/73 by the registration plate on the mini, that I was about 5/6 years old. I have searched DVLA but found no trace of his Enfield. However 40



odd bikes and 50 odd years later I test rode a Royal Enfield 350 classic reborn (now named Colin) which I absolutely fell in love with and bought. I now own a 350 Meteor too, both keepers. I'm really enjoying our Devon Branch ride outs and social meets. I did a few rallies last year and felt welcomed at them all, looking forward to this year's coming events. It's just a shame work gets in the way for some of them. Look forward to meeting some of you at forthcoming rallies.

Regards,
Andy Browning. (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!

Write Away — The Scottish Motorcycle Show 2026



Well, here we are again! The show always seems to come around again really quickly, and this year was no different. No sooner has Christmas and New Year passed, and we were already planning for the show. This year we were allocated the same spot as previous years, which was really quite handy as the screw holes for the large Royal Enfield banner are already there and all still line up. This year we took a

small set of steps which makes it easier to reach to put the banner up. Seems every year I shrink a bit, and reaching up to hook the banner on gets harder and harder. Of course, the oil spots on the ground didn't line up with the old bikes, because there were no oil spots on the ground. All the bikes are OIL TIGHT.

Once all the banners, tables, display boards etc. were up, we were ready to line up the bikes on the stand. We had space for four machines but we had one late call off, which, due to the official process for booking in bikes for the show being digital and taking some time to complete, meant we didn't have time for a replacement. It was no biggie, these things happen, and as it was we just spaced out the three we did have to take up the space.

The bikes were; 1948 Model G and 1943 WD/CO, belonging to myself, and a 1967 Series 1A Interceptor, belonging to Dean Darlington. With the two older bikes guarding the stand flanks, the Interceptor stood gleaming in the centre. It all made for a magnificent, and eye-catching line up. (The WD/CO belonged to Alan Fell, who came to the show to see his old bike on the stand. It was great to see Alan again.) The show opened on Saturday with a steady stream of visitors, many new to Royal Enfield and a lot of folks I see every year at the show. There was a lot to discuss, anecdotes to share and memories galore from everyone. The same question was asked a lot, about whether the new Royal Enfield bikes were included in the Owners Club, to which the reply



Write Away—The Scottish Motorcycle Show 2026

is as always 'yes, absolutely!' This is likely due to the Royal Enfield dealerships changing all the time in Scotland. Every year the franchise moves and there is not much opportunity to generate a relationship between the Club and the dealer, because the dealers keep changing. Shame, really. A quick wander around the show hall found few other Royal Enfield bikes at the show, but there was a very nicely prepared Continental 250cc machine in the concours display. These little machines are pretty little bikes - lots of chrome, ace bars and that wonderful jelly mould tank reminiscent of Italian sportsters. For me it was the best bike in the whole concours display, I don't know whether it won any prizes, but it should have.



Sunday started slowly, it may have had something to do with the result of the previous days rugby match, and there did appear to be one or two tender heads amongst some of the Show goers as the day progressed. Again, many more visitors to the stand, and all too soon it was time to pack up. The classic/club hall allows stands to start breaking down from 3.30 pm onwards, and for bikes to start leaving for 4 pm. Of course, by around 10 past 4, you couldn't see one end of the hall from the other and it was getting hard to breathe due to the number of people starting their bikes up and then sitting with them idling in the enormous queue to vacate the hall. It didn't impact on the great weekend we had just had, but slash/cut bikes on full choke, idling inside the hall? Come on, eh? Another minor gripe was that the Harley Owners Group had their stand right in front of our stand, and they had a huge gazebo, which blocked our view of the rest of the hall. It made for a cozy little corner for our stand, but

it did feel a little cut off from the wider event.



We typically wait until everyone else has left and then we bring in the van and load it up at the stand inside the hall. This was done by around 4.45 pm, and soon we were out into the fresher air outside, and off home. . I gave a lift to one the Norton machines

Write Away — The Scottish Motorcycle Show 2026



for my mate, so we had the WD/CO, the Model G and a Norton ES2 in the van along with all the stand gear. It is amazing what you can fit in a Transit.....

So, thanks to Dean, for the Interceptor and help on the stand over the two days, and also a big shout out to Mike Mangan, who showed up both days to help out too.

Mike is going to show his bike on the stand next year. Apologies Mike, that we didn't manage to get your machine on the stand this year, but 2027 promises to be even better than this year!

A million thanks to all who helped, visited to say hello, and apologies if I missed anyone. I was totally worn out by Sunday night, which means it must have been a good show!

Adam Claxton (MNS)



british motorcyclists federation

The Royal Enfield Owners club is now affiliated with the British Motorcyclist Federation. This brings a whole range of benefits to the Club at a national level. The BMF represents the best interests of UK Motorcyclists as they campaign against dangers to your safety and safeguard your freedom to ride at a local, national and European level. They also have an association with the Federation of European Motorcyclists.

On a club level, the benefits include a club discount code which will enable REOC members to access benefits such as reduced price tickets for BMF events and discounts on insurance .

More information is available from

<http://www.britishmotorcyclists.co.uk>

BMF you tube channel

BMF community Facebook group

I am the REOC liaison representative to the BMF

contact me Patrick Hurley (MNS) at bmfrep@royalenfield.org.uk

Write Away—The other Flying Flea

While on holiday recently in Malta (*in between copy dates of course!*), we visited the Maltese Aviation Museum. What a surprise to come across “Le Pou Du Ciel” which translates as “The Flying Flea”. I couldn’t resist taking Doug’s photo next to it and then sharing it with you! I hope this makes you all smile!
Paula Young (MNS)



“History in the making No 3”

1935:-*The Flying Flea Craze* “can be built in the bedroom for less than £70Any man who can nail a lid on a packing case could construct his own airplane, and anyone could teach him self to fly the Flea easily, quickly and safely”
- Henry Mignet

Write Away—Trip to Oz

I was in Perth Australia last year at Tara, my daughters and she has a friend called Bruce (*what else would he be called in Oz?*) who lives in Jindalee. He



has two Royal Enfields, one was an old Bullet but he had just picked up a brand new 650 Meteor. When I visited him, as you can see I got a wee sit on his new Royal Enfield and got my photo taken.

Regards
Graham Kirk (MNS)

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Write Away — Wankum to Waterloo – Motorbike borne meditation Part 2



A few hours of perfect riding ensued, the countryside, hills, and farms slipping by like an endless succession of postcard pictures. For me, riding a bike is like meditation, especially on a longer trip. It is the place where I get to sit with my own thoughts, contemplate and enjoy life and absorb the world around me. It enforces the need to be present in the current moment. This could probably be summed up as mindfulness, something that many seem to seek, but few seem to achieve in the modern world of apparently essential tech that is endlessly

Joerg astride his mobile temple fired like a machine gun into the eyes of an increasingly unsettled and dissatisfied global populace, though as the great Ted Simon says, 'Instant information is instantly irrelevant'.

