REVS

THE ROYAL ENFIELD MAGAZINE

VOL. 5 SPRING 1951 No.12

FRONT COVER

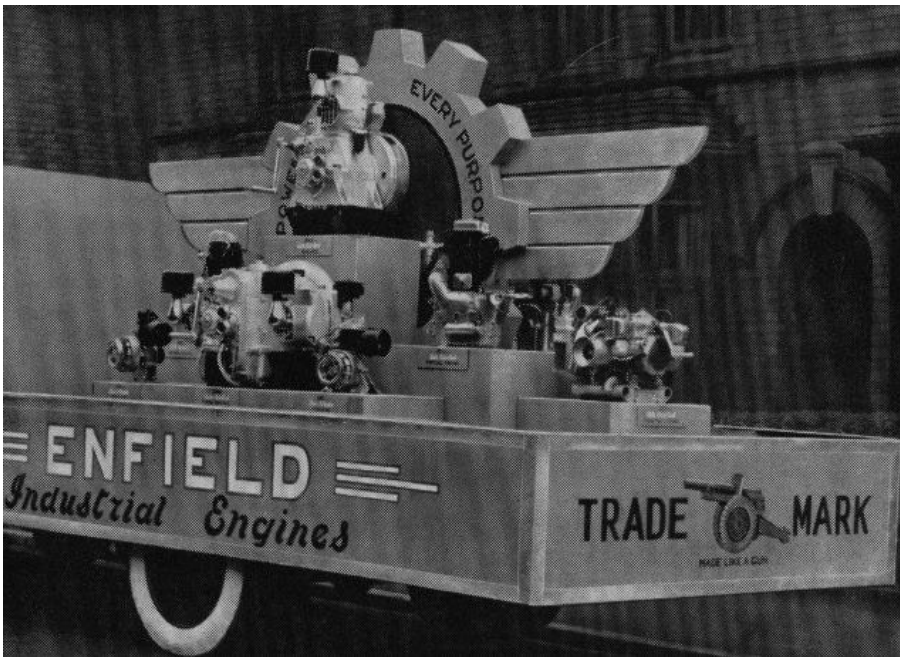
In the photograph George Formby jokes with Vic. Mountford, Bert North and Stan Hailwood at the opening of New Manchester Showrooms by Kings of Oxford, who organised a special exhibition of 200 motor cycles at their new depot.

REVS

THE ROYAL ENFIELD MAGAZINE

Recording and Picturing the Activities of
The Enfield Cycle Company Limited

Vol. 5 SPRING 1951 No. 12



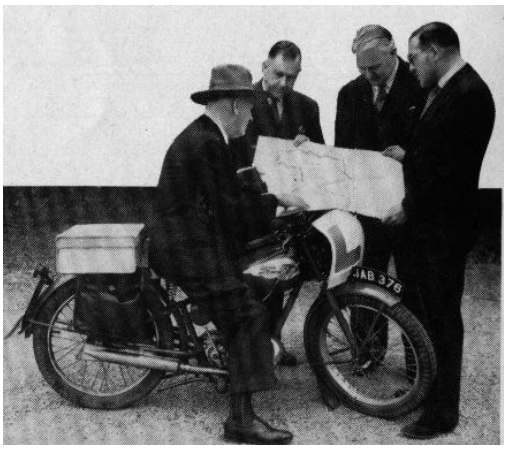
With this exhibit of Enfield single and twin cylinder diesel and petrol engines for industrial purposes we gained first place, for the third year in succession, at the 1950 Redditch Carnival.

"TSCHIFFELY RIDES AGAIN"

Two years of adventuring in South America on horseback in the 1920's enables Mr. A. F. Tschiffely to write his famous book "Tschiffely's Ride."
He has recently accomplished another journey over difficult country in Spain, this time mounted on a Royal Enfield Model R.E. 125c.c. two-stroke motorcycle.
Before attempting his Spanish trip, Mr. Tschiffely confessed that he was no mechanic and had not ridden a motorcycle for 35 years. Our Managing Director, Major F. W. Smith, was therefore interested to see how a modern machine would fare in such hands over such difficult terrain as was anticipated in Spain. The machine used was a standard model, except for luggage carrying equipment and larger tyres. During the entire journey no mechanical troubles of any kind were encountered – not even a puncture.

