

REVS

THE ROYAL ENFIELD MAGAZINE

VOL. 4

AUTUMN 1950

No.11



REOC - Not For Sale



Photograph reproduced with acknowledgement to the Rubery Owen House Organ, "Goodwill".

Granny goes a-riding

To be a pillion rider at 85 would be indeed a remarkable thing, but to take one's first pillion ride at this age shows an enterprising spirit and a courageous heart which is worthy of emulation by many much less advanced in years. Most ladies, having reached these years, are content to view with indulgence the caprices of youth from the comfort of their rocking-chairs, but not so Mrs. Elizabeth Chapman, whom we see here astride her grandson's Royal Enfield, about to embark on a visit to her daughter, who lives some 32 miles away. It was quite within the bounds of possibility that Granny would return by train, but... not on your life! Having once sampled the delights of motorcycling, she is now busily planning a trip into Wales.

Mrs. Chapman is to be congratulated on her shrewd faith in the safety and reliability of the Royal Enfield Motor Cycle.

FRONT COVER : The illustration shows Sergeant G.M. Berry competing in the 1950 Services Trial. He was successful in winning the Services Trophy, riding his Royal Enfield 500 c.c. machine. He was a member of the Army team which won "The Motor Cycle" Team Trophy in this event.

Sergeant Berry has now pulled off a hat trick, as he put up best performance in the Trials held in 1947 and 1949. We are indebted for our photograph to Messrs. Stacey, Sansome and Thomas, photographers, of Greenford, Middlesex.

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

Vol. 4

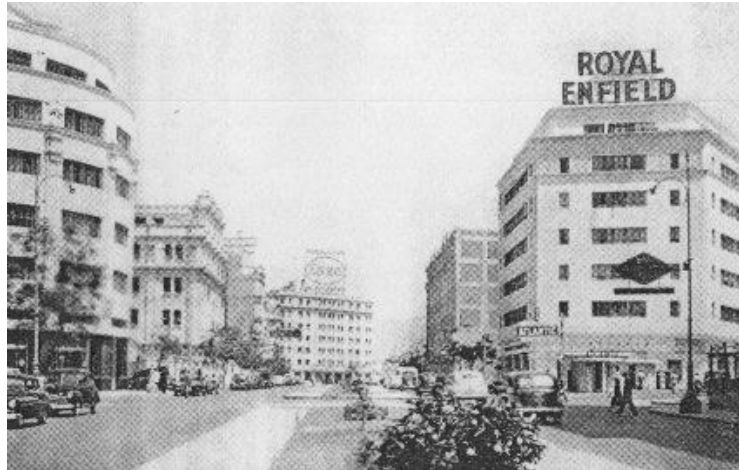
AUTUMN 1950

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ENFIELD LOOKS AHEAD

Dealers Abroad



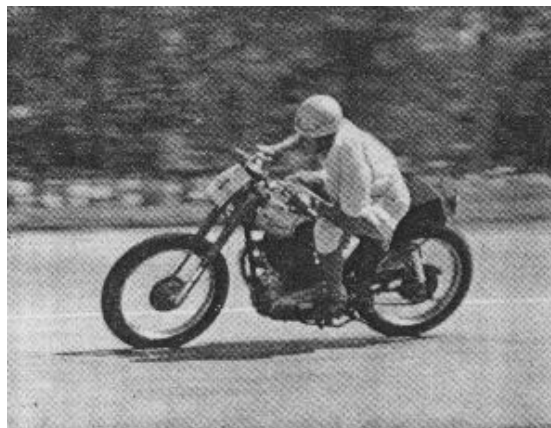
PERU

This impressive building is the premises of our recently appointed distributors in Peru. Messrs. Impotadora Y. Distributora INCA S.A., and is situated in the Avenida Wilson, Lima.

The photograph depicts to great advantage the broad, well-planned streets of the city, and the well-designed modern buildings which line them.

MALAYA

Here is Mr. Yop Fai Kong, of Kuala Lumpur, Malaya, on his Royal Enfield, competing in the speed trials recently held there.





