

THE GUN

The magazine of the Royal Enfield Owners Club



www.royalenfield.org.uk

Issue No. 312



April/May 2026



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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 .

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**ROYAL
ENFIELD**

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Front Cover:-

The Crusader 250 Super Airflow, with thanks to Frank Kletschkus Fine Art America. For the use of his photo.

EDITORIAL

Hello All,

Spring is definitely upon us and let's hope April doesn't bring us any more "showers" so you can all get out and experience the real joy of motorcycling without having to worry about those pesky waterproofs that seem to take forever to dry out!



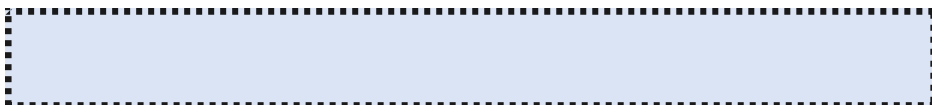
Again we have a full magazine, although some of you left it to the very last minute.....Tut! Tut! This gives us all sorts of dilemmas. What do we take out to accommodate you? or what do we move to where to fit you in? We ask for contributions **BY** the copy date not **ON** the copy date! Please don't make a habit of it!!

We have a bumper 7 pages of Club Calendar this issue so get out those diaries you got from Santa and book your space. Most of the rally Organisers appreciate that you let them know you're coming so they can plan things such as camping places, food and ride outs. We know we did when we used to organise the rallies in Scotland, albeit many moons ago!

The Club is still looking for a Club Sales Officer as our present Officer is handing over this very important position. (*See the advert on page 44*). On page 36 you will find a full list of Committee Members and Club Officers who are there to help with whatever query you might have.

On the opposite page you will see the book review which I try to encompass motorcycling of some kind, not always Royal Enfield I'm afraid. I recently received a lovely book "Underdog V, Daytripper" by Gray Freeman and Brendan Freedog to review from a member. Although it's a great read, it's not for here as it's not about motorcycles.. Sorry Chris!

Paula (and Doug)



All contributions for next issue to reach the Editors

By the **1st May 2026**

Next issue published **June 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

Book Review

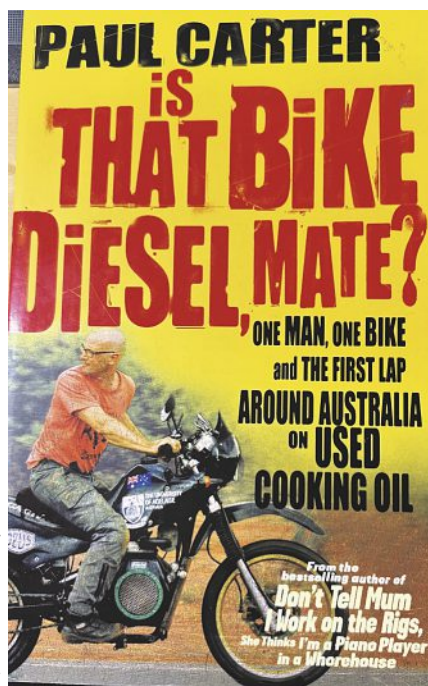
"Is That Bike Diesel Mate?" by Paul Carter is not for the faint hearted as sometimes "the language" can be rather rough and ready. However, putting that aside, it is very entertaining, and as you read through it you will come to understand why the book has that particular title.

While in his forties, and after years on the oil rigs, Paul decided to embark on a journey of a different kind. He wanted to be the first guy who travelled right around Australia on an underpowered, experimental, and environmentally friendly, motorcycle (called Betty of all things). This was not your run of the mill bike, oh no! Betty ran on used chip fat and was built on a shoestring budget by students, no fancy manufacturer with hi-end specifications for this machine. Paul hoped to finish his journey with a "madcap plan" to break the world land speed record for a biofuel-powered motorbike.

This is one of those "I can't put it down" books and I'd highly recommend it, as I said if you don't mind "the language" then you'll thoroughly enjoy it too.

It's available second hand on E-bay, World Of Books and various other online outlets for an average of around £4.50.

Paula Young (MNS)



Write Away — Airflow Super up-date

The articles from Philippe Tagnani, David Adams, Doug and Bob have helped me decide to throw a little more light on the “missing Royal Enfield” I purchased the motorcycle from a local farmer, so it was really a barn find. The fairing was missing and the front mudguard was broken and it had been painted white!

The grey log book shows it was registered on 28th. January 1966 and type/model is given as “Ex-experimental Airflow Super”. I can only assume that it was stored at the factory or with Reg. Thomas until the closure.

At the time I had little knowledge of the history of Royal Enfield so assumed it was a standard motorcycle, I ran the bike during 1979/80 and a member of West Burton Bike club brought me a copy of Motor Cycling from June 15, 1961 with an article about the bike being photographed in the Isle of Man, ridden there by Jack Booker, who stressed it was definitely not a 1962 prototype. Unfortunately (for the motorcycle) I got married, went to work, had a family, moved house and all the other things that get in the way of hobbies. So the bike took a very back seat, now I’m semi-retired and have started to resurrect it. It is not in a very good state but I have managed to find a replacement front mudguard and a fairing. Over the winter I have been reconstructing the indicator pods on the fairing and sourcing indicator lamps. I will try and get everything out from the back of the garage and take photographs later in the year (when it stops raining).

As for the Crusader version there was an article in Classic Bike magazine in the early 80s, apparently it was sold to a Japanese collector. If you search for “frank-kletschkus royal enfield” there are some stunning pictures of the bike but I note it doesn’t have the front indicators as the 500. I will try to add more detail later.

Regards David Smith (MNS)

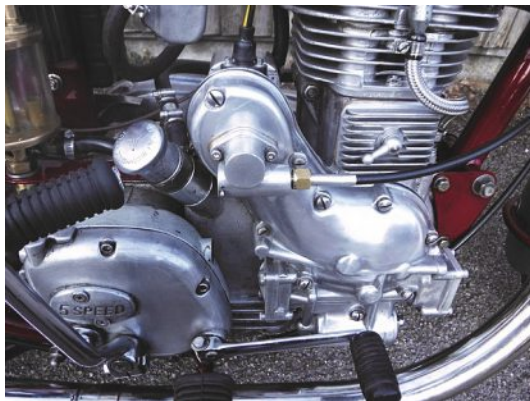


Club Merchandise
Left:- Full Zip Heavy Fleece Jacket
Right:- light weight fleece for layering (see page 46 for details)



Write Away — Bitsa Time?!?

My proper intro to the world of RE was buying a brand new Electra-X from Haywards in Cambridge all the way back in 2005. Previously I had unit single BSAs and a 750 Triumph Tiger which was having a rolling mid-life crisis (a few years ahead of my own) for most of my ownership. While I had a mostly enjoyable time with AE05 UKT over ten years, it was



disappointing in a number of regards. Performance was really uninspiring to start with despite the Watsonian-Squire go-slightly-faster kit with the PHF32 Dell'Orto carburettor and "sports" silencer fitted from new. Gearing down by one gearbox tooth helped, as did a 36mm Mikuni pumper carb, freer-flowing exhaust, and most effectively a change of cams after Paul Henshaw of Performance Classics loaned me a scruffy but still good set of Redditch "S" cams, which moved the speedo needle round a lot further than anything else had. However I still had the full set of mechanical failures, exhaust tappet late in 2008, then a few years later the sprag clutch, and finally in 2015 the big-end did what early Electra- X big-ends do and vroom-vroom turned to clonk-clonk.