For maintenance Mr. Tschiffely faithfully followed the handbook.
A motorcycle was selected for the journey for a variety of reasons. In view of the £50 travelling limit, the cost of horses and the price of petrol in Spain, another journey on horseback (or by car) was out of the question.
Also, as Mr. Tschiffely wished to collect material for another book, he believed that he would be able to make friends with the villagers more easily with a motorcycle as his mode of transport.
The "L" plates on his machine had to be worn in this country as Mr. Tschiffely's international driving permit did not apply in England. After his gruelling test over Spanish passes, we suggest that the rider could not accurately be described as a learner any longer!

Mr. Tschiffely is met at the Works by Enfield executives C.F. Bladon, R.A. Wilson-Jones and V.T. Mountford.



Mr. Tschiffely demonstrates his undoubted skill with the lasso, with his friend, Jim Hall, journalist, in the saddle (top), and Graham Walker, editor of "Motor Cycling" as his victim (centre and lower pictures).

Photos: "Motor Cycling"

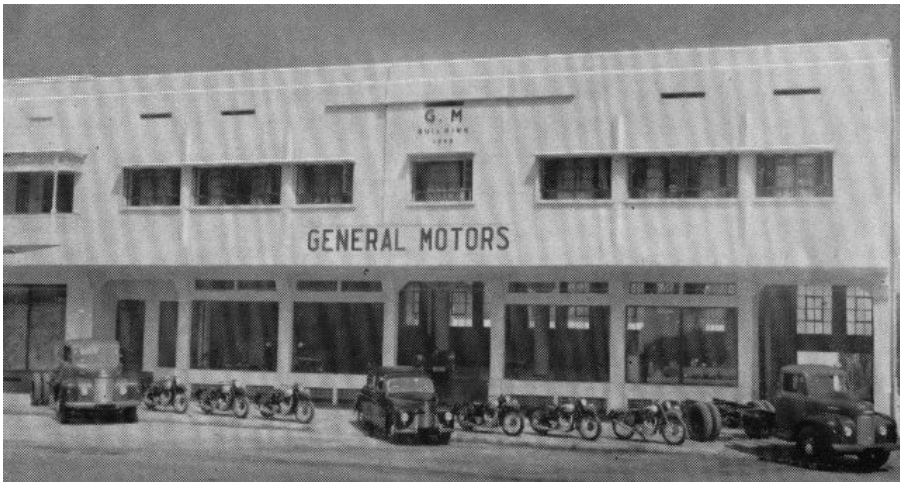
Dealers Abroad

ALGERIA

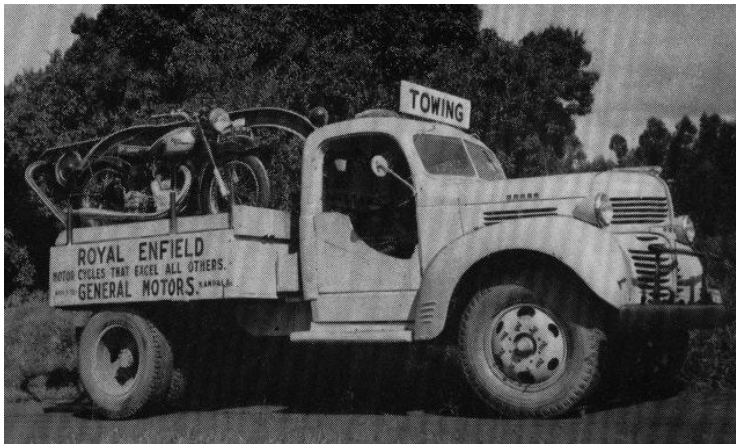
Our motor cycle dealers in Algiers, Messrs. S.A.V.E.M.O.R.E., sent us this photograph of their premises at 13 Rue Ernest-Renan. Posing in the doorway is the proprietor of the business, Mr. Boinot, and one of his staff.

Mr. Boinot also forwarded the picture of an "airborne" motorcyclist, Mr. Wybo, on his "350 Bullet" Leading the field throughout in local competition at the Motordrome d' Elbiar, Algiers, he finished a decisive winner.

UGANDA



The Royal Enfield motorcycle dealers, Messrs. General Motors of Kampala, Uganda, are proud of their new premises. The building consist of commercial offices, extensive showrooms, a large garage and residential accommodation. Whilst the frontage is of two storeys there is in addition a basement workshop at the rear and full facilities for sales and service to motorcyclists.



This vehicle is employed to deliver new machines to the more distant customers. It is one of a fleet which between them cover 20,000 miles a year.

