

THE GUN

The magazine of the Royal Enfield Owners Club

For all the latest news, views and reviews



www.royalenfield.org.uk

Issue No. 315



Oct/Nov 2026



Specialist insurance for members of the Royal Enfield Owners Club

Royal Enfield Owners Club Insurance is provided by Peter James Insurance and gives club members access to a range of exclusive benefits.

Policy benefits include:*

- ✓ Exclusive rates for members
- ✓ Cover for classic and modern Royal Enfields
- ✓ Member to member cover – ride another club member's Royal Enfield with fully comprehensive cover
- ✓ Free salvage retention
- ✓ UK & European breakdown cover
- ✓ Free agreed value
- ✓ Tools and spare parts cover (up to £3000)
- ✓ Self-repair option
- ✓ Multi-vehicle options
- ✓ Legal expenses cover



Speak to one of our dedicated team today

0121506 6023

peterjamesinsurance.co.uk/royalenfield



**PETER JAMES
INSURANCE**

Get a Quick Quote
by answering just
six questions



SCAN ME

* Policy benefits, features and discounts offered may vary and are subject to underwriting criteria.

Peter James Insurance is a trading name of Kingfisher Insurance Services Limited, registered in England No. 01469545. Kingfisher Insurance Services Limited is authorised and regulated by the Financial Conduct Authority (FCA) No 310218. Registered office: 2 Parklands, Rubery, Birmingham, B45 9PZ.

DOCIDM436

The Royal Enfield Owners Club is pleased to announce a partnership with Peter James Insurance.

Page Contents

2	Trade Ad.
3	Contents
4	Editorial
5/12	Write Away
13	27 Inter Rally/Book Review
14/15	The National Rally
16/17	Royal Enfield Diesels
18	Netherlands Bulletin
19	National Rally Apology
20	Club Italia
21	Greek Obituary/Twins
22/23	A Proud War Record
24/25	Facebook Findings
26/37	Branch Reports
38	BMF Resume
39	Market Place
40	Flash Back
41	Machine Dating Process / 20 years ago today
42	Club Calendar / Archives
43/46	Trade Adverts
47	Crossword

Magazine production

Editors

Doug and Paula Young,
4 Primrose Avenue, Rosyth,
Dunfermline, Fife, Scotland.
KY11 2SS Tel:- 07521221131
email:- theguneditor@royalenfield.org.uk

Magazine Distribution Officer - Membership Secretary

Graham Scarth
39 North Moor Road, Huntington,
York. YO32 9QN
Tel:- 07485649017
email:-magazine.distribution@royalenfield.org.uk

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

Published by– The Royal Enfield
Owners Club

Contributions for publication

ALL articles, letters, statements etc. submitted should end with your name, membership number, contact details telephone number, postal address, email address, any two contact points are acceptable .



“THE GUN” is the official magazine of The Royal Enfield Owners Club. published bi-monthly and distributed to paid up members. It must not be reproduced in any way without the consent of the Editors. Views herein are not necessarily those of the Editors or of the Committee. The Club makes no representation as to the content, the accuracy or viability of advertisements nor the commercial articles, nor for the offerings of third parties.

Front Cover:-

*New member Dafydd Pritchard's RE Thunderbird 350 which
was imported in 2006 (according to the log book)*

EDITORIAL

Hello All,

I just happened to mention that we really needed an updated photo for the magazine and look what “he” managed to find!! Me wearing a Royal Enfield Tee shirt and him in a Japan sweatshirt, and no it’s not about Japanese motorcycles but the “Pop” group Japan that we went to see in Edinburgh. This is from our very first time as Editors in Gun number 58, published in October 1986! So, on and off, we’ve been doing this for 40 years.....and we’re still at it! We looked at the Editorial then and would you believe, we’re still saying the same thing today! And here it is! We think it is still relevant today so we’ve printed it.

“Now then, let’s get down to the nitty gritty of this editorial. You only get out of something what you are prepared to put into it. We cannot produce a magazine without your contributions, whether it be photographs, adverts or articles. Even a letter to the editors is something, and I’m sure there’s a wealth of information and/or little snippets that could be shared among us all. So come on readers let’s hear it!!”



By the time this Issue comes out, the weather will have undoubtedly changed and some of you will be riding less. This gives you a chance to reflect on the good Summer we’ve had and perhaps even write about your experiences, no matter how “trivial”. Then there’s always any hints or tips you might like to pass on to fellow members, don’t be shy, share them!

As we actually ran out of space in this issue, we have had to make the decision to make pictures smaller and tighten up the text to fit everything in.

As part of the celebrations leading up to the 50th anniversary of the REOC in September 2027, we have decided to do the odd “Flash Back” in this and the upcoming Guns. Hopefully even the new (younger) members will enjoy this. Paula (and the cutting room boy!....iykyk!)



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

Write Away –Tortoise and Hare run

Hi Doug and Paula,

This Royal Enfield took part in the Wells CMC Tortoise and Hare run held in July. Thought it may be of interest to share the photos at some time in The Gun.

Doug Hopkins (MNS)



Write Away — Budget Bullet.

I purchased a 2008 royal Enfield Electra X 500cc from an older guy than my 68 years of age. He had bought it as a project and being in his 80s it was probably not a wise move on his part. I was assured it was a runner at some point, when that was God only knows. The bike had been left out in the elements for some time and the good Scottish weather had given it a certain patina. The total cost of the bike being the modest sum of £350 and a McDonald's for my mate to pick it up on his trailer.



When we got it home I tried the battery from my 350cc Bullet on the wires hanging out the side hoping they were the right ones. (the wiring had been attacked by the old guy and his dog I think). The engine turned over, one of the indicators worked and the horn went honkkkk. That was enough to give me the go ahead to make my plans for what to do with it. Although in hindsight I should have checked to see if it was sparking (later on down the line I discovered it wasn't)



Write Away- Budget Bullet

Stage 1. I stripped most of the parts off that bolts on, then decided instead of lowering the back end as I had done with the 350, I would hardtail the frame. I browsed the internet and discovered I could purchase a kit from Westland choppers which consisted of 4 pre bent tubes and some short straight bits and duly ordered them.

Stage 2. I received the kit but could not use the plates for the wheel spindle so I made my own. I then made a jig to tack weld the plates onto the end of the swinging arm to give me the length and proper width and angles I would need for the fitting of the Westland tubes.

Stage 3. With the frame now welded it was time to bolt everything back on, with the obvious fettling for the rear brake pedal and switch etc. I decided not to use the original side boxes (they wouldn't fit now anyway).

Stage 4 Time to tackle the wiring. I was given an old oxygen bottle which I cut up and repurposed as the electrical box.

Stage 5. I was given a single seat and used some spare mudguards I had, I then fitted another spare tank I had which, in keeping with the line of the frame, I lifted up at the front and bolted on.

Stage 6. With all the cycle parts now fitted and wiring done it's 95% done but still no spark after testing the coil, and pickup coil it looks like the tci unit is faulty, I have ordered one but have to wait for delivery.

David Rankin (MNS)



Write Away-Stolen bike

Not such good news from Dave Coley. His bike was stolen from his house on Westfield Rd in Leicester around 7pm. Please keep an eye out for this Royal Enfield Twin with chrome tank and green paint work. According to some of his neighbours 3 balaclava'd lads, who were in the area, might be involved, Dave bought this bike in 1980 and is very keen to get it back.

If you have any information please contact your nearest police station. Or Dave Coley 07762 878163
Email :- coathanger50@gmail.com



Dear Eds,

While browsing, I wondered if this historic photograph of the 1958 ISDT works line-up might find a space in a Gun? Photographed at Caversham near Reading, Johnny Brittain, Peter Fletcher and Peter Sterland are all mounted on Bullets. Terry Cheshire, second from the right is on a specially prepared 250 Crusader.

Cheers Bob Murdoch (MNS)

Write Away — RE Forum DE Annual Meet 2026

June 26th to the 28th saw the Royal Enfield Forum of Germany holding it's 31st Jahrestreffen (annual meeting). The location was the tiny village of Eiselthum, which is a municipality in the Donnersbergkreis district, in Rhineland-Palatinate, Germany. Three intrepid riders from the Midlands Branch set out to the annual event for the third year running. Our journey took us on the overnight ferry between Harwich and the Hook of Holland before taking a back road route through Holland and a corner of Belgium. Our first overnight stop was in Duren, Germany giving us an easy 150 mile first day. We have found that is the kind of mileage that allows sufficient time to enjoy the back road scenery at a gentlemanly pace. The second day's ride took us through the glorious Eifel region, a German national park and well known destination for motorcyclists. Sean referred to the roads as biking-nirvana, an apt description. Even in the back end of beyond the road surfaces were flawless. En-route we pulled into a roadside café for a water break where we chatted to a small group of mature Dutch riders. They were heading home due to the immense heat. One of the riders was on a full power V-Max and can't have been a day under seventy. Fantastic.



Fuel stop somewhere in Belgium

The Forum rally was hosted by local RE rider and mine of Enfield India knowledge Andreas. He had set up a chiller unit off the back of a lorry (literally rather than metaphorically) full of local wine and beer. The value we placed on stepping out of the 40 degree heat into a chilled beer container cannot be overstated. Even better than that Andreas had brought along his Norcroft 1000cc V-twin named the Interceptor Series V. That bike is a whole tale in itself three were made, more may be possible. It all began in the eighties.

Write Away—RE Forum DE Annual Meet 2026

I digress. Andreas' friend Uve was also at the rally. He made the frames for the Sommer Diesels and manufactured the new frame for the Norcroft V-twin. It had just passed the TUV inspection. Industrious lot these German RE enthusiasts. They made me think of some of our long standing REOC Members and their immense depth of knowledge. The countryside surrounding Einselfthum was



Andreas' Norcroft V-twin 1000

strewn with impossibly steep fields which were home to endless rows of grape vines. Combined with hot days they provided a feeling of 'other', of being away from home. As ever the rally had a welcoming and relaxed atmosphere and was peopled with riders wishing to practice their spoken English. The Forum Members that we have, come to now favour Enfield India iron barrel Bullets and Diesel engined REs. Not surprising given that diesel RE Meister Jochen Sommer had started the group over thirty years ago. The usual Saturday ride out took us over the mountains to the Alt-land, the old country.