I broke the bike for spares, kept the good bits and sold the frame and forks to Henry Price of Price Parts for one of his diesel conversions. But that was not the end of my interest in the 500 AVL. What if I could put together one that addressed all the weaknesses, looked a lot more classic AND let me fit the features I really wanted? Could it be done? As far back as early 2008 I started looking into this seriously, about which time I also bought a 1957 500 Redditch Bullet and fell in love with the later Redditch frame. Could a bitsa based on one of these be A Thing? Could an Electra-X engine be modified to reinstate the full set of timing gears for the ignition of my choice rather than the crank-mounted and non-adjustable TCI? I commissioned a bit of Photoshop faking of the Electra-X power train superimposed on Redditch Bullet photos, and one of the results, allegedly showing the Electra bits fitted in 59-61 Fury rolling chassis, really struck a chord with me. I can BUILD this! Can't I? A friend found me a suitable frame with a valid V5C, so the project was on. The '57 Bullet was sold and now lives happily in France, where it has

Write Away — Bitsa Time ?!?



had a nut-and-bolt restoration. After a false start trying to get a modified 500 AVL engine sent over from India I persuaded Henry Price to put together an engine based on a set of 350 Indian Bullet crankcases but modified to suit the AVL timing cover (one scavenge oil way has to be moved) and opened out for the 500 AVL top end. The timing side was also bored out to accept the NU2205

roller bearing, 3mm wider than the standard NU205, while the AVL timing cover was also finished off on the inside to sit properly over the idler gear shafts of the Bullet timing gears.

The crankshaft used was a failed one left-over after a warranty replacement from Watsonian-Squire, this was rebuilt with an Alpha Bearings big-end. The Bullet tappets were already an improvement over the thin-stemmed (and less robust) AVL tappets, but these were on turn replaced by a set of Samrat ultra-thick stemmed tappets with $\frac{1}{2}$ " stems and bronze guides. Sadly these are no longer available new. The cylinder head was the original off my Electra-X, I had bought another one new for it in 2007 to try my hand at some tuning. This too was ported to clean up the exhaust port and to allow me to fit a bigger PHF Dell'Orto than the one Watsonian-Squire used to supply. Further mods to the head were to drill and tap into the combustion chamber to fit a Bullet decompressor valve (which is a vast improvement over the Electra-X valve-lifter) and the fitting of a set of Bullet competition valve springs. Ignition was first configured for a Pazon Surefire in the dizzy.

Cams were a set of replica "S" cams from a batch that Paul Henshaw had commissioned from Newman Cams. Primary Cases were kick-start only Indian home market 350 Electra, which let me keep the Electra-X alternator on the Electra-X crank. The gear box is a right-footed 5-speed job which came from up Wisbech way. Wheels are Indian Bullet hubs laced to flangeless alloy rims, 18" rear and 21" front with stainless spokes. The swinging arm is Indian Bullet because Indian hubs, sprocket and brake parts are easy and relatively cheap to acquire. Thrust washers and spindle for a Redditch Interceptor along with a couple of spacers fit the swinging arm into the Redditch frame, that seems to have both the wheel centre line and the rear .

Write Away — Bitsa Time ?!?

sprocket chain line up exactly where they should be. A little fettling of the bottom mounting rubbers also gets the rear shock absorbers to line up nicely.

A separate headlamp was non-negotiable, a Chronometric speedometer left over from a long gone BSA project ended up on a mixed set of Superstar/Lightning fork yokes. Mudguards are



stainless steel front and rear. Very minor modification was needed to get the speedometer drive into the rear wheel hub where older REs would have had them. A replica Redditch dual seat and finally a small chrome panel petrol tank were chosen. The bike has been through a few changes since. Early on the engine acquired a BTH FM1R electronic magneto instead of the Pazon, because I like ignition which isn't battery-dependent, also some extra tuning from Paul Henshaw, becoming No. 12 in the ASBO count. The exhaust would switch between low-level and high level (Woodsman type). The Woodsman style was for looks, but low-level when panniers were needed for a couple of rallies in Brittany. Most recently ASBO12 has had a bit of a make-over, some cosmetic changes and some engine problems addressed. An annoying intermittent engine rattle was actually traced to excessive lateral play on the primary chain tensioner.

There had also been a really annoying problem with oil smoke on start-up. Wet-sumping? Looked like it, but the problem turned out to be the piston – it had no drain holes at the back of the oil scraper ring groove! Well it has now, which seems to have fixed the problem. My Dell'Orto PHF36 had to be pinched for another bike, but I did have an ex-BMW R90S PHM38 I'd bought for a project, so that now lives there in its place after some fun and games with a Mikuni manifold all the way from Mikuni Oz! The electronic BTH was replaced by a "real" manual advance BTH KC1 which I'd had rebuilt some time ago. Neither actually fit the Bullet crankcase but they can be made to do so. The head and barrel were stripped and vapour blasted to shift the Indian powder coating and look much better for it. The cylinder barrel fins were trimmed at the back to match the Redditch 500 barrel profile and make a bit more clearance for the magneto's advance and retard cable.

Write Away—Bitsa Time ?!?



The engine really didn't need a chronometric rev-counter but it got one anyway, since it already had the full train of timing gears and I felt like fitting one.

This needed a re-worked timing cover to take the rev counter drive, I've seen this done before with Bullet timing covers having the "blob" sawn off and a piece of alloy plate welded in. I've tried to make

the end result as neatly sculpted as possible so it doesn't look too home-brew. Front suspension is now provided by a set of late 350 Indian UCE drum brake Bullet forks with plain stanchion tops in a Fury top yoke. The exhaust is back to low-level with an unrestricted down pipe and Goldie loudener, for which some form of additional baffle may yet be required. Burton Bike Bits provided the seat (or at least the base for it) which is one of their clones of a BSA A65LC seat, but with the hump moulded to take an RE badge. Throw-in a rewire as I thought I could do a neater job of it this time, along with a Fury-replica battery mount and rubber battery box for a 12V AGM battery. The reproduction brass and glass drip feed lubricator serves as a catch-can for the engine breather. Was it worth it? Well now it doesn't smoke or make too much rattle it's more fun to ride, seems to shift OK, though the Dell'Orto .

I like the export feel of it with the humped seat and Norton semi-western handlebars, and its er... mixed provenance is great for trolling the car-park experts at bike nights. I think my favourite question is "What year is it?", to which I reply "Which bit?". UPDATE: a few months after originally writing this article I have re-worked the breather feeds to improve its efficiency. The ex-BMW Dell'Orto carb is not performing as I'd hoped, so the next phase of the experiment is er... a TM40-6 Mikuni pumper. Yes, that's a FORTY millimeter carburettor sold by Mikuni Oz (again) as a go-faster kit meant for a Yamaha XT500, so it should be jetted pretty close. After seeing feedback on how well the 40mm performs on a XT500 I'm keen to see how well it moves across to another 2-valve 500 single (as stated above the TM36 was pretty successful on my old Electra-X). If it does go as well as hoped, I will be in the market for a disk brake front end... Adrian Orchard (MNS)

Write Away — Wankum to Waterloo – Motorbike borne meditation

Another year, another much anticipated motorcycle trip. Mid-August 2025 found Joerg and I en route to Luxembourg city after spending the previous night in Vianden. So far, we had thumped our way across a chunk of Germany through notable towns such as Wankum and Titz. We had stopped at Jackerath, one of the largest open pit quarries in the world, simultaneously an awesome and depressing sight, and made our way into the Eifel region, zigzagging across the border with Belgium and finding shady cafes to cool down and guzzle iced tea. We had crossed the bridge over the River Our, marking the border between Germany and Luxembourg, it was here that Joerg had youthful memories of camping in his late teens in an old VW Beetle.



Fully accommodated

He had spent the time in a boozy haze, stockpiling cheap tobacco from across the border in the door panels of his car. Upon leaving he managed to dissuade a German customs officer from taking the door cards off during an inspection by presenting himself as an exhausted, bedraggled and penniless student (which he was) who had been soaked through in his leaky tent during a downpour and who just wanted to go home. Luckily the officer was persuaded by his convincing portrayal and Joerg drove away feeling like he'd pulled off the heist of the century. Until that was, he arrived home to find that the rain had seeped into the panels of the car and turned the whole stash of tobacco into valueless brown slush, bringing an abrupt end to his career as a master criminal.

As we climbed the twisting hills flanked by forests, leaving sunbaked chateaus in our wake, I clicked down a gear and twisted a bit more power on to the throttle of my beloved Classic 500. There was a sudden unexpected increase in volume, the bike boomed and snarled whilst non-plussed locals stared balefully in my direction. In the next town we stopped outside a railway station and gratefully sheltered from the 36-degree heat under a shady tree. I set about inspecting the exhaust and it didn't take long to work out that it had spat out the gasket that sealed the downpipe to the silencer and this was now only held by the bracket attached to the passenger footrest.