With meditative thoughts filling my mind La Roche en Ardenne appeared unexpectedly. One moment we were seemingly in the middle of nowhere on empty roads, when without any warning we found ourselves in the town square surrounded by cafes and the smells of roasting meat, coffee and charcoal making our mouths water. After practicing the by now well-honed art of Zen and copious iced tea drinking we didn't feel particularly inclined to contemplate the horrors of war in the Battle of the Ardenne WWII Museum, choosing instead to stroll around in the heat, poking our noses in diverting shops as an alternative. Don't get me wrong, I fully appreciate the need to preserve wartime history, but there is also a time and a place for everything and now wasn't that time for us. Instead, we carried on to our overnight stop in Dinant where we stayed in the former monastery and Leffe brewery, now tastefully converted into a hotel. Following a Japanese Ramen dinner in the historic home of Adolphe Sax, the inventor of the saxophone (a slightly odd use of the building), and an evening walk along the River Meuse, Joerg and I toasted the day with a cold glass of Leffe on the terrace and watched the sun descend over the Citadel.

The following day was the time and place to contemplate the horrors of war, though albeit an older one, as we stood atop the Lion's Mound at the Waterloo battlefield. We had felt sombre strolling through the excellent museum and visiting the final headquarters of both Napoleon and Wellington. It had been a heavy and thought-provoking experience, leaving me contemplating what a

Write Away — Wankum to Waterloo – Motorbike borne meditation Part 2

huge waste of human life there had been over the centuries as humanity has thrown itself against each other in a seemingly never –ending cycle. I guess as the saying goes ‘Those who fail to learn from history are condemned to repeat it’. In typical light-hearted fashion Joerg adjusted his cap to the athwartships position, stuck a hand in his shirt and proceeded to take Where’s Wally style photos. Feeling better, we hit the road again making our way across the flat vista with the seemingly endless straight road flanked by housing reminding Joerg of parts of China. The trip was winding down, and as always it was a mixture of sadness at a tour ending tinged with a



Ol’ Boney

desire to just keep on rolling and seeing how far the road would go. Of course we looked forward to seeing families again, but this had been a shorter trip, and there was still more itch to scratch. We spent the night in a former watermill that had been converted into a B&B. although we were very confused to find, upon checking in, that where two French double beds had been advertised there was in fact one King sized bed. This was corrected with the appearance of a Belgium Army camp bed which Joerg insisted on taking after we had conducted the very British pastime of arguing over how the other should benefit from the more comfortable bed. The next morning,

I conducted the now traditional blessing ceremony of our bike trips and ensured our ongoing good luck by standing in a freshly laid chocolate dog egg that had been lovingly deposited by my bike without me noticing. After scrubbing this off with a bottle of water and the toothbrush provided in the room (no I didn’t put it back by the sink) we thumped our way over the border into Holland. Windmills and lakes passed by in blur of sun-drenched greens and blues as we headed back in the direction of Germany. There was time for a final stop by a lakeside marina where we found a good spot to take a photo of ourselves with the bikes using Joerg’s collapsible kettle as an improvised camera stand. The trip had been truly excellent, and as always it had been a real pleasure to spend time with each other on the road. I am truly lucky to have a friend and father-in-law like Joerg, and to have the opportunity to see some beautiful places by Royal Enfield. Travelling by bike is a reminder for me that the past is gone, the future is uncertain, and all we can do is make the most of the present. William Sanders (MNS)

Write Away— A DOZEN “DON'TS” FOR DRIVERS

DON'T let in the clutch with a jerk, This practice places unfair strains on the engine, transmission and tyres.

DON'T Leave the brakes alone till the last moment and then have to apply them hard. This is only asking for skids and tearing miles off your tyres.

DON'T Slam the throttle open suddenly . Give your machine an easy life and it will repay you.

DON'T Drive on the exhaust lifter. Its purpose is to help starting and stopping the engine.

DON'T Slip the clutch to save changing gear. The clutch is for use, but this is abusing it.

DON'T Be afraid of the lower gears. They also are for use. On the other hand——

DON'T Race the engine in a low gear when it will readily pull a higher one. This is abuse.

DON'T try to economise in grease or oil. They are cheaper than repair bills.

DON'T Neglect the essential adjustments, particularly the tappets and clutch control. If you do——

DON'T Blame the makers for the inevitable consequences.

DON'T Run your tyres too soft. They are expensive, but air is cheap.

DON'T Neglect to consult our Service Department at any time.

Please find attached (*above*) the last page in the hints and tips booklet for my KX1140, which some may find entertaining.

Jak Lemon (MNS)

Branch Scribes please remember to inform the Branch coordinator Alasdair McIntosh if you change your Branch meeting venue or your meeting times.

Send your new information to

Email :- branchcoordinator@royalencfield.org.uk

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Promotional Leaflet



The club for enthusiasts of Royal Enfield Motorcycles old and new



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

Finally Grabbing the Bars- Tanzania Motorbike Tour Part Two

The tour was organised by Eric at East African Motorcycle in Arusha. We had an amazing guide Henri and backup 4x4 driver Fazili with a spare bike on a trailer, who provided calm, professional support and made me feel reassured from the start. Mark encouraged me throughout and whenever I looked in my mirror there he was right behind grinning from ear to ear. This wasn't about bravado or pushing limits — it was about riding well and riding together.



Onto the Bikes — West Kilimanjaro

Monday was the day everything became real. Collecting our Royal Enfield Himalayans, we rode north from Arusha toward West Kilimanjaro, covering 135 kilometres on a mix of tar and gravel. Riding around Mount Meru, we passed bushland and open plains, sharing the countryside with camels, giraffes, zebras and gazelles.



Lunch was cooked at a bush campsite with a view of Mount Kilimanjaro. As a new rider, I was intensely aware of everything — my posture, my breathing, the feel of the bike beneath me. But gradually, something shifted. I

relaxed and enjoyed it, I trusted the machine. The Himalayan felt stable, predictable and wonderfully suited to the terrain, and I had a lowered bike which meant I had a comfortable saddle to sit on! That evening, at House of West Kili, dusty, tired and arthritic hands a bit sore, I realised I was no longer frightened-I was elated, I had done it!

Gravel Roads, Volcanoes and Confidence

Tuesday took us West and then North toward Lake Natron — a long day of nearly 200 kilometres, almost all on gravel. The landscape changed constantly, dominated by the dramatic cone of Ol Doinyo Lengai, Africa's only active carbonatite volcano, with Mount Gelai standing silent beside it. The conditions were challenging: deep dust, long continuous "rasta" bumps, potholes and loose stones. Henri's calm guidance and the encouragement of

Finally Grabbing the Bars- Tanzania Motorbike Tour Part Two

Zebras at Ngoragora Crater



my family meant my confidence grew, I rode sections I would never have believed possible just weeks earlier. At sixty, I was learning that capability doesn't disappear with age — it simply waits for permission. That night at Africa Safari Lake Natron, as zebras grazed around our accommodation as the sun

set. I felt an enormous sense of achievement.

Walking, Dancing and Slowing Down

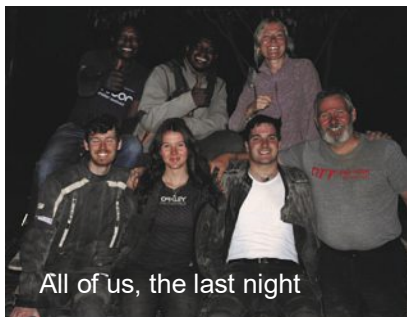
Wednesday I took a break from the riding and went by 4x4 as I wanted to take videos and my arthritic hands were a bit sore.

