

# REVS

THE ROYAL ENFIELD MAGAZINE

VOL. 2

WINTER 1948-49

No.7



(Photo: "Motor Cycling")

## **"INTERNATIONAL" SUCCESS**

**Royal Enfield riders, from left to right : Charlie Rogers, Vic Brittain,  
Tom Ellis, Jack Stocker.  
(See pages 8-11)**

REOC - Not For Sale

## VETERAN



Enthusiastic rider of a 125 c.c. Royal Enfield Model R.E. is Mr. C.S. Burney, President of the Association of Pioneer Motorcyclists. You wouldn't think Mr. Burney's age was 64 would you?



## Motorcycling Housewife

Mrs. M. G. Allan, of 54 Leslie Street, Pollockshields, believes she is Glasgow's only motorcycling housewife, and she recommends motorcycling as a part of future domestic science schedules.

"No husband likes to come home to a tired wife," she says, "my bike provides extra time and thus makes housework easier for me."

Loud in her praises of her Royal Enfield 125 c.c. Model R.E., she thinks she has made an excellent investment and relates with enthusiasm the distances she has covered per gallon of petrol.

The photograph (reprinted by permission of the Glasgow Bulletin) shows her setting out to do her shopping.

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THE ROYAL ENFIELD MAGAZINE

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

Vol. 2

WINTER 1948-49

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A picture which all those connected with motorcycling will appreciate.

The countryside filling station, with its air of quiet efficiency, a bright clear winter's afternoon and two riders of brand new models joyously anticipating a brisk run along highways which wend their way between farm and fenside.

Encouragement for the future is added by the newly polished brand names surmounting the filling units.

Branded petrols may soon return in the qualities, but not perhaps the quantities which we all desire.





## OVERSEAS DEALERS

### U.S.A.

There is a look of confidence about all the members of this motor cycle team, which we like to think springs from the fact that they ride Royal Enfield motor cycles. With one exception they are members of the same firm, Whitehall Distributors Inc., of New York, Royal Enfield distributors in the United States.

*Left to right they are: John Finenko, Anthony Grittani, Karl Grassow, Anthony de Maria, John Groschawka and Arthur Keith.*

We recently received a welcome visit from Mr. John Stokvis, of Whitehall Distributors Inc., New York. He spent some days with us and showed keen interest in our organisation. Whilst chatting with Major Mountford he "takes things easy" on a Royal Enfield Twin.



## TURKEY



A smart and business-like window display arranged by Sezim Turk Anonim Sirketi, of Karakoy, our dealer for both bicycles and motor cycles in Turkey.

## HOLLAND



Mr. R. Duval-Tefrere is the son of our Royal Enfield Dealer in Antwerp. He looks quite at home on a Model J, which shines brightly against the skyline provided by the docksides of the river Schelde (Escaut). This model is out on road test.



*Mr. George Bolton, of Adelaide, on a Royal Enfield 350 Bullet, with which he is very impressed.*

**AUSTRALIA** We were delighted to receive a visit recently from Mr. George Bolton of George Bolton & Co. 101-103 Pirie Street, Adelaide. His arrival at the works coincided with a fall of snow ... a very marked change for him as he had left Australia in midsummer sunshine. He is well known to employees in connection with a scheme of "parcels from Australia" which he organised.



# **SWITZERLAND**

The new premises of Maison Jan at Lausanne. Mr. Barry Smith has recently completed a three months visit to the Jan organisation and has also visited our distributors in France. His story is on page 23.



## NEW ZEALAND

Mr. L.B. Clarkson, our Australasian representative, sent us the following two pictures:- The first is of the New Zealand's Trials Champion, Graham Dennison, on his winning Royal Enfield 125 c.c. Model R.E., giving an exhibition of "Fleabatics" at a recent Pioneer Club meeting. The machine and rider came down upright on both wheels.



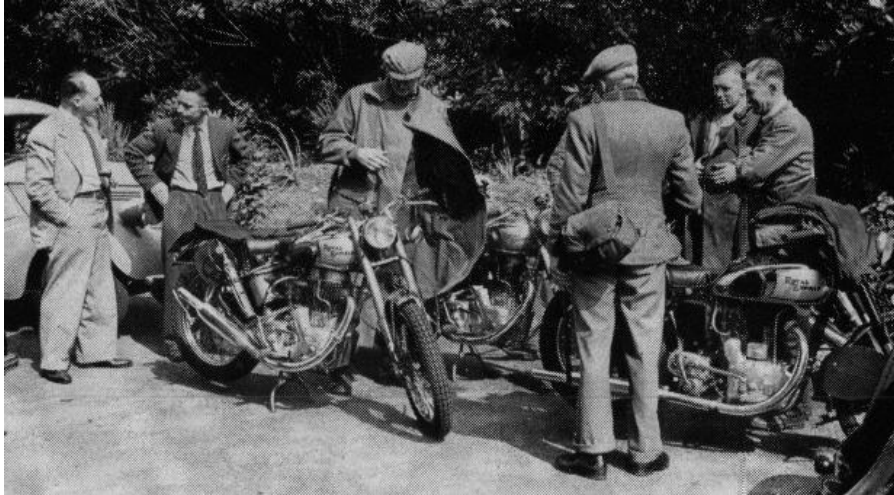
The second shows Rube Merrills, winner of the 350c.c. class riding a Royal Enfield Model "G" in the Harley Scramble, an annual event which creates considerable interest among motor cyclists in Western Australia.