Write Away — Wankum to Waterloo – Motorbike borne meditation

I gloomily contemplated the loose silencer and waggled it dejectedly. I didn't fancy heading into a big city with a bike that was roaring like an open throated Harley on steroids, never mind the touchy police, it would give me a headache. Joerg, practical as ever, looked up some nearby motorbike garages, so we fired up the bikes and roared (quite literally) back into the hills. Despite it being mid-morning on a Wednesday we struggled to find an open one. Eventually a disinterested Honda technician who had turned his nose up at my Royal Enfield vaguely pointed us in the direction of an industrial estate where there was apparently a guy that had an old workshop that he thought might have one or two Enfields.

After following our noses, we spotted the old industrial unit with a faded but very encouraging Royal Enfield banner above the door. We parked up and slithered our way through a front yard that was part bike park, part bike graveyard and upon pushing open the door seemingly teleported back in time. Inside the air was heavy with the perfumed smell of cigarette smoke,



engine oil and old vehicles. A range of Enfields were softly lit by the nicotine yellow lighting and covered in a slight layer of dust and were lined up next to a corner bar that was clearly just for employees. A proper bike shop then, not your modern, sterile hospital showroom, this place had soul.

Fortunately, the long-haired, oil-stained owner did have a gasket of the same diameter that I needed, not an OEM part, but it would do the job. Unfortunately, it turned out that soul had a cost, and that cost was the ability to smell when a customer has no choice but to buy what you have, and therefore an inflated price can be made up on the spot. After parting with several times the gaskets actual value, I proceeded to fit it under another

Exhausting fortuitous shady tree and my bike purred like a Bengal Tiger once again. I smiled widely as we mounted up and pointed our wheels Northward. William Sanders (MNS) **End of part one**

Write Away— Turbo Twin Starter Motor?

Hello David,

I am sorting out my Face Book findings for the Gun and noticed you are going to fit a starter motor to your Royal Enfield Turbo Twin. Any chance of a wee article/photo on how you are doing/ done it please. Paula.....well if you don't ask!!!!

Hi Paula,



I have finished making a portable starter which has a pair of rollers. You push the motorcycle backwards onto the rollers, actuate the motor to start the bike that you have on it. This is not really rocket science, I have used a 12volt starter from a Range Rover Freelander, cheap foot switch from ebay, the most expensive bit was the HDuty 95amp 12v battery. As we become older this means starting up a motorcycle eg.,after a long lay up is easier



Regards David Pattison (MNS)

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

Branch 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



Our machine badges
(see page 46 for details)



Write Away — Biker Down!

This was a course presented by Somerset Road Safety with Somerset & Devon Fire & Rescue for REOC Somerset & Dorset branch members & guests.

The course covered various actions you can take, if you are confronted with an incident or accident whilst riding. It comprises 3 x 1 hour sessions, which cover a Dynamic Risk Assessment at the scene to safeguard the casualty & yourself from other traffic, fire risk, possible injuries, calling 999 with location (what/three/words) & landmarks, ensuring clear access for emergency services when they arrive etc.

Some basic first aid was covered, reassuring the casualty/introducing yourself, use of a Defibrillator performing CPR. The final session was delivered by an ex police rider and covered how we ride, with some useful advice on avoiding common issues & how to minimise those risks. SMIDSY (Sorry Mate I didn't See You) etc. All of the above was delivered in a friendly, open way by professionals, with the opportunity to ask questions at any time throughout the course

We found the advice extremely useful and we felt more confident if faced with an incident. In our area this course is provided completely free of charge, I suggest that wherever you are located you search to see if there is a similar course available.

Ride safe Happy trails

Martyn Shire (MNS) Chairperson REOC Somerset & Dorset Branch

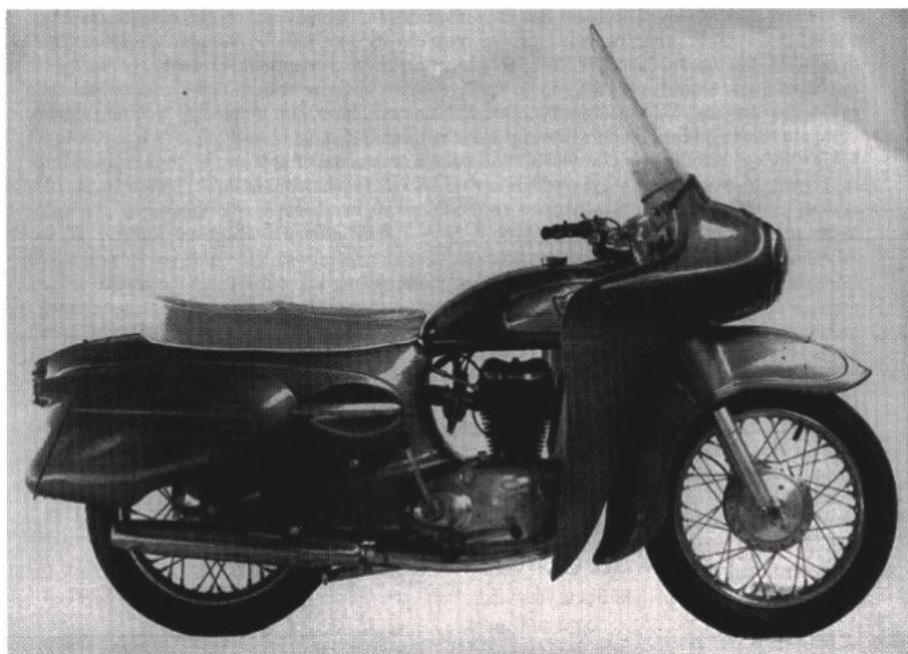


1927 riders testing Royal Enfield machines at the rear of the factory

Write Away — Found the Crusader Super Airflow (From Gun 138)

Eureka—found it! - picture of 250 Crusader Super Airflow

In the last issue of the GUN, I said I was still looking for information on the 250cc Crusader Super Airflow prototype. After a bit of searching through the photographs, I found a photo from the “factory” of the said machine. I was surprised by the date printed on the reverse—November 1958. This seemed a bit earlier than I thought, as the machine was not registered until June 1962 with the number 131 GWP. I feel a short resume is in order here, to show the golden opportunity which was missed. In 1979 Richard Adams purchased the Super Airflow and set about doing a beautiful restoration job. A well known monthly magazine from the mid eighties printed a colour photograph of the finished machine on their back cover. In 1984 Jim Reynolds of Motor Cycle News decided to do an article on Richard’s bike. On the morning he arrived, there was a phone call from Japan and, without seeing the bike or hearing it run, no haggling over the price, the buyer would transfer the necessary funds into Richard’s account. Just like that! The bike was off to Japan. I must thank Jim Chalk who kindly sent me some articles on this machine as well as the “Dreamliner”. Doug Young (*Now see page 17*)



Write Away— Nostalgia trip



With the weather looking good for the last day of the year, I made another trip from home now in Stourport on Severn to a regular between Christmas and New Year ride to Machynlleth Powys. This trip I've made over a number of years purely because it was one I first did in 1970.