Accompanied by a Maasai guide, we walked through a river gorge up to a waterfall and swam in the cool water beneath it. Later the others rode the twisty deep sandy tracks to Lake Natron's shore testing their balance more than anything so far



and at times their ability to move! It was worth it to see hundreds of flamingos feeding in the shallows, turning the lake pink. On Thursday we rode South along the Rift Valley escarpment, passing Maasai villages, local towns and wide desert landscapes. A spontaneous dance with Maasai women and children reminded me that travel is about connection as much as scenery. That evening at Hhando Coffee Lodge, watching elephants feeding below the terrace, I felt profoundly grateful .

Ngorongoro and Reflection



All of us, the last night

Friday's early-morning descent into the Ngorongoro Crater was a fitting finale. From the 4x4 we saw lions, elephants, zebra, hippos, giraffe and wildebeest in a landscape so rich and utterly beautiful it barely seemed real. That night back in Arusha, reflecting on the week, I realised how much had changed. I had arrived unsure and tentative but I was leaving as a

Finally Grabbing the Bars- Tanzania Motorbike Tour Part Two

rider!

A Message to Women Reading This If you're reading this and thinking, "That sounds wonderful, but not for me," I understand completely — I thought the same for decades. But neither gender nor age should be barriers. Confidence grows with practice. The right bike, the right people and the right attitude make all the difference. After thirty years on the back seat, I finally grabbed the bars!

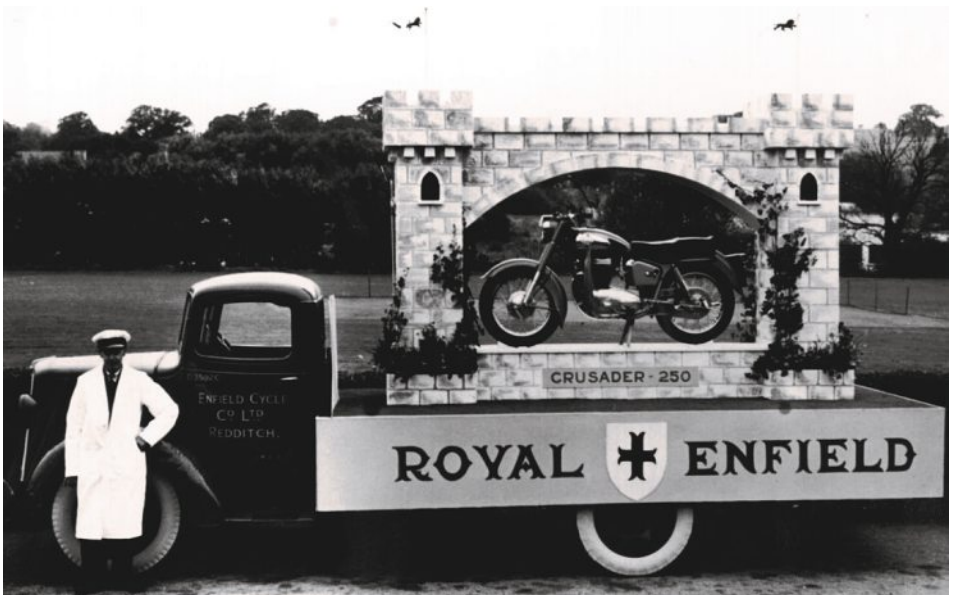
Karen Kiehlmann (MNS)

The Crusader 250 is Seventy Years old.

2026 marks the 70th anniversary of the launch of the Crusader 250cc model, from which came the Clipper, Crusader Sports, Super-5, Continental, New Bullet 350, Continental GT and Olympic.

Crusader designer, Reg Thomas demonstrates the quickly detachable rear wheel.

Bob Murdoch (MNS)



1956 (Code name C6) Crusader on a Redditch Carnival Float

The Crusader 250 is seventy Years old.

For the new 250cc Crusader you could get a fully enclosed rear chain and could add legshields and Panniers.



Miss Pat Mason on the new 1956 C6 Crusader 250cc



Book Review

One of the most popular Royal Enfield dealers in years gone by was Gander & Gray of Romford Road in London. Jack Gray, one of the then partners was a prolific motorcyclist in his own right and in the 90's he decided to put pen to paper and regale us with some of his stories. I would thoroughly recommend his book "Motorcycling Through The Thirties" which is absolutely choc-a-block with very interesting and amusing anecdotes giving the reader an insight into what motorcycling was really like "back in the day". There are 27 chapters, the shortest being 4 pages and the longest being 12 pages in length so you certainly don't get bogged down whilst reading it.

I found this a very easy read that I could put down and pick up at my leisure (*in between putting the Gun together with Doug*) It flowed seamlessly from one chapter to the next and is one of the most enjoyable books I've read, making me hanker for more simple times unhampered by rules and regulations ad nauseum. It's available from Hitchcock's Motorcycles (See ad on page 13) at a cost of £6.60 plus p&p. Paula Young (MNS)

MOTORCYCLING THROUGH THE THIRTIES



Jack Gray

Tassie Tale— First Impression of the Black Mana Himalayan Rallye



G'day everyone from Tasmania, I trust you are well and truly getting ready for the warmer weather and getting out on your bikes. My Hunter 350 was ready for it's first service. As of 2025 model year, the valve check is at 6000miles and not during the 300 mile first service, which was a shock to the wallet not long after the purchase. With almost 500 miles travelled hassle free, I am very happy with the bike and love the London Red colour. Many people have asked if it was a custom paint job. After dropping the bike off at House of Motorcycles in Launceston, Tasmania, Australia, I was invited to take any bike on the demo fleet for a spin. Royal Enfields on hand were a 650 Classic, Continental GT, SCRAM and a Black Mana Himalayan Rallye with tubeless tyres. As I had not yet sampled the 450 single, it was a great opportunity. At a first glance you immediately realise that this is a thoroughly modern Motorcycle, nice touches of tech with a superb build quality. Please note that this type of bike is definitely not my taste, but the Guerrilla definitely is! Thumb the starter and that big single settles into an idle around 1000rpm. Power is available from low down and just keeps coming....nice. The seat on this particular variant is about as comfortable as a plank of wood, I am told the standard seat is much kinder on the rear end. After about 80 miles it was time to collect the Hunter, aka HNTR, the service being decidedly cheaper than previous first services on J series bikes. I have owned 2 Meteors, a Classic and now a Hunter in the 350 range and I simply love that Zen feeling it gives me. It is easy to compare them, same engine but styling and geometry differences creating a character of their own. The 450's are a whole different kettle of fish. Rather than a modern classic bike, they are a thoroughly modern bike that will bring the hooligan out in you.....don't fight it. Mike Wherry (MNS)





The Kiwi Bulletin Number 158 March 2026 Thanks to Lew martin



Hi! Here's a photo of my Thai Scram. I ride South East Asia as much as possible as I am now retired. The Scram was bought in Thailand for my 65th birthday and had a mad adventure through Thai/Cambodia conflict zone. April sees me off again for six months of more adventures in South East Asia.

