

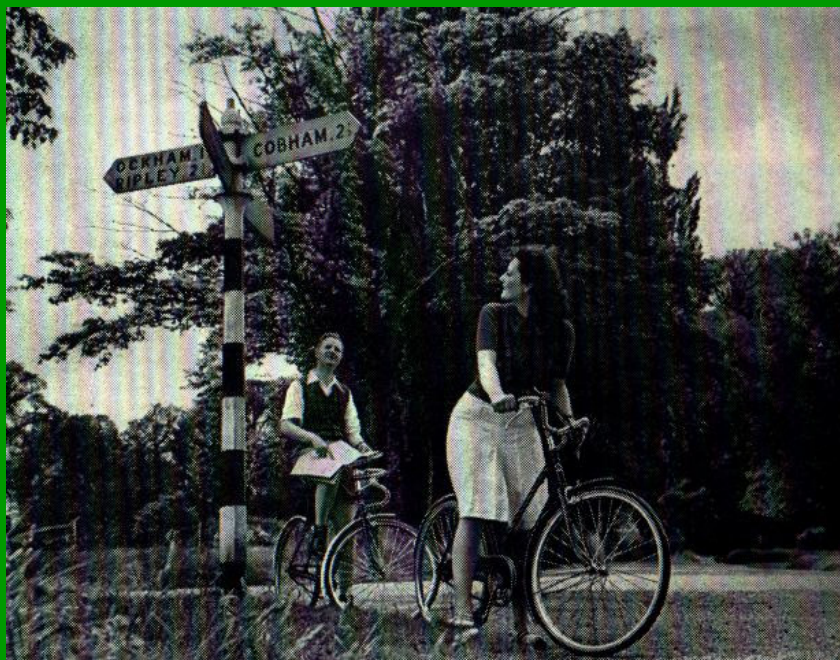
REVS

THE ROYAL ENFIELD MAGAZINE

VOL. 5

WINTER 1951-52

No. 13



REOC - Not For Sale



FRONT COVER

In the glorious countryside of
Southern England Royal
Enfield cyclists pause during
a Summer outing.



REVS

THE ROYAL ENFIELD MAGAZINE

*Recording and Picturing the Activities of
The Enfield Cycle Company Limited*

Vol. 5

WINTER 1951-52

No. 13

4,000 MILES RUN TO LAPLAND AND BACK

Last July, three cyclists mounted on Royal Enfield "Bullet-3" bicycles with Unitized frames and forks, set off on a most unusual tour. They returned to England eight weeks later, having successfully proved the reliability of their machines and tyres over some of the worst roads and tracks in Northern Europe.

They crossed the North Sea to Esbjerg in Denmark, cycling via Copenhagen to Stockholm, capital of Sweden, travelling steadily north through Lapland and beyond the Arctic Circle to the port of Narvik, in Northern Norway. The roads gradually deteriorated, until in the far North the surfaces consisted of loose dirt with awkward ruts which were a source of annoyance, 'like tramlines,' as Wally Summers, the Captain, commented. The party found themselves cycling frequently for many hours without seeing a fellow traveller.

From Narvik they had hoped to reach the North Cape. However, some 300 kilometres from their destination they encountered gales of up to 60 miles an hour, with heavy and continuous frozen rain. These conditions upset their schedule. During a week of such weather they ate raw frozen fish, salt pork and a

poor quality bread, provided by nomadic Lapps. Their chief drink was goats' milk. In these parts, too, the trio met the midnight sun, for daylight lasted 23 hours out of the 24.

Riding south through Finland to Helsinki, they found cycling easier after 1,000 miles



*The riders about to make their departure
from our Works, with some of the men
concerned in building the bicycles.*

of atrocious conditions. They crossed the Baltic Sea to Stockholm and returned to England via Denmark, Germany and Belgium. At Brussels they took a plane to Northolt. The last leg of the journey was from London to Leicester where the Lord Mayor welcomed the weather-beaten cyclists.

ENFIELD



MR. V. L. YOUNG, O.B.E.

In the 1951 King's Birthday Honours List Mr. Young was appointed an Officer of the Order of the British Empire. He was made a Member of the Order in 1947 for his work at our factory at Westwood, in Wilts., where he has been General Manager since its inception in 1941.

One of the romantic achievements of the war was the construction of factories underground to protect vital industry from the attentions of the Luftwaffe. In the West Country this was carried out in disused Bath stone quarries, an outstanding example being the Ministry of Supply Factory at Westwood, which the Enfield Company was invited to operate for the Directorate of Instrument Production. The staff and a nucleus of skilled operators were transferred from

Redditch. Intricate and delicate instruments were produced at these Works by personnel quickly trained for the job, mostly with no previous factory experience. These circumstances demonstrated the efficiency of Enfield jig and tool design and manufacturing technique.

Mr. Young joined the Enfield Company in 1919 upon his demobilisation from the R.A.F., as assistant cashier. He afterwards took charge of the G.P. Department and was eventually promoted to the post of Works Accountant.

In his younger days, Mr. Young was a keen performer in motorcycle trials; today his recreations are more leisurely, being golf, fishing and shooting.

PERSONALITIES



MR. O. WYTHES
Works Manager

As a result of the retirement of Mr. H.T. Guise, M.B.E., M.I.Mech.E., after 42 years' loyal service to the Company, 37 of which were in the capacity of Works Manager, some new appointments have been made amongst the Works Senior Staff.

Mr. O. Wythes, formerly Works Superintendent, has been promoted to Works Manager; Mr. G. H. Baker, A.M.I.Prod.E., is Assistant Works Manager, responsible for production; and Mr. W. F. Bicknell, Foreman of our Motorcycle Assembly Shop, assumes the additional responsibilities of Superintendent of Motorcycle Production.