Finishing work one day I turned right out of the gates instead of my usual left for a short ride into neighbouring Shropshire and towards Wales. Well this turned out to be quite a little adventure for me at the tender age of 18. I had a full tank of petrol and a pint of oil in my rucksack so I set off. With my 1959 Constellation (435 LHA) running well I made my way over the Cleve Hills and into Ludlow then on towards Craven Arms. Turning left and on into Wales and into Newtown I stopped to check and top up the oil level. After a swift half in the Buck pub and with the thought of heading back home to Bewdley, coming out of the town I turned the wrong way and I found myself heading further into Wales, somewhere I had only been once at around the age of 9 or 10 on a family holiday in the back of my Uncle's Morris Minor van to Borth. I thought I would take a longer route, but as I approached Machynlleth the engine started to misfire

I stopped outside the Lloyds Bank by the clock tower to try and sort it out. It turned out to be what later became a regular occurrence of the points in the magneto having closed up and so it was a quick fix of adjustment and I was underway again. It was at this time I thought to head for home and from this point on I decided that it would be wise to not let the engine labour or run too slowly as I felt it may stall. After around 3 hours riding with that feeling that I might not make it I had the thought of how I was going to get home at this time of the night? But as I neared Ludlow my mind eased with the thought that I could call in on a workmate that would put me up for the night and I could go to work with him in the morning. It was now dark but with good moonlight which was just as well because my headlight was not very good at all. I used to joke that I would run over the beam if I went any faster! Anyway I decided to carry on as it was only another 20 miles or so,

Write Away—Nostalgia trip

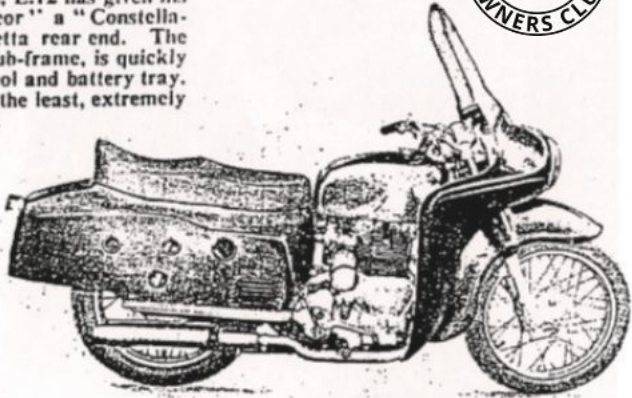
I arrived home just after midnight cutting the engine “well letting it stop” at the top of the hill where I live. This was so as to not disturb the natives, parking the bike in the garden. So off to bed without waking anyone as I was due in work at 6:00am. At this time I was a lorry drivers mate and could sleep for the first couple of hours until we reached the days first call. Tom Bray (MNS)



A remarkable similarity to the “Super Airflow prototypes”

March 2, 1961

Crafty grafting. Mr. Jack Gray of Gander and Gray, Motor Cycle Engineers, Romford Road, Manor Park, London, E.12 has given his Royal Enfield “Super Meteor” a “Constellation” tank and a Maicoletta rear end. The enclosure is mounted on a sub-frame, is quickly detachable and conceals a tool and battery tray. The general effect is, to say the least, extremely pleasing.



Above is a picture which I am sure Jack Gray will recognise.
It was sent in by Marcel Esselink of Holland and was taken from the Maico newsletter.
The caption I think explains it all

When I was searching for the Crusader 250 Super Airflow I came across this in Gun issue 139 I wonder if it survived and is it sitting somewhere? Ed.

www.royalenfield.org.uk

Finally Grabbing the Bars- Tanzania Motorbike Tour - Part One



For over 30 years I have been riding pillion with my husband. I've travelled thousands of miles on the back of motorbikes, leaning into corners behind him, trusting his judgement, enjoying the freedom and the view, but never quite believing that riding was something I could do myself. Other people told me, and I told myself, it was too risky, I was too short (I'm 5 foot 3 and 8 stone), not strong enough or didn't have the mechanical knowledge.

I turned sixty, and seeing my nephew learning on his 125cc I felt that I still wanted to ride and if I didn't try now, I probably never would. Then my brother Mark mentioned that he was planning an off-road motorbike tour on Royal

The first day on my RE 411

Enfields through northern Tanzania with his 3 children (ages 18, 20 & 22) and asked if I'd like to come along. Tanzania immediately tugged at my heart, Mark and I had lived there as children, and our father had ridden an RE in the 1950's. What an amazing adventure I thought I'd love to go...and to be a rider not pillion.

Learning Late — and Loving It

Mark and my husband gave me some basic lessons on the 125, I was excited but nervous, slow to trust myself and the bike, but I loved it. Then along with Mark's three children, I signed up for lessons on a 450 at Biker School in Glasgow - learning to



ride with a group of 20 year olds! The tutors were great,

The others with Henri our guide

very patient, encouraging and supportive. I loved how empowering it felt.

Finally Grabbing the Bars- Tanzania Motorbike Tour - Part One

Yes, it was challenging, yes I stalled, yes I even dropped it a couple of times. But each small success built confidence. For the first time, I felt what my husband had experienced all those years — the connection between body, machine and road, the sense of freedom. I wouldn't be looking over his shoulder from now on!



Mark and I, First day on the road

Mark bought a second hand Royal Enfield Himalayan 411 from Graham at



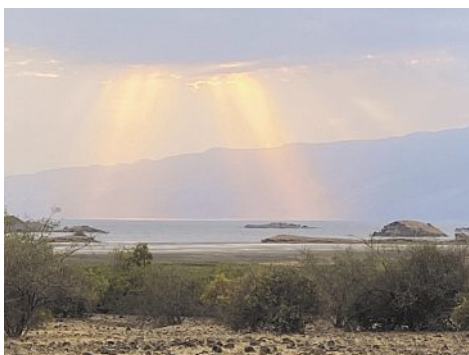
Dance with Masai

Victor Devine in Glasgow so we could practice on the same bikes we would be riding in Africa. The bike looked huge but Mark and Graham reassured me that I could ride it. The Himalayan turned out to be the perfect teacher, even though initially I had to take the saddle off to reach the ground

comfortably! By the time August came around, I was still very much a beginner — but I was ready.

Back to Tanzania

We arrived at Arusha on Saturday, full of anticipation. Mark and I found ourselves quietly retracing childhood memories — familiar red earth, the scent of dust and vegetation, the rhythm of Tanzanian life. For the younger generation, this was their first trip outside Europe; for me, it felt like stepping back into a half-remembered dream. Karen Kiehlmann (MNS) **End of part one**



Sunrise Lake Natron

A Proud War Record — Part 6



HELPING WAR SAVINGS—REDDITCH
"SALUTE THE SOLDIER" PARADE

ENFIELD WORKS
FIRE BRIGADE.

FIRE DRILL



ENFIELD HOME GUARD.



A Proud War Record—Part 6



R.A.F.

FIFTY YEARS OF PROGRESS



THE Enfield Cycle Company was established more than fifty years ago and it is regrettable that the exigencies of war prevented the fitting celebration of half a century of successful manufacture.

During this period hundreds of thousands of Bicycles have been produced, including tens of thousands for the Forces during the 1914-1918 war.

ROYAL ENFIELD Motor Cycles were first manufactured in 1902 and since then machines have been made ranging in size from 125 c.c. to 1,140 c.c. During the 1914-1918 war ROYAL ENFIELD Motor Cycles were supplied to the British, French, Belgian and Russian Governments.

The manufacture of Motor Lawn Mowers was commenced in 1931 but was, of necessity, entirely suspended during the war. Manufacture will recommence as soon as circumstances permit.

On the opposite page a list is given of the various articles manufactured by the Enfield Company during the second World War.



ROYAL NAVY.

During the War the Enfield Company produced for the Nation—

BICYCLES

Military Mark V and Civilian Types.

MOTOR CYCLES

- (1) 125 c.c. for Paratroops and Airborne Regiments.
- (2) 250 c.c. for Naval, Military, Royal Air Force and Civil Defence Services.
- (3) 350 c.c.
- (4) 500 c.c.

PETROL-ELECTRIC GENERATOR SETS

- (1) 80-watt Lightweight Charging Sets for distribution by Parachute.
- (2) 2-75 K.V.A. Three-phase Sets for use on Bofors Gun Sites.
- (3) Light Transportable Sets for operating Radar Stations.
- (4) Multi-Generator Sets for testing Aircraft and Radar Equipment.

DIESEL-ELECTRIC GENERATOR SETS

5-6 K.V.A. Diesel-driven Generator Sets.

ELECTRIC-ELECTRIC GENERATOR SETS

Electrically-driven Generator Sets for testing Aircraft and Radar Equipment.