JAMAICA

When they were "snapped" this group of Royal Enfield motorcyclists were just about to depart on a successful 300 miles' test run, sponsored by our dealers, Messrs. Cecil B. Facey Ltd., of Kingston, Jamaica.

VISITORS FROM AUSTRALIA

Mr. George Bolton, Royal Enfield distributor of Adelaide, Australia, who is an expert amateur cinematographer, recently gave a first-class film show in colour to employees and friends at the Enfield Canteen. Throughout the performance Mr. Bolton maintained a witty and informative running commentary.
His daughter, Marie, very ably assisted him with suitable recorded background music.
Here we see Mr. Barry Smith examining the film in the hands of Mr. Bolton.

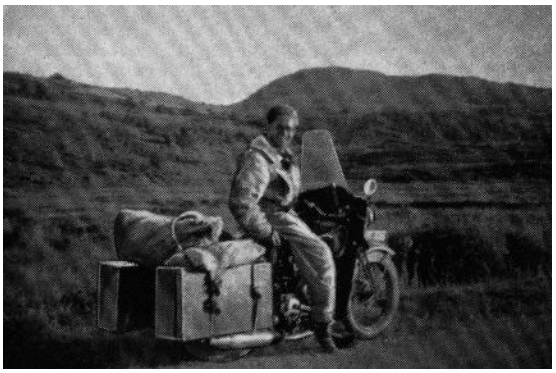
NOVEMBER TROPHY

("NOVEMBERKASAN")

The "Novemberkasan" is one of the most difficult Swedish trials. It is run on the same circuit, first at night and then next morning. The fact that the winner, Borje Nystrom (in picture), lost 42 marks shows that it wasn't easy and his "350 Bullet" came through with flying colours.

Rudolf Nystrom, brother of the above, came in 7th, also on a "350 Bullet", with 69 marks lost, and the two other "350 Bullets" of Erik Karison and Ake Lind, completed the gruelling course, which eliminated a third of the entrants.

Just to give an idea of the trials hardships during the night, we might mention that several riders were so exhausted on one part of the course that they simply fell asleep, one of them with his machine on top of him. Icy roads, ice cold water, snow in places and temperatures of about 4 degrees below zero were amongst the hazards negotiated by the competitors.



TOURING EIRE

Mr. Leslie Sully, of Bristol, mounted on his Royal Enfield Model WD/CO 350 c.c. O.H.V. motor cycle, nr. Inchigeelagh, Co. Cork.

Mr. Sully and his wife have been enthusiastic campers for the past 15 years. Their Summer holidays during 1947-8-9 were spent touring Eire from North to South on their Royal Enfield. They had intended visiting France in 1950 but were obliged to cancel their plans unexpectedly. However, they are looking forwards to seeing the French and Italian Rivieras this year.

ENFIELD ……
…PERSONALITIES

MR. S.H. SMITH

Mr. Stanley H. Smith, one of the sons of Mr. R. W. Smith, founder of The Enfield Cycle Co. Ltd., joined the firm in 1913 in the Drawing Office at Redditch. In 1914 he transferred to the Hunt End Works, where the 3 h.p. twin engines were being manufactured and helped to assemble the machines for the 1914 T.T. races. As a means of testing the performance of these racing models, he and a colleague used to meet at 5a.m. in nearby Sambourne Lane, where they timed them over a measured quarter mile. He also took part in local speed events at that time.

On the outbreak of the First World War, at 19 years of age, Mr. Smith was commissioned in the Worcestershire Territorial R.F.A., 2nd South Midland Division. He commenced his overseas service in March, 1915, and saw action in France until returning to England as a casualty in 1916. He was subsequently drafted to Italy in December, 1917, where he remained until demobilised in March, 1919.

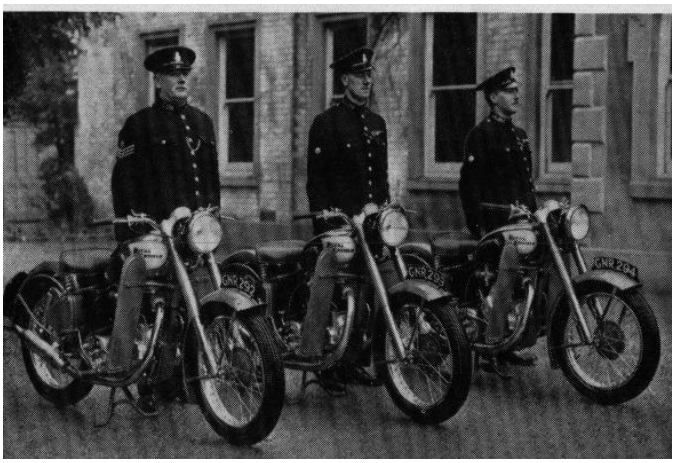
Mr. Smith rejoined the Royal Enfield organisation in 1927 – in the Service Department, with the former Service Manager, Mr. Frank Cooper, now deceased. For several years he travelled England, Scotland and Wales as outside representative on Service matters.

