

THE GUN

The magazine of the Royal Enfield Owners Club



www.royalenfield.org.uk

Issue No. 314



Aug/Sept 2026



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**ROYAL
ENFIELD**

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Front Cover:-

*Enfield Explorer Challenge Point of Interest 10-
Elan valley dams Henry Price's 2001 Lightning 535cc*

EDITORIAL

Hello All,

Well, in the words of Victor Meldrew (*if you know, you know!*) "I don't believe it!" Yet again we've had to put an advert in, this time on page 46, for the vacant position of Club Sales Officer! Oh Come On! There must be someone out there who could fill the position, surely! If you're hesitating and aren't sure what it would entail, please get in touch with Bob Murdoch, our Club Chairman via the website royalenfield.org.uk who will answer any questions regarding this post.



We're quite sure that you'll all have been enjoying riding your Royal Enfields in this fine weather we've been having. Why not combine this with entry to the Royal Enfield Explorer Challenge (*page 21*) It covers the length and breadth of the country with some very scenic **POI's** (*Points Of Interest*). Oh and if you manage to get to No.64, please feel free to come and visit as we live 10 minutes from there! In the meantime, ride safely!

Paula (and Doug)

The Gun Dates

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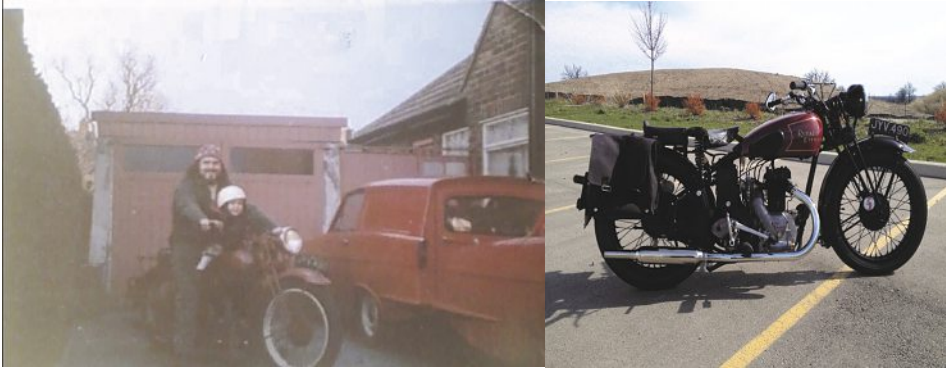
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All contributions for next issue to reach the Editors
as early as possible Before the **1st September 2026**
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Write Away – The family WD/C



Here are some photos of my '41 WD/C. It's been in our family since '46 when it was civilianized and my grandfather bought it. It has since been passed to my father (in second pic) and to me. I have now brought it to Canada and done a full restoration on it. Now it's ready to pass to another generation of my family.

Ross Edwards (MNS) Ontario Canada

Please may I say via The Gun, a big thank you to Bob and the Cornish Branch for providing a most enjoyable and entertaining ride out as part of this year's Cornish Rally. I brought a few of the Devon Branch along for the ride out and we had a fantastic time with a terrific ride and a most sociable day.

Bob's routes are unbeatable! Thank you again Best wishes

Jezz Scott (MNS)

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 — WD/CO Parts required

Is anybody able to help me with supply of the following parts for a 1941/2 WD/CO ? 19122. Crown distance washer i.d. 7/16", o.d. 1 and 5/16" thickness 1/16" 27236 Front chaincase pin locking plate (a sketch and dimensions would be acceptable)

Neither of these parts appear to be available from the regular sources.

Thank you

Marius Tybjerg (MNS) Email:- marius.tybjerg@gmail.com

Write Away— The future is behind you.

The future is behind you, in more ways than one. Firstly, because ‘that diesel Enfield’ is slower than your bike. Secondly, because the days that held any promise of mass production diesel motorcycles are a fading memory. Sadly it is only specialist builders who could offer a small capacity diesel motorcycle these days and their order books are not overflowing. The Kawasaki Military diesel motorcycle was not a resounding success and an internet search will reveal no ‘big names’ currently in the game. Axiom, in the States, are trying to promote a three cylinder one litre diesel machine that



costs more than a Harley and offers less power than a new RE 650. “But why would anyone be interested in a diesel motorcycle anyway?” I hear no-one ask. That question is best answered by the fortunate few who rode Henry Price’s (RE) Taurus diesel at the REOC International Rally last year. Not one of the riders returned without a huge grin on their face. Most stated “the bike went better than I

2002 Charnwood Royal Enfield Hatz 350 powered Bullet.

expected”. They’re simply great fun! The second and more pragmatic answer is an obvious one; given the current price

of fuel a machine that returns MPG in the range of 170 to 190 has to be a serious consideration for any two wheeled commuter, or anorak, or oddball, or just simply the rider who dares to be different, albeit at a sedate pace.

Write Away—The future is behind you

After purchasing the black Bullet (*pictured on the previous page*) I was very fortunate to have been put in touch with the affable and helpful former proprietor of Charnwood Classics Jim Darcy. Charnwood were well known and well reputed for their manufacture of sidecars. Sadly Jim has retired now but prior to his retirement he geared up one of his Hatz diesel RE creations, a 460cc I believe, and managed to achieve 222 MPG. I could rest my case there but I won't. Who doesn't want a machine whose manufacturer recommends 'living with it against the stop'? That's the 'on or off' throttle approach with absolutely no in-betweens. And who amongst us doesn't gain an oddly satisfying feeling from riding a marque that for years was a widely derided or overlooked underdog. Double that feeling for a diesel RE!

"So where can I get one?" I hear no-one ask. Well, Charnwood diesels are thin on the ground having produced only a few dozen diesel Bullets but Jochen Sommer, in Germany, has converted around 200 bikes. Price Part Motorcycles have built around one hundred and forty and still offer diesel Bullet conversions on their web site. Or, for the engineering inclined enthusiast, Hatz UK is on the A5 in Leicestershire. They offer spares as well as new engines over the counter.



Yes that's hand start, kick start and electric start

If you go there, it's a lot better than its neighbour the Triumph factory, you will be greeted by the red Redditch based Bullet diesel pictured herein. The red bike is Charnwood's very first conversion and the only 'post 1955 framed' diesel that we know of. RSVP if you know of any more.

John Dove (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 — Bullet in Brittany



Some of the rider's Royal Enfields

Imagine, if you will, that you are lying in a snug sleeping bag in a tent after a good night's sleep and as you slowly awaken with your eyes still closed, the first sounds you hear are cuckoos calling to each other. You remember that you are in France, on a woodland campsite, entirely taken over by the Royal Association Annual Rally in Arzal in Brittany and that the day ahead promises to be delightful.