Outside the premises of Nam Teik & Co. Ltd. of Ipoh, Penang, Royal Enfield Sub-Distributors in Malaya.

Left to right are: Mr. Sunny Yap, Miss B. Lian, Mr. A. C.Lau (mounted on 125c.c. Model R.E.s), who attended a motor cycle meeting directly afterwards and recorded a non-stop run from Ipoh to Penang at an average speed of 40-45m.p.h.

## MALAYA





*Royal Enfield riders arrive at Llandrindod Wells for the preliminary tests.*

## Royal Enfields in the 1948 International Six Days Trial

### A STORY OF UNEQUALLED SUCCESS . . .

Our story starts on May 20th, at Birmingham, when prospective “candidates” for the British Trophy and Vase team in the International Six Days Trial underwent various eliminating tests.

Twenty famous riders had been invited by the Auto Cycle Union to participate, fourteen of whom would ultimately be required to represent Great Britain in this most gruelling of all motorcycle trials.

Royal Enfield riders all emerged from the tests with flying colours (indeed, Charlie Rogers—who had represented Great Britain in the 1939 I.S.D.T.-tied for fastest time in one test, was runner-up in another and fourth in another), and for the next three months we witnessed tremendous activity in the preparation of the machines.

Perhaps “preparation” is an inadequate word—certainly it does not do justice to the situation at Redditch during



those three months of hard work.

This fact was strikingly revealed at Llandrindod Wells toward the end of August, when the results of all this concentrated labour were assembled for the final official tests-for every Royal Enfield stood out boldly from all other machines there, stood out as machines not merely prepared for the great task ahead *but as machines literally designed and built for the job.*

There were four Royal Enfields in all, a 500 c.c. single-port Model J, ridden by popular Jack Stocker; and three rear-sprung 350 c.c. machines, ridden by Charlie Rogers, veteran Vic Brittain (member of the 1939 Trophy team) and "baby", Tom Ellis. Never had four Royal Enfields been considered for the official teams before-and the auspicious occasion was certainly marked by the production of what was generally agreed to be far and



*A welcome pause in this trial of endurance for motorcycle and rider.  
On the right is Vic Brittain*

away the most impressive batch of machine present.

That was a strenuous week-end, all riders being required to cover long mileages over the rough Welsh tracks which had featured in the 1937 and '38 "Internationals." Tight time schedules were the order of the day and torrential storms increased the difficulty to a point bordering upon the impossible.

As a final test, everyone had to complete an hour's high-speed riding on the famous Eppynt Road circuit, and, as at the preliminary Birmingham test, Royal Enfield riders distinguished themselves.

Charlie Rogers and Vic Brittain's 350's obviously lapping faster than any other machines in their class, and Jack Stocker having the satisfaction of putting up the fastest lap of all-ahead of several rider famous for their road racing accomplishments.

These impressive Enfield achievements were duly rewarded by the announcement that the Selection Committee had included both Vic Brittain and Charlie Rogers in the Trophy team and that Jack

Stocker had been made a member of the Vase "A" team.

Young Tom Ellis was to act as a reserve and, as subsequent events were to prove, his is a mentality ideally suited to the peculiar requirements of the "International". Now the scene shifted to San Remo in northern Italy and there it was that one of the most sweeping

British victories in the whole history of motorcycling occurred. How completely justified were the decisions of the Selection Committee was proved by the fact that Great Britain won both the Trophy and the Vase contests, victories gained in the face of stiff opposition from almost every country in Europe and in the face of conditions said by many to be the toughest on record.

The story of the Royal Enfield riders is really the story of all the other triumphant Britishers there last September. Troubles there were, of course (a week of almost suicidal time schedules over rough Alpine tracks could hardly bring otherwise) and the heroes of the trial were undoubtedly Charlie Rogers and Jack Stocker.



*Jack Stocker produces his control card for marking.*

Charlie took a hard toss on the penultimate day, man and machine finishing in a field (having cleared a stone wall *en route!*).

Miraculously, the bicycle suffered hardly at all but the rider demonstrated the highest possible courage to finish on time- that day and the next. Jack had damaged front forks to contend with but he, too finished the trial without the loss of a single mark-as did the imperturbable Vic Brittain. Poor Tom Ellislost two unavoidable marks as the result of a puncture

but our Trophy and Vase teams remained intact, so let us salute the British teams as a whole-and the gallant Enfield quartet in particular-for an achievement which will be remembered for as long as motorcycles are ridden.

In addition to this, Royal Enfields collected the only two "golds" won by rider of "350" models-a particularly fine performance when it is realised that "350" machines had to maintain the same time schedule - on the road -as the larger bikes.



## Dealers At Home



Our good friend and dealer, Mr. George Earnshaw, of Huddersfield, chatting with Major Mountford and Mr. Barry Smith, whom he met in the Isle of Man during T.T. week.



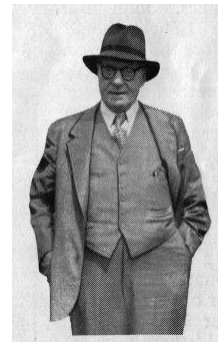
A battery of Royal Enfield motorcycles glint in the sunshine outside Messrs. James Owen's premises in Belfast.