When Royal Enfield Motor Mowers were first introduced in 1931 he took charge of this department, and has continued in charge of it until the present time. In addition to these duties he has spent considerable periods making personal contact with the company's suppliers, progressing materials.

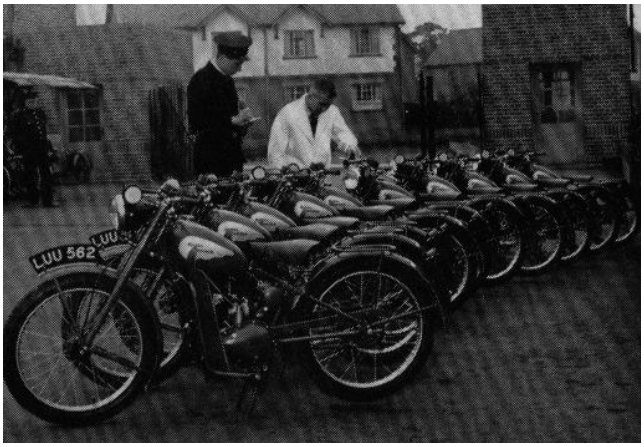
During World War II he retained this personal contact with suppliers and represented the firm on various committees. He was a Special Constable at the outbreak of War but was later commissioned in the Enfield Company of the 8th Worcestershire Battalion Home Guard.

Always keenly interested in sport, particularly rugby, shooting and golf, Mr. Smith today confines his efforts to the latter, at which he is no mean performer.

SERVING H.M. GOVERNMENT



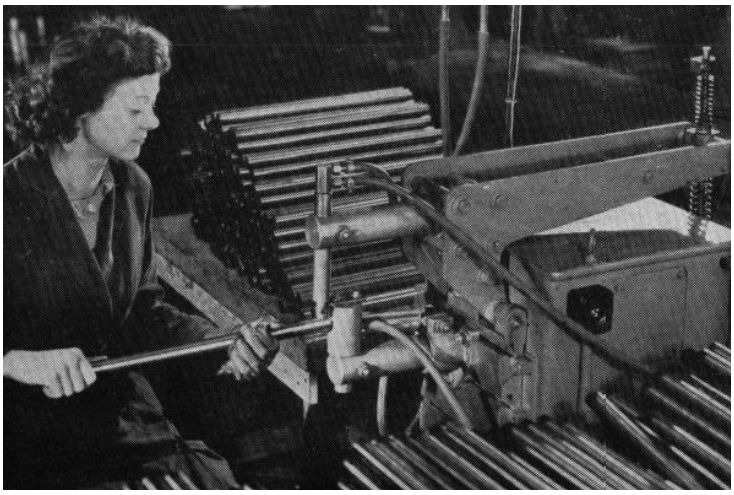
A mobile patrol of the Leicestershire Police Force lined up with their recently acquired "350 Bullets."



A batch of 125 c.c. two-stroke Royal Enfield motorcycles ordered by the Ministry of Supply on behalf of the G.P.O., for messenger duties, recently came off the production line. The picture shows Mr. Harold Laight, of the Progress Department, checking them over with a motorcyclist from the Redditch Head Post Office. At the request of the postal authorities, the machines were specially equipped with Legshields, Bumper Bars and Duplex Licence Holders.

WELDING LIGHTWEIGHTS

The following article has been reproduced from "British Cycles and Motor Cycles Overseas" with their kind permission. We would mention that the Royal Enfield "Mayfly" Clubman's bicycle is now manufactured with a Utinized Frame and Fork, in addition to the "Bullet-3" mentioned in the text.



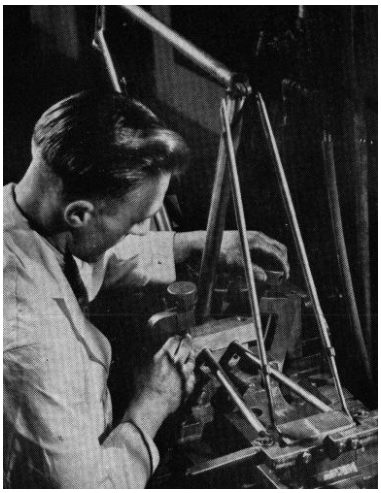
Lilian Laight attaches pump clips to frame down tubes.