Stephen Cruickshank



Hi Riders! Here's a photo of my new ride a 350 Bullet, 1000kms so farit is a lovely bike to ride, tractable, reasonably torquey, very comfortable and capable in the traffic. It will do 129 tops and on long hills a wee bit slower ...! Anyway I love it, gorgeous wee bike
Chris Blenkinsopp

The photo on the left was taken at Whangari yacht basin, the right was on the hill above Puhoi

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Next issue published **August 2026**



Thursday September 10th – Sunday September 13th 2026

**Royal Enfield Owners Club AGM and
Camping Weekend**



We are moving! This year's AGM will be held at The South Wingfield Social Club, 43 High Rd, South Wingfield, Alfreton DE55 7LX.

The club has a function room and several other bar areas, with reasonably priced beer etc. There is a camping field for tents and an area for camper vans. Camping is £5 per night per person, it is the same price for camper vans. For anyone who doesn't want to camp but wants to stay nearby, there are a lot of air BnBs, BnBs, etc. in the area including a Travelodge about 5 miles away. South Wingfield is on the edge of the Peak District and has fantastic roads and attractions nearby. Because of this we are inviting members to come up on the Thursday night or Friday morning. We will have a ride for Fish and Chips on Thursday evening to Matlock Bath and a longer ride out to a local place of interest on the Friday. The AGM will take place on Saturday from 10:30 followed by a lunch provided by the club for those who attend the AGM.

The social club does not normally serve food but will be putting breakfasts, a BBQ one evening, a pie and chip supper on the other evening and the post AGM meal. These will need to be booked in advance. If these are not to your taste, there are two pubs a short walk away which do food or numerous take-aways which deliver to the site.

The event will be organised by the Peak District Branch and in order to help us out we ask that you let us know in advance that you are intending to come and how many nights camping you require. There will be a form on the website, the Newsletter and in future issues of the Gun.

Thanks

Jak Lemon (MNS)

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www.royalenfield.org.uk

Machine Dating Applicants. Please read.

May I politely request that any applicants for machine dating, with or without certification requirements, please state their current REOC Membership number.

We encourage non-members to join the Club so it is customary to enquire about numbers prior to answering requests. Stating your REOC number in your initial email will save us both time and frustration. That includes the many emails we receive asking about dating without certification such as; “my mate is selling this frame... what year is it?” They say ‘this’ frame but do not include a photo of the frame or the number. Photos make our role possible. So yes, we need to see the frame and number even if the number is clearly legible and you have quoted it. Particularly with regard to machines manufactured prior to 2008 and imported from India.

As many Members will know, Redditch used repeating numbers across model ranges. As such a brief context is always beneficial for dating purposes. For example there will be post 1955 twins of 500 and 700 capacities with the same frame and number, we’ll call them 1234. Unhelpfully the factory dropped the use of prefixes (EG; 5T or 7T) so the frames may be identical. Let’s say the factory dispatch ledgers tell us that that one of the 1234s was sent to dealership Jack Butler of Leamington Spa and the other to Australia. If a frame has turned up in Warwick bearing the number 1234 it is most likely to be the Jack Butler machine not the one sent to Australia. Knowing that will tell us which 1234 the bike should be, 500 or 700.

Please do not give us a frame number and ask what the engine number should be, likewise with engine numbers. We will gladly tell you what you have but never what you should have.

Polite request; we are busy volunteers so please help us to help you by being concise and accurate.

We’re here to help and to support the return of Royal Enfield motorcycles to the King’s highway. John Dove Email:- machinedating@royalenfield.org.uk

Now see Page 37 for full instructions

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!

Proud War Record Part 7



On this and the following pages are shown a representative selection of the Enfield Cycle Company's products during the war. Many of these articles were made by the thousand, while in other instances only a few hundreds were made and in one or two cases the end of hostilities came while the first prototypes were still undergoing test.

MILITARY MARK V BICYCLES.

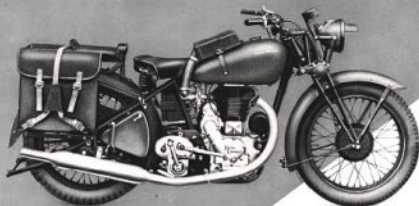


MOTOR CYCLES
FOR THE SERVICES.

350 c.c. SIDE-VALVE.



250 c.c. SIDE-VALVE.

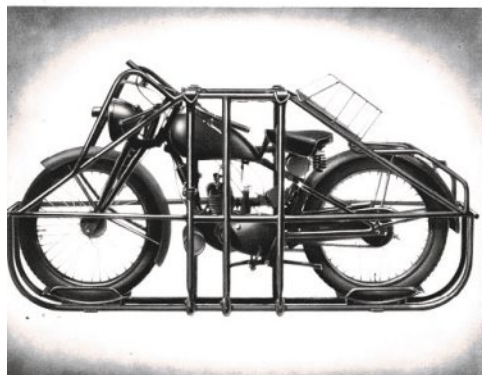
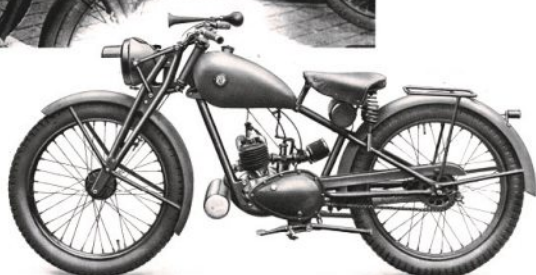


350 c.c. O.H.V.

Proud War Record Part 7

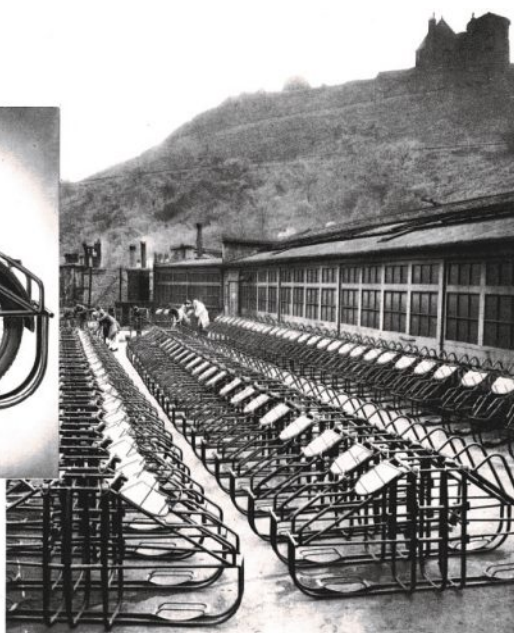


125 c.c. "AIRBORNE"
MOTOR CYCLES.



TUBULAR CRATES

FOR DROPPING 125 c.c. MOTOR CYCLES BY PARACHUTE WERE
EXCLUSIVELY MADE BY THE ENFIELD CYCLE COMPANY.



Face Book Findings



Davy Rankin is a newbie from Airdrie in Scotland. He has a Honda Shadow vt750 and 2 Enfields, a 350 and 500. He has been working on both with only the tank for the 350 to get back from painting. He tried it himself but says the brush stokes were horrible Davy has just started on the 500 and isn't sure how it will turn out. He has put 10.5 shocks on the 350 and will do the same with the 500 due to the bike seat height being a bit high, or he's short!!

Will Fox has just joined the REOC after owning his 1943 Royal Enfield WD/CO for the past 8 months. He only started his motorcycle journey after passing his test back in August, so it's been quite an introduction.