Stopping by the river at the old-town

We lunched in a quaint village where most of the buildings are preserved to maintain the authenticity of the region. Neil, our third party member, had booked a house for us to share, close to the rally site, in the small village of Stetten which boasts an old monastery which was now converted into a vineyard and wedding venue.



NSU very-quickly at the Sinsheim museum

Write Away — RE Forum DE Annual Meet 2026

We arranged to attend for dinner (that may have been due to the free and rather large glass of Rose-sekt) only to be told on arrival we don't really do a menu. We'll bring out courses one through five. Just let us know if you have eaten enough. One word; sublime!

The old monastery at Stetten



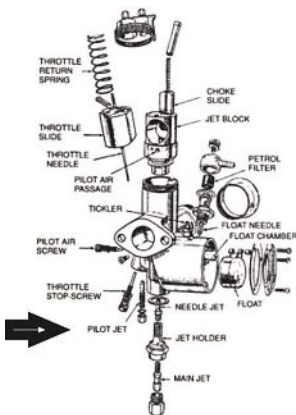
Whilst in the area we visited the Transport Museum at Sinsheim, a truly eclectic collection of all things transportation. From the submarine in the car park to the Concorde on the roof (yes the real deal) and the vast array of cars, bikes, bicycles, war uniforms and military vehicles, planes trains and regalia. You could easily spend the whole weekend there. Concordski was on another roof.

I could go on about our very enjoyable adventure and my split petrol tank but you're probably more interested in learning about next year's RE Forum annual meeting. So here it is; June 25 – 27th inclusive will see the event being held in the glorious Harz Mountains. Harz is a German national park and a top notch biking region. The town of Wolfshagen will host the rally. Interested? If so please join the Forum free online (www.royal-enfield-forum.de) and join us for the event. Midshires REOC Branch will be in attendance again and we hope you will join us. John Dove (MNS)

www.royalenfield.org.uk

Write Away— Amal Monobloc

Do you own a British Motorcycle fitted with an Amal monobloc carburettor? If so you may have experienced the sparking plug sooting up rather frequently, you may have fitted a smaller main jet without success. To fix the problem is quite simple. There is one fault in the design of the Amal monobloc carburettor that affects it's running - that is the thread on the pilot jet.



All you need to do is undo the pilot jet cover nut, turn on the petrol tap and petrol should drip out of the pilot jet. If you find it does not drip but runs, you need to turn off the petrol tap and remove the pilot jet. It will most probably be loose as petrol has run through it's thread. If it is not loose, you can unscrew it with small flat head screw driver (not Phillips).

All you need to do is put some glue 151 or similar onto the thread then screw it back in. Tighten it, leave it for about twenty minutes, then turn on the petrol tap and petrol will then drip out - as it should.

Replace the pilot jet cover nut. There are, I believe, 2 sizes of pilot jets No. 25 and No. 30, that is 25 cubic centimetres for smaller engines and 30 cubic centimetres for larger engines. That is the amount of petrol that drips per minute.

Once this small modification is done you should find your bike becomes a sweet little runner with no more sooted up sparking plugs.

John Palmer (MNS)

GUNS FOR CANCER

I undertook this project of scanning all the Guns from number 1 to 300 for "Cancer" as I have lost a few of my closest friends to this disease. I am sure that some of you will also have been touched by losing someone you know to this dreadful illness. As a Bowel Cancer survivor, I am so thankful for the treatment I received. Now that it is near Christmas, perhaps you would like to have all the older GUNS to look through while sitting by the fire sipping your "Wee Dram". Here is your chance!

Send me an email and I will send the GUNS in pdf format to you via a google drive link. All I ask in return is that the next time you go in to town and see a Cancer charity shop give a donation of your choosing.....

WHY? ...because =====**Cancer has no boundaries!**

Doug Young

Write Away— Precision Rally 1997

Dear Editors



I came across these photos of an R.E. Rally in 1997. The text on the back of the 2 photos of the big twin says on the back "Precision Rally Wroughton Science Museum 26th May 1997" and the other was of the Flying

Flea mini aeroplane. I hope they are of interest for our members. *(Of course they are Les!)* Perhaps someone out there can give some more information about the bike with the strange front forks and wheel disc setup.

Regards

Les Carter (MNS)



The 10th Anniversary badge REOC

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!

Advance notice for the International Rally 2027

Tuesday 25th May until Thursday 27th May

The rally will be held at Château Camping La Grange Fort. About 30 miles (48 km) south of Clermont Ferrand.

The site offers a variety of accommodation which should suit everyone. Details regarding booking will be on the club website and FB page shortly.

Book Review

"I was 22 when I bought an MZ 125cc, a 10hp glorified scooter to carry me to and from work at a hospital in York, England. I rode that bike and three others before I finally worked up the courage to tell my father of my two-wheeled exploits.

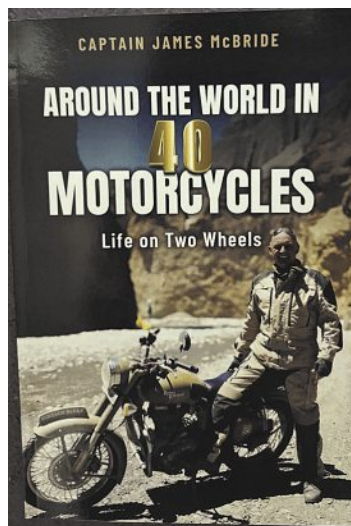
As I feared, he expressed his alarm. As a dentist, Dad had repaired the teeth of more than a few motorcycle accident victims. He worried, but he knew he couldn't change my mind. I'm sure he hoped I'd outgrow it.

On that point, he couldn't have been more mistaken. Motorcycling became my enduring passion. Since 1979, 40 motorcycles, owned, borrowed, and rented, have transported me to unbelievable places and introduced me to amazing people. I've been writing with this book in my head for 20years. Hop on the back with me as I relive falling in love with a Swiss princess, shooting a tiger in Vietnam, channelling the Terminator on a Harley-Davidson Fat Boy in the Florida Keys, and more"

I was completely drawn to this book, primarily because of the front cover which as you can see has a Royal Enfield on it. I turned to the back cover and after reading those words above, I was hooked! This an excellent book and although it's not all about Royal Enfields, it had me enthralled from the very first page. It's an autobiography/adventure tale, absolutely full of the most interesting different stories. A definite "Must Read!"

It's available from Amazon in paperback for £11.99 and hardback for £18.99.

Paula Young (MNS)



The National Rally—Stamford Hall

I drove out straight from my job Friday evening to join the National rally this year - sadly with my camping gear and the lack of tow bar I had to leave my bikes at home this year. The weather was glorious and I got there in time to see talks by David Morse on the Home Guard in the 2nd World War and afterwards from Julian Amos on his years as a test rider for Triumph and Royal Enfield - both very interesting talks and well received by the many members already camping out.



The Julian Amos talk



Brunthingthorpes Quad transported a few lucky members

Saturday morning and we were treated to a lovely English breakfast which was laid on by the owner of Stamford Hall (I'm sorry but your name escapes me) - I had a very interesting chat with him and he was keen to hear of our recent trip around Nepal on Himalayans.

The ride out left on time at 10 am out to Mallory Park - about 30 - 40 bikes left and just after lunch they returned with a few more who joined them.

Saturday evening it was unfortunate that the band was cancelled at the last minute due to a negative reaction from the locals - I felt it was a rather extreme move myself but we found plenty of music and fun from the Seasick Steve tribute. It was exciting to see the 350 Classic bike and 2 other worthy prizes drawn out from the member base, sadly despite crossed fingers I did not win - what do I need another bike for anyway?!

www.mhmotorbike.com

"When life gets tough we are here to listen, to support, to ride!"



The National Rally—Stamford Hall

Sunday morning was sunny and my favourite time - watching all the traders, members and visitors to the Founders day rally! It was as busy and entertaining as usual - I love this rally and it's great to mix with like minded bikers - It always astonishes me the level of knowledge by you all and I love to listen to stories good, bad and incredible. So many members made the trip from all over and it's brilliant to see the Club is still busy and enthusiastic.

Wayne Olorenshaw (MNS) Mid Shires



National Rally prize draw Winners

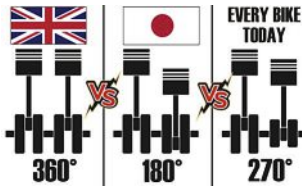
1st. Prize:- a brand new RE Classic 500. Winner:- Brian Clarke of Humberside (*See the back cover! Eds*)

2nd. Prize:- a motorcycling touring holiday in Spain for two. Winner:- Leo Nelson

3rd. Prize:- a £500 voucher for motorcycle Clothing. Winner:- Lee Bowles



Were the Royal Enfield based Diesel Motorcycles ahead of their time?



I found John Dove's article in the last edition of The Gun to show a somewhat pessimistic outlook; this raised four questions in my mind;

1. Who are the most likely customers for diesel motorcycles?

- ♦ The military are the obvious first choice as it would conform with the single fuel policy which is in place for logistical reasons

i Electric motorcycles are currently replacing petrol machines for short distance duties, diesel (technically JP-8 for NATO armed forces) would be more suitable for situations where longer journeys were required

- ♦ RTW travellers who require an exceptionally long autonomous range

i In addition to the better mpg of a diesel engine the fuel is also more available than petrol in some of the remotest areas of the world

- ♦ For applications where operation of petrol vehicles is not viable

i Diesel is less volatile than petrol ii Diesel engines don't require a spark plug hence are generally better at fording deep water than petrols

- ♦ Where low operating costs are required

i The small saving in fuel cost over a petrol-powered machine of equivalent performance would take a very long time to cover the additional purchase cost of the machine

2 Why did so many different aftermarket conversion companies base their machines on Royal Enfields?

- ♦ Aftermarket conversions generally rely on industrial engines that lack a transmission, the Bullet was the last mass-market motorcycle to remain in production with the traditional separate engine, primary drive and clutch with an E-W crankshaft arrangement

i Technically companies which offered N-S crankshaft arrangements (BMW, Moto Guzzi, Ural etc.) also retained separate transmissions, it would however be a more daunting prospect to integrate an industrial diesel into one of these machines.