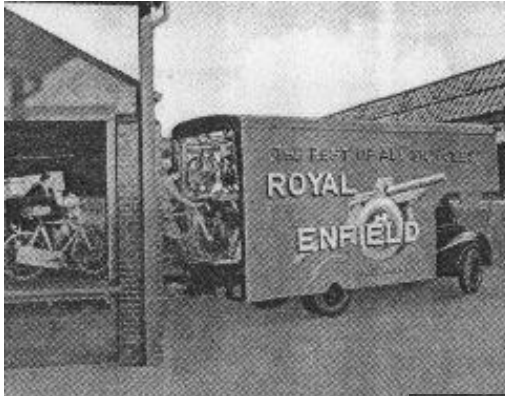


MR. G.H. BAKER,
A.M.I.Prod.E.
Assistant Works Manager



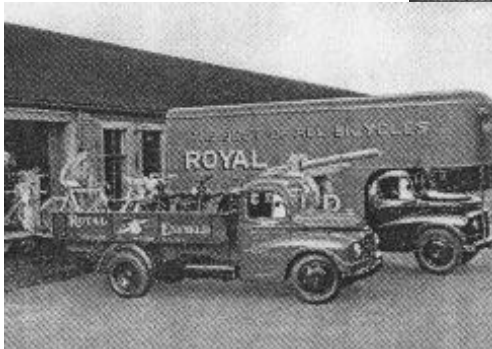
Mr. W. F. BICKNELL
Motorcycle Superintendent

THE TRANSPORT DEPARTMENT AUGMENTS ITS FLEET OF VEHICLES



The Transport Department under Mr. S. Parsons has recently taken delivery of three new vehicles.

In the upper and lower photographs Arthur Hack and Jack Weaver are loading bicycles on the 5-ton Austin van and the 2-ton Austin lorry. In the centre is Ron Hanson with the new 25 cwt. Austin van.



Royal Enfield transport drivers have a fine accident-free record over a period of many years. Long distance journeys to places as far apart as Eastbourne and Middlesbrough are undertaken by Bill Williams. He also makes deliveries all over Wales, the Midlands and Eastern Counties. Amongst the drivers with long service are Jack Andrews, who operates in Birmingham and the

Midlands, and John Taylor, who undertakes the local Redditch runs.

ROYAL ENFIELD TRIALS SUCCESSES



Jack Stocker ("500 Twin"), a member of the victorious British Trophy Team, looks pensive at one of the checks during the 1951 I.S.D.T. in Italy.

The 1951 season has seen many successes by Royal Enfield riders in this country and overseas in places as far apart as Australia in the southern hemisphere and Sweden in the north.

An early overseas win was in April, at the Kantara Mountain Endurance Trial held by the Cyprus Motor Club at Famagusta. Out of 29 entries P. Kimonides (350 Royal Enfield) gained the premier award with no points lost. S. Michael (500 Royal Enfield) performed well also.

B. Nystrom ("500 Twin") Swedish Vase Team, saves seconds as he starts out on another tight section of the I.S.D.T.

On 9th May we received the following telegram from our representative Mr. L.B. Clarkson, of Sydney:—

CARLYLE REPORT FOLLOWING SUCCESS IN GOLDFIELDS ANNUAL SCRAMBLE HELD KALGOORLIE YESTERDAY ROYAL ENFIELD TEAM OF THREE MOUNTED BULLETS VIRTUALLY SWEEPED THE BOARD STOP THEY WON TEAM RACE STOP P. NICOL WON 350 CLASS STOP P. NICOL WON BEST VISITING RIDER STOP R. MERRALLS THIRD IN OPEN EVENT FOR ALL SIZE MACHINES ONLY BEATEN BY 500 C.C. SPECIAL COMPETITION MODEL.

The next success, also in May, was announced by our distributors at Stockholm, Messrs. A. B. Motorkraft. In the Swedish Reliability Trial, the "Majtavlingen," Rudolph Nystrom won the best 350 award, and we gained the manufacturers' team prize with Rudolph Nystrom, Borje Nystrom and K. Gustaffson all mounted on "350 Bullets". The hazards of this trial eliminated all but 34 of the 64 starters.



*The Irish Vase Team ("350 Bullet" mounted) with their managers at the weigh-in at Varese for the I.S.D.T.
Left to Right: C. Gibson, B. Strong, W. Clarke.*



Messrs. Motorkraft again cabled us in June with news that Royal Enfields had won the Manufacturers' Team Prize in the Swedish Six Days' Trial. Borje Nystrom and his brother Rudolph won Gold medals; Borje being fastest "350" rider in the speed test. Alvar Strandberg and Sievert Eriksson secured Silver Medals. All these competitors were mounted on Royal Enfield "350 Bullets." Thus riders of our machines were prominent in the major Swedish Trials for the second year in succession.

Peter Nicol, riding a "350 Bullet" in brilliant style, won the Harley Scramble from 75 starters on 18th June. This is the premier motor-cycling event of Western Australia. In 1949 and 1950 Royal Enfield riders had distinguished themselves, so we were delighted to learn of this outright win from our distributors, Messrs. Carlyle & Co. Ltd.

At home Royal Enfield riders gained successes in the South Eastern and South Midland Centres on 7th January. Jack Stocker won the cup for Best Performance in the Three Musketeers Trial, in which Jack Booker gained the Best 125 Award. In the Tottenham New Year Cup Trial, D.M. Squires made the Best 150 Performance.

The Talmag Trial, held in Surrey on 21st January, saw Jack Blackwell achieve Best 350 Award, whilst in an aquatic Loughborough Cup Trial on 4th February, H. R. Kemp won the Best 350 Cup. Following these successes L.R. Shuttleworth gained the Frank Hallam Cup (Best Multi-Cylinder) in the 27th Annual Victory Trial on 24th February.



In Yorkshire on March 10th, Geoff Broadbent won the Ilkley Grand National, after being runner-up last year and winner in 1949. J. B. Houghton made the Best 350 Performance in the Cotswold Cups Trial on the following Saturday, receiving the Cotton Trophy; Frank Carey the Gloucestershire Cup for Best 500 Sidecar and Johnnie Brittain the "Triers" Cup.

J. B. Houghton tackles a difficult section in the 1951 Cotswold Cup Trial.

From the Cotswolds to the ice-bound Northern Pennines in the Travers Trophy Trial on the 7th April Stan Holmes, Johnnie Brittain and Geoff Broadbent gained the Manufacturers' Team Prize, the 350 c.c. Award being taken by Holmes.

The next important event for 1951 was the Scottish Six Days' Trial, held in the North Western Highlands of Scotland from 30th April till 5th May, when Special First Class Awards were won by Johnnie Brittain, Jack Stocker, Dick Kemp and Stan Holmes. This event is always a most severe test of man and machine.