CANADA

THE GOVERNOR-GENERAL OF CANADA VISITS EXHIBITION

Messrs. Bentley Cycle and Sports Co., of Montreal, Canada, were exhibitors at the Montreal Show, held in February last, of the British made motor cycles and cars.

They were honoured by a visit from the Governor-General of the Dominion, Field Marshal Lord Alexander, who showed a great interest in the motorcycle exhibits, and told Mr. McBride, the president of Messrs. Bentley's that he rode a Royal Enfield Motor cycle prior to the first world war.

We see the Field-Marshal and Mr. McBride, in our photograph, at the Royal Enfield exhibit.

NORTH AUSTRALIA

This reproduction of a snapshot shows Mr. Oliver of the North Australian Aviation Service Ltd., who are Royal Enfield Distributors in Darwin, North Australia, a part of the world where "toughness" is particularly appreciated.

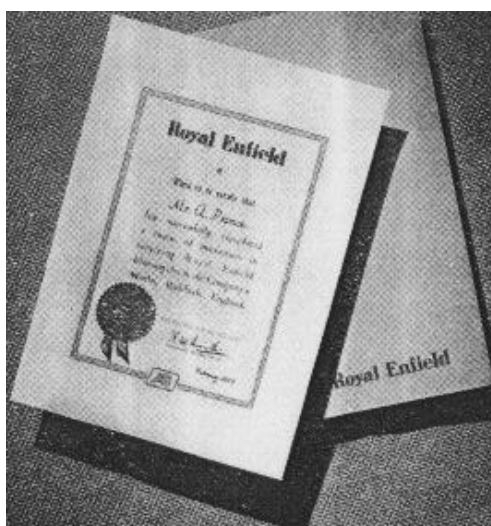




SOUTH AUSTRALIA

Mr. Geo. Bolton, our Distributor in Adelaide, S. Australia, sends us this photograph of the Reverend Donald Campbell, of Partridge St., Glenelg, South Australia, who on his 125 c.c. Royal Enfield Model R.E. has just completed a tour of 1,726 miles from Adelaide, to Albury, N.S.W., and back.

He claims that petrol consumption was 144 m.p.g., and over one section of the route, the average was actually 178 m.p.g.. This splendid performance at a cruising speed of 35—40 m.p.h. is another instance of the economy and reliability of the R.E. 125.



SWITZERLAND

“PASSED WITH HONOURS”

Readers of “Revs” will recollect that we recently had the pleasure of a visit from a group of Swiss Dealers, who took a course of servicing instruction at these Works.

On successfully completing the course, they were granted a certificate of competency in this work, and we reproduce here a facsimile of the document.

ROYAL ENFIELD TRIALS SUCCESSES

During the past few months the riders of Royal Enfield motor cycles have been consistently successful in the principal Trials held in Great Britain. In the Kickham Memorial Trial, famous classic of the Wessex Centre, held on March 4th, Frank Minter won the West Bristol Trophy and L.R. Shuttleworth won the Pike Cup.

Northward to Cumberland, where on the following Sunday, March 12th, Stan Holmes won the Premier Award in the Alan Trophy Trial. In this event Geoff Broadbent won the Cup for the best 250, and Tom Ellis made the best 350 performance. In addition Holmes, Ellis and Charlie Rogers won the Manufacturers' Team Prize.

On Saturday, March 18th, Geoff Broadbent was "Runner-up" in the same likely Grand National. On the same day at the other end of the country Frank Carey won the Haines & Strange Cup for the best 350 sidecar performance in the Cotswold cups Trial.



Johnny Brittain, 19 year-old up and coming Trials star, and son of the internationally famous Vic Brittain, taking over his '350 Bullet' Trials machine from Charles Rogers earlier in the year. Charlie, another nationally famous rider over the past 15 years, now prepares the Trials machines from the present Royal Enfield teamsters

This famous event is run over some of the most beautiful but difficult Trials country in the Stroud area.

In the Bemrose Trial held in the Peak District on April 1st, Tom Ellis won the Alan Smith Cup for the best 350 performance.

The M.C.C. Lands End Trial was held on April 8th, and I.D. Clifford-Baynes on a Royal Enfield 350 machine won the Lyn Trophy for the best performance by any competitor.