Were the Royal Enfield based Diesel Motorcycles ahead of their time?

3. What technology would you want to incorporate into a diesel motorcycle to give it better performance characteristics?

- ♦ To gain a competitive power to weight ratio an integrated engine/transmission would be required (unit construction), this would necessitate either significant re-engineering of an existing petrol motorcycle engine to cope with the higher combustion forces or a clean-sheet design
- ♦ Forced induction is required to gain a competitive power density. This usually takes the form of a turbocharger in light duty diesels

i Turbochargers are difficult to engineer for low cylinder count engines because the time interval between subsequent firing pulses is too great. A supercharger (either crank or electrically driven) may be a more practical method of forced induction than a turbocharger for a motorcycle

- ♦ To prevent weight becoming excessive a 2-cyl engine may be a reasonable compromise between weight and refinement

i With the exception of BMW's boxer and narrow angle V-twins (Harley Davidson etc.) most current 2-cyl motorcycles opt for a 270/450° firing arrangement (RE Interceptor, Ducati V2 etc.). This may not be suitable for a diesel application because of excessive torsional vibration. An even-firing arrangement (360/360°), as was used on the traditional 1950's parallel twins (+ boxer engines), is likely to be more appropriate

Have Royal Enfield been ahead of their time on any other motor vehicles?

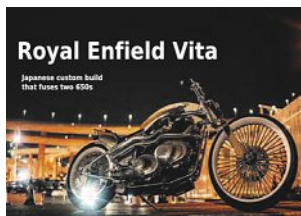
- ♦ I wanted to say that the Enfield 8000 electric car which predated the Nissan Leaf by more than 35yrs was ahead of its time. Sadly, there is no connection between Enfield Automotive who made the car and The Enfield Cycle Company....

Matt Little (MNS)





The Nederland Bulletin No. 169
February 2026 Thanks to Nancy Koorn and
Hans Mijinders



In the midst of gleaming V-Twins and extreme bobbers, at the Yokokama Hot Rod Custom Show 2025, there was one machine that grabbed all the attention: the Royal Enfield Vita. It's a



chopper that combines two complete Classic 650 blocks into a 1300cc

Custom Works Zon, the Japanese master builder from Shiga Prefecture, received carte blanche from Royal Enfield to build something insane. The result is a construction in which two parallel twins work together into a single drive train via a visible chain, driven by one gearbox. It's theoretically good for around 100 hp. With this, Royal Enfield shows it also dares to shock. Under the skin, the Vita is a nightmare on two wheels for any engineer.

Two 650 parallel twins, each good for 47 hp at 7,250 rpm, are connected via an open primary chain on the left side. Together they form a 1300cc block which, in theory, must power the combined force and deliver, provided both crankshafts run perfectly in sync. A small deviation and the whole thing vibrates to pieces. Because Royal Enfield's 650 uses a 270-degree crankshaft, no piston turns exactly at the same time. Combine two, and you create a vibration cocktail that screams for absolute precision. How Custom Works Zon did that is not known. The entire drive runs via the single six-speed gearbox of the rear block. The transmission of the front was removed and scrapped. That means this one gearbox now has to process double torque, something it was never designed for.

Spectacular object, limited use

To make room for the two blocks, the front block is mounted higher. Smart, but as a result the rear engine gets hardly any fresh air. Result: risk of heat damage, especially at low speeds. There's no liquid cooling to compensate—only air and oil. The logical conclusion: the Vita is not a machine to ride for thousands of kilometres. It's a show bike and a technical experiment that seems designed mainly to make mouths fall open, and it does that perfectly. The Vita balances somewhere between madness and genius. It asks the question only real builders dare to answer: not whether it can be done, but who has the nerve to do it anyway? **Source: Motor. NL**

The National Rally—an apology.

For the hundred or so Members who supported our 2026 National Rally, please accept our apologies for certain issues that detracted from an otherwise great event.

Firstly the catering; 2026 was the first that Stanford Hall had grown the annual event from a one to a three day event. Two days before the rally officially opened I found out that the usual catering outlets would not be present for the full three days. Despite hours of calls to various local mobile caterers we were unable to source any available services for the weekend. To compound matters, Stanford Hall's own caterers let them down for the Saturday all-day breakfast. As a result stand-in cooks were used but they didn't get going until nearly midday. Far from ideal for an all-day breakfast.

Secondly the Saturday evening live band; whilst the band was undergoing their sound check, I received a phone call from the venue owner. "Do not proceed with the music". It transpires that the previous weekend had seen a VW event that went on until 4am. Local villagers complained bitterly and involved the local council in their complaints procedure. Our band had to be cancelled for fear of further aggravating the situation. Again, not ideal, especially as I had been informed that there was to be a ten thirty pm noise curfew, months prior to the event. A big thank you must go out to Lee and Luke who saved the day by supplying an acoustic song set for us. Thank you both.

Although these reasons were beyond our control I would like to apologise again for the way in which they affected the running and enjoyment of the National Rally. Lessons were learned.

John Dove (MNS)

The Gun Dates

Gun issue 316 Copy Date:- 1st November - Out December

Gun issue 317 Copy Date:- 1st January 2027 – Out February 2027

Gun issue 318 Copy Date:- 1st March 2027 – Out April 2027

Gun issue 319 Copy Date:- 1st May 2027 – Out June 2027

Gun issue 320 Copy Date:- 1st July 2027 – Out August 2027

www.royalenfield.org.uk

Royal Enfield Owners Club Italia www.reoc.it nfo@reoc.it
Instagram <https://www.instagram.com/royalenfieldownersclubitalia?igsh=bnRyZnQ4dnV3bjB6>
Facebook <https://www.facebook.com/share/g/16fmmST2ms/>



Dear Editors

My name is Davide Parpinel, head of Communications for REOC Italia. Here is an article for publication in your next available issue, dedicated to the first anniversary of our branch.



This highlights the growth of the Italian community, key milestones we have achieved, and the initiatives and events organized to celebrate this important occasion. I believe it could offer an engaging perspective on the Club's international presence and the strength of its network.

Happy first birthday, REOC Italia!

On July 26th 2026, the Royal Enfield Owners Club Italia celebrated the first anniversary of its founding. The club, whose first seed was planted more than three years ago, even if not under its current name, has grown over the years and attracted more and more people thanks to

the spirit of friendship and brotherhood that can be felt within it. It first became affiliated with the historic British REOC and then developed its own distinct Italian identity. A large part of the credit surely goes to president Michel Cadario, who, as the mad visionary he is, has guided this growth with great commitment and spirit of sacrifice. The result of this growth was clear on the very day we celebrated our "birthday". Many friendly clubs answered our invitation and joined the party, sharing with us, along with the road, the joys of this special day filled with food, music, and many smiles. But REOC Italia is not stopping here!

We already have many new events ahead of us and plenty of ideas to grow even more, have fun, and cover many more miles on our Royal Enfields.
Davide Parpinel (MNS)



Obituary

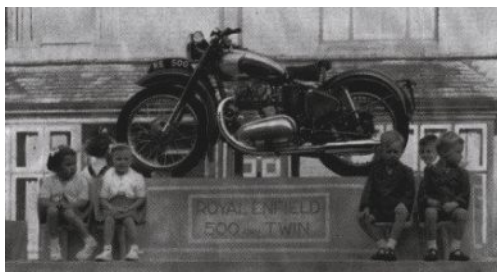
It is with great sadness that we announce that our friend, mechanic and Royal Enfield expert, Periklis Papamichail, passed away on Wednesday, 12 August.

The Royal Enfield community, as well as the entire REOC, are devastated by his loss. He left us far too soon, at just 60 years of age. Periklis was also a loving father to his 20-year-old child.

We are certain that many of you had the opportunity to meet him at one of the REOC Greek National Rallies and share a conversation, a ride or simply a moment together.

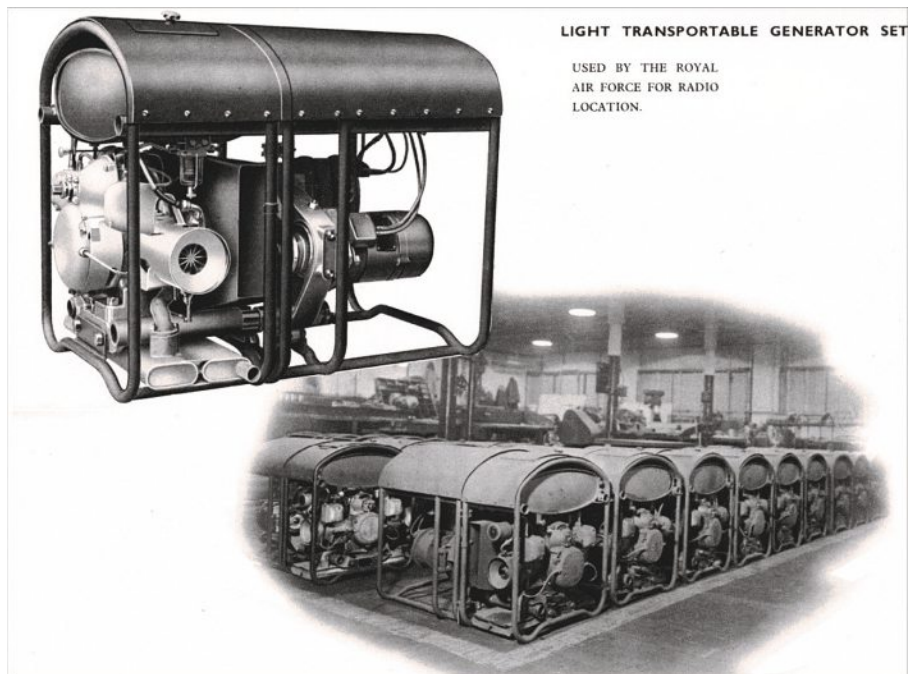
We will always remember him for his passion and knowledge of Royal Enfield, his contribution to our community, and above all, for the wonderful person he was. "May his memory be eternal."