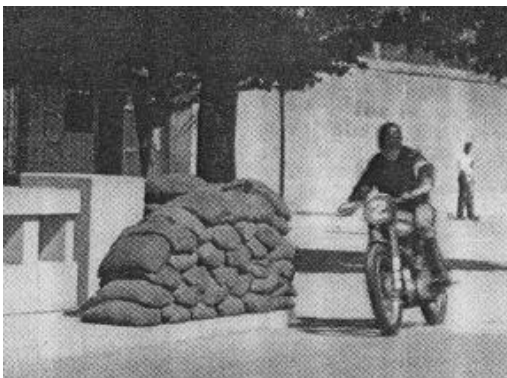
From Scotland the enthusiast's interest now centres on Wales. In the Welsh Two-Day Trial on 25th and 26th May, Johnnie Brittain gained the Rhayader Cup and J.A. Bates the Morgan Cup, the former for Best 350 Performance and the latter for Best Mid-Wales Member. This new National event in I.S.D.T. country was voted first class by all the riders.

The Allan Jefferies Trial was held in almost a heatwave on 21st July. Geoff Broadbent gained the Allan Jefferies Trophy, being the only competitor out of an entry of 150 to lose no marks.

On August Bank Holiday at Ipswich, D.M. Squires won the Ultra-Light-weight Race in the Shrubland Park Scramble. The previous day H.R. Kemp made the Best Performance in the Clayton Trophy Trial. This Trial in Derbyshire attracted a record entry of 295 from the four corners of England. Ken Lees won the Davies Challenge Cup in the Red Rose Trial on 11th August. The Highland Two Days' Trial, commencing on 1st September, saw J. White emerge as the "Best 150" competitor. On the 2nd, Jack Tolley gained 1st place in the 350 c.c. Solo Invitation Race at the A.C.U. National Grass Track Championship, whilst Dick Tolley finished 1st in the Junior Championship at Cadwell Park Road Races on 23rd September.

The same day H. R. Kemp proved himself Best Solo rider in the President's Cup Trial held in Sussex.

In the International Six Days' Trial in Italy during the third week of September, seven Royal Enfield riders earned Gold Medals (no marks lost), these being awarded to Jack Stocker, (a member of the winning British Trophy Team for the second year in succession after two years in the Vase "A" Team). Stan Holmes, 19-year-old Johnny Brittain, Borje Nystrom and his brother Rudolph (Sweden), also E. Gibson

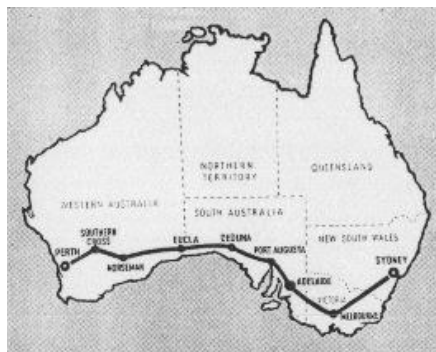


Armando Ferreira in action in the Vila Real Races.

and W. Clarke (Irish Vase "A" Team). The Royal Enfield Team of Stocker, Holmes and Brittain (all on "500 Twins"), gained a Manufacturers' Team Prize. Four of these riders used "500 Twins," the others "350 Bullets".

In October, Stan Holmes won the Snell Cup in the West of England Trial on the 6th, and C.A. Dickens took the Barton Motors Cup at the John Douglas Trial on the 20th. Geoff Broadbent gained the Ashes Casket in the Lancashire Grand National Scramble on 3rd November. The following day saw the Club Cup fall to Jack Blackwell in the Perce Simon Trial.

5,504 MILES TRANS- AUSTRALIAN JOURNEY



First woman to achieve this epic ride uses a Royal Enfield "350 Bullet"

For her annual holiday Miss Winifred Wells decided to motorcycle from Perth, Western Australia, to Sydney and back on her privately owned "350 Bullet". She set out on Boxing Day, 1950, equipped with food and spare clothing in two pannier bags, a suitcase strapped to her carrier and a knapsack. There was no need for waterproof clothing, as it was mid-summer in Australia, so her outer clothing consisted of riding boots, breeches, sweater, leather jacket and an old tweed cap; the latter to protect her from the scorching glare of the sun.

Miss Wells, 5ft 5in., 22-year-old daughter of a furniture manufacturer in Shenton Park, Western Australia, achieved what has been acclaimed as one of the most prodigious feats in Australian motorcycling history. In 21 days she accomplished her solo ride from Perth to Sydney and back, a distance of 5,504 miles. Thus she averaged 366 miles per day, alone, braving the barren, sandy, waterless wastes of the Nullarbor Plains, a sparsely inhabited desert more than 1,000 miles wide. To tackle the desert itself would daunt many a husky male rider. Only those who have had first-hand experience of this feat can truly appreciate the courage and determination of this slim slip of a girl in crossing the desert twice within three weeks.

The following itinerary, together with the map, will enable the reader to from a rough

picture of this, one of the most arduous and dangerous long-distance rides in the whole history of motorcycling.

MISS WELLS' ITINERARY 1950

Dec. 26 : Left Perth at noon, spent night at Southern Cross.
Dec. 27 : Reached Norseman.
Dec. 28: Rode 298 miles and camped in bush.
Dec. 29 : Reached Eucla.
Dec. 30 : Reached Ceduna.
Dec. 31 : Reached Port Augusta.

1951

Jan. 1 :Reached Adelaide 1-30pm Departed for Melbourne same afternoon.
Jan. 2 : Reached Melbourne.
Jan. 3 : Rested.
Jan. 4 : Left for Sydney.
Jan. 5 : Reached Sydney.
Jan. 6 : Rested.
Jan. 7 : Left Sydney.
Jan. 8 : Arrived Melbourne 8 a.m.
Jan. 9 : Rested.
Jan. 10 : Left Melbourne, 7 a.m., arrived Adelaide 7 p.m.
Jan. 11 : Left Adelaide 1.30p.m. for Port Augusta.
Jan. 12 : Reached Ceduna.
Jan. 13 : Reached Eucla.
Jan. 14 : Reached Norseman.
Jan. 15 : Reached Southern Cross.
Jan. 16 : Reached Perth 1 p.m.

At the end of the first day Miss Wells had reached the small town of Southern Cross. Next morning she began the most gruelling part of the ride, crossing the Nullarbor

Plains. She arrived at Norseman safely by the evening of the 27th and the next night she was quite alone in the desert with no human habitation for at least 100 miles. A nasty skid on some loose gravel outside Coolgardie upset her a little, and this prevented her from pressing on to Eucla, her intended destination. Her remarks on the incident are typical, "So I used my bike, ground sheet and blanket to rig a shelter in the bush. It was the loneliest hole you ever saw, but I wasn't scared."