Mr. James Owen himself is the central figure of the group in the doorway.

## **“MYERS OF BRADFORD”**

Mr. Eric S. Myers, now one of the oldest Royal Enfield Dealers in the country, awakens memories with the pictures on this page. The one below shows him driving his father on a Royal Enfield “Quad” a good many years ago! Incidentally, the engine of this four wheeler was returned to the Enfield Works recently for overhaul.

Always keen on mobility, Eric Myers became one of the foremost track racing cyclists in the North of England. In the picture above he is shown with some of the trophies which he won on his Royal Enfield.



A recent photograph of Mr. Myers who is still very much in touch with things as they are today. This was taken in the Isle of Man during T.T. week.



*John Burney at the Height of his cycling career.*

## EIRE

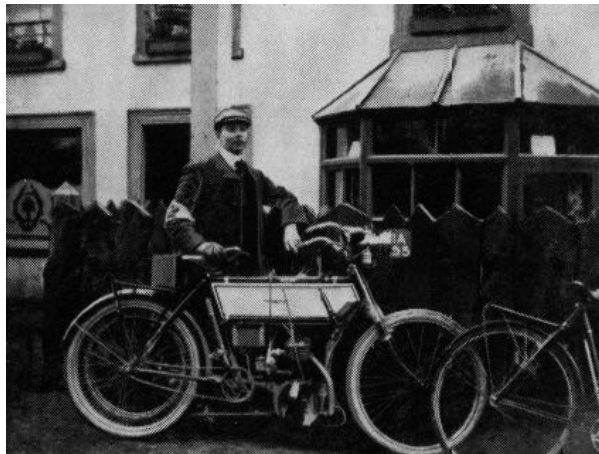
JOHN BURNEY joined the Enfield Cycle Co. Ltd., in 1902 as Irish Representative. In those early days travel in Ireland was very difficult as trains only went to the principal towns and the standard of hotels would horrify the present generation of representatives. However, difficulties were overcome by taking a cycle by train and as he had just ceased cycle racing he was fit enough to cover many miles each day and penetrate into the "wilds". He thus was able to open up a large number of new accounts in areas that had previously been neglected.

Having used an Enfield quadricycle previous to this, he soon realised how advantageous a motorcycle would be, and purchased one from the Belfast dealer, and by using it extensively obtained even more new business for the Company. His win at cycle racing in those early days were numerous, including the 100 miles championship of Ireland, which he won on two separate occasions.

In 1904 he entered a belt-driven Royal Enfield in a reliability trial from Belfast to Londonderry and back. At the start, competitors were informed that the first rider to finish would be the winner. John Burney brought the Enfield home 45 minutes before the next man and thus can lay claim to have won the first Motor Cycle Road Race ever to have been held in Ireland.

In 1910 the motor cycle gave way to an Enfield car, which was used in travelling around the country for a number of years. When war broke out in 1914 there were no machines to sell, and he opened a garage to service and keep Royal Enfield motor cycles on the road.

This garage was later to be known as Burney Bros., and can now claim to be one of the oldest in Dublin. Until recently, Mr. Burney has been prominent in the golfing circles in Dublin and trophies won by him for golf are as numerous as those won by him for cycle racing.



*John Burney with the Royal Enfield on which he won the first Motor Cycle Road Race in Ireland.*



His most cherished possession is the Dunlop Cup, which he won outright in 1942, having previously won it in 1918 and 1938 at competitions held by the Irish Motor Traders Golfing Association.

In 1932, political changes in Eire made it imperative for cycles to be assembled there for the Irish market, and at the request of the Company, Mr. Burney organised a small assembly plant; this has grown and is now one of the most efficient in Dublin and all Enfield cycles sold in Eire are assembled in these Works. Throughout Eire his distributing system has won many tributes from dealers who found him a true friend throughout the trying times of short supplies in the immediate post-war years, and he is known and respected throughout the length and breadth of Eire. Of recent years he has directed the affairs of the Company in Eire from his office, the outside travelling being taken over by his younger son Desmond.

Desmond Burney was educated at Giggleswick School, Yorkshire, and served

his apprenticeship in the motor repair shop of Messrs. Burney Bros. Together with his brother, Gordon, he was well known in motorcycling trials and racing circles in Eire, winning many awards during the year 1929-1933, including the 250 c.c. class in the International Leinster "200".

He joined the Enfield Cycle Co. Ltd. in January, 1933, and after a short period at Redditch was transferred to the London Depot.

As a Territorial he was mobilised at the outbreak of war. Upon his unit being mechanised in 1940 he was transferred to the Royal Artillery and served on the East Coast until 1942. He was commissioned in the Indian Army in 1942, saw considerable active service in Burma, and was demobilised in November, 1945, having been mentioned in despatches. He then joined the Firestone Rubber Co. as representative in the Shropshire and Herefordshire district, resigning from that Company in May, 1948, to assist his father.



*Mr. Burney with his son Desmond.*

## The Show

### MANY INTERESTING EXHIBITS AT EARLS COURT

After a lapse of ten years, - the Bicycle and Motor Cycle Show staged an unprecedented “come-back” at Earl Court. Hailed as a sign that some thing at least were returning to normal. It was visited by cycling and motor cycling enthusiasts and dealers from all over the country, also by many business representatives from overseas.