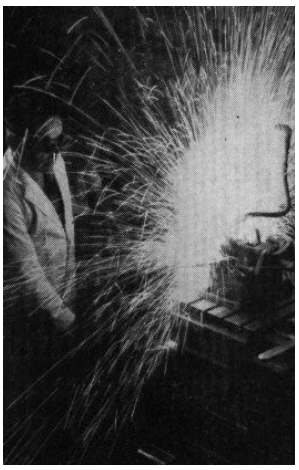
TECHNIQUE AND EUIPMENT AT ROYAL ENFIELD WORKS

As mentioned briefly in our last issue, the Enfield Cycle Co. Ltd. have introduced a welded cycle frame for their "Bullet-3" lightweight. Obviously such an important change in manufacturing technique would not have been introduced by a firm with their reputation unless the process had been tested to full satisfaction, and the actual development of the technique and machinery has been done over a period of years.

Elimination of lugs in building a cycle has much to commend it, as it gives a saving in weight and a neater finish, while the welding process itself should produce a stronger frame, as the use of lugs concentrates the stresses. Extended tests have proved that the frames produced by the Royal Enfield process are actually stronger than corresponding brazed-up frames of conventional design.

This process is entirely automatic and is not dependent on the skill of the operator. Clean, flush joints are produced and these are heat-treated automatically immediately on the completion of the welding operation. Each frame becomes in effect a single unit of jointless steel tubing, and this particular process is exclusive to Royal Enfield machines.





Left: Victor Heath setting up a jig for welding the rear fork tubes to the bottom bracket. Right: One of the welding operations in progress. The "firework" display is quite harmless, as will be vouched for by the operator, Bernard Franklin, assistant foreman.

In order to carry out the testing referred to above, the firm designed and built a special piece of apparatus. This is on similar lines to the bump rigs used by automobile manufacturers for testing chassis and suspensions, and consists of two wheels of about 30in. diameter driven in tandem by an electric motor. To the peripheries of these wheels are bolted wooden blocks of varying heights.

Between the wheels are upright pillars to the top of which is linked the bottom bracket of the bicycle to be tested. Its road wheels rest on the driven wheels of the bump rig and a 12-stone weight, equivalent to the average loading on the road, is bolted to the seat pillar. The cycle thus has complete freedom of movement.

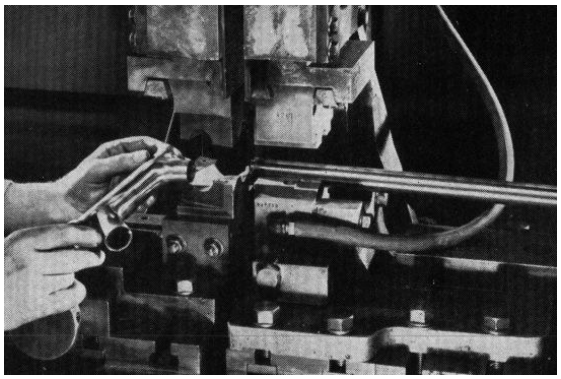
Rotation of the wheels of the rig transmits a continuous series of shocks to the cycle through its road wheels, and is designed to be equivalent to continuous riding on cobble stones with solid tyres at a speed of 22 m.p.h. Some 93,600 shocks each hour are delivered at this speed.

Comparative tests between a standard brazed-up frame and fork set and one of the welded type, or Unitized construction as Enfield have named it, demonstrate convincingly the efficiency of the latter.

In the first test, on a brazed set, the running time was 24½ hours before the appearance of the first crack. This appeared in the seat tube, 2½in. below the seat lug, and was after 2,293,000 shocks. On the welded frame, under similar conditions, 108 hours of running were necessary to produce the first crack, this being in the top tube 3in. from the head, after 10,108,800 shocks.

In the second test the brazed frame developed a crack in a backstay tube 1in. above the fork end after 3,556,800 shocks or 38 hours, while the Unitized design fan for 139 hours (13,010,400 shocks) before showing a top tube crack 2in. from the seat tube.

Of longer duration, the third test produced a crack in the top tube of the brazed frame, 1½in. from the head lug after 67½ hours or 6,318,000 shocks, and in the seat tube of the Unitized frame, 1½in. below the top tube, after 160 hours or 14,976,000 shocks.