All the “top notch” services riders competed in the Annual Services Trial held on Bagshot Heath on April 24th. Sgt. G. M. (Joss) Berry riding his 500 c.c. Model J. Royal Enfield, made the best performance, being awarded the Services Trophy. He was also a member of the Army Team which won “The Motor Cycle” Team Trophy.

All eyes now turned to the Highlands of Scotland where the Scottish Six Days’ Trial was held from the 1st to the 6th May.



Bill Lomas, who was so successful during last season on his Royal Enfield ‘250’ and ‘350’ machines, receiving the Cup for the best all-round performance at Cadwell Park Road Circuit, from 1949 ‘350’ World’s Champion Freddie Frith.

This course covers some of the wildest country in the British Isles is difficult and hazardous. The Jimmy Beck Memorial Cup was won by Stan Holmes, while he, Tom Ellis, Jack Stocker and Johnny Brittain gained Special First-Class Awards.

In the Wye Valley Traders' Cups Trial on May 13th. Johnny Brittain followed up his "Scottish" success by winning the Cup for the best 350 performance.

Tom Ellis took his Royal Enfield back to Scotland on May 27th, and in

the Two-Day Scottish Trial organised by the Lion M.C.C. won the Cup for the best 350.

The St. David's Trial held in South Wales on June 17th was the next event, and in this Stan Holmes made the best 350 performance and he, Brittain, and Ellis won the Manufacturers' Team Prize.

In the Red Rose Trial on August 19th, K. Lees won the Cup for the best performance by a rider resident in the North-West Centre.



Stan Holmes, who always performs brilliantly in the Scottish Six Days, traversing a difficult section, with little time to view the delightful Highland scenery.

ENFIELDPERSONALITIES

Mr. C. A. E. Booker
M.Sc.(Eng)., A.M.I.,
Mech.E.
Service Manager



The Service Department of an Organisation such as The Enfield Cycle Co. Ltd., is that part of the Works with which the outside world, in the shape of Dealers and Customers, comes into contact more than any other. It is the department through which spares and repairs, always necessary, even on Enfield machines, are provided for the benefit of owners, and as such, calls for efficient and expert management, if it is to give the right impression to the members of the public who make use of it.

This responsible position is in the capable hands of Mr. C. A. E. Booker, whose photograph appears above.

Mr. Booker is a Yorkshire by birth, but moved to Birmingham at the age of 12, and has lived in the Midlands ever since. He was educated at Stanley House School, and King Edward's High School, and upon reaching the age of 18, which was during the latter period of the 1914-18 war, "joined up". He passed through Nottingham University O.T.C. and No. 5 O.C.B.

but was demobilised upon the cessation of hostilities, with a temporary honorary commission.

In 1919, Mr. Booker entered Birmingham University, and graduated M.Sc.(Eng.).

After some bench experience at a contemporary Motor Cycle Factory, he entered their Test and Experimental Dept., and later became Technical Correspondent. In 1932, he was appointed Service Manager, and held this post until he joined The Enfield Cycle Co. in 1945.

He has always been a keen competition enthusiast, and rode in a large number of Midland Centre events during the 1920s, but gave up the more active side of the sport in 1930, to take over the Permits Secretaryship for the Midland Centre A.C.U. He relinquished this when competitions recommenced after the war.

Mr. Booker tells us that he has no burning passion for any particular hobbies, but does a little photography and stamp collecting.



AT THE B.I.F.

Once again the cream of British Engineering was represented at the British Industries Fair, at Castle Bromwich.

The exhibits on the stand of the Enfield Organisation consisted chiefly of the range of Industrial and Marine (Diesel) Engines. They were accompanied by examples of Enfield Motor Mowers and the new Unitized Bullet cycle. The exhibits proved a great attraction and a considerable amount of Export business has followed on the event.

Our photograph shows the Enfield Stand hostess in conversation with

Mr. J.V. Thomas, Sales Director of Messrs. Auto Diesels, Uxbridge, who are large buyers of our Engines for incorporation in Generating and Pumping Sets.