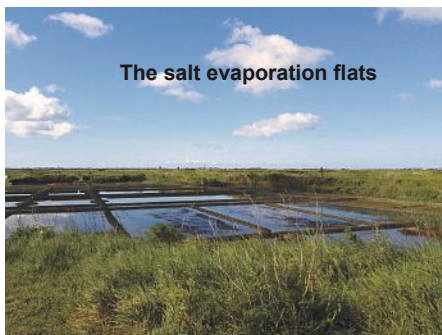
The next sound to be heard is someone in perfect French carefully, if a little loudly, articulating “Bonjour! Où est la douche, s’il vous plait?” with an English accent as he asks the whereabouts of the shower. There are several of us from the UK REOC, invited to join via an announcement in *The Gun*. Some have booked cabins. People gather around bikes that are parked outside the reception area. Admiration and the usual comparisons and explanations ensue. A 1958 Redditch-made “Indian Westerner” owned by a member of Bristol REOC causes a stir amongst the French enthusiasts who are mostly on more modern Indian-made motorcycles.

Next is a breakfast buffet of French bread and jam, pastries and local Breton cake or pâté set out in the spacious campsite main hall where croissants are being dipped into fresh coffee as riders prepare for one of the three rides on offer that day. On the wall is a map of France and attendees are invited to place a sticker on their place of residence. South Gloucester, Bristol and Wales were off the map so we added our stickers on the wall above it.

And so, with many a welcome “Bonjour!” the day begins!

My group for the “The Salted Vilaine” ride consists of about 20 riders on a wide variety of Royal Enfield motorbikes. Amongst them are two sidecar rigs. We assemble at the pre-arranged part of the country road leading out of the campsite, all sporting the blue plaque we were given on arrival.

It is cold but dry and sunny. Road signs are in Breton as well as French.



The salt evaporation flats

Write Away— Bullet in Brittany

We are led along country roads to various sights. First stop is at a salt marsh where sea salt is made from evaporating seawater. A visitor centre provides coffee and a huge, diverse selection of salty gifts are offered for sale in the gift shop.

Next stop after miles of open farmland where corn is just poking through the soil like little green rabbit ears, is Kerhinet, a picturesque village where almost every house is thatched and has roses round the door. A grassed games area is full of enthusiastic French people in competition playing palet, a bit like boules but the pieces are biscuit-



Thatched Cottage at Kerhinet



The game of palet.

shaped and don't roll. With hardly any traffic on the tree-lined country roads, we ride to the canal and park up for a boat trip. The Nantes to Brest canal was ordered by Napoleon in 1783 to allow French naval ships to be moved inland because, during the Napoleonic Wars, the British blockaded the Atlantic coast. Today, it is used for pleasure craft as previous commercial traffic ceased. As the sky darkens, we shelter under the boat canopy during a very heavy storm!

The previous evening's repast had been an exquisite cold meal. You never saw such a variety of meats and salads (that gorgeous one made of grated celeriac). A bar serves beer, wine or the refreshing local cider. This evening's meal is Breton buckwheat crêpes made to order by three chefs with the required hot plates and fillings. More local cider is drunk, the hall a hubbub of joyous talk and laughter.

I wriggle into my sleeping bag and listen to owls as I drift off to cider-induced sleep. The following morning, the group that includes 3 sidecars, sets off on the "Traces Left by Legend" tour.

Deep into the past we go with the first stop at a neolithic settlement. A huge slab of rock called a dolmen was once home for ancient Bretons and later, we all wonder at the vast



Standing Stones at Menhirs de Montneuf.

Write Away — Bullet in Brittany



field of upright slabs at the Menhirs de Monteneuf, a megalithic site made up of 42 standing stones and more than 500 that have fallen since they were placed over 6,500 years ago.

At Ballon, we view an imaginative memorial at the site where, in 845, Bretons fought for and won autonomy for Brittany against Charles the Bald of the Franks. Within the trees at the Forest of Brocéliande, a magical area

where lore is very much kept alive, we marvel at a modern representation of the legend of King Arthur and the knights of the round table.

Of course, there are coffee and crêpe stops between locations and the countryside is breathtaking with very little traffic.

The entire weekend is a whirl of riding, socialising, eating and drinking. A great deal of Franglais is spoken causing smiles from both sides. Those of us from across the water, were made very welcome indeed. It was heartwarming and fun. It was only part of my month of May holiday in France but I am



already wondering where the Royal Association will be meeting next year.

Many thanks to Pierre-François Raymond and all the members of the Royal Association who organised such a remarkable event. Thanks also to REOC's Henry Price and Bob Murdoch for ensuring that the invitation was printed in The Gun. I wouldn't have missed it for anything. Jacqui Furneaux (MNS)



Write Away — The Model X and the new machine badge

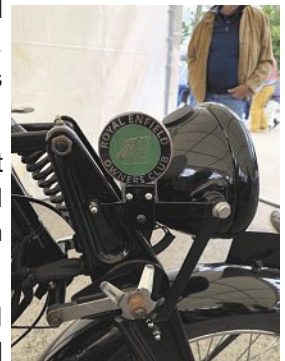


This is a Model X produced in 1934. As you may know, this model was only produced for 2 years due to the lack of its success. This is a two-stroke engine, 148cc, Two ports (as it was supposed to be a "sport" version). The same engine equipped the famous Cycar approx. the same year. 3 speeds gearbox.

I bought the bike 3 years ago. Imported from Holland where it seems that the bike spent part of its time. There were some old Dutch newspapers from the 30's under the seat.

A very interesting bike to restore and to run. I got interested with RE something like 10 years ago. I bought a 2017 Bullet 500 (which I still have). It rests in my garage next to its 1934 old grandmother ;)

Thanks a lot, Doug, for the work you do for the REOC. I do appreciate it. *(thanks for those kind words)* and I look forward to coming to England (Redditch, why not?) with my 2017 Bullet one of these days. Sébastien Damart (MNS)



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Write Away— CO rebuild

About twenty years ago on a visit to Battlesbridge Motorcycle Show and Autojumble in Essex I purchased for £500 a very old Royal Enfield restoration project. Here's how it went!!



The dealer delivered it to my address and told me the bike had been used in the film "Oh! What a lovely war", but he did not know what model it was. I found out through the Royal Enfield Owners Club that the bike was a 1942 350cc OHV model CO and it was supplied to the British Army in 1942. What surprised me was that it had a London registration plate for 1942 and it was black with no sign of khaki paint. I expect it was

used as a Despatch Rider's machine for a Government office or perhaps the Civil Defence.

I found the restoration was very easy and straight forward as a box of bits came with the bike. The biggest outlay was the new 19" wheels built onto the hubs. This cost me £100 for the two at the time. I visited Leigh Classic Motorcycles shop who had a very large stock of second hand motorcycle parts. I managed to do a swap with 2 old petrol tanks I had (a Triumph & AJS) for a speedometer and two second hand tyres. In my shed I had an old Bullet exhaust system that fitted the bike. The biggest problem I had was fitting



the speedometer. I had a picture in a motorcycle magazine showing the speedo on the right of the headlamp but this was a mirror image as it fitted on the left of the headlamp. A bicycle front light bracket was a perfect fit for the speedo. Once the bike was up and running, I sold it for £800 through an advert in the Gun magazine to a soldier.