Andreas Papadakis (MNS)



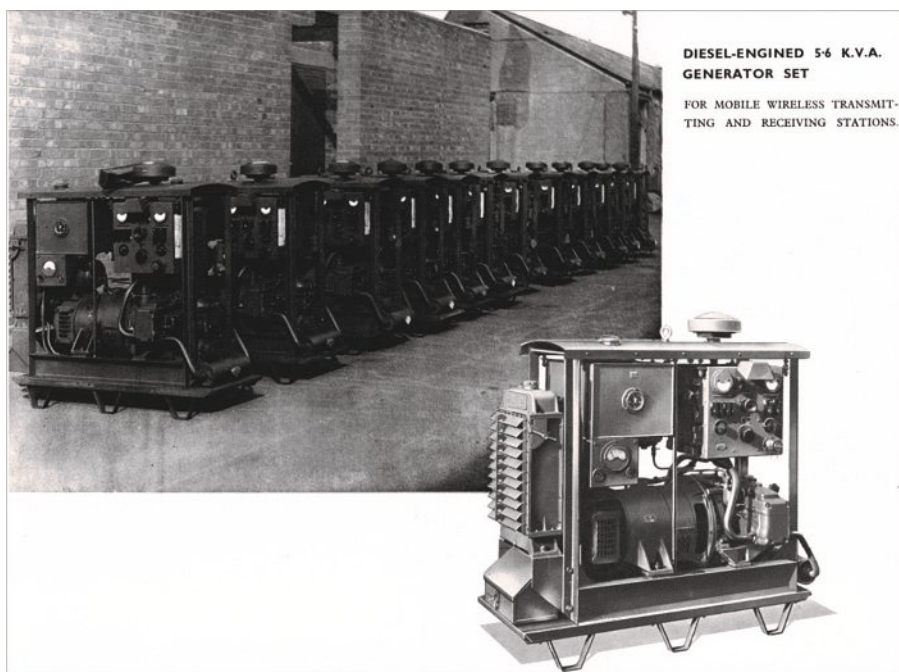
The Royal Enfield Factory produced a magazine called "REVS" and in Vol 4 no. 10 Spring 1950 they printed two photographs of the theme for the Redditch Carnival "The 500 Twin with Twins" The caption read The Royal Enfield Tableau which appeared in the Redditch carnival took as its centre piece the 500cc twin in fact, the whole accent was upon Twins and four sets of attractive youngsters decorated the vehicle. They were Linton and Drinda Yorke, Peter and David Clayton, Robert and Tommy Prewitt and Barbara and Gillian Hales

Proud War Record Part 9



LIGHT TRANSPORTABLE GENERATOR SET

USED BY THE ROYAL
AIR FORCE FOR RADIO
LOCATION.

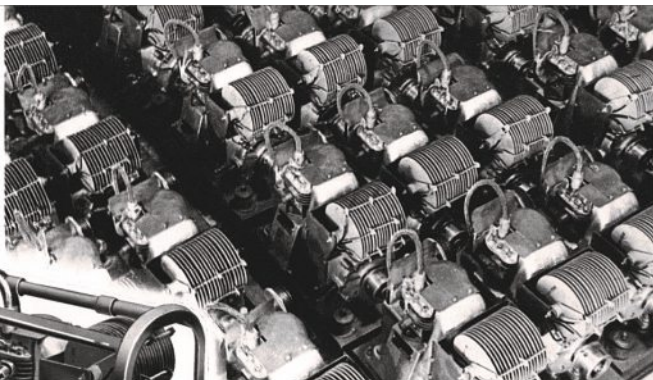
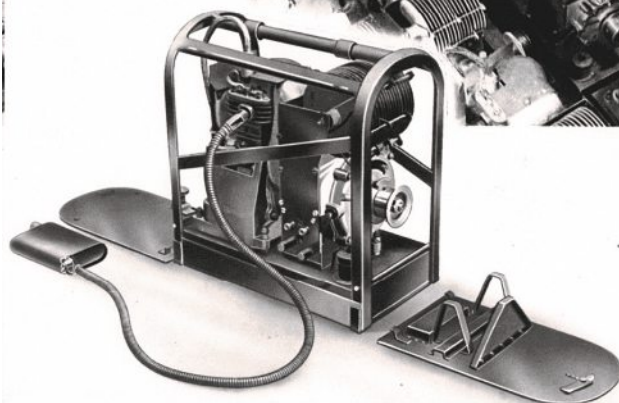


**DIESEL-ENGINE 5-6 K.V.A.
GENERATOR SET**

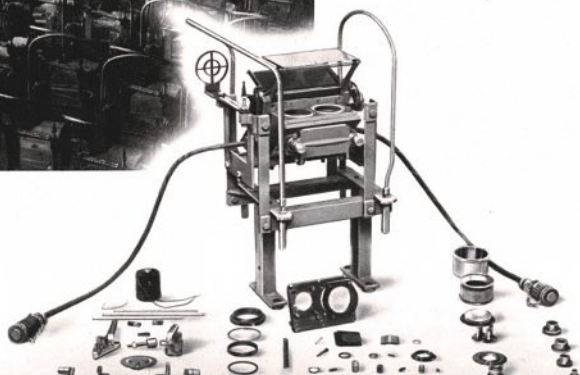
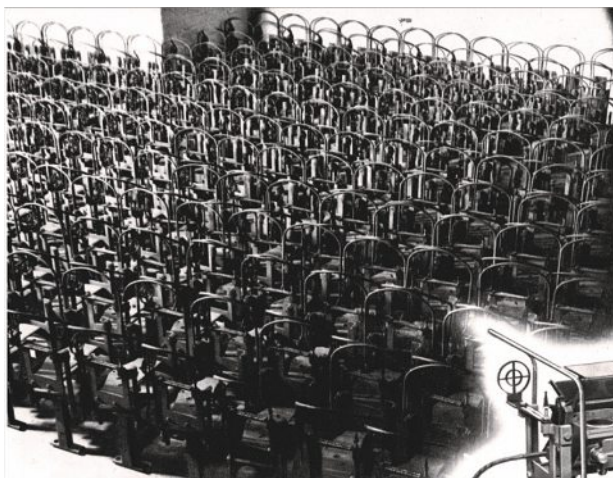
FOR MOBILE WIRELESS TRANSMIT-
TING AND RECEIVING STATIONS.

Proud War Record Part 9

80-WATT CHARGING SET
FITTED WITH 35 c.c. SIDE-VALVE ENGINE
FOR DROPPING BY PARACHUTE TO
CHARGE BATTERIES IN THE FIELD.



**GYROSCOPIC SIGHTS WITH
ANTI-VIBRATION MOUNTINGS**
FOR OERLIKON AND OTHER GUNS.

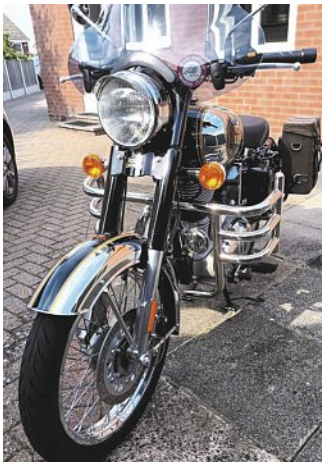


Face Book Findings



Darren Aldrich was out on a beautiful day on a ride out to Madingley Hall. It was another few miles towards his new engine “run in”, a long road ahead at slow speed!

Steve Sugden had a grand day out in North Yorkshire exploring around Lofthouse and Masham green lane spotting. He said the roads are perfect for this great little bike!



Mike Crozier fitted “Bull bars” to his 2020 Classic 500, stainless steel as opposed to chrome. He’s covered 10044miles and says it’s never missed a beat declaring it’s a “cracking machine!”

Face Book Findings

Andy Ward was at The Mallory Park Festival in July and found what he called "A nice pair of Enfields".



Howard Singer just wanted to introduce himself and to share a photo that he took of his 411 Himalayan.

Ian Banham is back on his RE C500 after a 7 year lay off. The old fuel had turned to jelly which in turn blocked the fuel pump and injector plus the side stand cut out switch went AWOL and he's also fitted a new gel battery.