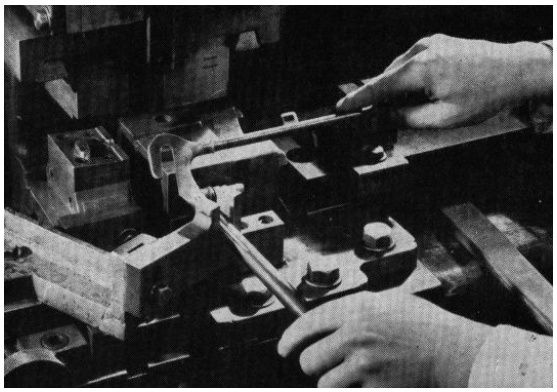


Head tube and top tube are clamped in these electrodes and brought together automatically.

Such scientifically controlled testing to destruction leaves no doubt as to the quality of the welds.

Each of the machines used in the building of the Unitized frame has been specially designed and constructed, and a section of the factory has been laid out for flow production. At present only the lightweight "Bullet 3" models are made by this process, and these are built from Reynolds 531 butted tubing. The various component tubes are shaped to the correct profile so that the surfaces and ends to be joined fit well and give an even contact area.

One of our illustrations shows a close-up of the operating electrodes and Working jigs of the machine which joins the head and top tubes.



Close-up of the welding operation on the bottom bracket. On the left is a completed joint. The small flashing of weld metal is removed by grinding.

The top tube is seen in position and the operator is placing the head in its jig. Top and bottom halves of each electrode close up to grip the components and the process of bringing the parts together for welding is automatic. On the operation of a switch these parts mate, current flows, and the high resistance at the joint causes the rapid heating-up to welding heat.

After the weld is completed, the heating current continues to pass for a predetermined period to heat-treat and anneal the metal. Release is automatic and the complete operation takes only a few seconds. All that is then required, after the metal is cooled, is to chip or grind away the small amount of flashing, and the frame, when the other parts have been added, is ready for its rust proofing and colour finishing processes.

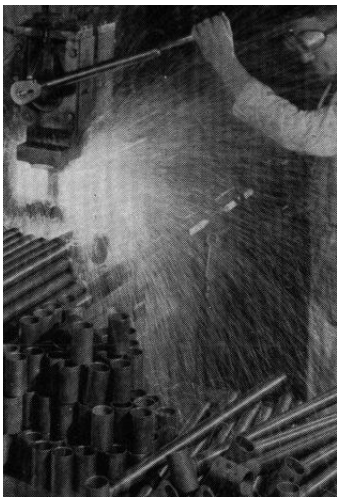
All other operations are basically similar, the machines differing only in detail for accommodating the various parts. Pump clips and lugs for mudguard stays are also fusion welded, and water-cooled electrodes are widely used in the equipment.

While finished frames are carefully inspected for quality and alignment, little or no truing-up is necessary, the machines giving a high degree of accuracy.

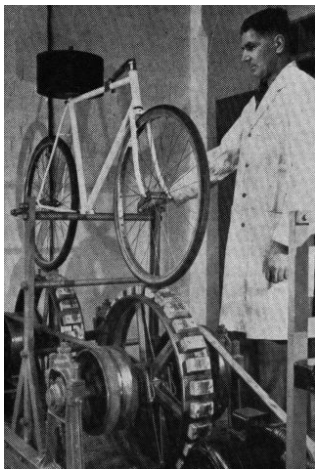
The contrast between the portion of the works building cycles by the new method and that devoted to normal Royal Enfield production is amazing. Everywhere can be kept clean easily, there is no noise, no heat and no fumes, while the welding machines giving their regular display of harmless fireworks make a spectacular background.

Elimination of costly grinding and debrassing operations cuts production time quite considerably, and although at the time of our visit the process was new and no comparative figures were available, it was obvious that a complete frame could be built considerably more quickly than by standard methods.

In view of some not very satisfactory experiences with welded cycles in pre-war years come overseas markets such as Switzerland have not proved very receptive to this form of construction, but it is obvious from the tests mentioned earlier that present methods are far in advance of previous ones, and that the welded cycle of today is definitely stronger than its lug-built counterpart. Its future will be watched with interest.



Leslie Briney shows us another stage in the building of the bottom bracket.
Below is the test apparatus described in the article, in which endurance tests are made on welded and brazed frames.



Graham Baylis, foreman, makes a final check before the machinery is set in motion.