Messrs. Herbert Terry and Co. Ltd. of Redditch, whose Chairman and Managing Director, Mr. Charles Terry, C.B.E., J.P., is also a Director of the Enfield Cycle Co., Ltd. occupied a neighbouring stand, which may be seen on the right of the photograph.

A works party was arranged on the Saturday of the 'Fair' and over 200 employees took advantage of this.

DEALERS AT HOME



*From left to right Ivor
and Cyril Jones.*

SOUTH WALES

**Phil Jones and Sons, of Ystrad,
Rhondda**

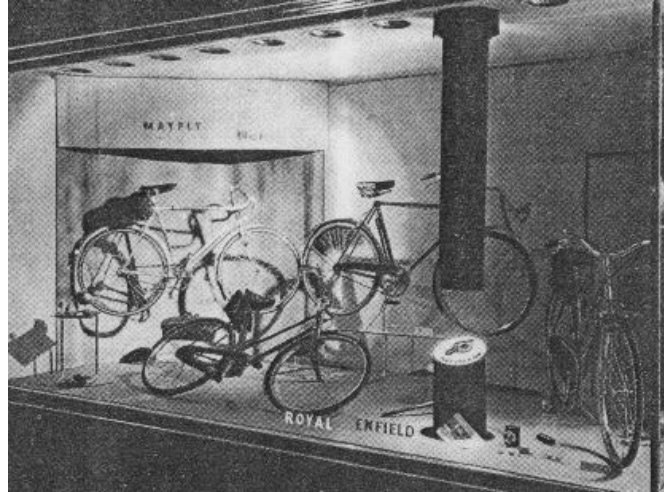
Messrs. Ivor and Cyril Jones, whom we see depicted in the photograph, are partners in the well-known South Wales firm of motorcycle agents, Phil Jones and Sons, of Ystrad and Treorchy.

The business was established by their late father, Mr. Phil Jones, in 1900, and his first agency was that for Royal Enfield cycles and motor cycles.

He was one of the Pioneers of the A. P.M.C., and was an enthusiastic rider up to the age of 77.

Mr. Jones died in 1941 and his sons, who succeeded him, are both very enthusiastic riders, with a long list of awards to their credit in both local and East South Wales Centre trials,

Cyril is chairman and Ivor captain of the Rhondda Club, and the former is also president of the E.S.W. Centre.



EASTBOURNE

In the window of Louis S. Ford Ltd., Royal Enfield Dealers, of Station Parade, Eastbourne, a simple dramatic display which is achieved with lighting, very modern mounted lettering and a pillar cut in such a way that It draws particular attention to our trademark "Make like a Gun." This display has attracted considerable attention.



SCOTLAND

Mr. James Christie, of James Christie and Sons, Royal Enfield Dealers in Perth, sends us this very happy snapshot of himself and his family with their Royal Enfield bicycles, taken during one of their favourite runs.

"The river interrupts," he says, "but a hearty shout brings the Ferryman to row us across."

TECHNICAL

TOPICS

By **R. A. WILSON-JONES,**
A.C.G.I., B.Sc., M.I.Mech.E.

OCTANE AND S.A.E. NUMBERS

Any conversation between motorcyclists, motorists or aircraft pilots, is almost sure, sooner or later, to contain words "octane number" in reference to the fuel they use. I sometimes wonder how many motorcyclists know exactly what they mean by this expression. They know, of course, that 80 octane fuel will "pink" less than, say, 70 octane, but do they know just what "octane" is and how the term has come to be applied to the anti-knock rating of fuels?

Octane is actually an abbreviation of Iso-Octane which is the name of one of the many fuels in the hydro-carbon family. It is what is known as a branched-chain paraffin and is particularly free from any tendency to "pink" or detonation when run in an engine under conditions likely to produce such troubles.

When testing a fuel for its anti-knock rating, the fuel under test is run in comparison with a mixture of iso-octane and another hydro-carbon fuel known as Normal Hectane, which is particularly liable to cause "pink". If the fuel under test has the same tendency to "pink" as a mixture of 80% octane and 20% hectane it is known as an 80 octane fuel. If it is as free from detonation as octane itself, i.e., if it is equivalent to 100% octane, it is a 100 octane fuel. On the other hand, if it pinks as badly as 65% octane and 35% hectane it has an octane number of 65.