PREDICTORS

- (1) No. 3, for use with Bofors Guns.
- (2) No. 7, for use with 6-pounder Guns and incorporating the use of Radar for Range-finding.

OIL MOTORS

- (1) For operating Bofors Guns.
- (2) For controlling Naval Searchlights.
- (3) For Ships' Stabilizers.
- (4) Tandem Units for Coastal Artillery.
- (5) Fuse-setting Units.

ARMOUR-PIERCING SHOT

For 40 m.m. Anti-tank Guns.

GYROSCOPIC SIGHTS

For Oerlikon and other Guns.

ANTI-VIBRATION MOUNTINGS

For Gun Sights.

PUMP UNITS

For operating the Gun Turrets of Tanks.

CAMS

Straight-line Cams for use in Precision Instruments where extreme accuracy is required.

GEAR CUTTING

Specialised Gears of all kinds for many different purposes.

MISCELLANEOUS COMPLETE UNITS

Resetter Boxes for Gun Sites.
Self-synchronising Equipment for 40 m.m. Guns.
Lag-compensating and Self-sectoring Equipment for Gun Sights.

DESIGNS AND PROTOTYPES

In addition to the above articles, which have been produced in quantities, the following have been designed and development work has been carried out on prototypes.

- (1) 10 h.p. Air-cooled Diesel Engine.
- (2) 500-watt Lightweight Generator Set.
- (3) 600 V.A. Ultra-Lightweight Generator Set.
- (4) 1,500-watt Generator Set.



ARMY.



N.F.S.



The Kiwi Bulletin Number 156
January 2026 Thanks to Lew martin



Ten Royal Enfield's on the
NZREOR Club stand at the
New Plymouth Classic
Motorcycle Club's Motorcycle
Show 29th—30th November
2025

Dave's 1938 Model C
(Black Bike) Lew's 1951
350 Bullet & 1952 500
Twin



Graeme's 1955 Indian
Tomahawk and Doug D's 1953
Clipper

www.royalenfield.org.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



New 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

Face Book Findings



Peter Fox says It is possibly the second ever production Continental GT 250 built. It displays the second lowest known frame number and was registered on the 1st January 1965. It was a loosely assembled non runner when he purchased it last year after being in 2 crates for 20 years. It is now running and has the original 5 speed gearbox.

Here's a photo of member Scott Goring's 1943 "Flying Flea". He believes some of our members may be familiar with this bike, which has matching numbers, that he bought a couple of years ago?



Richard Joyce had a very enjoyable 50 mile ride out one morning - he said it was good to get the 350's engine properly hot. He stopped off in Folkingham - a small, very attractive village near him - to grab some images. He says when a bike is this beautiful, it's the law! *(I quite agree)*

Face Book Findings

Davie Hall just wanted to introduce himself and share a photo that he took. His current Enfields are being replaced by his Guerrilla. He also has a 350 Meteor and a Sixty5 in the stable.



Here's Marc Wheeler's 2016 Classic 500. It's all chrome powder coated, Continental TKC 80 tyres fitted, a handmade rear rack and pannier rack has been fitted, along with a jerrycan holder. He's not sure of the make of the sidecar, but it is the same style as a Ural. It was bought and fitted after he ran the bike as a solo for a few years. All the bags fitted are British army '58 pattern, just to give it a slight military theme.



Kenneth Wallace is a big old Scotsman from Fife who bought his Meteor new 4 years ago downsizing from a big old Japanese bike. He has to say he's probably had more fun on the RE and met more folk than he ever has in all his years of riding. He hopes to meet some other members on the road.

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 winter meet up in the Cotswolds with the Bristol branch was well attended by riders on a nice mix of new and old machines. I led the ride down the Fosseway from Harbury. I was expecting the others to complain that I was too slow, nobody did – I'm not sure if this is because I'm quicker than I thought or because everyone 's too polite! The fact that nobody failed to keep up might indicate that the latter is more likely.....

With the new riding season just around the corner, several of the Midshires members have taken advantage of the early-bird discounts on ferry prices for the German RE Forum's rally in Einselthum on the last weekend in June and are now in the process of plotting a scenic route. Cheers Matt Little (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



Photo by Mark:
One of his rides, in search of the sun.
There wasn't any...

How do various regional groups communicate? As well as our monthly meetings (above) there's plenty of current debate, shared information, technical advice and photos on the two Whatsapp groups: South Lancashire, organised by Steve, and Roads Less Travelled, by Mark.

Added extra: The approach to Birtle Road is along ELBUT Lane. The capital letters, an anagram of Bullet. See this month's crossword...

A good number of ride-outs, often spontaneous by Mark at weekends; the photo shows Paul having a happy break in the mist... Other successful rides included Lee's, helping celebrate his special birthday! LXV. Welcome to another Lee into the group: "Harwood Lee" apparently, to avoid confusion. Welcome also to John. We look forward to seeing more of you both.

Pete's Jack Russel "Blue" has been our unofficial mascot for fourteen years now. Very well trained, he had the privilege of being the only dog allowed in our old meeting place. Here he is, right up to date in the Pack Horse.

Finally, don't forget to write in your diary: Lancashire Red Rose Rally, 4th, 5th, 6th September.

Chris Robinson (MNS)

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



Over the winter we have managed to maintain numbers attending our meetings into double figures, with a few hardy souls arriving on two wheels. We still get tremendous support from the Suffolk branch. Hopefully the weather will start improving soon, so we can get out on the bikes more often, but I can guarantee a warm welcome to anyone who comes along to our meetings on the fourth Saturday of the month, 12 noon (there's usually people around from 11.30). Venue as always Blackham Station Cafe, Reepham, NR10 4LJ.

Paul Scarff (MNS) Tel:- 07951 837737

Branch Report – South Wales

Contact: - Gary (Ted) Edwards; tededwards68@gmail.com

Tel. 07900 070717 Meetings; 1st Thursday of the month, 1930hrs
at the Three Blackbirds, Pentre Ln, Cwmbran NP44 3AY

Please see our FaceBook page for event details and fantastic photos.



Unfortunately, the weather has not been kind to us motorcycle enthusiasts. Ride-outs have been scarce. We did manage a group ride in the middle of January. 11 riders faced the harsh cold and made it to the Roadhouse for breakfast. The Road is a recently opened biker café on the A40 between Abergavenny and Crickhowell, worth a stop if you're on route to the Brecon Beacons.

The monthly meetings have had a good turn out despite the rain. The focus has been on July's tour of Cornwall. The plan is to stay at a caravan park in Looe,

then explore from there. We are also planning a fund-raising day for our annual Rally which will be held at the Glascoed Pub near Usk, on 18th April. All welcome. We have a packed Calendar of events this year, please go to the events tab on our Facebook page for details.

Paul Rich (MNS)



Branch Report—Isle of Wight

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

Meet on 1st. Thursday of each month 7.00pm, at the 8 Bells, Carisbrooke High Street PO30 1NR.

Afraid it has been a very quiet Winter time for us, not helped by yours truly taking far too long to recover from a motorcycle accident last August - luckily I was not riding one of my Enfields! However things are now looking a lot brighter, and ideas for a few Summer rides are welcome. The only thing on the calendar at the moment is the Isle of Wight Classic Motorcycle Show, on Sunday, 26th April, at the Island Riding Centre, Newport, from 10.00am till 4.00pm.

The Show is organised by the Vintage Club, but anyone with a machine over 25 years old is welcome to bring it along to display, (before 10.00) That way you get in for free. There will also be a display of some of the range of new Enfields there. It's all undercover, with a good cafe attached. On the other hand, if you wish to be a little more adventurous, the Sammy Miller R.E. bike day is on that same day, so the choice is yours. If you'd like the trip to North Island, give me a call closer to the day. Ron Wallis (MNS)

Branch Report—Peak District

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

All the rain we had in the last month or so soon got rid of any salt on the roads, so we've been getting out and about as much as possible when it has been dry. The minor roads have been very dirty due to all the rain washing muck onto them, so there has been a lot of bike cleaning to do after each ride out. There has been the occasional road block as well (*see photo*). We've been discussing various REOC events and it looks likely that a



few branch members will be attending some of the rallies this year, particularly those that have bed & breakfast or hotel accommodation nearby, as some of us are not too keen on camping! I'm sure that routes for ride outs and the rally programme will be topics for the next couple of branch meetings. We'd like to welcome Nick, Phil and Alan who have joined the branch WhatsApp group in the last couple of weeks. Also, congratulations to Nick on passing his Mod 2 driving test! I hope that we will see them at the upcoming branch meetings and they will be able to join us on our rides out.