Branch Report - Cheshire Meet at the Broken Cross Pub, Rudheath, Northwich, Cheshire CW9 7EB on the second Wednesday of the month at 19:00 Edward Jago 07479017653 Email erj2011@hotmail.co.uk



We are the most recent addition as a branch of the Royal Enfield Club family. Our membership in Cheshire has steadily grown over the last several months and we welcome any motorcyclists from Cheshire, neighbouring North Wales, Greater Manchester and Lancashire (and anybody else who is prepared to make the journey on any motorcycle; Royal Enfield being a bonus). Our club's

founding father Carl 'Choppers' Hopkins with Lewis Seddon & Tony Simmonds set off for the Normandy Landing Beaches recently. They have visited many memorable places and sent back dispatches. Half way through Choppers came a cropper, booby trapped in a French culvert. The crumple zones (see photo) of his bike worked perfectly and Choppers, thrown clear, was soon on his feet 'walking wounded'. The three pals would not be defeated so they soldiered on and completed their tour of duty. Please come on down to the Broken Cross Pub CW9 7EB for 7 o'clock in the evening, second Wednesday of the month. We will be planning ride outs and I am thinking of a ride next year on hired bikes in that rider's paradise, Tenerife (the island with billiard table smooth twisty roads). Edward Jago (MNS)



Branch Report—Peak District Meets at The South Wingfield Social Club, 43 High Road, South Wingfield, Alfreton DE55 7LX on the Second Tuesday of the month at 19:30



The good weather over the last few weeks has seen a flurry of activity, with branch members taking advantage of the dry conditions and longer days to enjoy lots of rides out and other trips. Jak has undergone his annual trip to the Greek branch rally, stopping off at the Italian branch Rally on the way. Graham, lee and Alan had a

few days in Scotland trying out the Crieff Clover Leaf rides. Mark followed them to Scotland a week later to ride the NC500. All the bikes performed admirably, with only one minor issue, which thankfully did not interrupt progress too much. I think Graham is trying his best to get to as many of the REOC Explorer Points of Interests as possible. As well as visiting a few during his Scotland trip, he has had trips to Norfolk and Wales, amongst other places more local to us. It will be interesting to see how many he completes this year. This year's AGM is taking place within the Peak District Branch area and hopefully those attending will be able to enjoy the roads and scenery in this part of the country. It's been great to see a few new faces at the last two or three branch meetings. I hope they have enjoyed coming along and will continue to attend going forward.



David Dreher (MNS)

Branch Report—Kent

Meeting 2nd Tuesday each month. 7:30pm. At the Cock Inn, Henley Street, Luddesdown. DA13 0XB Joe Sultana Tel:- 07496200330

Email:- joesultana95@yahoo.com



Spring and summer have been remarkably active for the Kent Branch, packed with scenic runs, charity events, and brilliant rallies. Maria got our riding season underway on the 10th of May by leading a superb Windmill Rideout across the local

countryside. Just a week later on the 17th of May, members donned their finest attire to support the Distinguished Gentleman's Ride, which was followed by an enjoyable trip to Krazy Horse Customs in Welling on the 31st of May. June opened on a charitable note when our members joined the Ride of the Ruperts on the 7th to raise important funds for Whizz-Kidz. Mid-June brought the crown jewel of our summer schedule with the Annual Kent Branch Rally at Palace Farm in Doddington from the 12th to the 14th of June. Attendees shared a wonderful communal meal on Friday evening before taking to the roads for a grand Saturday



Branch Report—Kent continued

rideout. Most recently, on the 8th and 9th of August, our members gathered at the Heritage Sprint to enjoy an incredible weekend of classic motorsport and celebrate our shared love of Royal Enfields. As we look toward the remainder of the year, we encourage all members, past and present, to join us at our regular monthly gatherings. We meet on the second Tuesday of every month at The Cock Inn in Luddesdown, **AND** on the third Wednesday of each month at the Wagon and Horses in Charing. To stay informed about upcoming runs or to watch video highlights from our latest outings, check our Facebook page or visit @ricksroyalrides123, @djas11, and @NewLondonHunter on YouTube.

Mike McRoberts (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).



Neil took part in the Banbury Run as part of the VMCC Midlands Section team. The photo shows him successfully climbing the famous “Sunrising Hill” on his late-’20’s 250cc side-valve. Many other Mid-shires members came along to offer Neil their support and also enjoy the day out. The Mid-shire’s branch hosted the 2026 REOC International Rally at nearby Stanford Hall and it was nice to see both overseas riders and Royal Enfield European Technical Centre supporting the great event. Personal highlights for me over the weekend were the group ride-out to Mallory Park race circuit, talking to Mervyn

Panting who served his apprenticeship at Royal Enfield in the late ‘50’s / early ‘60’s and getting the opportunity to ride as passenger in a 1901 Royal Enfield Quadricycle. (see page 14) Many thanks to Dean for the latter one, by far the oldest vehicle I’ve ever been on. Here’s a photo I took of a trio of unusual 250’s (a Continental, a Turbo Twin and a Crusader Trials). Also, many thanks to all those who put so much time and effort into making the weekend.

Matt Little (MNS)



Branch Report—Cambridge (The Fens)

Contact: Gerry Start. Email:- tcm23@mypostoffice.co.uk Meetings; Every third Saturday of the month.11am till 3pm at Haywards, Girton Garage, Huntingdon Road, Cambridge CB3 0LQ.



Our August meeting came around early this month with the 3rd Saturday falling on the 15th, hosted as usual by Haywards of Cambridge. It was a much cooler day in comparison to the recent heat wave conditions. There was a good attendance of folk and on a walk round the yard I counted

31 bikes. As usual Andrew supplied free bacon rolls along with tea & coffee. Since it was still relatively warm he also provided Calypso's from the freezer of the BP garage out front. We were treated to a visit from Phil on his beautifully restored V-twin, a credit to his skills and determination. I'm sure he told me before that he ended up buying 2 bikes to get enough parts to build a good one, the lengths we have to go to! Today brought forward a few new faces to mingle in with most of the usual suspects. There was a good selection of previously enjoyed Royal Enfields for sale in the showroom to tempt the non RE owning attendees. At 1pm, 5 of us decided to leave a little early and we had a fantastic ride through the villages over to Walker's cafe for some lunch. Food and coffee were consumed before we went our separate ways home, I was on Black Joe, my 1996 500cc Bullet and had covered 84 miles by the time I got home. Keep your "Kneeze in the Breeze" Gerry Start (MNS)



Members!

We have been running an Electronic Newsletter to help alleviate the news being "out of date" as the Gun is Bi—Monthly. As we said previously the Newsletter is produced in the Month the Gun isn't published i.e January, March, May, July, September and November.

So if you have missed copy date, your contribution can go in the Newsletter!

P.S. You can also have a photo included in your For Sale/Wanted Advert as we do not have space in the Gun for a photo.

Help Needed to Identify an Early Royal Enfield Dealer



I recently came across this incredible photograph/postcard, which I wanted to share with you. I have actually bought it, and I'm just waiting to have it in my hands! If you study it carefully, it appears to show a Royal Enfield agent/dealer from around 1910–1915. Just look at the pride on the face of the owner and his friend, and also the incredible clarity and detail of the image. I've also digitally enlarged the signs in the shop window. The central one clearly mentions Royal Enfield, while the sign on the right reads: "SOLE DISTRICT AGENT FOR ROYAL ENFIELD MOTOR CYCLES." There also appears to be a street number above the shop, which I believe could be 125. Do you think there is any chance that someone in the Club could identify the shop or the dealer? Best Regards Andreas Papadakis (MNS) REOC Greek branch

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

For our July meeting I dusted off my memories and slides to give an account of my 1998 experiences whilst riding in The Enfield India challenge to raise money for a palliative care centre. Surprisingly, I could still remember a lot of it, those who attended were kind enough to stay awake. I rode my 500 Bullet in Exeter Classic Bike Club's annual Dartmoor Run which was an excellent day out. I also met Jezz from the Devon branch In August and our own Andy Parfitt stepped up

and gave us an interesting insight into the history and superb restoration of his BSA 441 Victor, quite a rare beast. A number of branch members also took part in a ride out for Yeovil Freewheelers Blood Bikes, stopping for lunch at Sheppey's cider. Thank you to Lynda Sharp, Phil Bradshaw and all our members for their continued support.

Ride safe

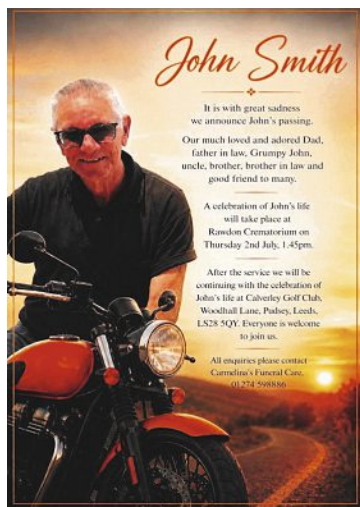
Martyn Shire (MNS)



Branch Report— Airedale and Wharfedale - We meet on the third Thursday of the month 7.30pm at the Commercial Inn, Park Road, Thackley.

BD10 ORR Contact Peter Jackson Tel:- 07989069167

Email:- peterhjackson99@gmail.com



July started on a solemn note, it was John Smith's funeral on the 2nd. Many thanks to our Paul, Carol, and Keiran, and Millie and Darren from RE Yorkshire for liaising with John's daughter Stephanie, and organising an escort to accompany John on his last ride. I counted 35 bikes with riders from all over Yorkshire paying their respects. The following weekend, on a sunny Saturday, some members of our branch joined with members of Yorkshire East FB Group to celebrate the wedding of 2 of their leading members, Millie and Darren. The small village church and a number of modern bikes made for an unusual scene, and together with a vicar with a

good sense of humour, everyone had a great time. We wish them well in their lives together. There was a good turnout for Big Bike Sunday at Skipton, a charity show organised by the Aire Valley Classic Motorcycle Club, on 28 June. Alan, aka Rapid Ralph, led the July and August pre meeting runs out. Paul Hinchliffe (MNS)



Branch Report—South Oxfordshire

Meeting at the Red Lion, Abingdon Road, Drayton, OX14 4JB, on the first Thursday of every month at 7:00pm

Contact: Andrew King (aking.kds@gmail.com)



Dry warm roads have continued to give plenty of opportunities to get out together and explore rural Oxfordshire; or further afield to demonstrate just what freedom owning a Royal Enfield can bring (Des and Steve – 450 camping gurus).



For the branch, undoubtedly the highlight of the Summer has been the National Rally, where



eight of our more 'hardy' members seized on the occasion to spend a couple of days under canvas together. Banter flowed, beer poured and it didn't rain at all. Led by 'Mr Chair' the opportunity was taken during the rally to discuss inter-branch get-togethers (maybe even future Cotswolds Rally!!) And, with such a broad kirk of technical expertise available, collective solutions were actively sought as to just why our 1936 RE was running far too rich! SO if you like a good Indian curry, or just varied fun, banter and rides, pop along to the Red Lion on a club night and say "hi". OR join us at Farmoor

reservoir café (10.00am - OX2 9NS) on the third Sunday of the month for a brunch. Andrew King (MNS).