It has been found, however, that the results obtained from these tests will vary with the conditions of test and a fuel which shows, say, 80 octane under one set of conditions may be only number 75 octane under other conditions. The conditions of test are therefore most carefully controlled.

The fuels are tested in a standard form of test engine known as a CFR* Variable Compression Engine. This is a massive single-cylinder water-cooled engine having overhead valves operated by push-rods mounted on an ingenious rocking-beam which ensures constant push-rod length for any position of the cylinder. The one-piece head and barrel slide on a cylinder guide attached to the crankcase. A rack is incorporated with the head and barrel, with a handle operating a pinion attached to the crankcase. Thus the head and barrel may be raised or lowered in relation to the piston, so enabling the compression to be varied while the engine is running. Built into the engine is a device known as the Midgeley Bouncing Pin. This, by comparison with an ordinary or dressmaker's pin, is long and heavy, and is something of the size and shape of the fuel needle in a carburettor.

**So called from the Co-operative Fuel Research Committee which originated this type of test. This body is now known as the Co-ordinating Research Council.*

It is mounted in a vertical position and is free to move off its seating, which is a thin metal diaphragm exposed to engine pressures. The normal firing of the engine and such vibration as may be present are, however, insufficient to lift the pin and it only bounces off its seat when "pinking" occurs. The pin is included in an electrical circuit and as it bounces the resistance of this circuit varies, this being measured and recorded on an instrument mounted by the side of the engine.

Everything affecting the tendency of the engine to "pink" is most carefully controlled, i.e., the ignition advance is standardized, the water jacket temperature and air intake temperature are also standardized, and so is the speed at which the engine runs. The engine is provided with a special carburettor, into which either the fuel under test or a mixture of octane and heptane can be fed.

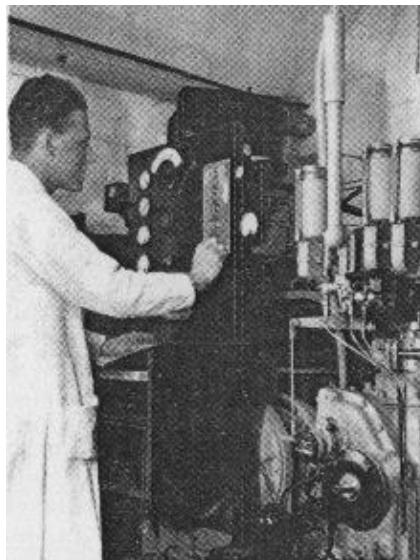
In practice the engine is run, under the controlled conditions, on the fuel to be tested. The compression ratio is adjusted so that the indicator in the electric circuit which includes the bouncing pin, indicates a certain amount of detonation. The engine is then run on a mixture of octane and heptane, which is adjusted until the same degree of detonation occurs under the same conditions of test. The percentage of octane in this mixture gives the octane number of the fuel.

There is, however, a little more to it than this. I have already referred to the fact that under different conditions of test some fuels will give different octane numbers. Use is made of this fact and it is now customary to test fuels under two different standard sets of test conditions. One is known as the "Research Method" and the other as the "Motor Method." The differences lie in the air intake temperature, water jacket temperature, speed of running,

and the degree of ignition advance which is fixed in "Research Method" tests but is reduced as the compression ratio is raised when using the "Motor Method."

The Motor Method runs at the higher temperatures and higher r.p.m. and in the case of a fuel whose knocking tendencies are more sensitive to temperature than those of iso-octane itself, the Research Method will show a higher octane number than the Motor Method. A fuel less "temperature sensitive" than iso-octane would show a lower octane number by the Research Method while one whose sensitivity to temperature was the same as that of iso-octane would show the same octane number by both methods.

In practice iso-octane is one of the least temperature sensitive fuels known and the Research Method always shows the higher octane number, the difference between the two being sometimes referred to as the "spread" and being usually about 3-8 nos.,



*Checking Octane Number
with C.F.R. Engine
(Photo: Anglo-American Oil Co. Ltd.)*

i.e., a fuel might show 80 octane by the Research method and 75 by the Motor Method, this being a spread of five. When only one octane number is quoted this is almost invariably the lower one, i.e., the one obtained by the Motor Method.