John Palmer (MNS)

Write Away—Branch Coordinators report



Hello everyone. I took over as branch coordinator recently, so here is a bit of an introduction. I've been riding since 1975 on my first bike, an SS50 moped for those that remember those oh so fast Hondas! Very reliable and economic though. 24 years of Japanese bikes followed until 1999 when I got my first Harley.

Successive Harley's followed until 2021 when I went to old school and traded in my fat boy for a new Interceptor. It was like a breath of fresh air,

took me back to my early days when bikes looked and performed like proper bikes! (In my opinion). I now ride a new Supernova Meteor 350, which I'm still running in. I have to say I love the bike, styling & comfort, not forgetting the economy, although slightly underpowered?

I won't be going too far afield on it but will get out on it as much as possible. Previously I've been to numerous Grand Prix's, home and abroad, transatlantic races, all prior to getting Sky, so I watch the racing in comfort now! My rally days have reduced somewhat with age lol. but nowadays although I like my comfort, I still do a few each year. I did the Dragonfire rally last month (really need a new warm sleeping bag!) and am planning, I hope, to do both the national and AGM rallies so should see a few of you at one of those.

I've been a MAG member for a very long time including being a local and regional rep although nowadays I leave the politics alone and concentrate on riding.

I hope to get to a few branches over the summer and meet some of you, hopefully by the time you read this. Take care all, and ride safe.

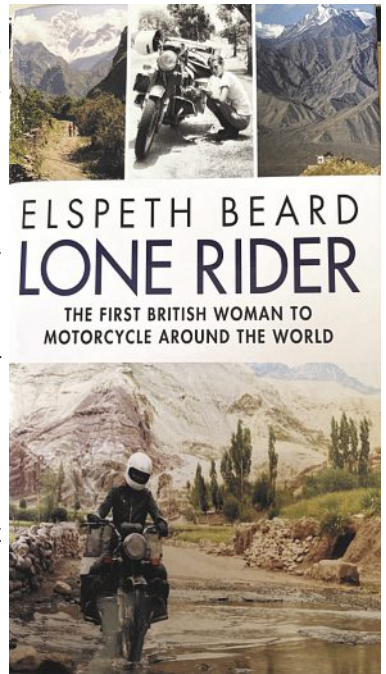
Mac (Alasdair McIntosh) (MNS)

Book Review

I'm always in awe of any woman (or man!) who for one reason or another suddenly decides to leave everything familiar and take off on a motorcycling adventure. Elspeth Beard is one of these and although her motorcycle isn't a Royal Enfield, this is still a captivating story! With limited savings, a tent, a few clothes and some tools she set off on a two and a half year journey determined to prove herself. She had ridden bikes since her teens and was well travelled but nothing could prepare her for what lay ahead! When she returned she had lost a lot of weight but made up for it in the wisdom she had gathered. This is an intriguing story of love, loss, illness, biker gangs and a whole lot more! Elspeth tells her story with wit and honesty and this is a thoroughly good read from start to finish.

"Lone Rider" is available in paperback from World Of Books for £8.40

Paula Young (MNS)



Gillingham in Gear 2026.

The Somerset and Dorset Branch had its usual stand at the Gillingham in Gear Show on Saturday 13th June. It was a lovely sunny day and we had a selection of Royal Enfields for members of the public to view. It was thoroughly enjoyable as we met up with



old friends and had the chance to examine other classic vehicles that were on display. A big Thank you to everyone who took part.

Andy Parfitt (MNS)



Potholes are something which affect all of us no matter what we ride, and this is an example of what the BMF are trying to do to combat issues such as this and central reservation wire dividers, which can be lethal in a motorcycle accident. More details can be found on the BMF website.

Potholes

The BMF attended a meeting with Simon Lightwood MP (Parliamentary Under Secretary of State, Minister for Roads and Buses) as part of a high-level delegation of the Pothole Partnership to press for a resolution to the current pothole crisis. We have called for the delivery of a new approach, both nationally and at local level, to deliver better quality permanent pothole repairs together with more effective monitoring of those repairs. The aim should be to ensure local authorities are targeting pothole funding appropriately and fully meeting their performance targets. The Minister accepted the real risks motorcyclists face in riding on poorly maintained roads. He said that the Government's new transport strategy "Better Connected" would focus on an approach that prioritised long-term preventative roads maintenance supported by a new delivery and compliance framework. The overall aim was to deliver better road safety outcomes for all road users.

Wire Ropes Campaign

"Cheese cutter" barriers, pose a serious and avoidable danger to motorcyclists. In a crash they can cause severe trauma to motorcyclists, including life-changing injuries and fatalities. Nearly 150 miles of cable barriers remain on England's roads. The campaign is calling for these barriers to be removed and replaced with safer, motorcyclist-friendly alternatives. BMF Members can sign the petition via the following link or by googling IAM Road Smart and logging onto their website.

<https://www.iamroadsmart.com/safer-barriers-for-safer-roads>

I am the REOC liaison representative to the BMF

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

To read the full report please visit the Club website and download the latest E-Newsletter Eds

Rallying Round:- Tayside Branch Scottish Rally 2026



The Scottish rally this year was held at a new campsite at Ewes water campsite which is a small site at the Langholm Rugby club and was turned over in its entirety to REOC.

We had 46 booked in for camping and a few others turned up unannounced so about 50 in total which filled the site perfectly. True to form, something had to go wrong and that happened early on Friday as Marion and I made our

way to the rally. Marion's Meteor Minor seized on the M90 in the middle of roadworks. I had to leave her to wait for recovery as I had to get to the site to try to organise the camping. After a few hours wait for recovery Marion got there at 6pm on her trusty Triumph Bonneville.



Meanwhile I had been meeting with everyone who had come from as far apart as Stonehaven to Kent. What a great group of people, typical of REOC, the friendliest motorcycle club. Many stayed onsite Friday night but some of us did the 15 minute walk to the Crown hotel for food and drink.

The main event of Saturday was the run which took in the scenic valley of



Eskdalemuir and some very potholed roads in Dumfries and Galloway before stopping at the Old Toll Bar for lunch in Gretna. We had 31 on the run and although we had tried to help the café by getting as many pre-orders as possible, there was a bit of confusion and some who had ordered ended up getting the wrong meal and some got nothing.

Rallying Round:- Tayside Branch Scottish Rally 2026

Speaking with the boss of the café later it is clear that they were overwhelmed and were not interested in having us back. That aside, those that got their food were pleased with it.

After lunch the run headed into England and trundling down some very unclassified roads, we arrived at Mike Barry's motorcycle museum at Scalebyhill. Mike Barry was a sidecar racer and this is his private collection. Some very interesting bikes but alas no Enfields, just a few posters and a crusader casing. I did like the small MV Agustas myself. After the museum we took a challenging route back to Langholm. It was particularly challenging for Bruce on his 350 Bullet with sidecar but we all managed it.