She rode into Adelaide on New Year's Day. Led by our distributor, Mr. George Bolton, a great welcome was given by Miss Wells by motor enthusiasts there. The letter we received from Mr. Bolton subsequently describes the next leg of the journey to Sydney, and after only one day's rest, back again to Adelaide.

"After having covered 1,731 miles to Adelaide across arduous desert country in the blazing heat of summer, Miss Wells left the city at 5 p.m. the same day for Melbourne, and so to Sydney where she arrived at 6-15 p.m. on 5th January. She spent a day seeing the sights and set off on the return journey on the 8th, arriving in Adelaide at 7-20 p.m. on the 10th. She had completed the run of 462 miles from Melbourne the same day, having left there at 6-30 a.m. Our hopes are high that this gallant little soul will win out. When she left Adelaide at 3.00 p.m. on the 11th inst., with the machine running as new, the temperature was 104.9°C. As she travelled north to Pt. Augusta, so the temperature increased, but she succeeded in reaching Pt. Augusta, a distance of 204 miles, by 8 p.m. On 12th inst., we received a telegram stating that she had left Pt. Augusta at 6 a.m. and had arrived safely at Ceduna, a distance of 323 miles due west, at 4 p.m. Thus we await further progress. The roads through which she is now travelling are merely bush tracks through sandy, waterless wastes, and her very life depends on the reliability of her machine. I have taken the precaution of

phoning the police at Pt. Augusta with whom I am personally acquainted, asking them to advise other police along this lonely track to be on the lookout for her, in case of emergencies. Mr. L. B. Clarkson, our Australasian representative, advised us shortly afterwards that the phenomenal journey had been completed within 21 days, as scheduled by Miss Wells. He sent us a copy of the telegram he received from Carlyle & Co. Ltd., the dealers at Perth, from whom the machine was purchased by Miss Wells two weeks before her trip.

It read:-

"WINIFRED WELLS ARRIVED BACK IN PERTH ONE PM TODAY STOP CONGRATULATED BY LORD MAYOR ON COMPLETING MERITORIOUS RIDE COAST TO COAST AND BACK IN TWENTY-ONE DAYS STOP SHE IS FIT AND WELL STOP ROYAL ENFIELD BULLET CAME THROUGH WITHOUT MISSING A BEAT ENGINE RUNNING LIKE A WATCH.

CARLYLE."



Miss Wells returns to Perth.

In recognition of her magnificent feat, this Company sent out to Australia a handsome trophy which was presented to Miss Wells at the Claremont Speedway, Perth, where she rode a lap of honour on her "350 Bullet".

DEALERS AT HOME

CARDIFF

Our dealer at Castle Street, Cardiff, Robert Bevan, has been elected Lord Mayor of the city. The traditional inaugural luncheon at the City Hall was attended by Enfield representatives Major V.T. Mountford and Messrs. J.J. Booker and J.H. Phillips.



Alderman Robert Bevan photographed after he was installed as Lord Mayor of Cardiff at the City Hall.



KETTERING

Last summer David Bosworth was married at St. Margaret's Church, Coventry, to Miss Constance Baker. Mr. Bosworth is the son of our dealer at Kettering, and in 1950 he spent several months at the Enfield Works gaining first-hand experience in motorcycle repairs and maintenance. He has now joined the family business which was established by his grandfather. The bride was employed at the headquarters of the British Cycle and Motor Cycle Manufacturers' and Traders' Union, Coventry, before her marriage.

CREWE

This Royal Enfield in racing trim is a 123 O.H.V. machine built up by our dealer W.M. Webster, of Crewe, from a 1935 150 c.c. model, especially for short circuit events. Mr. Webster himself is the rider and his chief successes during 1951 were 1st place in the Wirral 100 M. C. Meeting (125 c.c. Class) on Easter Monday; 2nd in the 150 c.c. Event at the Altcar Road Race Meeting in Lancashire in July; and 1st in Enniskillen "100" (125 c.c. class) in Northern Ireland, in August, the latter at an average speed of 54.6 m.p.h. Bill Webster also entered at Mold Races (where he holds the Course Record in his class on the Royal Enfield) on Easter Monday and Whit Monday, winning the 125 c.c. race each time. The machine was entered in the 1951



Ultra-Lightweight T.T. in the Isle of Man, being ridden by a friend of Mr. Webster, Bill Dehaney, of Wallasey, who finished 14th at 54 m.p.h., and was a member of Leinster Club Team Prize Winners. The Royal Enfield was the first English "125" to qualify in the practice laps, its speed being 59 m.p.h.

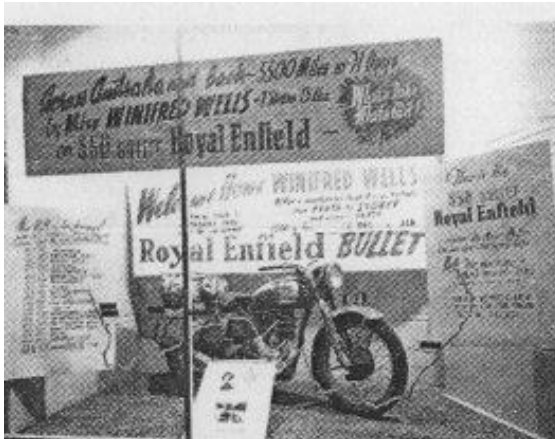
On the left of the photograph is Mr. Webster with the T.T. Replica, and on the right is Mr. Dehaney. We wish them both good luck in 1952.

BIRMINGHAM



Our Dealers in Broad Street, Birmingham, Messrs. Jewkes & Co., recently sent us this photograph of the modern frontage to their premises in a very busy part of the city's shopping centre. The special display of Royal Enfield bicycles in the main window evoked considerable attention. These go-ahead dealers believe in vigorous publicity methods and find that they result in a greatly increased sales tempo.

Dealers Overseas



Australia

Following the successful conclusion of Miss Winifred Wells trans-Australian journey on her brand new "350 Bullet" our dealers at Perth, Western Australia, Messrs. Carlyle &

Co. Ltd. staged this attractive window display. It gives the whole story in a nutshell and is at the same time their personal tribute to a very courageous girl.



New Zealand

The handsome premises of Manthel Motors Ltd. illustrate the large capacity for sales and service of this

prominent Royal Enfield motor cycle dealer at Wellington, New Zealand. We are happy to have Mr. Manthel at the Enfield Works during his business trip to the Mother Country.



U.S.A.