The octane number given by the Motor Method, together with the spread, gives a fair indication of how the particular fuel is likely to behave in a motor car or motorcycle engine. At the present time many tests are being run on motor car engines to assess the behaviour of fuels having known octane numbers as measured by Motor and Research Methods. In general it is found that in a car the fuel behaves in a manner as though it had an octane number somewhere between that obtained by the two methods. Similar tests will be carried out on motorcycle engines before very long.

The difference between the octane numbers obtained by the Motor and Research Methods accounts for many apparent discrepancies between the octane number quoted for a fuel and its behaviour in a motorcycle or car engine. For instance pre-war No. 1 petrol usually had an octane number of about 75 (Motor Method) which was also the number shown by most of the popular benzol mixtures which were on the market at that time. In practice, however, benzol mixture achieved a high reputation as an anti-knock fuel which was considered by most people (particularly car owners) to be definitely superior to No. 1 petrol. The reason is that benzol mixture has more "spread" than straight petrol and consequently is less liable to pink in a high compression, well cooled engine where the conditions are more like those of the Research Method of testing. In the same way I have seen the 50/50 petrol-benzol mixture which was used pre-war in T.T. races described as being 80 octane. This was also the octane number of the heavily leaded fuel called M.T. 80 which was used by all military vehicles

and most civilian ones during the latter years of the war. An attempt we once made to run a pre-war 50/50 petrol-benzol engine on M.T. 80, however, resulted in violent detonation. Again the reason is that the M.T. 80 had much less spread than the 50/50 petrol-benzol mixture and although it may have shown the same octane number under the high temperature conditions of the Motor Method of testing, in practice it was certainly much more prone to "pinking".

Let us now turn to that other product of the petroleum industry upon which our motorcycling depends; I mean, of course, lubricating oil. Of recent years there has been a growing tendency to refer to this by S.A.E. numbers, so called from the American Society of Automotive Engineers which originated this method of classification. We refer to an oil as S.A.E. 50 or 30 or whatever it may be. Many people seem to be under the impression that this number gives a more or less complete specification of the oil and that any oil of a given S.A.E. number will be interchangeable with another of the same number. Unfortunately this is not the case and all that the S.A.E. number tells us is the high and low limits of viscosity of the oil at one particular temperature, which is 130 degrees F.

We want to maintain a reasonable viscosity at the highest temperature which will be encountered by the oil under normal operating conditions. Unfortunately the S.A.E. number does not give any indication as to what is known as the viscosity index of the oil, i.e., its rate of change of viscosity with temperature. Two oils having the same S.A.E. number may therefore have widely differing viscosities at, say, engine temperature when starting on a cold winter morning on the one hand, or at cylinder wall temperature in an air-cooled engine which

is being driven at large throttle openings at peak r.p.m. on a hot summer day.

It always seems to me that the viscosity figures in which motorcycle designers are particularly interested are those at the two ends of the temperature scale. On the one hand we want a free-flowing oil to ensure a full rate of delivery from the pump when the oil is cold and on the other we want to maintain a reasonable viscosity at the highest temperature which will be encountered by the oil in contact with any part of the engine when running under severe conditions.

Even complete oil specifications seldom or never give viscosity figures at the two ends of the temperature scale in which we are interested. They do, however, usually give viscosities at two different temperatures and fortunately we can tell from this number pretty closely what the viscosity will be at any other temperature. The reason for this is the fact (which may have a scientific reason behind it, but which for all I know is pure chance) that if you plot log. viscosity against log. Temperature, any mineral oil will give a straight line graph. This will therefore give accurate readings at any intermediate point and can also be extended as required. As, however, the S.A.E. number only gives us one point on the curve (and that only approximately) it does not enable us to determine the slope of the graph and thus to form any estimate of what the viscosity of the oil will be at any other temperatures. Temperate and tropical climates use a reputable brand of motorcycle oil having an S.A.E. number 50-60. In winter use of course, many other features determine whether an oil is a good one or not. These include such items as flashpoint, sludging tendencies, carbon forming tendencies, acid content and the like, and these also are in no way connected with S.A.E. numbers.