On our way back through Langholm to the campsite we passed a local members collection of Enfields that he put out on the street for us to see. Some Crusaders and a Constellation and a Mk1 Interceptor. Everyone enjoyed the run, even with the lunch mix ups and it stayed dry throughout. Back at the site we then had the prize giving.

Best Bike – Davie Knowles with his modern Continental GT

Furthest Travelled – Rick Weaver and Clyde Phillipson from Kent. A few miles between them but not worth quibbling about.

Endurance – Bruce Deacon on his 350 Bullet combination all the way from Essex

Marion and I would like to thank everyone who came for making it a memorable and enjoyable rally. We appreciate your support and we hope to see you all again next year. We have booked for 21/22 May 2027 at the same site, so pencil it in and we will take bookings next year.

Alan and Marion Thirsk (MNS)



The Kiwi Bulletin No. 159 April 2026 Thanks to Lew Martin



Need For Speed

G'day I'm Crooky,

I'm one of the riff raff from the Waikato. I've had a crack at writing about my latest toy, so here goes. My eldest son bought a Royal Enfield 535 GT as his first bike. I made the mistake of riding it. The handling was great and it is just fun with a lot of character.



Then it just so happened the internet algorithm picked up on that and showed me a very cheap one. It was sitting unused on the coast near Auckland, so it was a little fizzy (corroded), and the cylinder head had a tapping noise on the test ride.

Not enough to put me off, but I knew I'd have work at some stage. It was a very good price so it became mine! Rode it home happy as, and all was good. I now have my own 535GT Yeehaa! Over the next few rides, the little tapping got a bit louder, and I knew I had a valve train issue, so I started looking for guides, lifters and valves..... no big deal right?

I logged on to Hitchcock's and found all the performance parts available. For someone like me this was a big mistake! I thought while I was in there, I may as well give her some pep, and yes Mr. Hitchcock I did like your recommendation of a full fairing kit. Ok I'll get the clip ons too as I fancy myself as a bit of a racer at heart. I thought about it for a couple of days but it was too late, I was sold and with a simple click of a button ... "Your order has been placed".

By this time it was December and the parts had arrived. All I can say is I've never looked forward to Christmas so much! The bike was now stripped, and the issue found. Worn exhaust guide at 10,000ks. When it was parked in storage by the ocean, it looked like the engine stopped with the exhaust valve open. The stem had gotten rusty, and when I rode it, it chewed the guide. I am happy to understand what went wrong. The build was pretty straight forward really. It was just the top end that got a birthday (for now) the pie warmer at work heated the barrel of the cylinder liner so it can be machined on a buddy's lathe for the squish mod and again reassemble it.

so it can be machined on a buddy's lathe for the squish mod and again reassemble it.

Another mate and I then spent a couple of afternoons in his shed porting the head and improving the combustion chamber. After that, it's measuring time yet again, more cleaning then back together with all the new goodies.



For the first start it was the same procedure I've always done. With the spark plug out, turn it over by hand. Then on the starter. You can hear the oil system get primed at this point. The plug goes in and start!...well, try to. A quick tweak on the carb, and it started pretty well. I binned the fuel injection too. I can tune a carb but can't be arsed with EFI and a dyno plus the expense of a new ECU, so I changed some jets to tune the carb and then yeah, ride it!.



Totally different. Just as a stock engine was all in with nothing left to give, this one now pulls even harder! All the way to the red line of 5500 rpm and even up to 6000 rpm.

I'm not doing this again until a new rod and piston goes in with a rebalanced crank. I think I chipped a tooth from all the good vibes haha. Stock is about 19-20hp at the wheel and other bikes with similar mods to mine are up to 35 hp. It goes like the clappers!

The fairings were reasonably straightforward to fit. Couple of tweaks to brackets, and it is on. I love the loo of the 60's TT bikes, so it is only natural I've tried to imagine if this bike was from that period, what would it look like. With the help of another friend, It now looks as I imagined.





The Kiwi Bulletin No. 159 April 2026 Thanks to Lew Martin



The fairings were reasonably straightforward to fit. Couple of tweaks to brackets, and it is on. I love the look of the 60's TT bikes, so it is only natural I've tried to imagine that if this bike was from that period, what would it look like? With the help of another friend, It now looks as I imagined.



It goes without saying there's a thank you list. My family for putting up with me constantly talking about it and thanks for coming and getting grubby hands with me. I will always treasure that! Cheers to Robbie, Matt and

Tana. You've all helped make this possible. It's pretty cool having your mates help you succeed in a very personal endeavour. Thanks heaps.

Here is a list of parts and mods for those still reading.

Dunlop TT100 gp compound tyres, K&N filter, Amal Mk1 premier carb, Hitchcock's stainless valves, double valve springs, aluminium retainers, performance cams, new oil pump, new roller lifters, Gold Star style free flow exhaust, ported inlet and exhaust, unshrouded valves, machined 1mm off the barrel to reduce the squish gap and up the compression.

So that's it for now, suspension needs a birthday to cope with my 6' 2" 105kgs ha ha and the bottom end needs a build at some stage then we will see what the ultimate results are with the revs up to 7000! I may try and have the top speed officially recorder at a NZ land speed event in the future. USA 98 MPH Aussie 102 MPH NZ TBD. They were on salt with wheel slip so I should be able to beat them hee hee. Time will tell.

This has been a great experience for my first bike build, I'm super happy and hooked! There will be more to come.

Crooky L M Crookshank—Waiko Rep.

www.royalenfield.org.uk

ENFIELD Explorer Challenge

The competition began in (April 2026) and will run until Sunday 6th September 2026.

The finish date is one week before the AGM and gives us a chance to collate all the results before announcing the winners at the AGM. **Only Royal Enfield bikes may take part.**

The list of places to visit in your explorations are on the club website

An overview map of the POIs is also on the club website

Official REOC rallies (as listed in The Gun club magazine) will also be given a POI number and will garner extra points.

To begin taking part simply start using the form, with your membership number and the POI number, and upload the photo you have taken as proof of visit.

When you visit one of the nominated places take a photo of your bike at that location and use the form on the website to upload your POI check-in picture. (The Dog is optional!)

Points will be awarded as follows

Pre 1940 Enfield 5 points

Pre 1972 Enfield 3 points

Post 1972 Enfield 2 points



Rallies

Attend an official REOC rally regardless of Bike Make: 15 points
Attend AGM rally regardless of Bike Make: 25 points

Awards

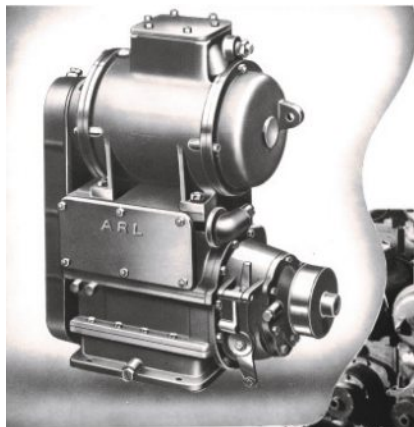
There will be a prize for the top 3 “Explorers” A league table will be available to view on the club website so you can track your progress.