He says she has certainly been one hell of a first bike! She's from a 1943 contract that was sent to the Irish army during the war, which he believes may have aided in it keeping its matching frame and lump. He'd love to dig deeper into its history, so if anyone here has knowledge about WD/COs in Irish Army service, he'd really appreciate your insight.



Member Graham Bell reckons it's another very "yellow day" for him.

He hopes this photo of the yellow Gorse is less traumatic for the hay fever sufferers than the rape seed photo he posted the previous day.

Face Book Findings

Geoff Moate is another new member, this time from near Snaith in East Riding of Yorkshire.

He's just bought a Guerilla 450 and the first outing was to Seaways Cafe in Fridaythorpe. He was surprised how much interest the Guerilla sound and looks seemed to attract



Wolfie Smith was at the Home Counties Branch Midweek meeting at the Super Sausage Cafe one lunchtime.

Seven of them, Chris, Gordon, Julian, Jerry, Chris, Huw and Mark admired Gordon's recently acquired Turbo Twin which looked and sounded great!

Jamie Dyer went on a Saturday afternoon's ride across the north of Scotland out to Tongue and back home. He fitted panniers that morning, all good! He was meant to meet up with Brian down in Lairg for late lunch but when he went to leave, the battery was flat!

Jamie "rain checked" the run to Lairg but had a brilliant ride anyway. He then slowly headed West exploring a good few of the forestry tracks as well as nice quiet roads. He's loving his Himalayan and the time out on it.



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).



The good weather has bought out a wide selection of different bikes to the regular meetings, as this photo, which was taken outside the Mulberry Café at Cropredy, shows. Some of the bikes in attendance are even Royal Enfields! The rather lovely 500 twin belongs to John, the owners of the Kawasaki and Velocette shall remain anonymous to prevent hate mail.

As the ongoing political situation in the Middle East is currently pushing up fuel prices the topic of the mpg benefits associated with diesel motorcycles has cropped up on numerous occasions. This seems to have struck a chord with at least one of our Midshires members as they have gone ahead and purchased a diesel Bullet. They will also remain anonymous to prevent hate mail.

Cheers

Matt Little (MNS)

OOOPS!

Thank you for publishing my article in The last Gun, though I ought to point out the picture on the back cover is not my old Electra-X as captioned. It is in fact the '61 framed "Bitsa" as I'm sure members with a grasp of the older models will have worked out. It might not be so obvious though to our friends who are only familiar with the newer bikes.

The big Mikuni is now fitted, early indications are promising.

Best regards, Adrian Orchard (MNS)

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 Tel:-07311291906



The late John Barnard's daughter has the task of selling his bikes. We were dismayed to hear that the BMW has been stolen from his house. Not good at all, but a reminder... if needed... to make sure everything's totally secure.

April 7th was a wonderfully fine day. The monthly meeting was spent outside, around the bikes in the Pack Horse car park. There were a great range of machines, the earliest being a Super 5 from 1962. Not surprised, but anyway pleased to say, that it started first kick for the journey home.

As you will have seen in the E-Newsletter, we were surprised and saddened to hear the next day, that John Bradshaw had died. His funeral was on April 21st, with a count of over twenty-five bikes attending. Our condolences to Deb, Paul and the family. We'll miss him.

Chris Robinson (MNS)

All Event Organisers please note

Dates and details of all club events must be authorised by Neil Davis, our new Social Secretary or they will not be published in The Gun or on our website. Contact Neil by email:- socialsecretary@royalenfield.org.uk or send him a message via "Contact Us" on the website

Branch Report—Devon

The branch usually meets at the Cowick Barton EX2 9HF on the third Thursday of the month, 7.30 for 8pm start.

Membership enquiries to Email:- reocdevonmembership@gmail.com



The weather has improved, triggering a surge in Devon branch activity. We spent a day at Taunton's County Classics motor museum. The staff and volunteers were excellent hosts, showing us around the exhibits from the 60s, 70s and 80s – the cars were so much smaller then compared to the behemoths of today.

We had breakfast runs on the first Saturday of March and April, the first to Jack's Patch café in Bishopsteignton, the latter to MacPhearsons, the new RE dealer near Plymouth. These regular

events are highly sociable and always include the option of a group ride afterwards. In mid-April we had a weekend away to west Cornwall, staying at the YHA Penzance. In total there were eleven of us including Pete and Dav from Cornwall, who did an excellent job of guiding us around beautiful roads and scenery, and Laurence and Bob from the South Oxfordshire branch. Consensus was that this was such an enjoyable event we would definitely be back.

Phil Stuckey (MNS)

Photo captions

Photo 1: *This proves we actually went to Cornwall!*

Photo 2: *Breakfast run to Jack's Patch cafe*



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



Spring has witnessed a varied flurry of activity for the Oxfordshire's Enfieldisti fraternity. Right up there was the formation of a fledgling darts team to rise to the challenge thrown down by the local Triumph OC. Led by Dagger-Dave, the lads famously cruised to a victory on their first ever outing.

Rides-outs have continued to be a plenty, including runs to the MotorHub (Bibury) and a great new café (The Greedy Pig) near Aylesbury – fantastic value for money. Further afield Spring has witnessed members (Phil and Andrew) rising tackling an uncharacteristically wet Morocco in the Atlas Mountains, and Lawrence + Bob rendezvousing with 'REOC Cornwall' for a weekend of bivouacking.

Plans for the next few months include a branch BBQ; a ride-out to the historic home of Royal Enfield (Redditch); and continuing to sample the local Indian restaurants.

SO, if you would like to join in with the fun, just pop along to the Red Lion on a club night and say "hi!".

Andrew King (MNS).

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



Finally we have had warm and dry weather for our meeting, reflected by over twenty people coming along, with 17 Enfields plus a few other makes in the car park, (including two sidecar outfits!) creating a lot of interest from the other cafe customers. We hope to arrange some ride outs soon.

As always we love to see new faces (as well as our “regulars!”) - you can be assured of a warm welcome. Meetings fourth Saturday 12 noon Blackham Station Cafe, NR10 4LJ. Contact me Email:- paulscarff.reoc@gmail.com
Paul Scarff (MNS)

Branch Report – Somerset & Dorset - We meet on the second Monday of the month at 7.30pm at Lydford Parish Hall , West Lydford TA11 7OH.
Contact Martyn Shire 07776 318733
Email:- himarty@hotmail.com

At last longer days are with us! On 12th March, 8 riders met at Somerton for a relaxing ride across part of the Somerset Levels (referred to as ‘The Moors’ by us locals). The route took us alongside the river Parrett, then towards Taunton via back roads and eventually up onto the Blackdown Hills. We dropped down into Hemyock then climbed up to Dunkerswell airfield for our coffee stop. Fortunately we avoided the showers which were forecast. It was a super ride with good friends. Congratulations to branch members John Young & David Sloggett who both took part & finished in the MCC’s Exeter Trial & the Lands End Trial. David also rode in the Torquay Trial. Well done!

It was really good to have Jamie & Ainslie drop in to say Hello.
Martyn Shire (MNS)

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

The March meeting was held at Cullen and was our late Christmas lunch, venue and company was enjoyed by all attending.