Fortunately if one buys oil of a reputable brand one can be certain that it will be

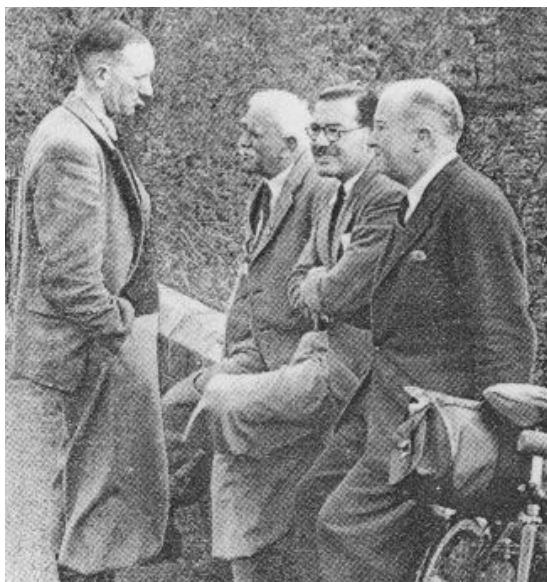
satisfactory in these respects and also that its viscosity index will be reasonably high, i.e., that its rate of change of viscosity with temperature will be comparatively low. Among reputable brands, therefore, the S.A.E. number does give an indication of the suitability of the oil for its task. We could, in practice, word our oil recommendation for motor cycle engines something on these lines- "In temperate and tropical climates use a reputable brand of motorcycle oil having an S.A.E. number 50-60. In winter use a reputable brand of motorcycle oil having an S.A.E. number 30-40." Apart from the difficulty of deciding what is and what is not a reputable brand, such a method would be easier than the present method of naming five brand names of the required type of oil for summer use and a further five for winter use, particularly since oil companies have what is to me a particularly annoying habit of changing the grade names from time to time and even using different names in different parts of the world, and what is worst of all,



changing the viscosity of oil supplied under a familiar brand name.



Checking Oil Viscosity with Redwood Viscometer (Photo: Anglo-American Oil Co. Ltd.)



From Left to Right: Mr. H. G. Gibbs (Hon. Sec.), Mr. F. J. Urry (President), Major V. T. Mountford (Committee Member), and Major F. W. Smith (Vice-President).

THE CENTENARY CYCLING CLUB

The Centenary Club was founded in 1939 at the suggestion of that grand old man cycling, Mr. Frank J. Urry. Its purpose is to commemorate the centenary of the invention of the mechanically propelled bicycle by Kirkpatrick McMillan, on the walls of whose smithy a plaque has been erected by the Club.

The membership is restricted to executives of the cycle industry and the main aim of the Club is to further the interests of cycling and cyclists whenever this is possible.

Every year the Club organises Spring and Autumn tours, when members ride their own productions and enjoy the pleasures of cycling.

This year the Centenary Club chose Stratford-on-Avon as the centre for its Spring tour, the daily rides were varied from last year and the weather took a hand in the altering outlook. To quote from an article by Mr. H. H. England, Editor of *Cycling*: “..Old Stagers at the cycling game will no doubt remember their first all-day ride in relentless rain... let it be said

for them that all the party started despite the conditions, and all stuck it to the end..”

Mr. England goes on to say:

“However, for those readers who want to know the best bits of Centenary touring – and our guides of experience, President

Frank Urry, Billy Henman and, of course, the new Secretary Howard Gibbs, know their countryside well – you ought to pick a fine day and ride (and walk) up Dovedale. Not the Peak beauty spot, of course, but the one in Gloucestershire (we ranged through three counties that day.) Dovedale is

actually a private road, so go circumspectly. Our way was via Chipping Campden to Blockley and

thence up Dovedale and through Bourton Woods to join Five Mile Drive, on the Stow-on-the-Wold-Broadway main road.

Going home, we dropped down Saintbury Hill as an alternative to Fish Hill.

The Centenary Club has its future assured if one can judge from the new blood that joined the party this year as guests and who will, no doubt, be members in their own right at a future date.”