Our General Sales Manager, Mr. V. T. Mountford, flew to the U.S.A. in the early summer of 1951. He is seen here with (left) Mr. Fred Stote, Vice-

President, and Mr. Al West, Sales Manager of the Indian Sales Corporation, the U.S.A. distributors of Royal Enfield motor cycles.



South Africa

Our factory representative in South Africa, Mr. Leo Finkelstein, sent us the photograph reproduced on this page, with some interesting information on the activities of 36 years old Billy Saaiman. Apparently Billy has been riding Royal Enfield motorcycles for many years past and originally bought an ex-W.D. Model from Jack's Cycle & Motor Works, of Johannesburg. As explorer, globe

trotter, cowboy and lecturer, Saaiman is quite a character, well known throughout the length and breadth of Eastern and South Africa, where he spends most of his time lecturing in schools, with an occasional engagement at local theatres. So far he has covered 210,000 miles on three Royal Enfield machines visiting 2,000 schools en route.

International



21st Geneva Salon

Depicted here is the stand of our Swiss distributors, Maison Jan, of Lausanne, who displayed a complete range of Royal Enfield motor cycles.

B.I.F 1951

Amongst the overseas visitors to our stand at the British Industries Fair were our Diesel engine distributors from Sweden, Portugal, Rhodesia and New Zealand, all of whom reported steady and ever growing interest in Enfield Diesels, which are building for us a high reputation by reason of their reliability and ease of maintenance.

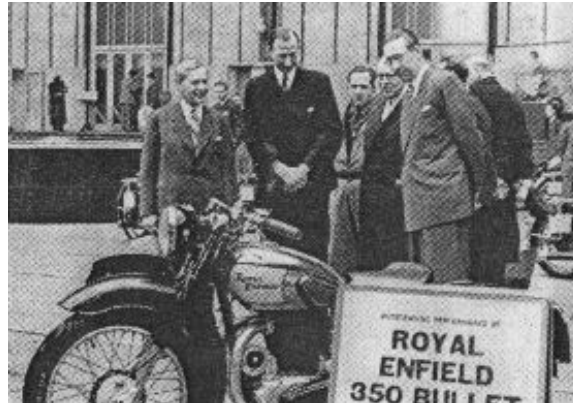


On the left of the picture is Mr. H. T. Seviour (Industrial Engines Manager), centre Messrs. A.W.E. Yate (Publicity Dept.) and S.H. Smith (Motor Mower Manager), and on the right, Mrs. P.J. Aiken (Hostess) and Mr. C.F. Nossiter (Industrial Engines Designer)

Exhibitions

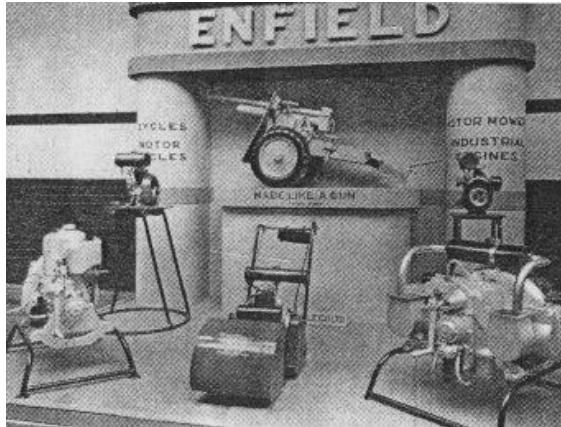
Copenhagen

The 1951 International Motor Cycle and Cycle Motor Exhibition at Copenhagen was visited by H.R.H. Prince Knud, Heir Apparent, Protector of the Exhibition, who is seen here at the stand of our Danish distributors Nelleman & Drewson A/S. On the right is Mr. Preben Nelleman.



1951 Paris Show

The central figure on Pierre Psalty's right of Melioli are Mr. R. Baker our Royal Enfield stand at the last Paris Export Manager, M. & Mme. Psalty, Show is Jacques Melioli with his and (extreme right) M. Louis Jan, head Scrambles Model "350 Bullet" He is of our distributors at Lausanne. receiving a bouquet of flowers from In winning the Championship, Jacques Mademoiselle Yolande Psalty, in Melioli gained ten 1st places and seven recognition of his achievement in 2nd places out of a total of 18 becoming Champion Moto-Cross Rider qualifying events in various parts of France in the 350cc Class. On the France.



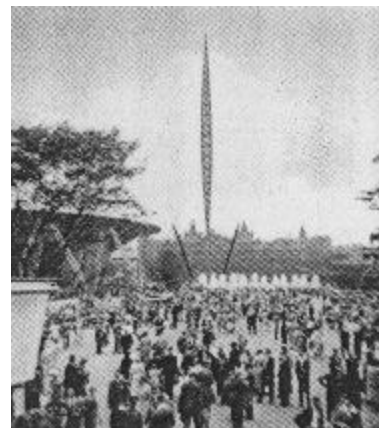
In connection with the Festival of Britain an Exhibition of Local Industries was staged in Redditch. Our display is shown above, being designed by Mr. V. H. Bott, draughtsman, and constructed at the Enfield Works by Mr. E. Wright, foreman carpenter and his staff in consultation with Mr. A. W. E. Yate, Publicity Dept.

The exhibition, sponsored by the Redditch Society, proved to be a remarkable assembly of local products. It was intended not so much as a show for visitors to Redditch, as a show for the inhabitants themselves. In this it was entirely successful, for local people flocked to the hall in large numbers during the seven days it was open.

Our Welfare Officer, Mrs. M. Wareham, arranged a motor coach outing to the South Bank Exhibition and the Festival Pleasure Gardens at Battersea.

The photograph on this page of the Skylon and the Fountains with a glimpse of the Dome of Discovery on the left of the picture, was taken by Mr. W. Elvins of our Forwarding Department.

Festival Of Britain



The General opinion of the visitors to London was that the Exhibition was well worth seeing, but that in scope it was so comprehensive that one could not hope to cover all the ground in one trip.

“Workers’ Playtime” Broadcast



An interesting and interested visitor to the Enfield Works was Miss Charmian Innes (from the B.B.C.’s “We beg to Differ” programme).

She is seen here (top) with Mr. Phillip Garston-Jones, and in the lower picture, with other B.B.C. personnel, Mr. R. Cozens of the Entertainments Committee and Mr. E. Spiers Foreman of the Cycle Wheel Shop,

who is explaining the processes involved in his department.

Together with Arthur Tolcher (harmonica), Bill O’Connor (tenor) and Jack Wilson (pianist), Miss Innes entertained Enfield Employees during a lunch hour “Workers’ Playtime” show presented by Mr. Garston-Jones and broadcast from the Works Canteen.