The April run, ably led by Greg in his new role, was visiting a new distillery on the Cabrach. We had an excellent tour guide which made for an equally excellent visit! We were given a



small blended sample of local malts, which it is hoped will be similar to the final product, which we took away to be enjoyed at home. I returned home at this point but I believe the rest of the day went well.

Details of future runs on the 27th June (which will be led by Robyn) and 25th July (with a possible visit to Garlogie beam engine) will be circulated once the details are established. These will be circulated nearer the time, from Greg not me, so please make sure Greg Ross is on your list of safe senders!

Anyone wanting to join us please contact me and I will forward details when they are ready.

Bob Prodger (REtrialer) (MNS)

Graham Scarth, our Membership Secretary, was in conversation with a new Japanese member and he mentioned the story about the 250 Crusader Super Airflow. It turns out the guy knew about the owner, got in touch and sent Graham a photo before it was painted red. I have to say it looks much better to me. Ed



Branch Report—Wessex

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

Email:- doughopkins@hotmail.com

The April club night saw the first of the evening ride outs, which meandered through the local lanes, taking in Cole Henley, Sydmonton, Ecchinswell and Kingsclere. Despite three herds of deer trying to wipe us out, we all made it back to The Wyke.

We had a ride out to the Hampshire Ariel owners club Autojumble at Long Sutton, where many a bargain was purchased. Afterwards we rode on to view Headley Grange near Bordon. This 18th Century former workhouse, was the location of some epic recordings in the early seventies, with Led Zeppelin, Fleetwood Mac, Genesis and Bad Company all recording albums there. Allegedly, Stairway to Heaven was written there. We then continued down to Petersfield, to sample Turners Bakeries award winning pies, before returning via Stoner Hill, Ropley, Arlesford and Wherwell.

The Sammy Miller Motorcycle Museum Enfield day was certainly very popular, with a vast number of bikes attending, but noticeably very few Redditch machines. We then continued through The New Forest, riding through Beaulieu and Exbury to Lepe country park, overlooking the Isle of Wight, before returning home along the back roads of the Forest.

REgards

Doug Hopkins (MNS)

Branch Scribes please remember to inform the Branch coordinator Alasdair McIntosh if you change your Branch meeting venue or your meeting times.

Send your new information to

Email :- branchcoordinator@royalenfield.org.uk

www.royalenfield.org.uk

Tayside—Branch report 1st Thursday of month, 7:30pm, The Pitcairngreen Inn, Pitcairngreen, Perth. PH1 3LP
Email:- Alan Thirsk - constellationthirsk@gmail.com



We all enjoyed the chance to relax and catch up at our Christmas meal at The Pitcairngreen Inn. This was followed by a well attended visit in January to Mills Observatory. Although it was too cloudy and wet to use the

telescopes, there was plenty to see of interest and we had planned ahead, really enjoying their planetarium show.

At our April meeting Bill Grigg gave another interesting talk on his latest long distance journey last year to Spain and Portugal. He's covered an impressive number of miles over the last few years.



By the time you read this the Scottish Rally in mid May will have given us a chance to catch up with old friends and meet some new ones. Looking forward to it and organising more local runs and events this summer.

Join us on the first Thursday of each month at The Pitcairngreen Inn at 7:30pm.

Marion Thirsk (MNS)



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.

Two events were organised to raise funds for our August Rally. The first was our first film night. Thank you Dave H, for persisting with the idea and the cinematography and Paul Woffington for organizing the venue. The film shown was the classic, Steve McQueen's, "On Any Sunday". The second event was an evening at the Glascoed Pub, the venue for the rally. We had one of Dave's now infamous quizzes, a raffle, and entertainment from Chris and Wendy Moreton, a talented singing comedy duo who will also be attending the rally alongside our other regular entertainers.



Our First "Ride and Cook" event of the year took us back to Llwyn-On Reservoir where these events started a couple of years ago and we had a tremendous response! Special mention to; All chefs i.e. yet again, Kobi who turned out some first-rate food—this time it was wraps! Mike S. laboured away with his haggis treat, Mark (Kobi's mate) kept the sausage and bacon grill topped up, Ted turned out sausage and bacon and those chefs who took a turn at one of the multiple cooking stations! Visitors of note: Roz for making a record breaking trip on her 125cc Ital Jet scooter, Liam for making his first visit and Dave for returning after an initial introduction at a branch meeting. Overall, it was a marvellous example of biking bringing together a mix of bikers having a relaxed and very sociable gathering. The beautiful weather helped up at the



reservoir, near Merthyr Tydfil. To all new attendees, you are very welcome to join us again on all, or any, ride that takes your fancy Many thanks to everyone for attending and bringing something along.

We have a packed Calendar of events this year, please go to the events tab on our Facebook page for details.

Paul Rich & Richard Halleran (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

The REOC Kent Branch 2026 season began on 8th March with a misty run around the Isle of Grain. After breakfast at Nell's Cafe and a gathering in Strood, we enjoyed the atmospheric marshland views before settling in for lunch at the Hogarth Inn. The momentum continued with a trip to the Ardingly Classic Bike Show on 29th March, followed by a



high-octane visit to the Velocity Vintage Drags at Manston Raceway on 4th April. On 12th April, Mark Soave led a successful ride to the Eastbourne Classic Motorcycle Show at Sovereign Harbour, featuring a scenic pit stop at the Butchers Hook Cafe in Heathfield.

By the time the Gun is out, our members will have worn their finest tweed for the Distinguished Gentleman's Ride on 17th May to support men's health charities. This was followed by a rideout to Krazy Horse Customs on 31st May. June will be equally packed, starting with the Ride of the Ruperts on the 7th to raise funds for Whizz-Kidz. Our premier event, the Annual Kent Branch Rally, takes place from 12th to 14th June at Palace Farm in Doddington, featuring a Friday meal and a grand Saturday rideout.

We continue to meet on the second Tuesday of each month at The Cock Inn, Luddesdown, and the third Wednesday at the Wagon and Horses, Charing. For updates and ride videos, follow our Facebook page or visit [@ricksroyalrides123](#) and [@NewLondonHunter](#) on YouTube. We look forward to seeing more members on the road as the summer weather arrives.

Mike McRoberts (MNS)

All contributions for next issue to reach the Editors
as early as possible before the copy date of **1st July 2026**
Next issue is published **August 2026**

Have Your Say!

If you have a good idea for a proposal at your AGM, please write to general secretary@royalenfield.org.uk.

This must be seconded by another member
(see your Information Pack, available online).

Your proposal must be received by June 30th.

KENTFIELD
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Parts and accessories for all the
current generation of
Royal Enfield motorcycles

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www.kentfieldparts.com

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code – GUN26

Email - kentfieldpartsandaccessories@yahoo.com

Members!

We have been running an Electronic Newsletter to help alleviate the news being “out of date” as the Gun is Bi—Monthly. As we said previously the Newsletter is produced in the Month the Gun isn’t published i.e January, March, May, July, September and November. So if you have missed copy date, your contribution can go in the Newsletter! P.S. You can also have a photo included in your For Sale/Wanted Advert as we do not have space in the Gun for a photo.

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.

Machine Dating Update

We have two machine dating officers in the Club. Please note one dates Red-ditch machines and the other Indian machines

John Dove - machinedating@royalenfield.org.uk

Henry Price - enfieldindiamdc@royalenfield.org.uk

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.