The last paragraph refers to the sons of the five Managing Directors of famous marques whose photographs appear below.



The Young Generation.

Left to Right:

Peter Stow (Elswick Hopper); Kenwick Mayo (Coventry Eagle); Dick Pashley (W. R. Pashley Ltd.); Peter Parkes (Sun); and Barry Smith (Royal Enfield).

ROYAL ENFIELD APPOINTMENTS

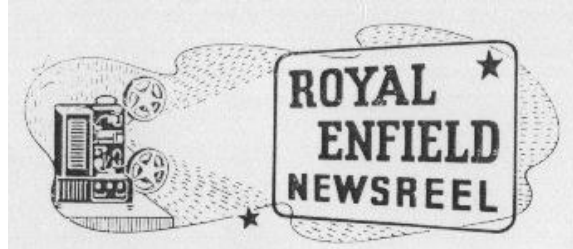
Mr. Paul Riley, newly appointed Southern Counties Representative.



Mr. J. H. Whittaker, who has recently re-joined the Enfield Company as Northern Counties Representative.

Mr. J. J. Booker, well known for a number of years as Royal Enfield competition rider and racer, has now been appointed manager of the Motor Cycle Sales Dept.





The following is an announcement which appeared in the "London Gazette" on Friday, April 21st, 1950.

Friday, 21st April, 1950 London Gazette

The King has been graciously pleased to confer the Territorial Efficiency Decoration upon the following officer :-

Major V. T. Mountford. The Royal Regiment Of Artillery.



Recently married at St. Luke's church, Headless Cross, Redditch, Miss Eileen Mole, who has worked for our P.A.Y.E. section for some seven years and Mr. Gilbert Roberts, who has been with us for eleven years and now works in No. 2 Machine Shop. There were many handsome presents from fellow employees. The couple spent their honeymoon in Torquay. Every good wish is extended to them.

ENFIELD ANNUAL GOLF MATCH

Owing to a combination of circumstances the Annual Golf Match for the F.W. Smith Cup was not held last Autumn. This 1949 event was therefore held in 1950!

On May 5th, after a morning conference and lunch at the Redditch Clubhouse, four pairs of players sallied forth, and after a keen tussle the cup was won by Mr. George Smith.

The leading scorers were:- Mr. G. H. Smith net 71, Mr. J. H. Phillips net 73, Mr. L. G. Patchett net 74

At a dinner in the evening, on this occasion at the Unicorn Hotel, Major Smith presented the Cup to his brother.

*These exclusive photographs were taken by
Fred Bladon, roving cameraman for the occasion.*



*Above: Major F. W. Smith
Right: Mr. G. H. Smith.*

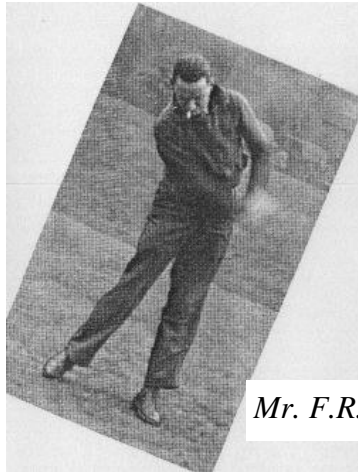


*Mr. H. T. Guise,
Mr. W. F. Moore,
and
Mr. S. H. Smith.*



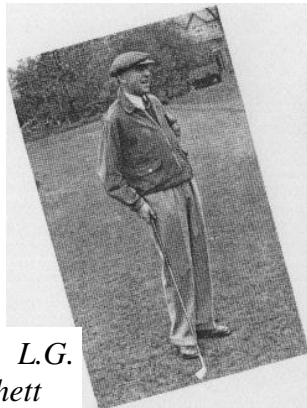


Major V.T. Mountford.



Mr. F.R. Cooper

Mr. J.H. Phillips.



*Mr. L.G.
Patchett*





ROYAL ENFIELD

BICYCLES
MOTOR CYCLES
MOTOR LAWN MOWERS

ENFIELD

INDUSTRIAL ENGINES

THE ENFIELD CYCLE CO. LTD. REDDITCH

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