LONG SERVICE AWARDS -

The fifth annual presentation of Long Service Awards took place in our Works. Two employees qualified for gold watches for fifty years' service and fourteen for framed certificates and National Savings certificates for twenty-five years' service. Since the first presentation in 1946 the number of years' service recognised totals 10,498.

Major F.W. Smith, C.B.E, J.P., T.D. (Chairman and Managing Director) presided, supported by members of his family, and after high tea, served by Canteen Staff, welcomed the recipients and their wives. He explained how the scheme was originally conceived as a Peace Celebration following the last World War.

Of some 1,000 employees at that time it was found that almost 25 percent had been in the employ of the Company for twenty-five years or more. This, he felt, emphasised that conditions of employment with the Enfield Company were quite congenial. He thanked those present for the support they were giving to the

- ANNUAL ENFIELD PRESENTATIONS

Company and regretted that two of those qualifying for awards this year were unable to be present owing to illness. The first of these was Mr. W.H. Chatterley, who had completed fifty years' service, the other Mr. H. Hoskins, recently retired from the London Depot, after twenty-five years' service.

Major Smith then presented a gold watch to Mr. T.A. Croft and certificates to Messrs. C. Cooke, A.E. Farley, H. Fletcher, L. Foster, J.H. Jeffs, T.W. King, A.R. Layton, C.H. Mead, J.H. Phillips, W. Preece, T.H. Rudge, R.A. Wilson-Jones and E. Wright.

Mr. Wilson-Jones thanked the Directors of the Company for their generosity in providing the mementoes of long service, for the very excellent meal which all had enjoyed and Major Smith personally for presiding at the function and presenting the awards.

DEALERS AT HOME

LIVERPOOL

Mr. J. Birtles, one-time Enfield representative and now managing the six depots run by Wood Bros., our Liverpool distributors, inspects a container load of Royal Enfield bicycles.

DERBY

Our Derby dealers, Messrs. Palins Motors, arranged the visit of the Derby Phoenix Motor Cycle Club.

An instructive afternoon was spent touring the works, where the eager questions put by the party to our technical staff were willingly answered.

Whilst the greatest interest was naturally shown in the production of Royal Enfield motorcycles, our visitors were also shown round the sections of the Works connected with the manufacture and assembly of Royal Enfield bicycles and Enfield Diesel Engines.

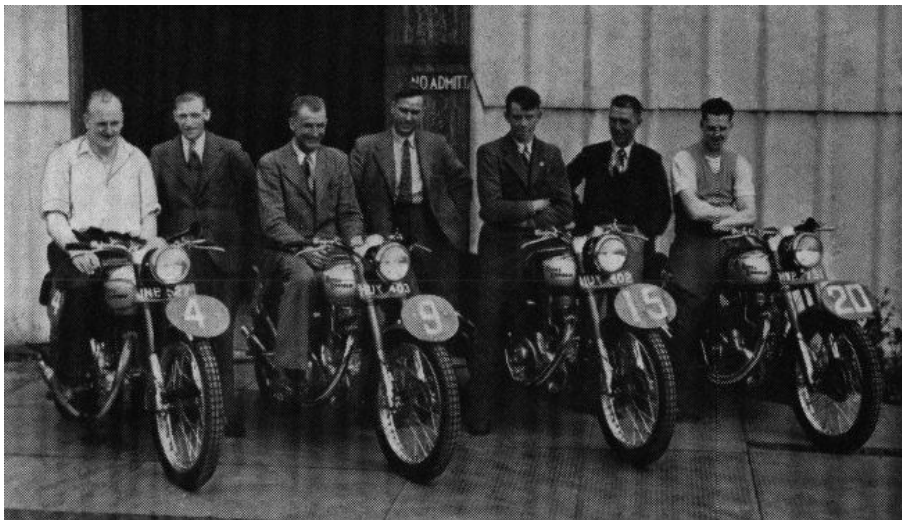
The diesel engine depicted on the opposite page is a single cylinder model running on the test bed connected up with a dynamometer to measure its output.

After their tour Mr. Palin and his party were entertained to tea in the Canteen.

Mr. J.J. Booker welcomes Mr. Palin and his party.

Viewing an Enfield Diesel Engine.

Cycle Hubs are closely inspected.



All set for the preliminary tests, the riders and mechanics have just completed the finishing touches to their machines.

THE HAT TRICK!