Enfield Works Visitors



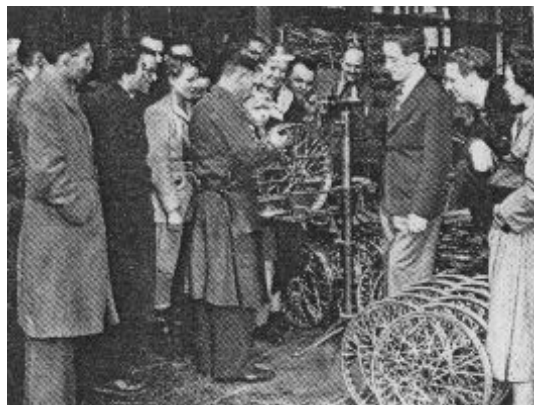
A member of the Stocksbridge Club poses a technical question answered by Bob Sandilands

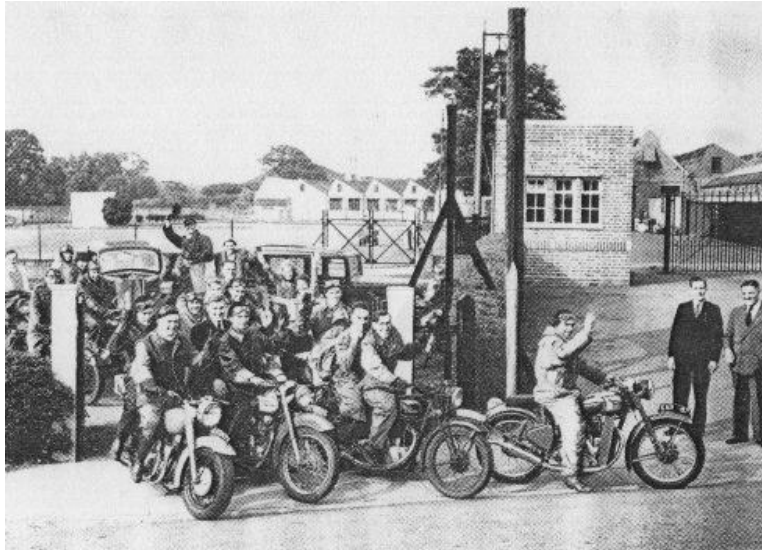
In recent months visitors who have toured the Enfield Works included members of the Stocksbridge & D.M. C. from Sheffield, the heart of the steel industry, the Burton-on-Trent M.C.C. from a famous brewery, the Radiation M.C. & C.C. from Warrington, industrial Lancashire, and the East Acton M.C. from London.

Each party toured the Works under the supervision of knowledgeable technical staff and was entertained to tea in the Canteen afterwards.

We were gratified to hear from our guests that they particularly noticed the individual care in craftsmanship and appreciated the fact that plenty of time was allowed in which to see and discuss operations of personal interest.

Burton-on-Trent Club members see Wheel Trueing by an expert, Ken Surman





The Radiation M.C. & C.C. members setting off in convoy for the return journey to Warrington.

Our visitors seemed particularly impressed with the robust construction of the Royal Enfield spring frame, which they were, of course, able to

follow through the various processes of manufacture. A number of them took the opportunity to ride the models round the Works' Test Track

Edwin Boulton explains plating processes to interested visitors from East Acton.





Weddings

Our Managing Director's only daughter, Miss Alison Jean Walker Smith, was married to Captain Barry Russell Jones, of Barnt Green at the ancient Parish Church of St. John the Baptist, Feckenham, last June. The bridegroom is a member of the staff of the Foreign Office. Miss Smith made a becoming figure in a simple gown of Ivory gros-grain, with bead embroidery on the collar and cuffs, and an old Honiton lace veil. She had cream roses in her hair and carried a

bouquet of red and cream roses.

About 120 guests were afterwards entertained at a reception on the lawns of Major Smith's residence, Walkwood House, Callow Hill, when the health and happiness of the newly-weds was proposed by the bride's uncle, Mr. G.H. Smith.

When Mr. and Mrs. Jones left on the first stage of the journey to Austria for their honeymoon, the bride was wearing a moss green suit, with a pale pink hat and coat.



In the bridal group are Major F.W. Smith, C.B.E. (left), Mrs. F.W. Smith (third from left) and Mrs. A.E. Jones, the bride groom's mother (third from right)



Mr. and Mrs. I. Roberts

Mr. Lowerth Roberts to
Miss Joan Spiers,
Publicity Dept. at St.
Stephen's Church,
Redditch.



Mr. and Mrs. D. Taylor.

Mr. Douglas Taylor,
Service Dept. to Miss
Dorothy Morris, at St.
James Church, Weethley.



Mr. and Mrs. T. Fay.

Mr. Thomas Fay, Carpenters
Shop, to Miss Doreen Hill, at
Mount Carmel Church,
Redditch.



Mr. and Mrs. W. Rivett

Mr. William Rivett to Miss Betty Stringer, Industrial Engines Department, at St. Stephen's Parish Church, Redditch.



Mr. And Mrs. H. Share.

Mr. Harold Share, Millwrights Dept. to Miss Cynthia Middleton, G.P. Dept. at St. George's Church. Redditch.



Mr. and Mrs. F. Hands.

Mr. Frederick Hands to Miss Angela Mole, Service Dept. at Mount Carmel Church. Redditch.



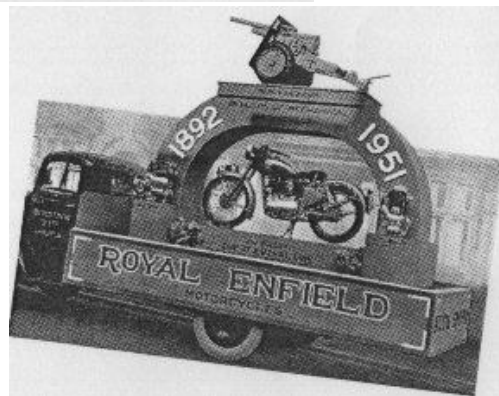
Mr. and Mrs. W. Dyer..

Mr. William Dyer to Miss Beryl Prescott, Buying Office, at Redditch Congregational Church.

Photos:- Linden Studio



Redditch Carnival 1951



The 21st Annual Redditch Carnival was once again a big success, due in no small measure to the work of the Committee, the Chairman of which is Councillor H.D. Spencer (Service Department) who was Hon. Secretary for many years.