David Dreher (MNS)

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 or For full report and calendar of events please see our FaceBook page. (Below)

Our year got off to a lively start with a skittles evening at the Newnham Club, GL14 1BS (on the river Severn, just south of Gloucester). Along with tasty half time grub, a good time was had by all. In February some Club members again visited India for a 2-week tour (similar to the one described in Gun Issues 306, 7 and 8). From Kerala to Tamil Nadu the group experienced the culture, religions and customs of these regions. Eight riders on Royal Enfield 411s took part - three from Glevum, one from Midshires and four from South Wiltshire - along with accompanying wives (who had the option of luxury mini bus travel).

These are very challenging roads in terms of conditions, types, gradients and curves and other road users' behaviour and competency. The route covered over 780 miles, in temperatures up to 40 degrees C (104 degrees F). It included more than 100 hairpins in steep gradients - often with reverse cambers and poor road surfaces - with the added 'excitement' of erratic drivers attempting suicidal overtaking!

This was compensated fully by highlights such as a night on a houseboat on the backwaters of Kerala state, visits to awe-inspiring locations and a chance to join in with spectacular events. For your opportunity to chat to some of these intrepid adventurers, don't miss the Glorious Glevum Branch Rally on the 5th-7th of June.

Venue is the beautiful Apple Orchard Campsite at Adsett near Westbury on Severn, (GL14 1PH).

To book, phone Carolyn or Dave on 01452 760618. Special rates for REOC members! After Easter on the 12th April, the next ride out meanders through the Forest of Dean. May the 10th brings a ride out north towards Shelsley-Walsh and the "Witley Alps" - followed on the 17th by the International Distinguished Gentleman's Charity Ride (we will be joining the Gentle Folk in Imperial Square, Cheltenham). More events and news on our Facebook page Best wishes for your Spring Ride Outs from our Branch.

Patrick Beaument, (MNS)

Branch Report—Devon

The branch usually meets at the Swans Nest, (see below) Exminster, near Exeter, the third Thursday of the month, 7.30 for 8pm start.

Membership enquiries to Email:- reocdevonmembership@gmail.com



Temporarily the branch is meeting at the Cowick Barton, EX2 9HF on the third Thursday of the month. 7.30 for an 8pm start. (*Enquiries as above*)

It has been a wet winter, with limited riding opportunities. In the South West we seem to have been hit hard, with flooding wrecking the road and rail system, and more particularly,

inundating our regular meeting venue at the Swans Nest pub that sits on the Exminster Marshes – we wish all the best to the staff and owners. For the interim our monthly meetings are relocating to the Cowick Barton pub in Exeter. Despite the weather, there has been branch activity.

February Breakfast ride to the House of Marbles

Hill stage of the Exeter Trial – worth checking out on YouTube – and attended the Bristol Classic Show. Coming up, we have our regular breakfast runs on the first of every month, a run to the Taunton County Classic Museum and a weekend trip to Penzance in April. We are also busy planning our Granite Gathering event in June – please see the advert on page 40

Our February breakfast run to the House of Marbles Café at Bovey Tracey was well attended. Several of us spectated at the Simms

Phil Stuckey (MNS)

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



Dear REOC members, greetings from sunny Athens!

The days are passing quickly as we approach the 2026 REOC Greek National Rally in Gytheio. In the meantime, our member Antonis Avgoulas came to Athens for a short holiday, and we didn't miss the opportunity to meet up after such a long time. We also exchanged ideas and information about our shared hobby of analog film cameras with the company of

member George Karagiorgos.

The Greek branch currently numbers more than 70 members, and we are especially happy this year as we celebrate 10 years since its founding in 2016. In closing, I would like to inform you about the framework of the rally events. See the photo attached. Of course, one month before the event you will receive the electronic guide with all the detailed information!

Andreas Papadakis,(MNS)

General Secretary REOC Greek branch



New Branch coming soon—North Cambs Branch

I will hopefully be starting a **North Cambs branch around Easter time**. I will post details nearer the time on the clubs FB page. Initial meeting will be at the dealership (because there are bacon butties on a Saturday morning) until a venue is agreed.

10 % off clothing, accessories and labour and you can add helmets to that as well, as I just bought an RE helmet. (**Sycamore RE Peterborough**) not forgetting to show your REOC membership card. Regards,

Alasdair R McIntosh MA (Branch Coordinator) (MNS)

Email:- branchcoordinator@royalenfield.org.uk



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



Branch Report—Somerset & Dorset Lydford Parish Hall, West Lydford. TA117OH
2nd Monday of month, 7:30pm. Contact Martyn Shire Tel:- 07776318733
Email:- himarty@hotmail.com



This year we returned to the Bristol Classic Bike show. The stand looked superb with 7 bikes displayed in total. The centrepiece was Rob Murdoch's Dreamliner which drew a lot of attention. We were also fortunate to have the Cardiff based Interceptor group adjacent to us. As someone remarked, 'a sea of Enfields!'.

Over the weekend we had many enquiries and old friends stopping for a chat and a cuppa. Thank you to Andy and Lynda Sharp who dealt with the branch stand entries. Thanks also to Rob, David Doyle, Andy Parfitt, Steve Crabb and Robin Gillingham for manning the stand over the weekend ... we all had a great time! Martyn Shire (MNS)

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

Our first 2026 ride out was a cold dry day but 8 brave souls donned the winter equipment to ride 70 miles to a North Yorkshire Market town. Martin was keen to go as his wife had bought him an "electric" vest! What he expected from that I'm not sure, but he seemed to enjoy it.

At our February Meeting we discussed an Easter ride, having suggested a trip to the East Coast, but further reflection made us think that thousands of people would have the same idea! - so that is under further consideration.

Finally, I closed our meeting expecting a date for a relatively small but significant heart op to be confirmed on March 13th - followed by 4 weeks rest including no driving - potentially stretching in to the summer - But the following week I had my Op so driving / riding will hopefully resume at the end of March!

Ride safe everyone. Peter Jackson (MNS)

www.royalenfield.org.uk

STOP PRESS ~ STOP PRESS ~ STOP PRESS ~ STOP PRESS

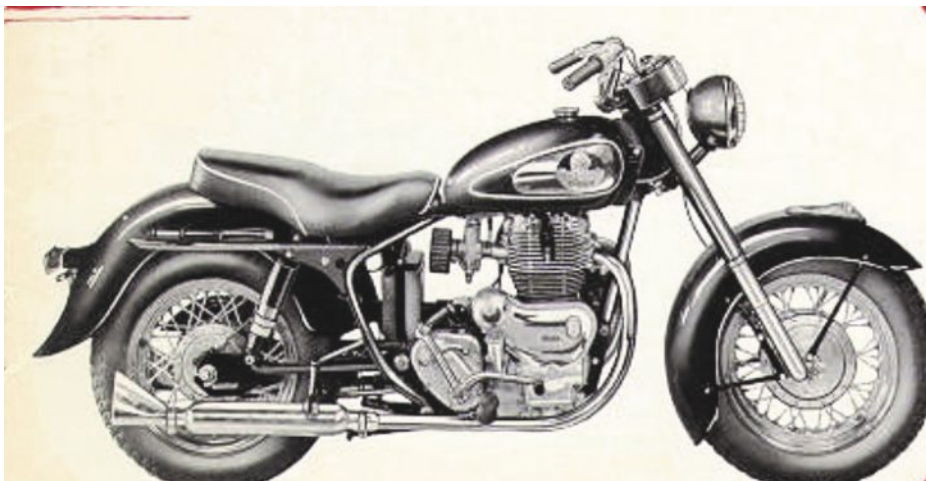
Annual Rally 14th to 17 May 2026 in Arzal, “Camping de Kernéjeune” (Kernéjeune Campsite, Kernéjeune, Arzal 56190, France).