Readers will already know of the record attendance and the many thousands of visitors who crowded the Royal Enfield Stand daily, all anxious not to miss a single exhibit.

This Show not only provided us with the means of renewing acquaintance with many old friends and of making many new ones, it also provided a source of encouragement for the future which was valued by everyone who attended.

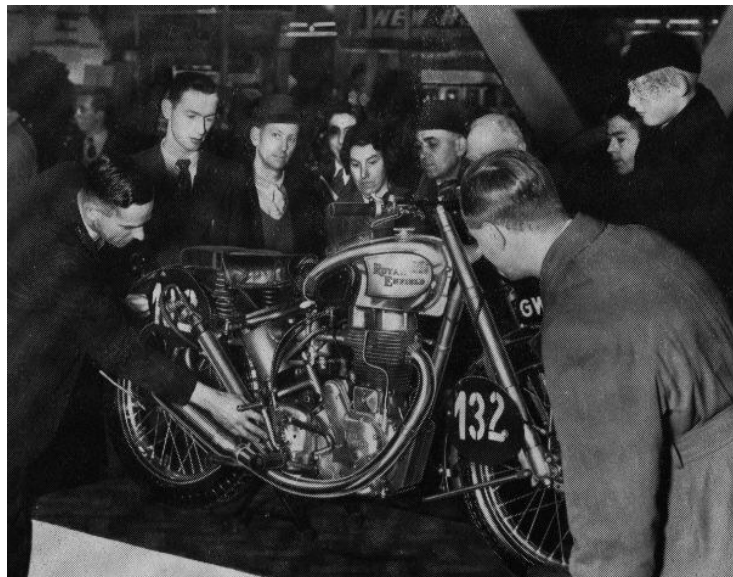
It has already been agreed that another Show will be held in 1949. Let us hope that conditions will allow it to become an annual event once again.



*The Enfield Office at Earls Court at 10 o'clock one Show morning;  
as the day passed it became busier and busier and busier.*



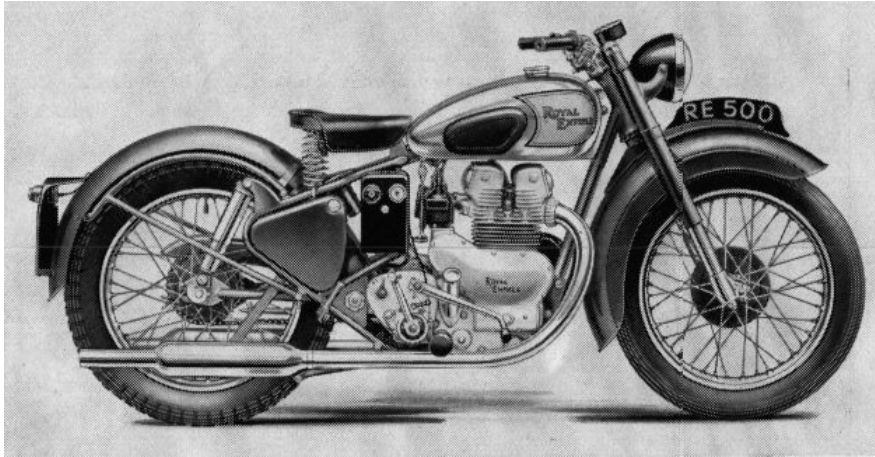
*This picture of the Enfield Stand speaks for itself.*



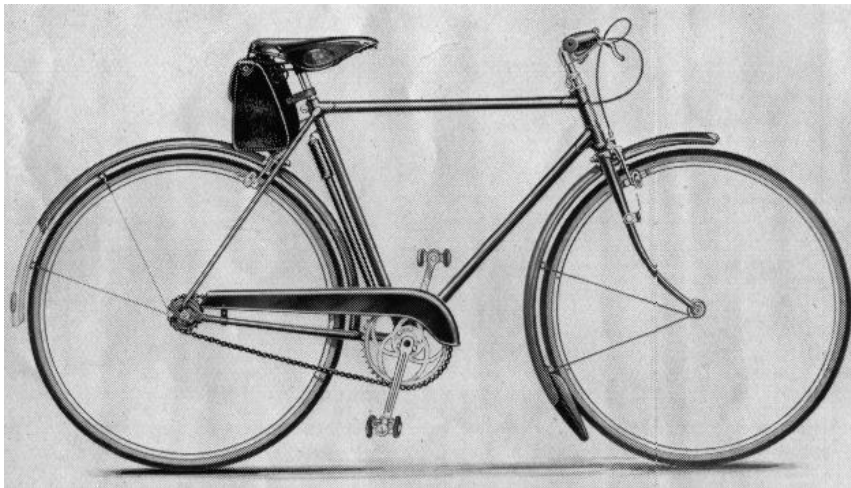
*Charlie Rogers shows keenly interested visitors the actual machine  
he rode to victory in the "International"*