If you have any questions about the challenge, please send an email to

enfieldchallenge@royalenfield.org.uk



Proud War Record Part 8



OIL MOTORS

FOR OPERATING BOFORS GUNS, SHIPS' STABILIZERS,
SEARCHLIGHT CONTROL, FOR FUSE SETTING, Etc.

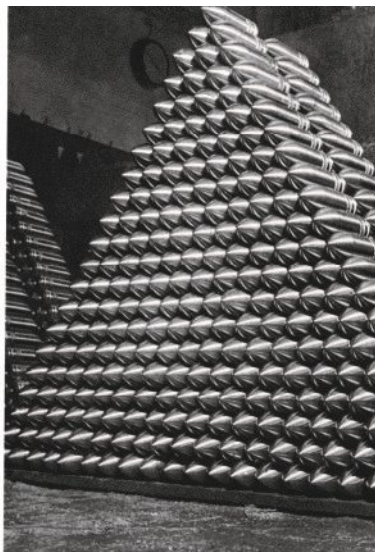
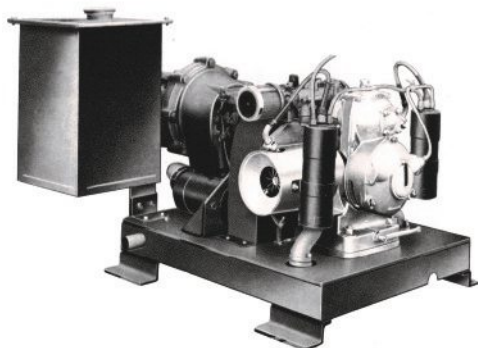


2.75 K.V.A. PETROL-ELECTRIC GENERATING SETS USED ON BOFORS GUN SITES



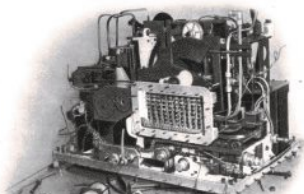
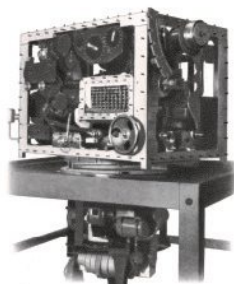
Proud War Record Part 8

TWO-POUNDER ARMOUR-PIERCING SHOT.



PUMP UNITS FOR OPERATING GUN TURRETS OF TANKS.

No. 3 and No. 7 PREDICTORS
FOR ACCURATE CONTROL
OF ANTI-AIRCRAFT FIRE.



Face Book Findings



Pictured are Steve Hough with his Meteor 350 and David Thorpe with his Interceptor at the “Bellringing Motorcyclists” Spring tour to Gloucestershire & Herefordshire.

Peter Thornton went for the first run on his Crusader Sports. He last rode this actual bike in 1971. Although the years fell away, he was reminded that his body is now a little different.



Carl Choppers Hopkins enjoyed a good run out, although a bit nippy, starting at The Peacock and then on to the Rope and Anchor where he caught up with a few friendly faces and more lovely bikes.

Face Book Findings

New member Derek Wright recently purchased his Meteor and is enjoying riding again after a long break from motorcycling. He's hoping to get to some events this year. Welcome to The Club!



This photo of the current N-W 200 races reminded Bob Murdoch of the 2017 Ulster Grand Prix when some top REOC riders were on the grid!

In May, Michael Rostron took part in "The Distinguished Gentleman's Ride" in Aberdeen on his Royal Enfield Twin.... and very smart they both look!



Branch Report—South Midlands

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



John Crawford was the recipient of the Club Member of the Year Award and was presented with the cup at our recent club night. In May, we were again supporting the Forge Mill Needle Museum in Redditch for their 1940's weekend. We put our banners up depicting the equipment, motor cycles and bicycles the Enfield Cycle Company produced for the war effort. Later in May, club members joined Gordon May and writer Adil Jal Darukhanawala at the Royal Enfield pub in Redditch to talk about their love of the marque.

John Budgen (MNS)



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Branch Report—Greek Branch Contact Andreas Papadakis, Athens, Greece.

Email:- reocgreece@gmail.com



Dear friends and members of the REOC,

We are delighted to inform you that the 2026 REOC Greek National Rally in Gythio, Mani was completed with great success.

Participation once again increased, reaching 120 attendees, with around 25 participants travelling from abroad. We truly hope that everyone who joined us had a wonderful time.



This year, for the very first time, the event lasted four days and included more activities than ever before. During the rally, there were four organised rides, four group meals, visits to archaeological sites, and many more memorable experiences.

The region itself, combining the sea, endless



olive groves, and the iconic stone towers of Mani, created a truly unique atmosphere.



We would like to warmly thank all of you who participated and dedicated your valuable time to travel to Greece and be part of this gathering.

We are now looking forward with great excitement to the 2027 REOC International Rally, wherever it may take place, as well as to the celebration of the 50th anniversary of our historic club — REOC UK.

Have a wonderful summer everyone!

Regards,
Andreas Papadakis,
General Secretary
REOC Greek Branch
(MNS)



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).



Several members attended a very interesting talk on both the launch of the new 650cc Bullet and the history of the Bullet model in general by Gordon May (official Royal Enfield UK Tech Centre Historian). The talk took place at Cooperb Motorcycles which is to the east of the Midshires region, we are truly grateful to both Gordon and Cooperb for their continued dedication to promoting the Royal Enfield brand.

Chris Minter kindly forwarded on these photos from the REOC Italian Rally, he rode there with Nigel & Patrick from the Midshires Branch.

I'm not gonna give too many details of their trip but let's just say I'm very jealous!

Cheers Matt Little (MNS)



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

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

The Section continues to meet the 3rd Thursday of the month, the pie and pea supper being popular.

We have had 2 significant developments. Firstly, Peter, our chairman, who was the driving force in starting the branch in 2019 has stood down to concentrate on his and Rosemary's ill health, we wish them both well.

Secondly, John Smith, a stalwart of the branch and of the greater RE Yorkshire community, who had to hang up his helmet has very sadly died. We are all shocked and saddened at this news.



We've had 2 ride outs in April, to the Trough Of Bowl and Hawes. It started in sunny conditions, ended in horrendous rain, hail and high winds, and has never been as cold and wet! The second ride was better, to Yondermann's Cafe, near Buxton, returning via Ladybower, Snake Pass and Woodhead Pass. A dry ride, luckily.

The DGR, saw 3 members go to the locally organised ride, some 93 bikes there, our Geoff won the award for Most Dapper Gentleman.

In May, Dave brought a model railway engine to show us, built by him over 6 years.

A beautiful little engine!!

Paul Hinchliffe (MNS)



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



Well with the good Summer weather upon us, a flurry of activity is afoot. For several members this has entailed pulling long forgotten Royal Enfields out of the depths of their resting places. Be it garages, sheds or even in one case the front lounge! Failure to start immediately leads to intense WhatsApp dialogue. If this doesn't succeed then its time to call in the branches' 'Spanner' Harris, who, with his vast years of knowledge, loves nothing better than nursing an "olde bullet" into life.