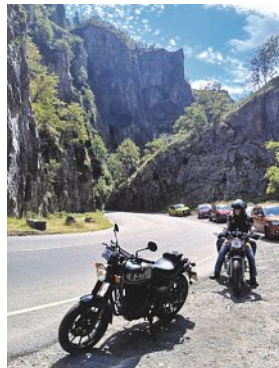
Branch Report—Wessex

We meet at the Wyke Down Country Pub, Picket Place, Andover SP11 6LX 7pm on the second Thursday of the month. Doug Hopkins

Tel:- 07857692445 Email:- doughopkins@hotmail.com

July started off with a ride over to the excellent Brooklands Motorcycle day, meeting up with Enfield dealers Hatfields. Mike led the club night ride out around Stockbridge, Porton and Thruxton. The Solent Sky air museum proved a great venue for a ride out. The photo shows Cheddar Gorge, which formed part of the route on the Wells CMC Tortoise and Hare run. The Oxford canal at Thrupp was the venue of another ride out, crossing the quaint Swinford toll bridge before returning along the beautiful Lambourn valley. July finished with the Exeter CMC Dartmoor run, where at the Exeter quay start, we met up with

former branch member Steve Thorpe. August started with a ride to Corfe Castle and the Norbury Mining museum, returning via the deserted village of Tyneham, where we walked down to the spectacular Worbarrow Bay. There was a good showing of branch members at the enjoyable Crofton Beam engine Motorcycle ride it day. The club night ride out was around the minor roads to Arlesford, Wonston and Wherwell. We met up with the Thorneycroft Vintage Commercial run at its lunch stop, The West Meon Hut, before riding back with some of the amazing vehicles to the Milestones museum where they finished. August finished with a ride to the open day, at the 'secret' nuclear observation corps bunker at Great Bedwyn. REgards Doug Hopkins (MNS)



Branch Report—Glevum (Gloucestershire)

(Meet first Thursday of month 7.30pm, Farmers Club, Gloucester, GL2 9RG.)

Contact; Russ Williams Email:-REOCglos@hotmail.com

Tel:-0758 7065 007 or For full report and calendar of events

FaceBook page. (Below)<https://www.facebook.com/groups/753171522547941>



The good weather has meant members have enjoyed many organised and ad-hoc ride outs in and around Gloucestershire. In June, Russ organised a 'Solstice Ride Out' to Avebury (meeting up with some of the Wiltshire Club folk). A chance for some 'New Age' dowsing, chanting and menhir-hugging?

Later on in June we spent a time at Shobdon airfield. This was part of a 'Black and White' tour taking in old Weobley (and it's ice creams), the Herefordshire scenery and views of the Black mountains. At Shobdon, some were tempted to buy an autogyro - the 'aerial motorcycle'! July brought along the famous "John Roche" ride out, a tour via Elmore, the Passage Inn (opposite Newnham), ending in Nymphsfield, Cotswolds. Here Dave and Wendy (assisted by Alison and Jane) hosted a proper English Afternoon Tea. A fine way to live, dozing in the sun talking motorcycles! Some fine Enfields had been polished up for the event, e.g. this RE Bullet Electron-X. Another ride out took us to Dom's Bike Stop near Leominster. Check out our Facebook page for more news. Sadly, some of our Members have had various illnesses, so missed ride outs. We wish them a speedy recovery. Best wishes for your Spring Ride Outs from our Branch.. Patrick B (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



A very big thank you to Steve for a lot of work organising another great Lancashire Red Rose Rally. Wonderful, sunny weather (!?!) as usual in the north of England.

Rideouts, variety of bikes, music, food, good company, spot on! In appreciation of his efforts, Sheila presented Steve with a 2026 Rally mug. It should've been a bucket-size mug really to reflect all the

background work. We had lots of rides on superb roads to beautiful places and, if you've been feeling too calm, there was always Roughleys Bike Show in Stockport town centre. It only rained (hard) when we were in the café. Amazing! Upcoming: 8th November, Remembrance Sunday, 10.30 at the Pack Horse, 11 o'clock Two Minutes Silence then The Ring of Red round the M60. Christmas meal & Cup-winners' Quiz: Tuesday, 1st December at the Pack Horse. 7pm, tables booked for 7.30. There's still time to book your place! Chris Robinson (MNS)



Branch Report – South Wales Contact: - Gary (Ted) Edwards;

tededwards68@gmail.com Tel. 07900 070717 Meetings; 1st Thursday of the month, 19:30hrs at the Three Blackbirds, Pentre Ln, Cwmbran NP44 3AY. see our FaceBook page for events and fantastic photos.



It's been a Busy month for the South Wales Club, In August we had our annual club rally, with camping at the Glascoed Pub. There was an amazing turn out of members coming from all across the UK, from as far afield as Yorkshire, the midlands and Stockport. We had some great ride outs. One took us over the Gospel Pass, the highest road in Wales with its fantastic views

across the black mountains and the Brecon beacons. We stopped in the lovely

book town of Hay-on-Wye, then enjoyed local ice-cream at Rowleston farm. The ride finished going over the mountain at Llangynidr. There have been many recent fires in Wales and this mountain was one that has been devastated by them. Riding through the smoking barren landscape was like something from a dystopian movie set. The second ride followed the beautiful river Wye, stopping for coffee and delicious cakes at Flanesford Priory. The whole weekend was a total success due to the professional organisation of Richard, Ted, Lyndsey, Paul and the South Wales members. Looking forward to next year! Evening entertainment included a raffle, quiz and live music. Paul Rich (MNS)



Branch Report—Devon

The branch meets at the Dartbridge Inn, Buckfastleigh, TQ11 0JR on the 3rd Saturday of the month, 10.30 for an 11.00 start.

Membership enquiries to Email:- reocdevonmembership@gmail.com



With an expanding and widespread branch membership, we have moved our monthly venue to a more central location at Buckfastleigh (*see details above*). The timing has also changed to a weekend/daytime meet, which allows for an additional monthly ride out after the meeting. If you are thinking of coming for the first time, please email our branch address (*above*) to confirm. This summer has provided reliable riding weather, if a tad hot at times; it's hard to look cool in a sweaty leather jacket and full-face helmet! Despite these challenges our branch has had a busy couple of months in the sun. The July Breakfast Run to Farmer Luxton's café, Okehampton was followed by a ride out exploring the lovely mid-Devon countryside and included a visit to the North Tawton Classic Car and Bike Show, plus a pub stop at Sampford Courtney. August's Breakfast Run through East Devon started with a ride to a diner at Willand6+, then onto Dunkeswell Airfield café for coffee and to watch some parachuting action. We then rode down to Exmouth seafront for ice cream and finally onto Café 53 for more cake and coffee. These ride outs are great days out, with the ride leaders creating routes that explore the best roads in the county, combined with lots of chat and calories. We also helped out with a demo day run by CMS at Jolly's café in Bovey Tracy, leading rides around Dartmoor for riders on the demo bikes. Hopefully we helped clinch some sales for Chris from CMS. In addition to this we have been on the Dartmoor Classic ride and

Branch Report—Devon continued



attended the National Rally – it has been a busy summer. Photo 1 John Antrobus getting into the RE spirit at the CMS demo day Photo 2 Ice cream stop at Exmouth

Phil Stuckey (MNS)

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

On the 25th July the visit to Garlogie beam engine was a great visit. All were impressed with the work so far and the plans for the future. Greg had arranged a reasonably local cafe for lunch and we were joined by our guides from Garlogie Mill which meant we could continue to ask questions – I am sure I am not the only one who thinks of questions after leaving! A short run in the area followed lunch for those that were able. The 29th August meeting at the GTM at Alford (Motorcycle Muster), was attended by a few from the branch but apparently was not that well supported by others, though there were some interesting motorcycles there. Unfortunately I had to abandon my ride there as I am having problems with my right leg and discovered that I could not change down gears after a few miles. The chance to improve riding skills is the meeting for the 31st October, the details have been circulated but only a couple of members have responded positively – please let Greg know if you would like to join in! Please make sure Greg Ross is on your list of safe senders. Please respond quickly, yes or no or hopefully! 28th November will be the last meeting of the year, our first winter meeting, I will arrange a venue and time, and circulate details, there is much to discuss if the branch is to move forward – as you will be aware Greg is standing down and I am not sure my health issues will allow me to continue! REtrialer (MNS)

All Event Organisers please note

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

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

I have just returned from my journey through the magical Pindus mountains on my Classic 350. After riding through Tzoumerka, crossing the legendary Baros Pass and exploring the Zagori villages, it was time for the first gathering of Royal Enfield owners here in Volos, Magnesia. Volos is a city at the foot of the mountain of the Centaurs — Mount Pelion. Those who



attended the international meeting of the Greek branch of the REOC in Gatzea will remember the area well. We started from Agria, the seaside fishing village just outside Volos, and took the road through the plane-tree forests towards Vizitsa. At first, the road runs alongside a river, but as it climbs higher, passing through Agios Vlasios and Agios Georgios, the Pagasetic Gulf gradually comes into view from above, stretching out like a magical blue carpet. At our first gathering, we had a beautiful variety of Royal Enfield motorcycles: the Classic 350, Super Meteor, Bullet 350, Himalayan 450 and Interceptor. Among the



riders were three members of the REOC: Panos Stavropoulos, Dimitris Vournas and Manolis Mastorakis. Royal Enfield motorcycles are spreading rapidly across Greece, attracting riders who consciously choose to experience motorcycling at a more relaxed pace. It's a pace that allows them to enjoy the road, come closer to nature and, ultimately, come closer to themselves. Because sometimes, the slower you ride, the more you actually see, and perhaps that is what riding a Royal Enfield is really about. Not simply getting somewhere, but enjoying the journey — and everything it makes you discover

along the way. Panos Stavropoulos, Greece (MNS)

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

Send your new information to

Email :- branchcoordinator@royalenfield.org.uk

International Six Days Enduro

The BMF recently attended the Parliamentary launch of the 2027 FIM International Six Days Enduro (ISDE) at the House of Commons alongside Ministers, MPs, the Auto Cycle Union (ACU), NMC and other senior stakeholders.