## NEW ROYAL ENFIELD MODELS

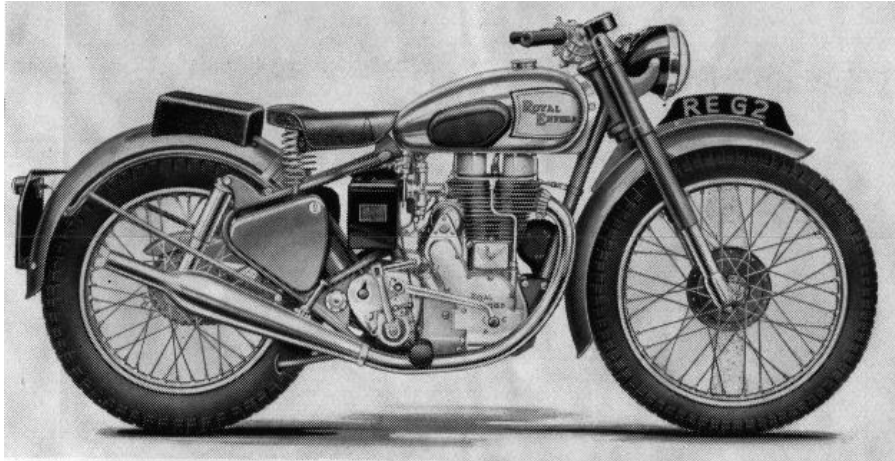


*The "500 Twin"*

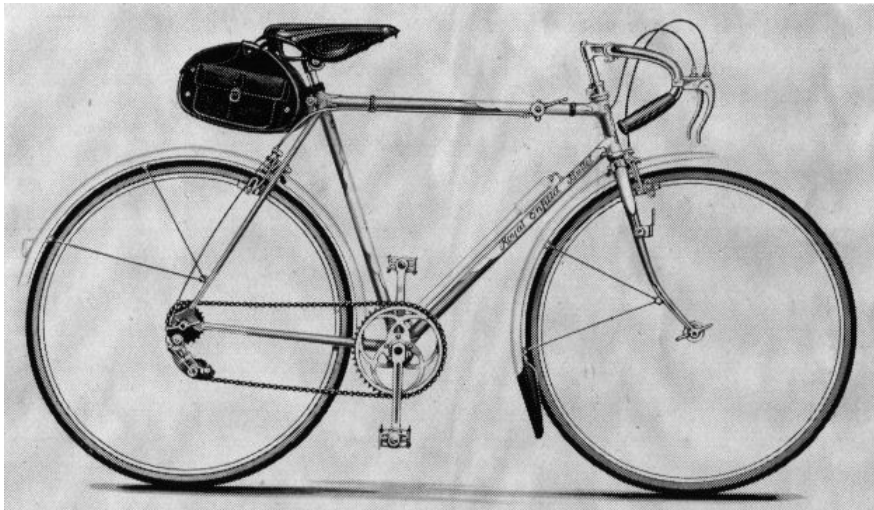


*The "Lightweight Tourer"*

OF BRILLIANT DESIGN

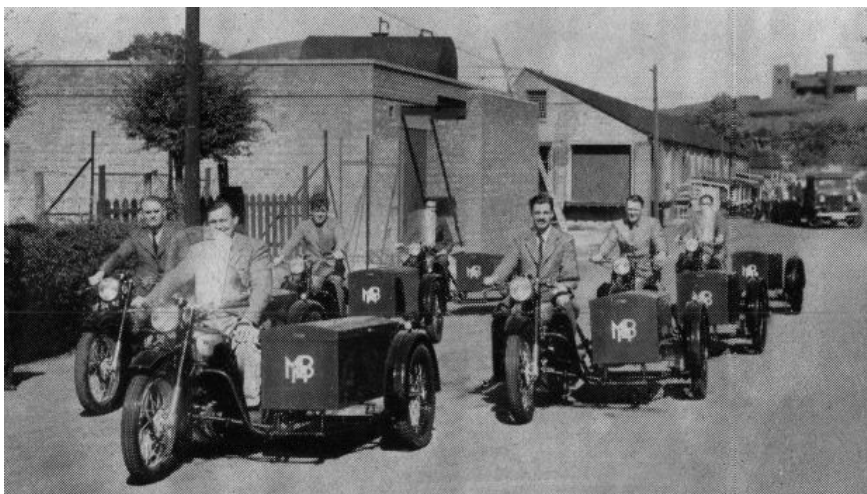


*The “350 Bullet”*

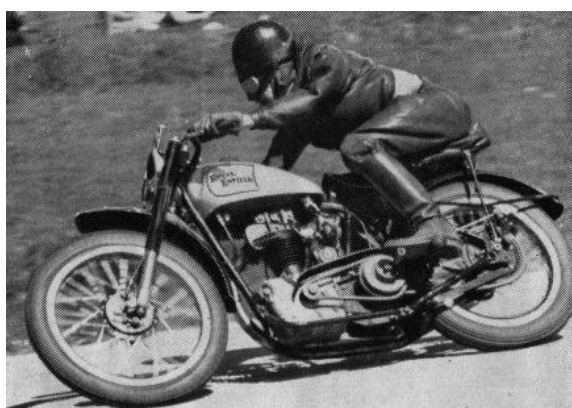


*The “Bullet 3”*

## FOR THE MILK MARKETING BOARD



These units are part of an initial order for Royal Enfield motor cycle combinations placed by the Milk Marketing Board for their Recorder Service. They will be used by Milk Marketing Board executives for personal transport and for the conveyance of equipment. Further outfits have been ordered for use of representatives of the Artificial Insemination Service.