He gives up a week of his annual holidays each year to supervise the seven days of fun and frolic arranged by the many voluntary workers for the townspeople, in aid of charitable causes.

Miss Jean Wormington (Export Dept.) was a Lady-in-waiting to the Carnival Queen; she is seen seated on the left of the top picture, with Mr. Spencer standing on the right.

Our exhibit was the winner in its class for the fourth year in succession. As usual it was designed by Mr. Vic Bott, and built by Mr. Eddie Wright and his staff at the Works after normal working hours.

“ It’s Just as Easy For Us!”

By Hazel Lloyd

Motorcycling is often thought to be the prerogative of such people as elder brothers, fathers and uncles, While this may be true, so far as the use of husky machines of 500 cc and upwards is concerned, I feel sure that there must be many young women, who, like me, have discovered what a convenient, comfortable, economical and safe means of transport is a lightweight motorcycle.

When I first mentioned my intention of buying a machine, I was immediately warned by the entire family that it was a prime essential that any motorcycle owner had to be highly skilled in matters mechanical and my blood was fairly curdled by talks of the dreadful things that happen, even to modern motorcycles.

Luckily, whilst respecting the advice, in view of the source from which it emanated, I decided to discount it very heavily and instead to accept the opinion of several experienced motorcyclists who are my friends; the result was that I became the proud owner of a secondhand model 125 c.c. R.E. Royal Enfield. The fact

that, before coming to me, my "Flea" had endured some years of hard use under several riders and already earned for itself the title in the Press of "Public Servant No. 1.", did not prevent it from becoming my personal pride and joy.

The family accepting the inevitable, as all good families should, included such items as sparking plugs, spanners and screwdrivers among my Christmas presents. Seldom have presents been so greatly appreciated but so little used!

After about five months' riding with "L" plates fore and aft, during which I discovered more of my local Bedfordshire than I thought existed, I was persuaded to enter a reliability trial, allowing myself, despite personal trepidations, to be assured by hardy veterans that "Everything Would Be Quite Easy,"

When I eventually saw what I was in for I must say that I panicked, but, having taken the plunge and that term can be taken quite literally during some of my performances, I

was determined to complete the course during the event.

If you have never experienced it you cannot appreciate how much pleasure it gives a novice to see her name in an awards list! Oddly enough, my sturdy little "Flea" appeared to have been none the worse, and after a washdown with a hose, went back to its humdrum job Nobody could remember when it had last been decarbonised, and it was entirely due to kindness of heart and not on account of any protests from the engine, that I had the job done and the machine generally looked over.

The driving test which I subsequently took and which enabled me to discard my "L," plates and appear on the roads as a fully fledged motorcyclist, held no terrors, everybody was most

considerate and courteous, and I have not the slightest regret that I became a motorcyclist.

I have since undertaken a number of long distance runs for holidays and weekends, and what normally was a tedious train journey or one carried out as a passenger in the family car, has now become an enjoyable part of the vacation. For some reason, male motor cyclists still think that girl riders have to be "looked after." The attentions one receives if one halts for a moment by the roadside are a great tribute to the chivalry of motor cyclists generally, and I would say that no girl needs a better inducement to start riding than this assurance of the assistance and encouragement which she will be sure to receive from her brethren.

*Miss Lloyd in
action in the
"Press" Trial.*



Photo:- "Motor Cycling"

Sport

Cricket

Last Summer we ran three teams. The 1st XI and the Sunday XI were captained by Ted Butts, Diesel Engine Machine Shop, and the 2nd XI by Fred Spoors, Enameling Shop.

Each eleven had a very successful season with busy fixture lists to fulfill. An increasing number of junior players appeared at the



Ted Butts, Cricket Captain

practice nets, and they showed good all-round ability, so that our 1st XI strength is likely to be maintained in 1952.

Two interesting matches were played in the delightful Cotswold

countryside in ideal weather at Broadway, where a high scoring game ended in a draw, and Stanway, where we were the winners.

On both occasions our team was accompanied by a large number of supporters, with their families.

Angling

Situated in the heart of the world-famed fishing tackle industry at Redditch, it is little wonder that this section of our Sports Club is highly popular and has a large membership. Added to that, we are in the vicinity of a number of first class fishing waters.

Tom Price, Industrial Engines Machine Shop, gained a place in the Redditch team, taking part in the All-England Angling Contest at Kirkstead, in Lincolnshire, on the River Witham, a spot much frequented for large contests.

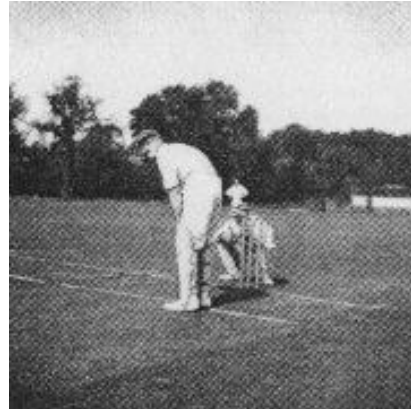
Selection in this team entitled him to a place in the Festival of Britain International Match on the Thames at Reading. Anglers from our Westwood Works represented the North Somerset and West Wilts Federation in the Festival of Britain and All-England Contests.

In the former Messrs. J. Scott and J. Myatt received medals and their combined weights secured second place for the Enfield team in the North Somerset and West Wilts Federation. T. Rudgc and J. Myatt the latter for the second year in succession -were selected for their Federation Team in the All-England Contest.

In the first of a series of cup matches confined to our club members, Albert Brookes, Accounts Department, was the winner, weighing in a catch of 136, totaling 10 lbs. 8 ozs. This is an outstanding achievement for a match of three hours' duration, Albert's fish were mainly dace and roach. In the second match George Read, Motorcycle Assembly, gained first place with 3 lbs. 14 ozs. 15 drms. By winning the third and final event, Mr. Brookes gained the Enfield Cup with a total weight of 21 lbs 1oz 3 drms. in the three contests.

Bowls

This section had a fairly successful season and the team is proud of the Pennant awarded to them when beating the Worcestershire Bowling Association Executive Council. Two members reached the semi-final of the 1951 Worcestershire County Pairs Championship. They were Arthur Chatterley, Engine Assembly, and Bill Davis, our Head Groundsman, who lost their game by the close margin of two shots. This year there were 68 pairs in the entry list for the championship.