For others the warm weather has led to frequent trips to the local RE dealer, or in Steve's case wistful attendance at autojumbles in search of the next 'small' challenge, the question being just what model should I get and why? SO if you would like to join in with the varied fun, banter and rides, just pop along to the Red Lion on a club night and say hi. OR join us at Farmoor reservoir café (10.00am) on the third Sunday of the month for a brunch.

Andrew (MNS).



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



Strawberry Fields café stop on the ride out

The highlight of our summer has been the Granite Gathering (the GG) at the Plume and Feathers pub, Princetown, on the top of Dartmoor. Over 30 people attended and Saturday's ride out fielded 36 riders on a route that explored some of the best Devon countryside. The pub provided us with discounted accommodation and food, and laid on two bands, including the excellent Dew Barf, a heavily bearded double act that downed doubles of whisky and brandy between songs until finally

drinking themselves to a standstill, which is apparently their normal "schtick" and questionable lifestyle choice.

Most people camped, although there were a handful of campervans and a bunkhouse option. Fortunately, the weather was excellent, never a given for Princetown. We had trophies for Best Royal Enfield, Oldest RE on the ride out and Long Distance, plus



prizes donated by local dealers, CMS and McPhearsons. The feedback from attendees was very positive, so we will run the event next year, hopefully at the same venue. In addition to the GG, we've had our usual Breakfast Runs on the first Saturday of the month



Phil Stuckey (MNS)

Dew Barf while still upright

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

Our Monthly June meeting at The White Horse Pub, Tattingstone, was preceded as usual by our breakfast club meet at the Farmhouse pub which took place despite the not so pleasant weather. Only two members were brave enough to come on bikes, the rest of us chose to stay dry and used cars.

So the headcount at The White Horse was eleven members and two bikes, but nevertheless a pleasant lunch with equally pleasant company. Fingers crossed for better weather next month..

Wednesday 17th was our annual meet up with the Lincolnshire and Norfolk branches. Which took place at Browns cafe, Mundford. A good weather day if ever I saw one. Without wishing to jinx things, this meet up has been happening for several years now and we've always been blessed with good weather.

The headcount there was 31 assorted bikes and 29 people, so definitely a popular event.

A big thank you to all that attended.

N.B. Our monthly meeting is proceeded by our breakfast club meet up.

New members and visitors always assured of a warm welcome.



Stephen Backhouse (MNS) Contact - 07939 351740

Branch Report—Cambridge (The Fens)

Contact: Carl Rolfe. 07788 427360. tubaman74@outlook.com. Meetings; Every third Saturday of the month. 11am at Haywards, Huntingdon Road, Cambridge CB3 0LQ.



The June meeting took place on Saturday the 20th in glorious sunshine, it was a busy day that was well attended. This may have been in part due to the arrival of 8 brand new BSA's in the showroom, these were alongside the selection of used Royal Enfields & bikes of other makes. Andrew supplied the usual bacon butties tea & coffee, as it was a hot afternoon he also supplied ice pops to keep everyone cool. All the usual suspects were in attendance, the mood was high & the conversation was in full flow. Stories were recounted of trips far & wide, some in more details than others but all leaving the listeners wishing they had taken part. After the meeting Dave Graham & myself left for a ride over to the garden centre at Wilburton, we had coffee & cake & spent a couple of hours setting the world to rights before heading our separate ways home. The All Year Motorcyclist was in attendance, so look out for a video of the meeting on his youtube channel. I look forward to seeing you all at our August meeting.

Gerry Start (MNS) Email:- tcm23@mypostoffice.co.uk

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

Branch Report—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)

<https://www.facebook.com/groups/753171522547941>



Our main event was the Glorious Glevum Rally held at the beautiful Apple Orchard Campsite at Adsett near Westbury on Severn, (GL14 1PH). Thanks to Carolyn and Dave for making us so welcome and putting their excellent facilities at our disposal (bar, breakfast and more). Good company and a good turnout made the organisers' hard work worth while (and thanks to the helpers too!). A Concours d'Elegance trophy was awarded to Kate for her Classic 500 and thanks to Matty for judging it. Saturday evening's big South African BBQ by Edna and Brad was epic (no wild animals were harmed ;-). A highlight was Lee from Manchester playing and singing for us both evenings. Sunday's ride out, though wet in parts (!) was much enjoyed.



On Sunday 9th August we visit Broadway's Cotswolds (via Toddington Railway centre). See our Facebook page for details.

Best wishes for your Summer Festivities from all of our Branch members.
 Patrick Beutement (MNS)

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 photos show, Standing with Giants at Ver- sur- Mer with the remains of the Mulberry harbour and the evening gravel track ride across Salisbury Plain. Trust you are all taking advantage of the glorious weather.

May saw the branch well represented at the Westland Club, Spirit of Motorcycling charity ride. This very well organised run took us through spectacular countryside, with a lunch stop at Stourhead, very enjoyable day. May club night, included a ride out to Ovington mill near Arlesford, returning to the Wyke.

June saw a few of us riding to the Andover Norton open day, always surprising what is displayed by the firm and visitors alike. New frames for the Commandos are still produced, in Hampshire, on the original very substantial factory jigs. Eight of us took the ferry from Portsmouth to Caen, to spend a week touring the beaches and countryside of Normandy. Amazed to see that parts of the Mulberry harbour at Arromanches are still in place, with one piece on the beach giving us an appreciation of the sheer size and complexity of its construction. Pegasus bridge and museum, the British Normandy memorial, where the art installation Standing with Giants was on display, really brought home the sacrifice of those involved. None of us previously realised how beautiful this region of France is. Ride outs to local Chateaux and villages, including Camembert, made us aware of how wrong we had been. Great trip, with the bikes performing faultlessly.



Having barely washed off the French dirt, the evening gravel track ride across Salisbury plain to Tisbury, led by Mike on his A65, coated the Hunter in good old Wiltshire dust.

REgards,
Doug Hopkins (MNS)



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

The April meeting didn't take place, disappointingly because of a lack of support/interest prior to the event. The run on the 27th June, led by Robyn, took in a scenic circuitous route from Turriff to 'Bijou By Sea' which sits a stone's throw from the beautiful waters of the Moray Firth Coast near Buckie, Moray. Seven of us on six bikes, joined by another three at the lunch venue, a smaller group then headed inland to Dufftown for a tea and home.



On the 25th July hopefully will have been a visit to Garlogie beam engine, the 29th of August will be meeting at the GTM at Alford, Motorcycle Muster, <https://www.gtm.org.uk/events/motorcycle-muster>. Greg will lead a short run after this around the local area for those interested. September 20th is the Royal Enfield One Ride 2026 and Greg is proposing to have the branch run on that Saturday (rather than 27th which is a holiday weekend for many), probably visiting the Montrose Air Station Museum. Details will be circulated nearer the time, from Greg not me, so please make sure Greg Ross is on your list of safe senders. Please respond quickly, yes or no or hopefully! Anyone wanting to join us please contact me and I will forward details when they're ready.