Bill Lomas, a member of the Enfield Competition Dept., is regarded by the racing critics as an “up and coming” rider, who will achieve great things. After winning many races at Cadwell (where he held the “350” Lap Record) and other centres, in 1948 he entered the Manx Grand Prix and gave a splendid and spirited performance on his 250 c.c. Royal Enfield.



### DOWN SOUTH AMERICAN WAY ...



The following is a translation of a letter which has been forwarded to us by Mr. A. J. C. Moule, who is the Enfield Factory Representative in South America and incidentally, a native of Redditch. It speaks for itself :-

Dear friend,

Here is a photo taken at the entrance to Mendoza on our unforgettable trip to Chile; although we were frightened at the first sight of the Villa Vicencio hill we got up it very well stopping only once to have our breakfast at an inn.

We crossed all the ridges of mountain easily without having to push once, going by the Statue of Christ and returning by the tunnel. Generally the machine-a Royal Enfield 350c.c.-behaved well and in all the journey from Montevideo to Valparaiso and back, we did not have the slightest defect with the exception of one puncture.

With kind regards

Your friends,

Carlos Pobuda y Senora.

## Cycling in Normandy

*In 1944 Col. Martin Lindsay D.S.O. M.P. commanded the Gordon Highlanders in Normandy. He has recently re-visited the battlefields with his son Ronald, aged 13. Together they cycled through history on Royal Enfield bicycles. This is the third instalment of a story of what they saw reproduced from an article by Martin Lindsay which appeared in "The Sunday Express".*

On to Glatigny where we had lost a young Canadian officer. His father, postmaster by one of the Great Lakes, wrote back to me: "I am an old soldier, and I knew too well what to expect".

Through Percy, where the Church tower was booby-trapped and came tumbling down when our gunner observer went up it. Still rolling on well, almost naked revelling in the sun and the fitness of our brown pulsating limbs. Revelling, also, in the great bowls of milk for which we would stop many times a day.

So to the Manor-of-the-English: so called because it was built by the men of Henry V. The massive old tower has twice been liberated-by Joan of Arc and, more recently, by the Gay Gordons. To me it all seemed like a homecoming.

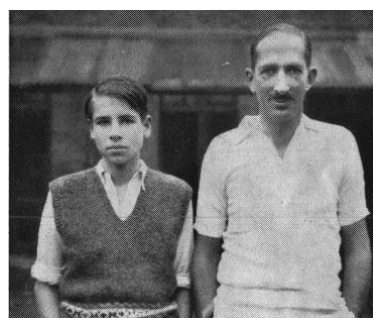
Early some mornings later, we reached Deauville, a smallish place of sharply contrasting holidaymakers. On the one hand the millionaires, with their huge America cars bearing the number plates of every capital from New York to Cairo, with their chauffeurs, secretaries and valets. On the other, the many humble people enjoying the simple pleasures of sun and sand. At the Casino I watched the Ambassadors and big industrialists, the major rentiers and the minor princes, playing baccarat for thousands. Also at another table, three well known English people, a newspaper owner, a Derby winner and a Duchess playing with the minimum stake 7s, for you cannot gamble long on the change from £75. What with one thing and another, we were very late leaving Deauville for Lisieux, where I was to receive a civic welcome.

That evening there was a very moving ceremony at the British cemetery and another next day at the war memorial. The liberation anniversary concluded with a banquet. During it I thought of that same night three years ago. Reduced to one company, having lost 15 officers and 300 men in ten days, we were dug-in upon the hill beyond the town, in the misery of deep mud and pouring rain, and expecting a panzer counter-attack. Next day I wished that I were riding a tricycle. So did Ronald, who had sipped a little too much of "that red stuff!".

Turning homewards, we crossed the Seine at Pont de L'Arche where the army of Henry V had done so more than 500 years ago. At Rouen we turned left, swinging down the valley of the Seine to Le Havre, whence our ship steamed home to Southampton.

Farewell, fair Normandy, land of history and memories, with your smiling fields, your leafy avenues your lovely old houses, your little cafes, your tart cider and your enormous meals.

You do know how to live !



*Col. Martin Lindsay and his son Ronald.*

## Testing The Twin

It was recently decide to test one of the new Royal Enfield Twin cylinder models in the Swiss Alps and Mr. Barry Smith was chosen to carry out this task.



*Barry Smith arrives at the premises of Maison Jan.*

He left Redditch in pouring rain on June 30th and covered the first 225 miles to Dover in six hours. After a pleasant crossing he proceeded through badly bombed areas to St. Omer and thence to Arras. After a journey which was not without incident he reached the Swiss frontier at Vallorbes, arriving in Lausanne shortly afterwards, having completed a ride of over 700 miles in a matter of four days with, to use his own words, "My engine running as smoothly as when I started".

Here is his own account of the rest of the test :- "I spent three months in Switzerland riding the twin cylinder Royal Enfield almost every day, visiting most places of note there and climbing all the important main road passes. One of my most interesting rides was a journey over the Susten and St. Gothard Passes. This was not only an admirable test for the engine, but also for the brakes, which stood up throughout my Swiss journey without being relined. The Susten Pass reaches a height of 9,517 ft. and the St. Gothard, 6,927 ft. The descent from the St. Gothard Pass is steep and winding, and in one place has 48 sharp bends within the distance of one mile.