Last year, we were kindly invited to your REOC International Rally. This year it is our turn to invite you. This 2026 rally will be a great opportunity to share riding experiences, ride together in Brittany’s beautiful countryside and ocean coast and meet Royal Enfield enthusiasts

For three members of the REOC, the registration fees and Friday evening meal (after the Royal Association’s General Assembly) are covered by the Royal Association.

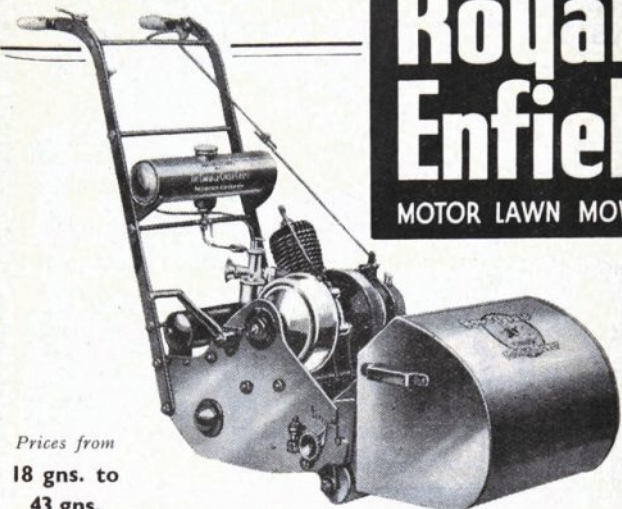
Feel free to contact us if you have any questions. Please contact us to book accommodation. We’re looking forward to seeing you and riding with you!
The Royal Association (Pierre-François Raymond, Président RA)

Email:- pfaymond@pm.me <https://www.royalenfieldsite.fr/forum/>



This Matchless brochure offered to send you another brochure if you were interested in the 700cc Chief. You can assume it is an Enfield 692cc OHV Twin with a 4.4 gallon tank, steel fenders with aluminium Indian head emblem on front fender. 4.50 x 16 wm3 front wheel, 4.50 x 16 wm3 rear wheel, Stewart—Warner speedo, Indian timing cover badge, GE headlight, Metallic Red or Black.

The 1961 sales brochure for the American market Royal Enfield Chief was under the Matchless name. The Chief was the only Royal Enfield in the brochure.



Royal Enfield

MOTOR LAWN MOWERS

Prices from
18 gns. to
43 gns.

Model 12.
The popular
machine for
small lawns.

A short cut to bigger profits

We are also showing
the famous

**ROYAL ENFIELD
MOTOR CYCLES,
CYCLES & MOTOR
CARRIERS**

Outstanding cutting performance, easy operation, reasonable prices, and generous profit margin make the new Royal Enfield Motor Lawn Mowers a first-class line for you to handle. Lawns of every size are catered for in the 12in., 14in., 16in. and 20in. models. And you and your customers know that Royal Enfield Motor Mowers are made throughout from the finest materials and assembled by engineering experts. Be sure to see these big-profit-earners on Stand No. B422.

THE ENFIELD CYCLE CO., LTD., REDDITCH

Manufacturers of Cycles, Motor Cycles and Motor Lawn Mowers

STAND B,422

504



Club merchandise
Right green & Black sew on cloth
badge Left Black & Gold
(see page 46 for details)





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, Alferton 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)



Club merchandise
Left is the neck snood

Right is the Zipped Hoodie sweatshirt
(see page 46 for details)



Royal Enfield Owners Club Structure—Jan 2026

Chairman

Bob Murdoch

chairman@royalenfield.org.uk

Treasurer

Gary McClure

treasurer@royalenfield.org.uk

General Secretary

Carl Gittus

generalsecretary@royalenfield.org.uk

The Committee

Henry Price

John Dove

Barry Carson

Stephen West

Patrick Hurley

Jak Lemon

Officers

Editors

Doug & Paula Young

theguneditor

@royalenfield.org.uk

Social Secretary

Neil Davis

socialsecretary

@royalenfield.org.uk

Club Sales

Barbara Harrison

clubsales

@royalenfield.org.uk

Membership Secretary

Graham Scarth

membershipsecretary

@royalenfield.org.uk

Machine Dating

John Dove

machinedating

@royalenfield.org.uk

Webmaster

Sean Keogh

websitemanager

@royalenfield.org.uk

Branch Coordinator

Alasdair McIntosh

branchcoordinator

@royalenfield.org.uk

Archivist

Bob Murdoch

archivist

@royalenfield.org.uk

Gun Distribution

Graham Scarth

magazinedistribution

@royalenfield.org.uk

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 Redditch machines and the other Indian machines

John Dove - machinedating@royalenfield.org.uk

Henry Price - enfieldindiamdc@royalenfield.org.uk

Club Calendar 2026 Official Rallies

May 2026

Cornish Rally 8th, 9th & 10th May At Trethiggey Holiday Park, Quintrell Downs, Newquay TR8 4QR. Campsite is 01673 877672

Email:- Enquiries@trethiggy.co.uk

Marshal/Contact Email:- bob.reed946@btinternet.com

Tel:- **01326 572032**

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

Club Calendar 2026 Official Rallies

May 2026

Rally Zero - REOC Italia May 16 and 17, 2026: Camping Village Punta Navaccia, Tuoro sul Trasimeno, (PG), ITALY

Prices on application to the e-mail below:- Registration fee/deposit: €50 per person, to be paid by bank transfer to the REOC Italia account or PayPal, specifying your preferred accommodation type:- Tent 1 person, Tent 2 persons or mobile home. DEADLINE: April 24 2026 (the date of the bank transfer or PayPal receipt will be taken into account). There's a full programme of events and the deposit will cover the costs of the aperitif and social dinner on Saturday (additional drinks not included), live music, and the evening's activities. In case of cancellation received via email by May 1st, we will be able to refund 60% of the fee/deposit. Balance: The remaining amount will be calculated based on the type of accommodation chosen and must be paid by bank transfer or PayPal by April 30. If you cancel your reservation by email by May 5th, you will receive a 50% refund. If you require more information please contact:-

Mauro "Jack Black" Social Secretary

Email:- royalenfieldownersclubpontinoinfo@reoc.it

May 2026

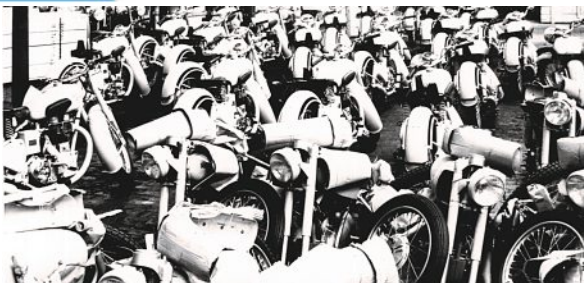


Scottish REOC Camping Weekend rally 22nd to 24th May 2026

Venue:- Ewes Water Caravan and
Camping Park,
Langholm Rugby Club, Langholm,
Dumfries and Galloway, Scotland,
DG13 0HG Contact Alan @ Marion
Email:-

constellationthirsk@gmail.com

Here's a 1951 batch of
350cc Bullets, specially
finished for the Indian
Government



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



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

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



Club merchandise
Lapel badge REOC
(See page 46 for details)



Club Calendar 2026 Official Rallies

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 REOC Devon branch to register that you have booked the accommodation and are coming to our event
Please include your membership number via Email
reocdevonmembership@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 in advance 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



Club merchandise
40th Anniversary of REOC
enamel lapel badge



July 2026

Royal Enfield Owners Club

National Rally 2026



R.E.O.C.
Mid-Shires Branch



R.E.O.C.
Mid-Shires Branch

- 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/>



Club merchandise
Yellow Hi-Vis waistcoat Sunburst yellow
Details see page 46



www.royalenfield.org.uk

Club Calendar 2026 Official Rallies

July 2026

REOC NATIONAL RALLY 2026 July 17 – 19 **HELPFUL AND IMPORTANT EVENT BOOKING DETAILS**

The event runs from midday Friday 17th until four pm Sunday 19th
Please notify us of your attendance via the rally registration webpage;
royalenfield.org.uk/2026-national-rally-registration