The event highlighted:

- the return of the ISDE to the UK after almost forty years;
- the significant contribution motorcycling makes to the UK economy, tourism and sport;
- the importance of Government recognising motorcycling as an affordable and sustainable future transport option.

The BMF's attendance at the ISDE launch event provided a valuable opportunity to discuss motorcycling-related issues with Ministers, officials and motorcycling stakeholders while strengthening our relationships with key parliamentarians and sector leaders.

- Tackling Anti-Social Riding

The BMF and NMC have continued working with Government, police and partner organisations to distinguish legitimate motorcycling from illegal motorcycle and modified e-bike use; a growing problem causing significant concern for the general public and local communities. It is clear that the current training, testing and licensing regime has unfortunately pushed some young riders towards illegal, unregulated and unsafe riding, often involving illegally modified high-powered e-Bikes. We have responded positively to government proposals to significantly expand police and council powers through the Crime and Policing Act 2026 to seize and dispose of illegal bikes and vehicles being driven in an anti-social manner.

Separately, we have also contributed to the development of the NMC's forthcoming Crime Strategy, to be launched later this year, which sets out a comprehensive "10 Point Plan" to reduce motorcycle theft, whilst tackling anti-social riding and motorcycle-enabled crime. Our message remains clear: responsible motorcyclists should not be judged by the behaviour of those operating illegally, and the police and other enforcement bodies need to do more, with the support of the motorcycling sector, to tackle motorcycle theft, illegal e-Bike use and the growth in vehicles being used anti-socially and for criminal purposes.

Patrick Hurley BMF Liaison representative Email:- bmfrep@royalenfield.org.uk

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

Market Place

For Sale

For Sale 2022 RE Classic 350, Halcyon Green, 6000 miles, professionally serviced, MoT June 2028, £1950. Adrian Birtles, (MNS) Romsey, Hants
Tel:- 01794 516456 Email:- adrianbirtles@btinternet.com

For Sale 2023 Hunter Red 1384m £2650, 1954 Bullet 500 £1800, 2003 Electra 350 Red 1419m £1500, 2003 Bullet 500 Black 3528m £1500, 2015 535 GT Continental Red 12m £2650. Alexander Roy Taylor (MNS) Abingdon
Tel:- 07818668165 Email:- alexrtaylor574@gmail.com

For Sale Shotgun 650 2024, 1451miles, immaculate. £450 extras, 'Tacho' Engine bars, pillion seat, etc. Lovely motorcycle to ride. Looks/feels like Billy Bunter....handles like Margot Fonteyn. Recent stroke forces very reluctant sale £4650 ono. Geoff Pidd (MNS) Email:- geoffpidd@gmail.com

For Sale 1957 250cc. Crusader with Armstrong leading link forks (like a Super 5). Fitted with a side stand. Very tidy in red and black. Runs well is a pleasure to ride. Owned for 29 years. Price £1,4950.00. Located Godalming, Surrey. Philip Whitney (MNS) Tel:- 01483 422285 Email:- pwhitney1608@gmail.com

For Sale R E Bullet 2011 parts:- Front mudguard, silver. Rear mudguard, silver, Pair front fork shrouds, silver. Pillion single seat, Chrome single loop crash bars, Silencer, original standard. All parts from very low mileage 2011 machine, all at £30 each. Richard Arscott (MNS) Email:-richard451harris@gmail.com

For Sale Crusader Sport Blue (quite rare model flared rear mudguard enclosed chain guard chrome front mudguard) 21K Miles £2500 Stefan Edwards (MNS) Evesham. Worcestershire. Tel:- 07902233542
Email:-stefanfedwards@yahoo.co.uk

Market Place

Wanted

Wanted I am a new club member and am looking for a Classic 500cc EFI 2015 or newer. Please contact Keith Cookson (MNS) Tel:- 07921450159
Email:- keithcookson76@gmail.com

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.

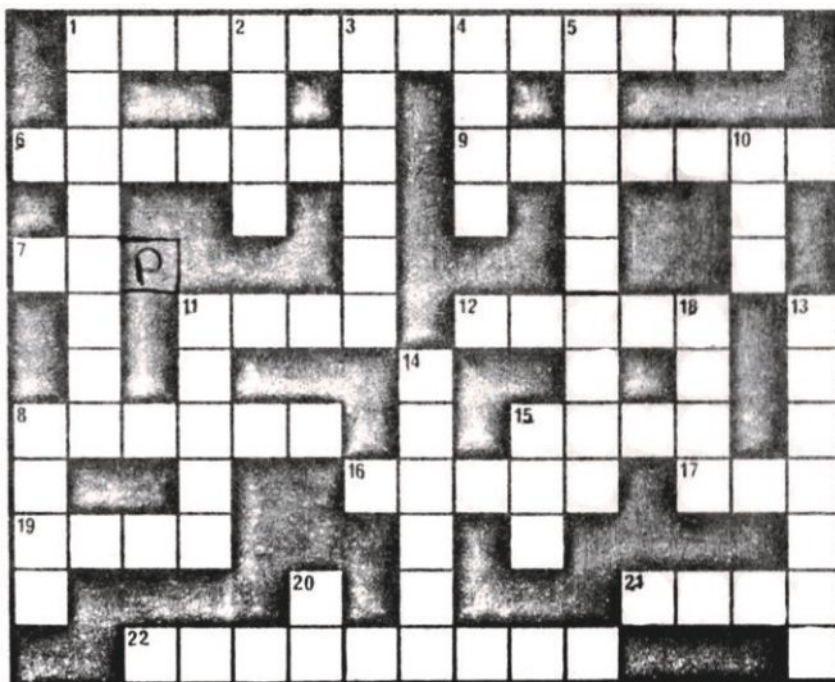
"FLASH BACK" from MARCH 1978

Clues across

1. This Gemini is a celestial pattern (13)
6. Will this bus tell you their model? (7) (Anag.)
7. Controls the flow (3)
8. Two stroke fit for a junior royal (6)
9. Eases the turbulence (7)
11. Crankshaft Bearing (4)
12. Alternator component (5)
15. Ratios for later 250's (4)
16. Favourite vintage engine layout (1,4)
17. Grind in the valves (3)
19. Set here a rest (4)
21. Uninteresting part of cylinder (4)
22. Smooth curve; dish it up in the hub (4,5) (Anag.)

Clues Down

1. Bike for Richard the Lionheart (8)
2. Flower on a valve? (4)
3. Flying the flag for Enfield (6)
4. Weak mixture (4)
5. Villiers power for a 250 (5,4)
8. Wartime user of a Flying Flea (4)
10. Try to keep it in the crankcase: (3)
11. Smaller brother of 14 down (6)
13. Enfield under full sail (7)
14. Change or meet this twin (6) (Anag.)
15. Cooling projection (3)
19. Holder for insulating tape (4)
20. Reversed thread (2) (Abbv..)



Note: the error for 7 across! The box had been missed for the letter "P" so had to be added. I have left it filled with Paula's answer. Well I had to didn't I "P" for Paula

Send an email for the answers

The Royal Enfield Owners Club will be celebrating it's 50th Anniversary next year in September so we will be doing a few "Flash Backs" from Guns as part of the celebrations. Here is the first one. The very first Gun Number 1 was printed in March 1978 which included the crossword (above). You will not know this but Paula is a "crossworder" and the day we got our Gun she filled it in before I got a chance. Since then, after scanning all the Guns and converting to pdf, every Gun Number 1 that I sent out to anyone who wanted one, has received it with the crossword completed. So specially for the 50th celebrations I have used my "paint dot net" programme and cleaned out the filled in boxes which means all you budding "crossworders" can also have a go at a 58 year old crossword. But remember, this crossword is just for fun and not in competition with the crossword on Page 47 which Chris Robinson compiled. Doug and Paula

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

**As the Beatles sang “It was twenty years ago today” from Gun issue
195 Oct/Nov 2006**

Dear Doug, I have a 1996 Indian Royal Enfield 500cc Combination and for some time now I have been concerned about possible oil pump pressure failure and consequences. I decided that a pressure switch, gauge and indicator light would ease my concern. After rummaging around in my garage I came up with a pressure gauge and hydraulic connectors (from where I have forgotten) It was an easy job to drill and tap the oil feed plug in the timing case and couple the gauge using the connectors and a short piece of solid drawn aluminium tubing. I'm very happy with the result which indicates an oil pressure of 20—80 PSI when cold and 10—45 PSI when hot. The fluctuation of the gauge reading (20—80/10—45 PSI) at tickover is possibly due to the action of the oil feed piston. Please



find the image of the pressure gauge modification. Mike Weeks

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

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.

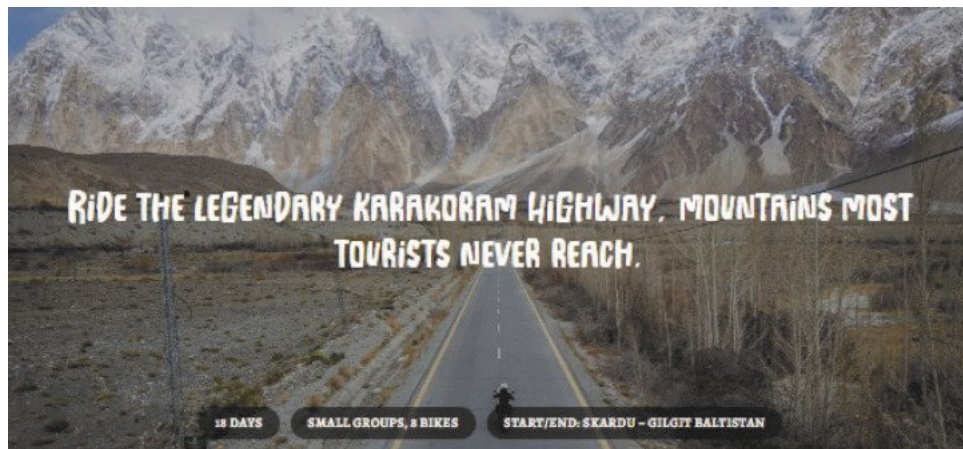


Some are available on our Website, but most can be provided in digital copy upon request, from which your hard copy prints can be made.