I made this trip from Lausanne and back in one day, covering a distance of 250 miles within twelve hours.

As the International Six Days Motor Cycle Trial was held while I was in Switzerland, I decided to go to San Remo in Italy, the centre from which the Trial was held. I made the journey via the St. Bernard Pass and was able to be present at the conclusion of the Trial, won by the English Trophy Team. I made the return trip to Lausanne over the same road, a distance of 400 miles, which I covered in just under 12 hours.

On my return journey from Switzerland I travelled via Paris, and took the opportunity of visiting the Automobile Show. I also attended one of the sessions of the United Nations General Assembly Meeting at the Palais de Chaillot. Upon completing my return journey to Redditch I had travelled approximately 5,000 miles. My machine had not only been called upon to negotiate the mountain roads of Switzerland, but what was perhaps a more severe test-the cobbled roads of Northern France. Altogether an excellent test for the engine, spring frame and brakes, all of which stood up wonderfully to this severe trial".



## Hobbies

### Wood Carving



“Patience and a sharp chisel,” Harold Laight tells us are the two attributes most needed by anyone who takes up wood carving as a hobby. After a glance at his work one adds manual dexterity and an appreciation of design.

Harold Laight (who is responsible for progressing motorcycles in their final assembly stages) commenced his interesting creative pastime twenty five years ago as a student at the Redditch Arts School, where he specialised in designs relating to furniture of the Jacobean period.

The tool required by a wood carver are chisels and gouges. The wood must be the hardest obtainable old oak beams being excellent for the purpose and mahogany or walnut are also popular.

The design is first drawn on paper and then traced on to the wood; by transferring it in this way one can

reproduce the same pattern accurately on two sides of a piece of furniture or on two articles of furniture, such as a pair of candle sticks.

The wood is then chipped away into a rough resemblance of the ultimate carving.

At this point Mr. Laight stresses the need for accurate visualisation of the work when completed, and a steady hand and ready eye whilst the carving is in process. Final operations include staining and French polishing.

Regretting the crudity of a machine age, which encourages mass production of fine furnishings, Mr. Laight thinks that wood carving gives a feeling of rest and relaxation which is very much needed in today's routine.



*You have to go a long way back in history to discover the first bicycle, and Enfield antiquarians went far back into the past to reach an idea for this tableau*

## CARNIVAL

The Enfield Cycle Company's mobile exhibit which took first prize in the Manufacturers' class— attracted a great deal of interest at the last Redditch Carnival.

The tableau was designed by Vic Bott and Eddie Wright, the lorry was driven by Charlie Jordan, while the "principals" are Harold Moore (left) and Wally Powell.



*Above are two dashing Hussars, who rode at the head of the procession— Stanley May and Peter Syree.*



*Major F.W. Smith, J.P., T.D., shakes hands with Mr. W. Boulton on the occasion of the presentation. Mr. A. Pearce is shown in the centre of the group.*

### **Annual Presentation**

Thirteen employees and their wives were entertained to tea by the Directors in the Works Canteen. After an excellent meal provided by the Canteen Staff, Major F. W. Smith, J.P. T.D., Chairman and Managing Director, expressed his pleasure at being present again to hand over award made by the Company in recognition of long service.

He stated that 25 per cent. of the personnel employed had now received these awards-a healthy sign which indicated that the workers were very satisfied with their lot.

Those who received gold watches for 50 years loyal service were Mr. A. Pearce and Mr. W. Boulton, who has three sons in the Company's employ (each of whom has now received a certificate for 25 year's service).

The following received framed illuminated addresses and National Savings Certificates for 25 years' service: Mr. B. H. Bailey , Mr.R. C. Bird, Mr. H. Mills, Mr. F. Portman, Mr. F. Twigg, Mr. L. Wooldridge, Mr. G. Baylis, Mr. E. G. Boulton, Mr. S. Normandale Mr. H. F. Powell, Mr. S. G. Viles.



## The Annual Children's Party



Two hundred and eighty-five small guests all being children of employees, attended the Sixth Annual Enfield Children's Party.

Mrs. F. W. Smith opened the proceedings and was presented with a bouquet by little Janet Wilson. Made possible by the generous contributions of Enfield personnel, the entire function was organised by the Entertainment Committee who are to be congratulated upon the results of their efforts.

The programme included a Magician and Ventriloquist, a film show, and highlight of the party was a visit from Father Christmas (Mr. Frank Lewis) who arrived in an electrically propelled sleigh.

All the youngsters thoroughly enjoyed themselves particularly when asked to join in Community Singing led by Mr. Cyril Wilson.

The Canteen Staff excelled themselves in providing a wonderful tea.





The Company's first Horticultural Show and Children's Sports was successfully organised by a special committee under the chairmanship of Mr. H. T. Guise M.B.E. in bright warm sunshine-on our playing fields. There were fifteen events for the children, providing some exciting finishes. Afterwards 270 children were entertained to tea in the Works' s Canteen.

As spare time occupations, Horticulture and Handicrafts are evidently very popular amongst our employees whose exhibits in these classes showed great skill and keenness at their very profitable hobbies. A Bee-keeping Display attracted considerable attention.

A number of side-shows were provided and the children had rides on electric trucks specially decorated for the occasion.