Charlie Wardell, opening batsman

Badminton

A Badminton section of the Enfield Athletic Club has now been formed and is affiliated through the Worcestershire County Badminton Association to the Badminton Association of England. Membership is open to all employees and their wives or husbands. At the commencement of the season four County players gave demonstration games on the court laid out in our Canteen. Club nights are Tuesdays and Thursdays. For those who would like to try the game before deciding to take it up, racquets may be hired during the evening. A comprehensive fixture list has been arranged with other clubs in the vicinity and the matches played so far have proved most enjoyable.

Membership is growing steadily and an encouraging aspect is that it is drawn from a very wide cross-section of our employees.

An Outstanding Athletic Record

Geoffrey Coombs, aged 20, the eldest son of Albert Coombs, for some years on the Drilling Section at Redditch, is at present an electrician in the Maintenance Section at our No. 2 Factory at Westwood. His successes as a middle distance runner are made more outstanding by the fact that he had never taken part in any athletics of any description until two years ago, added to the remarkable fact that he was rejected for National Service with flat feet.

At the 1951 County Championships held at the White City, London, he finished 2nd to



Geoff establishing a comfortable lead in a 5 mile Road Race.

Freddie Green, of Warwick, in the 3 miles race. Geoff's time of 14 mins. 30 secs. equalled the winner's time in 1950. The following two years' record proves the versatility of this young athlete:-
Trowbridge & District Open 3 miles road race—1st; Wiltshire Cross Country 5 miles Championship—1st; Bristol Open 7½ miles Cross Country Open 2nd; Western Counties

880 yds. Championship—1st; Yeovil Inter County Meeting 880 yds—1st; Western Counties v Wales 880 yds—2nd; Taunton 3 miles Open—1st; Swindon Championship Meeting 880 yds—1st; Trowbridge & District 5 miles Road Race—1st; Western Counties 5 miles Championship—1st; White, City London, National Inter County 3 miles—2nd; Western Counties Championship 3 miles—1st.

Geoffrey has won many trophies individually in local events, and as a member of the Trowbridge Club Relay Team. He is Captain of the Club team, and Club Champion at 440 yds., 880 yds., one mile, and Javelin.

Alan Hobby, Sports writer of the Daily Express states that Geoffrey Coombs is one of the most promising prospects that the Western Counties have produced for some years. We are watching this young man's activities with keen interest, and hoping that, within a couple of years we shall be seeing him wearing international colours. Good luck, Geoffrey, and good running

A Walking Prodigy

Young Jack Housden, 22 year old Driller at the No. 2 Factory at Westwood, is making great strides in every respect in British walking contests.

This young man only took up competitive walking in 1950 and since then he has been going great guns, as the following record will show:-

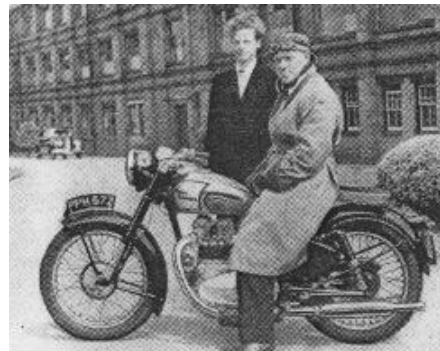
10 Miles Wiltshire Champion; 2 Miles Wiltshire Champion; 10 Miles Trowbridge Athletic Club Champion; Winner of the 16 Miles Open Road Race for South Wales; Third in the 2 Miles English Southern Counties Championships; Seventh in the All England 7 Miles Inter County Championships at the White City. Jack is also potentially a future international athlete.

Former World Record Holder Visits our Works

We recently had a visit from Mr. Joe Wright, famous for his exploits in the sphere of world's maximum speed records. He was the first man to attain a speed of 150 m.p.h. mounted on a Supercharged Zenith J.A.P. of 1,000 c.c. wresting the title in November, 1930, at Cork, from Ernst Henne of Germany, who then held the record at 137 m.p.h. Riding his Excelsior J.A.P. machine, Mr. Wright broke the lap record at the Monthlery track, Paris, in October, 1930 attaining 137 m.p.h. This record still stands in his name. In 1931 he made an unsuccessful attempt to beat his own record, returning 167 m.p.h. in one direction at Tat, in Hungary. Henne regained the record in 1932, raising it to 151 m.p.h.

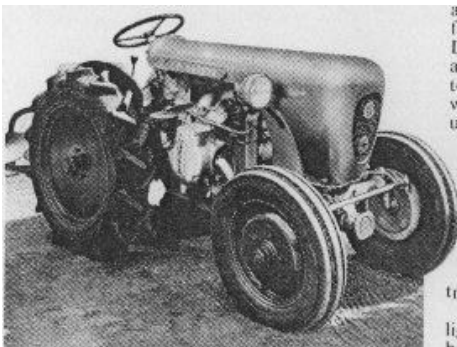
Now on the staff of the Vickers-Armstrong Aircraft Works at Weybridge, Mr. Wright prefers more luxury with his

motorcycling and he cannot speak too highly of the Royal Enfield "500 Twin" which he rides daily. Before acquiring his present mount he rode one of our 350 c.c. Model "G" machines.



Accompanying Mr. Wright on the visit to our Works was his 17 year old son, Noel, also a keen motorcyclist.

Enfield—Engined Tractor



The Enfield twin cylinder diesel industrial engine has been adapted to drive a tractor manufactured by J.M. Gloppe, 7 rue Docteur Robatel, Lyons. The adaptation of the Enfield engine to the standard Gloppe tractor was carried out in 52 hours and upon being exhibited at the 1951 Lyons Fair, firm orders for the vehicle were substantial, as many as ten being placed in one day. In addition to orders, inquiries to the number of 400 have so far been received for demonstrations of the Enfield engined tractor.

At 1,800 r.p.m. a small cigarette lighter was placed upright on the bonnet and did not budge, ample proof of the lack of vibration.

The required range of speeds is obtainable between 400 r.p.m. and 1,800 r.p.m. Another French concern, Etablissements Reymon, at Villefranche, has sold a number of Reymon tractors driven by twin cylinder Enfield diesel engines, so that a very promising market in French territory seems assured. Concurrently with the showing of Enfield industrial engines at the B.I.F. Birmingham, they were also exhibited at the Paris Fair.



ROYAL ENFIELD
BICYCLES
MOTOR CYCLES
MOTOR LAWN MOWERS

ENFIELD

INDUSTRIAL ENGINES

THE ENFIELD CYCLE CO. LTD.

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