July 2026

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

Remember!

Please register with us via the website so that we know who is going to be attending:
<https://www.royalenfield.org.uk/2026-national-rally-registration/>

Pre-book your admission/camping directly with the Taverners, here:
<https://www.tickettailor.com/checkout/view-event/id/7402292/chk/acf0>
(link also available from the REOC registration page)

Bike Show Classes

Furthest ridden
Best Indian machine
Youngest bike and rider
Best Combo

Best Redditch machine
Oldest bike and rider
Best special
Chairman's choice

July 2026





Bike Giveaways

REOC National Rally 2026
Stanford Hall

The club will be giving away **THREE brand new** motorcycles to lucky members through 2026 and 2027. Thanks to the generous bequest left to us in the estate of a late member.

The prize draw for the first bike will be drawn at the National Rally in July 2026, and the bike will be a Royal Enfield 350 Classic.

The second bike, in celebration of 125 years of Royal Enfield, will also be a Royal Enfield 350 Classic, to be drawn at the REOC AGM and Rally in September 2026

The draw for the third bike, to be decided, will be held in 2027 to celebrate the 50th anniversary of the formation of the REOC.

ALL current members are eligible, and no purchase or registration is required, the draw being based on membership numbers.

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. If you intend to camp please contact Apple Orchard Campsite directly and mention the REOC rally for a discounted price. <https://appleorchardcampsite.co.uk/>

We have an exciting itinerary planned, details of which will be released once finalised. 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

June 2026

Kent Branch “Otty Bottom” rally date Friday 12th to Sunday 14th June, Palace Farm Camp Site, Down Court Road, Doddington, Sittingbourne, Kent, ME9 0AU. Local Pub Friday eve, ride out on Saturday. Mick’s Griddle grub incl. breakfasts all weekend. Early arrivals Thursday and stay on’s possible let Graham know. For the farmyard accommodation rooms this year see www.doddingtonplacegardens.co.uk Please let the campsite know you are coming- Graham Cuthbert Email:- graham@palacefarm.com, tel. 01795 886365, mobile. 07843 287704

June 2026

Royal Enfield Owners Club Devon Branch Weekend Social Event for REOC Members Friday 12th to Sunday 14th June At the Plume & Feathers, Princetown, Dartmoor, Devon, PL20 6QQ

Reduced rates for camping, campervans and bunkhouse accommodation (from 10pppn) Live music and special offer on food for Friday and Saturday nights. To attend contact the pub to book accommodation Tel:- 01822 890240 Email:-

info@plumedartmoor.co.uk then contact the Devon branch to register that you have booked the accommodation and are coming to our event include your membership no. via Email reocdevonmembership@gmail.com



Club Calendar 2026 Official Rallies

June 2026

The Wiltshire Branch
Moonraker rally is to be held
on 26th to 29th June at
Marlborough Town Football
Club, Elcot Ln, Marlborough
SN8 2BG
Tel, 01672 513340 Rally
Contact Email:-
charlesnotton@gmail.com



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

July 2026

Power's The Pot 10th to 12th July Harneys, Cross St, Boola, Clonmel, Co. Tipperary Ireland Camping and Caravan Park Please book directly with Powers the Pot Powers the Pot Email:- powersthepot1@outlook.com
Tel +353 860879855 Marshal/Contact John Nicholls
Email:- thatboyinkerry@hotmail.com

July 2026

The National Rally 17th 18th 19th July Stanford Hall, Leics. LE17 6DH
See advert page 38/39 for all the details

www.royalenfield.org.uk

Club Calendar 2026 Official Rallies

August 2026

South Wales Fuddles Rally 21—23rd August The Glascoed Pub, Monkswood, NP15 1QE (A472 between Usk and the A4042)



There's Camping with various facilities:- level camping, showers, toilets, campervans/motorhomes welcome but sorry no caravans. However if camping isn't your thing, accommodation in Usk is recommended. There's a full Ride-Out Programme with Self-guided route suggestions available throughout the weekend. There's live entertainment Friday and Saturday in the pub function room. Entry with wristband (issued on arrival once payment is confirmed-prices below). Food and Drink is at an on-site breakfast wagon with Pub food available during opening times.

Pricing is as follows:- Camping (includes day and evening events.) Thursday: £12 Friday: £16 Saturday: £16 Day Tickets £12 pre-paid or £16 on the day (Wristband required for evening access) All bookings via Eventbrite. Just scan QR Code: Visit www.EventBrite.co.uk – search South Wales REOC
Please do not contact the pub directly

September 2026

Information from the Campsite: Tent/one person £14 per night, Tent/one person with electric £24 per night, Campervan with electric and one person £24 per night. These are all for grass pitches, if anyone wishes to go onto a hard standing pitch, the cost of this is £32 inclusive of 2 adults. Additional occupants £6 per night. Dogs £2 per night. The standard pods which require all bedding/camping beds is £45 per night (minimum 2 nights) The large camping pods which are kitted with 2 single beds and a double mattress floor bed (bedding still required) cost £65 per night. Pods are inclusive of 2 adults. Contact Steve Curvis. Email:- stephen.curvis@ntlworld.com



Club Calendar 2026 Official Rallies

September 2026

The AGM rally and camping weekend is 10th - 13th September

The South Wingfield Social Club. 43 High Rd, South Wingfield, Alfreton DE55 7LX Rally organiser Bob Murdoch **For more information see page 20**

Email:- reoc.archive34@gmail.com



September 2026

Telford Rally the weekend of the 19th - 20th of September.

Please do all bookings through our website

<https://fforestfields.campmanager.com/22376/>

Check-Availability/. and when asked please use the discount code RECLUB10 (all in caps!). There will be plenty of space but we are not reserving pitches in advance so if anyone leaves it too late it is possible that the pitches will have already been taken. We shall put you in the big field, in your normal place, where there is a mixture of hard and grass pitches, with or without electric. If you book for a single person the discount is automatically deducted. Campsite Tel:-01982 570452/406

Full address is Forest Fields Hundred house Llandrindod Wells LD1 5RT Marshal/Contact Barry Carson Tel:- 07739 473752

Email:- Barry.Carson@lyndexrecycling.com

YOUR CLUB



NEEDS YOU

REOC needs your involvement!

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.

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.

All club sales are suspended until the post is filled.

Club Calendar 2026 Official Rallies

October 2026

October Fest Rally 9th—11th Island Meadow Caravan and Camping Park, Aston Cantlow, Henly in Arden, Warwickshire B95 6JP

<http://www.islandmeadowcaravan.co.uk>

Email:- holiday@islandmeadowcaravanpark.co.uk

Phone Katherine 01789 488273 with your eta. Agreed rally fees: 1 person tent £7 per night, 2 people tent £12 per night. Camper vans and caravans with power . 1 person £22 per van, 2 people £25 per van . Rally rates apply for early arrivals and those who stay over .MARSHAL-Michael Sliowski Tel:- 0773 0110158 Email:- poloenfield700@googlemail.com

Market place

For sale

For Sale 1964 250cc Crusader 95%. Sadly my friend died before it was finished Everything is there plus spares in lots of cases. I have photos to show his progress done, docs and sundry paperwork is present. A fair price is asked for my old friend's machine and would like to think it's going to someone who will cherish it. If you feel inclined we could chat on Tel:-07877 053029. Chris Hall Lincs.