Two nights camping including the Founder's Day show entry costs £30 and is booked/paid via; stanfordhall.co.uk/visit-us/founders-day There are no camper hook-up points in the National Rally area of the estate. If you need a camper van hook-up you can book into the estate's permanent camp site. That means you can add extra days to your stay if required. It also means that you can drive around to the Rally area of the estate using the internal estate road. A discounted rate has been arranged for your stay. To book call the Manager Sharon direct; 07711402900 or book via; stanfordhall.co.uk

We are not permitted to hold any REOC Auto-jumble activities during the National Rally. If Members wish to sell items they can book a very reasonably priced stall at the VMCC auto-jumble; foundersday.co.uk

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)

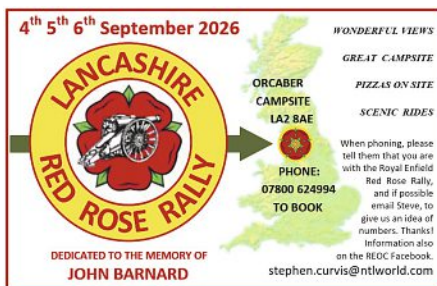
All bookings via Eventbrite. Just scan QR Code: Visit www.EventBrite.co.uk – search South Wales REOC

Please do not contact the pub directly

Club Calendar 2026 Official Rallies

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



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 35**
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/](https://fforestfields.campmanager.com/22376/Check-Availability/)
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

www.royalenfield.org.uk

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 Sliwowski Tel:-0773 0110158

Email:- poloenfield700@googlemail.com

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.



**Club merchandise
Stainless steel
machine badge
(see page 46 for details)**



Market place

For Sale

For Sale Two BSA B31s, 1949 plunger trail trim, & 1950 ridged. 1959 Meteor Minor re-engined with a 1957 350cc mag ignition, all complete. & in running 8/10 condition. Inc; Two & a half B31 engines, loads of other BSA spares, £9k The lot, For more details contact Gilbert Davies (MNS) Herefordshire Tel:- 07968004560 Email:- steameagle@hotmail.com

Market place

For Sale

For Sale 1960 Constellation frame fitted with 1960 Meteor Minor engine. Easy starter and goes and stops well. Koni shocks, but needs a front fork seal doing. £3250 or offer Doug Jackson (MNS) Beccles Suffolk Tel:- 07757 223177. Email:- jacksondouglasmk5@gmail.com

For Sale Royal Enfield 350 Bullet "old style" Registered 2008 one of the last old style, MOT Sept 26. Excellent condition. Low mileage. It reached 2nd place at the Nationals. £2,000 ONO. Frank Moore (MNS) Herefordshire, Tel: - 01568 760149 or 07773 702605 Email:- fmooreish@sky.com

For Sale Model G gear box in good condition, barrel & head with rockers and cover, Inner clutch basket. Can send photos if required. £250. John Crow (MNS) Tel:- 07522 442539 Email:- jrcrow2@hotmail.co.uk Essex

For Sale 1938 500cc competition Bullet cylinder head. This is the single port iron head that takes the Amal 6/135 horizontal carburettor. It is complete with valves and rocker gear £80-00 . Chris Brady (MNS) Tel:- 01280 848491 or 07778 330108

For Sale 1956 250 Pre-Unit Clipper, new tyres, carb, battery, cables etc. REOC Authentication document. Buff Logbook. £2000 (possible delivery) Peter Ebbs (MNS) Tel:- 07884 098156

Market place

Wanted

Wanted Early Crusader Sport, or Crusader Standard Engine for 1959 Crusader Sport Restoration. Engine Prefix Letters should be 'S' or C.R, WHY?. Simon Whitnall (MNS) Tel:- 01284753974 or mobile, 07783277629.

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.

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 / green)	£3.00
NEW Lapel Badge Improved 25mm design (blue, red, yellow, green)	£3.00
Cannon Pin Badge (chrome)	£2.75
Sticker (silver)	£1.50
Screen Sticker * (silver)	£2.00
Key Fob * (red / yellow / 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

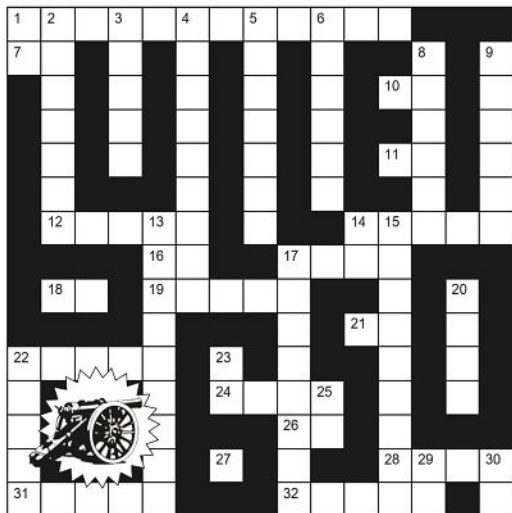
Payment may be made by Bank Transfer, PayPal (minimum £10) or cheque

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
'All prices inclusive of postage and packing'

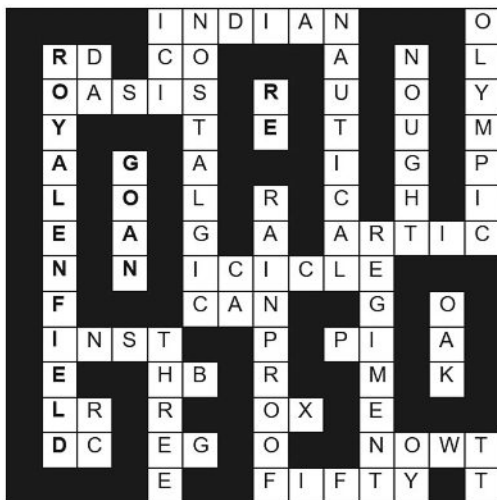


DOWN

- 1 Royal Enfield. First 2 letters
- 2 MG badge, not a hexagon
- 3 Oval nut growing on oak trees
- 4 Location of Tattoo. Capital city
- 5 Rum Loaf (Anag.) Car racing, eg 1
- 6 Sunday after Good Friday. Eggs
- 8 UK Duos (Anag.) A number puzzle
- 9 RE bike, now a 650! From a gun
- 13 Add decorative details or features
- 14 Shorter than Doctor
- 15 Negative amount in bank account
- 17 Alcohol after meals, aids digestion
- 20 Axe 2 from clue number. 5,4,3,2,1,?
- 22 Country between Ireland & England
- 23 2x3 starts this number. Metric system
- 25 Isle of Man: Tourist Trophy
- 27 Multiplication sign marks the spot
- 29 Yes, it's similar to aye
- 30 Reversing RE gives the late Queen

ACROSS

- 1 Finally Rode E (Anagram, 2 words)
- 7 European Community. First 2 letters
- 10 Auto Union, Audi's 4 rings etc. Gold
- 11 Attempt, trial; Have a ?? at this
- 12 Always, the opposite
- 14 Feeling of uncertainty. Mrs ? -fire
- 16 2 vehicle letters in octagon badge
- 17 Diesel Engine Road Vehicle
- 18 To ? or not to ? inside this big letter
- 19 Indian subcontinent, type of fritter
- 21 Chromium symbol. On new mail vans
- 22 One of 2 on a bike, 4 on a car
- 24 In formal letters, means this month
- 26 An Audi, same as 25 Down
- 27 2 ? 7 = 14. At the end of six
- 28 Forehead to chin. Phizog
- 31 Surname. Job: black, gold, silver
- 32 Roman numeral "L" (Half a "C")



The Winner :-

Brian Graham (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



*Above Wankum to Waterloo – Motorbike borne meditation
From the left: Balloo, Joerg, Will, and Penny*

Below Adrian Orchard's 2005 Electra X after some mods