REtrialer (MNS)

Branch report - North Cambs - meet at 10.30 on the second Saturday of the month at Sycamore Royal Enfield, Phorpas Close, Peterborough PE7 8FZ Email:- aldasair59@me.com or Tel:- 07543 794913

We had our inaugural meeting on Saturday, 13th June. There were six of us there to kick things off. Early days but its a start. I've set up a WhatsApp group for those that want to stay in touch for other get togethers, runs etc. other than just for the Saturdays. Details are on the website, or search NCAMBS REOC. Sycamore has a burger/hotdog stand on Saturdays from 9 until 2pm, and all purchases are donations for the air ambulance, cash or card. Hope to see more of you all on one of these Saturdays..
Alasdair McIntosh (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!) This created 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. See details above.

Paul Scarff (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.

The branch continues to bumble along, with the monthly meetings only attracting 3 or 4 members, Such a shame when there are quite a lot of Enfield owners on this little jewel of an Island. This hasn't been helped by the fact that, as of this moment, I still haven't managed to get back onto a motorcycle (11 Months) Hopefully, any day now! So, with that in mind, I'm hoping to have an afternoon/evening ride on Thurs. August 6th. Meet up at Stoats Farm Cafe, Totland at 3.30pm for an afternoon tea, leaving there around 5pm for a nice gentle ride around a few West Wight Lanes, and a bit of military road, ending around 6.30 at the 8 Bells, Carisbrooke for lemonade and chat. If that goes well, we will do the same on 3rd. September, from a different start point, give RON a call for details later. If anyone is planning a North Island trip, maybe you would like some company? Looking forward to seeing a few of you RE guys very soon. Ride safe. Ron Wallis (MNS)

Branch Report—South Lancashire

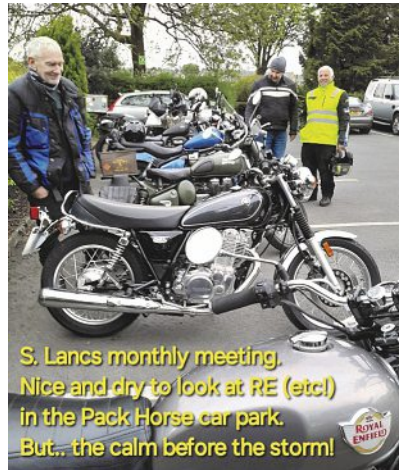
Meetings: First Tuesday of the month, 7.30 pm

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

Email:- sheila.heywood@gmail.com Tel:-07311291906



*Rivington:
South Lancashire in the sunshine*



*S. Lancs monthly meeting.
Nice and dry to look at RE (etc!)
in the Pack Horse car park.
But... the calm before the storm!*

A doctored photo? Who took it? There really have been rain-free rides in Lancashire. Here's a happy group at Rivington Great House Barn (The bottom barn.) North of Bolton and Wigan; it's a great place to meet. And... storms encountered and survived, by a couple of members too.

The last Gun (no. 313) included A Dozen "Dont's" For Drivers. Here's Top Tips from a couple of our anonymous members: Beware of road camber when putting your foot down at a stop. Might be further than you think! And, old-school with a kick start? Be sure it's in neutral. All's well that ends well. Also: Careful when pulling out behind a vehicle that's just overtaken you. Is it towing a trailer? Finally, a friend further north: Currently in Royal Lancaster Infirmary for a while; at normal speed, hit a pothole...

Sunday, 19th July, will have been the LE Velo Rally, at the Lancashire Mining Museum, Astley. There's always lots to do and see there. (*Report in the next Gun?*) Happy reports from Pete regarding the Distinguished Gentlemen's ride: A bit rainy, but good, with a LOT of cash for charity. Great! Good also, to hear great comments about the Scottish rally.

Soon! 4th 5th 6th September. Orcaber Campsite, LA2 8AE. Lancashire Red Rose Rally. Chris Robinson (MNS)

www.royalenfield.org.uk

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 events and fantastic photos.



Highlight of the month was our annual tour. We went to Cornwall, staying at Looe Holiday Park, 13 members on 11 bikes. Weather was fairly good with the rain falling mostly during the night. We visited Charlestown, a lovely little fishing port, still holding its historical essence, used in films and TV programmes like Poldark. We found a very interesting collection of British bikes inside a Peugeot dealership, The Hawkins British Motorcycle Museum. Other places of note were Tintagel with its roots in Arthurian legend, Boscastle, Mevagissey, and of course Looe.

Many Cornish pasties and fish and chips were eaten! Some members took their bikes to the Llanishen Motorcycle Show. There was a good turnout and our club even won a cash prize and a trophy. Well done to all who attended. Please don't forget to register for our Annual Rally on 21st to 23rd August at the Glascoed pub near Usk Booking is through www.eventbrite.co.uk (look for South Wales REOC) Paul Rich (MNS)

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

**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**

For our May branch meeting we had an interesting talk from Phil Rice, a retired sea captain, who entertained us with his experiences commanding tankers carrying various cargoes from gas to molasses. It was a fascinating talk which prompted many questions from members.

In June Richard Warr led a branch run from Yeovil heading through various back roads and byways of South Somerset, NW Dorset & West Wilts with a lunch stop at Crockerton Garden centre. The return trip via The Deverills gave a magnificent panoramic view during the descent into Mere. The weather was good which was a bonus. Thanks Richard. To finish our June activities the branch once again enjoyed a fabulous barbecue hosted by David & Jane.

Prior to the barbecue David led a superb ride along numerous lanes en route to Chew Valley Lake. The return trip took us across the Mendip Hills then down and across the moors towards Glastonbury area then back for the barbecue. A perfect way to work up an appetite! Many thanks for your hospitality.

Martyn Shire (MNS)

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

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

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2026

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*Discount code is for club members, friends and followers use only. Quote the club code online to save £4 off single-day adult tickets or £2 off family, child & multi-day tickets. Club discount applied to advance ticket prices before midnight on Thurs 12 Nov and show open ticket prices thereafter. Full ticket information: www.necclassicismotorshow.com/tickets. Book by 22 Oct to help your club earn extra benefits.

SAVE £4 OFF ADULT DAY TICKETS BOOK ONLINE WITH OUR CLUB CODE*:
CBROYENN6

“The South Midlands Branch has been given a stand at the NEC Classic car and bike show in November, You can scan the QR code or go on line and quote “**CBROYENN6**”

And get a £4 discount off the cost of a ticket . The web site is
NECCCLASSICMOTORSHOW.COM”

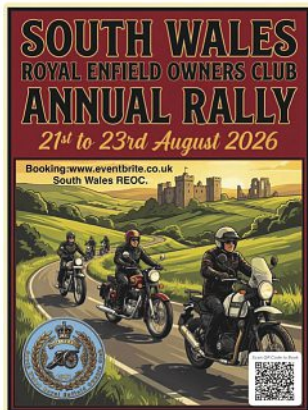
For any further Info Call Peter Hardwick (15812) 07889877311

Email peterhardwick10@tinyworld.co.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



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 Email:- reoc.archive34@gmail.com



Thursday September 10th – Sunday September 13th 2026

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



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 takeaways 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)

www.royalenfield.org.uk

Club Calendar 2026 Official Rallies

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

The Copdock Bike show is on Sunday 6 September, 9am to 6pm at Trinity Park Ipswich. We will be in the owners club area and Norfolk and Suffolk branches look forward to meeting any REOC members coming to the show!