Donations of new material are always very welcome.

Contact: archivist@royalenfield.org.uk

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



ELSEWHEREIA EXPEDITIONS · NORTHERN PAKISTAN MOTORBIKING ADVENTURE

There's a road that runs beneath 8,000 metre peaks, past glaciers spilling down to the tarmac, through valleys the Silk Road traders once crossed. It's the Karakoram Highway, one of the great motorcycling roads on Earth, and there's nothing quite like riding it into the heart of these mountains.

What to expect

- **The Karakoram Highway**, the highest paved road on Earth, past Rakaposhi, the Passu Cones and half a dozen 7,000m peaks
- **Off-road passes into hidden valleys** most tourists never reach, for intermediate riders and above
- **A week based in a Hunza homestay**, with day rides to suspension bridges and hidden lakes
- **An optional 3 day trek to Patundas**, camping above the Passu glacier for those who want it
- **Support vehicles and a mechanic** throughout, with non-riders welcome on every hike and homestay

Upcoming departures

22nd May – 8th June 2027

3rd – 20th October 2027

Find out more **Whatsapp:- +62 813-3755-1095**

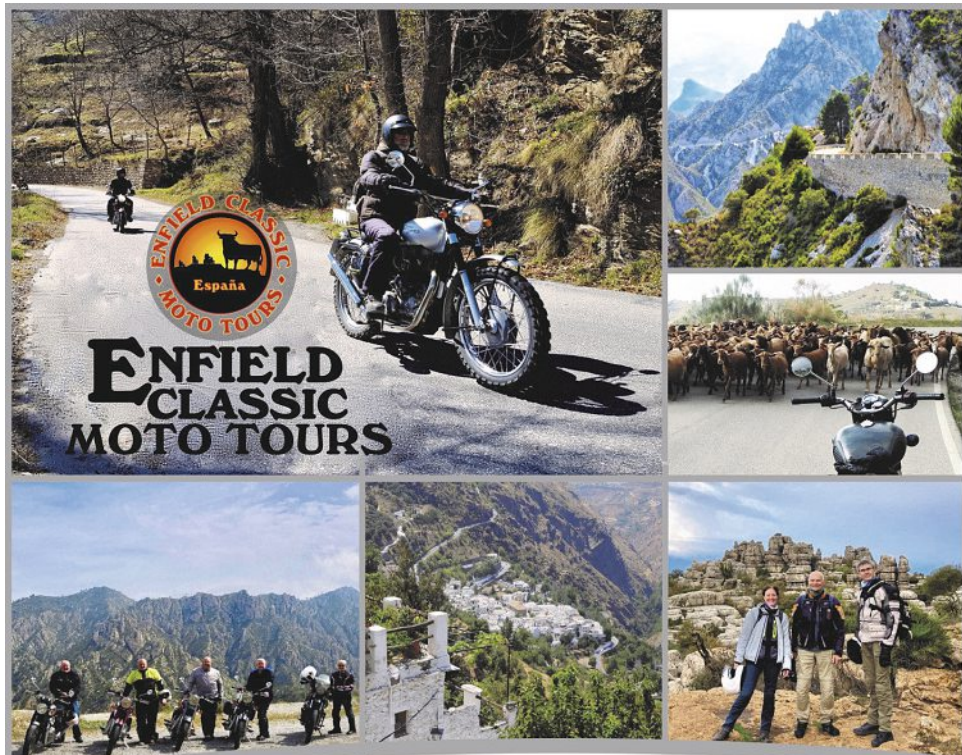
Email:- will@elsewheria.com

WebSite:- elsewheria.com/trip/northern-pakistan-motorbiking/

Why travel with us

Elsewheria co-founder Will Hatton has explored Pakistan since 2015, one of the first operators bringing tour groups into these mountains. We ride to corners 99 percent of tourists never see, led by a British Army veteran with over 60,000 km riding a Triumph Scrambler around the world, and work exclusively with Hunza-owned homestays and businesses. **Web Site:- elsewheria.com**





Our Andalucian tours allow you to get up close and personal with it's stunning scenery and provide you the opportunity of getting to know "*The Real Spain*" through it's landscapes, villages, people and food.

Experience this on a **Royal Enfield** and you'll soon discover what having fun on a moto really is!



Airport transfers, hotels, moto hire, liability insurance and fuel all included.
Just book your flights, let the team at **Enfield Classic Moto Tours** do the rest.

If you prefer to organise your own itinerary we offer moto hire at competitive rates or, if you want to use your own moto and one of our tour guides, please get in touch.
We also have our own biker friendly accommodation with secure parking .

www.enfieldclassicmototours.com

email - info@enfieldclassicmototours.com

Salobreña, Granada 18680, Spain - tel: +34 642 522 953

EPIC MOTORCYCLE ADVENTURE TOURS

BEST SELLING TOURS

SMALL GROUP
10 - 12 riders

LADAKH

SPITI

RAJASTHAN

KERALA

NORTH EAST

BHUTAN

NEPAL

INCLUSIONS :

1. All accommodations
2. All meals / snacks / Mineral water
3. Experienced tour captain to lead the ride
4. Royal Enfield Himalayan 450cc Motorcycle with Fuel
5. Total maintenance of the Motorcycle during the Ride
6. Medic throughout the ride (high altitude rides)
7. Entry tickets to the monuments
8. Luggage truck
9. All permits
10. Customized ride T-shirts & Memorabilia

www.royalbikers.com

Official tour partner

**royal
bikers**

**ROYAL
ENFIELD**

**Special price for
REOC members**



Darren
+44 7887715847
+91 9891599599



darren@royalbikers.com
info@royalbikers.com



SCAN FOR DETAILED
ITINERARIES

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





**THE UK'S
PREMIER CLASSIC
MOTOR EVENT**



**13-15 NOVEMBER
NEC, BIRMINGHAM**

3000 CLASSIC CARS	500+ VEHICLES FOR SALE
LARGEST INDOOR AUTOJUMBLE	MOTORING CLUBS & EXPERTS
310+ CLUBS	450+ TRADERS

NECCCLASSICMOTORSHOW.COM



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

CBROYENN6

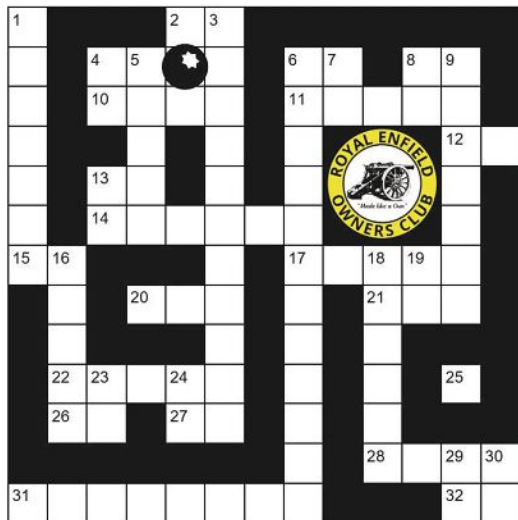
*Discount code is for club members, friends and followers use only. Quote the club code online to save £4 off single-day adult tickets or £2 off family, child & multi-day tickets. Club discounts applied to advance ticket prices before midnight on Thurs 12 Nov and show open ticket prices thereafter. Full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

"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.



ACROSS

- 2 At the end of *Royal*, aluminium symbol
- 4 Rock band, before DC. Not from battery
- 6 Royal Enfield, first letters
- 8 Small screw thread; sounds like degree
- 10 Not 10, but 12 inches are one of these
- 11 Weight; a sixteenth of a pound
- 12 Car with Pantheon grille
- 13 Abbreviation for Company
- 14 A gun has one. Beer container
- 15 Like 6 Across, shows formal letter's topic
- 17 3-legged support for artists' canvas
- 20 Owt backwards? Wheels on a bike
- 21 Crown Prosecution Service
- 22 Metal fastener, hammered or pop
- 25 At the end of End
- 26 One of 22 in a chain. 3 ft is one what?
- 27 D on German vehicles. On Swiss?
- 28 Opposite *Starts*, similar to "Finishes"
- 31 Opp. west, plus timber, Clint's surname
- 32 Just before 5, or 6. Also, mile (abbrev.)

DOWN

- 1 Sounds like 8th, but is the 10th month
- 3 Reverse *htrowrettuL* (RE Tech address UK)
- 4 Atrial Fibrillation. Spanner, between flats
- 5 A drink similar to hot chocolate
- 6 RE in full (5,7)
- 7 What GB isn't in, since Brexit
- 8 Years that aren't AD
- 9 Antennas to collect radio signals
- 13 Radio for Citizens
- 16 Abrasive. Word before paper or cloth
- 18 Tool cuts grass: long handle, curved blade
- 19 Longer than a single, shorter than an LP
- 23 Identity. An ?? Card
- 24 East Central in London postcode
- 25 On a German (or Welsh learner's) car
- 29 Direct message. Old German money
- 30 Yes, in some European languages



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.robison1956@gmail.com Originals or copies to: Puzzlemaster 63, Shaw Rd, Stockport, SK4 4AL

The Winner :- Alan Foster (MNS)

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



Brian Clarke of Humberside is the lucky first prize winner of a brand new RE Classic 500.