Left to right :- Mr. J. T. Houghton, who reached the "Amateur gardening" Diploma for the best exhibit in Classes 1 to 7.

Mr. J. H. Bull Won the Silver Tankard given by Major F. W. Smith for gaining the highest number of points..

Mr. R. Hay received the silver Challenge Cup given by Mr. O. Wythes to the section (No. 35) gaining the most points.

Mr. F. Rheumer who was granted the "Amateur Gardening" Diploma for the best collection of vegetables.

Alderman  
**CHARLES TERRY**  
C.B.E. J.P.

It is our pleasant duty to record that the New Year's Honours List included Alderman Charles Terry J.P. a Director of the Enfield Cycle Company and Chairman of Herbert Terry & Sons Ltd. Alderman Terry, who was already an Officer, now becomes a Commander of the order of the British Empire.



## WEDDINGS

Our best wishes for a long and happy married life are extended to Miss Gwen Sutton Motor Cycle Frame Building Shop, who was married recently at St. Mary Magdalene Church, Great Alne, to Mr. Cyril Hubert Handy and to Miss Jean Wall, of Accounts Dept., who married Mr .E. J. Piff at St. Mary's Church, Studley.

Our congratulations and good wishes also go to Miss Joan Davis, Export Department, who was recently married to Mr. C. Hunt. It is interesting to note that Mr. C. G. Lee of the Plating Shop, was the Organist at St Luke's Church, Headless Cross, where the ceremony took place.

## AWARD

The Corps of Commissionaires Order of Merit has been awarded to Mr. Frank Clarke, commissionaire at the Enfield Cycle Company's Works at Redditch.

It was presented to him by Major F. W. Smith J.P., T.D. at an informal dinner held at the Hungry Man Hotel, Redditch.

Major Smith is here seen presenting the award to Mr. Clarke and thanking him for his loyal and conscientious service to the Company.





## SPORT



### ENFIELD REPRESENTATIVES AT GOLF

Graham Patchett won the cup in the golf match held in connection with the annual representatives conference. Play took place over the Redditch Golf Club course and despite unfavourable weather conditions, Mr. Patchett returned a net 68 played off 8.

Jack Phillips, last year's winner, was second with a net 72 and George Smith third with 74.

Major Smith was indisposed and therefore unable to be present at the match or the dinner in the evening.

Mr. George Smith presided at the latter held at the Foxlydiate Hotel, and presented the awards.

### ENFIELD ATHLETIC CLUB

We should like to see more and more employees taking an active part in our sports activities by becoming members of the various sections. There are now available for the use of members first-class equipment and sports facilities. The Athletic Club Executive Committee appreciates deeply the efforts of the Dance Committee in raising funds for the club by means of their recent dances.

In the spring and summer our bowls and cricket teams will be playing fixtures in such delightful spots as Broadway, Pershore and Evesham. The General Sports Secretary, Mr. G. Fairgrieve, reports that a number of seats will be available to supporters and others who wish to make the outing to these places as the occasion arises. Incidentally, the cricket club's first XI has accepted an invitation to play a match in Wiltshire against the Chippenham Club on Whit Sunday.

### FOOTBALL

For a variety of reasons, we have no senior team in the field this winter. However, the "under eighteens" are playing successfully in the Redditch Junior League, having so far played 14 games, won 8, lost 4 and drawn 2. The team, captained by R. Greenhill, has reached the semi-finals of the Police Cup and the Redditch Junior League Cup competition and will play in the Smallwood Hospital Cup contest on 5th February. Young 15-year old C. Harris is our top scorer to date, with 19 goals to his credit.

### RIFLE CLUB

We are glad to note an increasing membership in this section since the commencement of the 1948-49 season. Captain of the "A" team is Mr. S. May, and of the "B" team, Mr. H. Mole. A disc shooting competition, which was held recently, proved very popular, first place going to Mr. E. Harris, and second place going to Mr. A. Brookes. At present we are precluded from organising as many club shoots as we should like, but when the supply of

ammunition eases, we hope to cater more fully for this side of our activities. The 25 yards range is now open for practice each Monday and Wednesday evening. Any employee who wishes to join will be made welcome.

### ANGLING

The series of three matches for the Enfield Challenge Cup resulted in Harry Watton winning the contest with an aggregate weight of 19lb. 4ozs. 6drms. Runner-up was George Read.

We are very pleased to record that representative honours were gained by the club this year when H. Harman was selected as a member of the Redditch team which took part in the All-England Championships at Huntspill, in Somerset.

Another club member, 71 years-old H. T. Painter, competed in the Veterans' Class at Birmingham Angling Association's annual event in which 8,000 took part this year - drawn from districts throughout the Midlands. Harry has been the Redditch Angling Champion 15 times, at one period for eight years in succession. This is no mean feat, considering that no other individual has ever won the award more than twice. Twenty years ago Painter won premier honours on the River Severn at Worcester out of a field of 2,000 competitors. He has been a keen angler for 57 years.

The Works Team finished as runners-up in the Midland Business Houses Annual Championships this year. The honour of being Champions for the third year in succession just eluded them. However, the following employees qualified for individual awards: C. Wright, H. Watton, J. Powell, G. Read, F. James, H. Harman, C. Keyte, L. Hughes.



*And so for the present . . .*



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