For more information contact

eacbikeshow.co.uk

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@gmail.com

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

Market place

For sale

For Sale Enfield Special 500 Twin. 1956 engine in a 2002 Indian bullet frame with Yamaha XS 650 custom forks and wheels. Spares or repair. £750.00
For full details contact Steve (MNS) Tel:- 07494367141 West Midlands
Email:- rammrod21960@gmail.com

For Sale. 2020 500ccT all as standard plus crash bars and bashplate. Green frame model with Chrome mudguards and Tanksides. fitted removable Backbox. Very good condition. One mature owner.15000 trouble free miles.£3000 or very near offer. Tel 07553863650
Mike Crouchman, Lincs (MNS)

For Sale 1957 250cc Crusader matching numbers, very low engine number (three digits). Good reliable bike, runs well. V5C, handbook, £1,650
Tel:- 07774 945193 or 01625 424757
Email:- peter250t@icloud.com Peter Trueman, Macclesfield (MNS)

For Sale 650 Interceptor parts, Sump Guard, seat cover, hepco & becker + brackets, front screen, engine bar + lights, All for £330 + carriage, or sell singularly contact Colin Johnstone (MNS) Tel:- 01847 892944 Caithness

For Sale 1959 Meteor Minor. Starts easily and goes well £2850 OVNO. Also RoRo single motorcycle trailer, older model but everything works as it should £450 ONO. Please email for any further information and photos. Muds (MNS) Dumfries & Galloway
Email:- mudguard350@yahoo.co.uk

For Sale 1955 Ensign 150cc two stroke. Good runner with all the correct tinware. V5c in my name with age related registration so historic vehicle status. Some spares included in the price,£800-00 Chris Brady (MNS)
Tel:- 01280-848491 or 07778-330108

For Sale 2024 Himalayan Scram 411 with Tripper, White Flame, 1 owner, 2.8k Miles, Warranty to 21/03/2027, FSH, Both keys, Accessories. £3249.00 ono. Salisbury. Steve Boyd Email:- steve.boyd.uk@gmail.com
Tel:- 07866 990200

For Sale for a Classic 350 2022 reg. set of spoked wheels (black) & Bridgestone Battleaxe knobby tyres (barely worn) 100/90/19 & 130/80/18. £220 the lot. Edward Jago (MNS) I will deliver (Warrington area) otherwise collect, cash on delivery. Te:- 07479 017653.

For Sale 1933 250 BO Bullet , engine stripped blasted, new big end, rebored / new piston. All parts in excellent condition including frame & girder forks. Missing front mudguard, headlight, exhaust. £1,400 Andy Berry (MNS) Tel:- 07715917361

ROYAL ENFIELD



Genuine and aftermarket parts and accessories for Royal Enfield Motorcycles

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YOUR CLUB



NEEDS YOU

REOC needs your involvement!

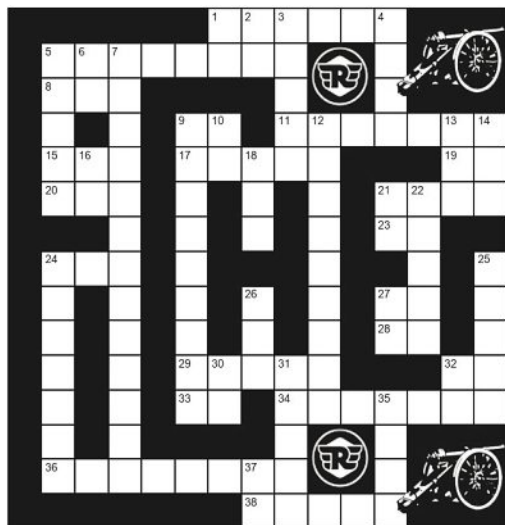
Club Merchandise/ Sales Officer.

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 vacancy, contact the Chairman via 'contact us' on the website –

royalenfield.org.uk.

All club sales are suspended until the post is filled.



ACROSS

- 1 RE parent company (See big black letters!)
- 5 Full of water, cools engines / warms rooms
- 8 This clue number minus seven
- 9 Shorter than advertisement, opposite BC
- 11 Countries, homelands
- 15 Single-spot card. Well-known London café
- 17 What you stop with. Drum or disc
- 19 Great Britain & Northern Ireland
- 20 Abbreviation: London, longitude
- 21 TADA (anag.) Information, facts, numbers
- 23 Abbreviation for "inch"
- 24 Roughly when you'll turn up
- 27 Artificial Intelligence
- 28 Mile or millilitre, depends on the context
- 29 TEA NE (anag.) You've done it with a meal
- 32 Mr Wells, quicksilver, mercury
- 33 Not LA, not NY, but ... ?
- 34 In gramophones & sewing kits. Sharp!
- 36 MAY DARED (anag.) Pleasant thoughts
- 38 Artificial material. Myth: from NY & London

DOWN

- 1 French for and. Film about an alien
- 2 On some switches to show On/Off
- 3 In an engine, a ? shaft. Or, a crazy person
- 4 TRIO (anagram) An Indian flatbread
- 5 Word before Mail, Family, Enfield
- 6 "A" before consonant. "?" before vowel
- 7 The quality of being... dependable!
- 9 BRAE VISAS (anag.) For grinding, polishing
- 10 Abbreviation for "Doctor"
- 12 A powered, fixed-wing aircraft
- 13 Pea, Brazil etc. Screws onto a bolt
- 14 From Jamaica, precursor to reggae
- 16 Abbreviation for "Company"
- 18 Type of tree. Smoker's tray. Burnt powder
- 21 Common short form for Lady Diana
- 22 A blacksmith's heavy, shaped iron block
- 24 DEN LIFE (anag.) A great machine!
- 25 In a piston's grooves. On brides' fingers
- 26 Imperial: 112 Lbs. Twenty in a ton
- 27 Morning, not afternoon (pm)
- 30 Across Flats (spanner etc.)
- 31 Synonym for foe, opponent, adversary
- 32 Not "she"
- 35 Daybreak. A girl's name. Not dusk!
- 37 Same as 6 Down, sounds like "Anne"

The Winner :- George Lokuciejewski (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 Winner, limited to one win per Club Member. The Membership Secretary will inform the winner. Send your entry, name & membership no. to arrive before the end of this month. Photos to: chris.robinson1956@gmail.com
Originals or copies to: Puzzlemaster
63, Shaw Rd, Stockport, SK4 4AL



*Above:- the 1958 Indian Westerner at the Royal Association Rally Paris
Below:- participants at the Greek National Rally*