For Sale 1969 RE Interceptor Series 2. Ex-Hitchcock's. Very well sorted bike with many mods & upgrades. Nova 5-speed gearbox, t/s o/s mod., TLS f/b, oil-cooler, Ferret rewire, et al. Owned since 2018 Sale price £11,000. Location: West London. Dave Baron (MNS)Tel:- 07 803 045 419

For Sale 1973 Harley Davidson 1000cc Ironhead Sportster, fitted with 1974 engine in its former USA life. Runs well, owned and UK registered by me for 9 years. Too heavy for me now. Electric and kick start. £3750. Ivor Leach (MNS) Tel:- 07798601997. Warwickshire. .

For Sale I have a brand new 400 x 18 Avon Mk 11 Road rider rear tyre. It has never been used. They are £123 to buy. I would like £65 for this one . Either buyer collects or pays the postage. Stephen Lucker (MNS) Tel:- 07887820105

For Sale :- 1963, 350 New Bullet, recent restoration. 2020, Interceptor Chrome 650, sensible modifications, original parts included. 2021, 500 Classic Chrome, last batch in country, bog standard. 2022, Classic 350, speedo replaced. Sensible offers considered. Leonard Nelson (MNS) , Tel:- 07397 172447

Market Place

For Sale

For Sale 2021 Meteor 350 complete with screen and pillion seat and pannier frame 4400 miles. £2950. Also four year old RoRo (Roll on Roll off) bike trailer built by professional and registered manufacturer £950 and complete with fitted lights John P John Hamer (MNS)
Email:- hamer89@btinternet.com

For Sale 1952 Royal Enfield G2 Bullet in mostly original unrestored condition with original Scottish registration. 12V electrics / regulator. All original parts kept. Running with oil leak! Can deliver. £3,000 ONO Dave Thorpe (MNS)
Tel: 07789 180542 Email:- ramblingbiker@yahoo.com

For Sale Royal Enfield Bullet Thunderbird 2015 with 500cc twin spark engine. Metallic blue. Excellent condition. Approx 9k kilometres. Screen. Mot. Currently Sorned. £2500. ono. Email images if required. Geoff Barfoot (MNS)
Tel 07860 665998 Email:- bearsrest@btinternet.com

For Sale 1960 Triumph Trophy 650cc currently on SORN starts easily. £3500. Chris Brady (07170) tel-01280 848491 or 07778-330108

For Sale Crusader parts. crankcases, 2 heads, 3 barrels 3 outer covers, 2 cranks, 2 conrods, rocker cover, clutch parts, gearbox parts and loads of other parts. £150 ono phone 01562637905. Stephen Stott, (MNS) Kidderminster.
Tel:-. 01562637905 Email:-stevestott@blueyonder.co.uk

For Sale Immaculate low miles Royal Enfield Meteor reg. 2022. £2800. Carefully ridden and maintained. Please send email for details and photos. John Bowditch (MNS) Ivybridge Tel:- 078660 77030 Email jb164@me.com

For Sale 1957 Crusader, sports engine, Earls forks, 7.5inch brake, like the Olympic registered a year before RE made one, rides well, red and black paint. £1950 Philip Whitney (MNS) Surrey, Tel:- 01483 422289,
Email:- pwhitney1608@gmail.com

For Sale Royal Enfield Bullet Thunderbird 2015 with 500cc twin spark engine. Metallic blue. Excellent condition. Approx 9k kilometres. Screen. Mot. Currently Sorned. £2500. Email images if required. Geoff Barfoot. (MNS) Devizes, Wiltshire Tel:- 07860 665998 Email:- bearsrest@btinternet.com

All contributions for next issue to reach the Editors
as early as possible Before the deadline on **1st July 2026**
Next issue is published **August 2026**

The REOC Archive

The club Archive has thousands of original documents, many from the earliest years, including:

- sales brochures
- parts books and handbooks
- workshop manuals
- factory photographs
- engineering documents
- Articles and road tests.

Some are available on our Website, but most can be provided in digital copy upon request, from which your hard copy prints can be made.

Donations of new material are always very welcome.

Contact: archivist@royalenfield.org.uk

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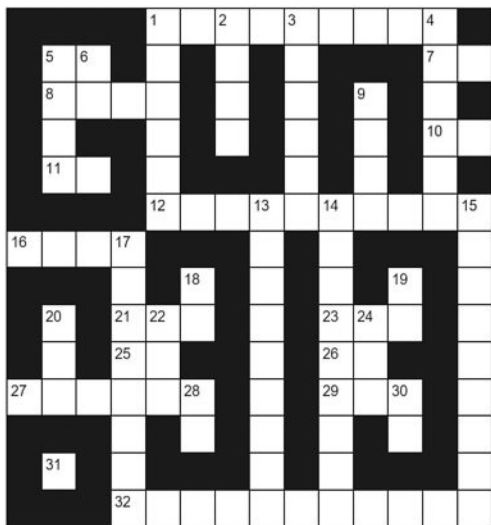
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ACROSS

- 1 NayaLamiH. Reversed, it's an Enfield
- 5 Was on British cars abroad. Now, UK
- 7 French: and. Outer-space being, film
- 8 Noup (anagram) Means same as on
- 10 Manx motorcycle race
- 11 International measuring system
- 12 A nice place to eat. No need to cook!
- 16 Dip biscuit in coffee
- 21 The 3rd W in WWW
- 23 Et cetera, and so on
- 25 @
- 26 Abbreviation for Road
- 27 Artificially very small Japanese trees
- 29 British m/cycle brand from Bolton
- 31 Football, nil. Tennis, love
- 32 Enfield 650: R cop enter it (anag.)

DOWN

- 1 REtnUh. Same instructions as 1 Across
- 2 X man (anag.) From Isle of Man, eg cats
- 3 Angolan capital: And ula (anag.)
- 4 Isaac ? SI unit of force, symbol N
- 5 Revolvers, rifles, pistols. And magazines
- 6 PB is lead. Reverse it to get petrol
- 9 A grizzly or polar Royal Enfield bike!
- 13 Person responsible for a club's finances
- 14 Capital letters, not lower case
- 15 Nelson's naval battle in 1805
- 17 Japanese motorcycle, begins with Kaw!
- 18 Pound (weight)
- 19 Alternating Current. Cobra
- 20 Remove the zero from this clue number
- 22 Electronic Travel Authorisation (abbrev.)
- 24 Opposite Bottom Dead Centre
- 28 "? I had a hammer!" Or, Kipling poem
- 30 Myalgic Encephalomyelitis
- 31 5,4,3,2,1,?

The Winner :-

Alexander Williams (MNS)

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



The Committee have agreed to a year's free membership for the Competition winner.

The Competition is limited to Club members, one win per member.

Membership Secretary will inform the winner 'drawn from a hat': Name in the next Gun.

Send your entry, name & membership no. to arrive before the contribution deadline, as shown in this issue of The Gun. Photos to:-

chris.robinson1956@gmail.com

Originals or photocopies to:- Puzzle Master, 63, Shaw Road, Stockport, SK4 4AL



RE's at the "First "Ride and Cook" event of the South Wales Branch