ROYAL ENFIELDS IN THE 1950 INTERNATIONAL SIX DAYS' TRIAL

For the third year in succession, a Royal Enfield rider was included in the British "Trophy" team for the International Six Days' Trial–and for the third year in succession the team was victorious (our fourteenth "Trophy" win in twenty-five years).

On this occasion Jack Stocker was the Royal Enfield man in the successful team, his "350 Bullet" carrying him through to victory as surely as similar machines had carried Vic Brittain and Charlie Rogers through in previous years.

Described as the wettest I.S.D.T. on record, last year's contest embraced some thirteen hundred miles of the roughest, muddiest, rockiest, most undulating mountain tracks in Wales, finishing up with an hour's speed test on the Eppynt Track– making a total of about 1,350 miles in all.

For the first time in its long history, the I.S.T.D. included a night run, some ninety miles having to be covered on the evening of the second day.

This caused very little trouble, however, and it was the mud and water which played the greatest part in separating a competitor from his coveted gold medal. Rain fell every day throughout the entire event, and any machine which could maintain the high speed schedules under such appalling conditions was indeed one of which its owner could feel proud.

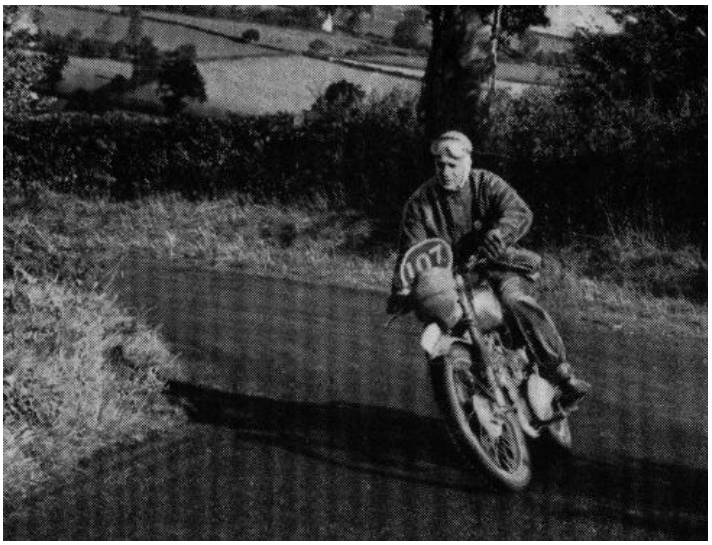
Of the many hard-worked components, chains probably suffered most (due to the abundance of gritty water). Jack Stocker has good cause to remember this, for on the Wednesday his primary chain came adrift and locked his rear wheel.

Jack was motoring at rather above the 50 mark, and his subsequent nose-dive into a hawthorn hedge left its mark for the rest of the week! But Jack, as might be expected, arrived at the next check with time in hand—his blood-smeared face providing excellent "copy" for some of the more luridly inclined newspaper men that evening.

Other Royal Enfield riders to compete the strenuous week without loss of marks were 17-year-old Johnnie Brittain (son of the famous Vic.), Stan Holmes (of the Enfield "Works" team), Borje Nystrom, of Sweden, and young Ken Lees (son of the well known North-country competition rider, "Ginger" Lees).

Thus there were five Royal Enfield entrants who proudly stepped up to the rostrum on Saturday night to receive

A study in concentration. Jack Stocker negotiates one of the many water splashes.



B. Nystrom, Sweden, on one of the smoother sections.

their gold medals, and three others collected "silvers" (awarded to competitors with a loss of 10 or less).

These were R.T. Dunn, who completed the week with only one mark lost, 42-year-old Jim Heanes (who had the cruel misfortune to drop a couple of marks at the start for lateness), and the popular Welsh rider,

J. W. Price. Jim Heanes' 16-year-old son Ken, also on a Royal Enfield "Bullet", was in some respects the hero of the trial, for he had been riding wonderfully well until the Friday, when, endeavouring to make up lost time after somehow getting off the course, he crashed into a brick wall and damaged the machine too severely to carry on.

As always, young Kenneth met his misfortunes with a brave smile, and we can foresee a big future for this plucky lad in the realm of motorcycle sport.

One other Royal Enfield rider was listed as a finisher—the ever-cheerful Jack Bates. But Jack had experienced all manner of mishaps throughout the week, and lost too many marks to qualify for an award. However, he swelled the total of Enfield finishers to nine, and in this connection it is interesting to note that out of 213 starters there were only 81 to complete the distance (of which total less than half were unpenalized).

No wonder they called it the toughest "International" in history!

This was the "Silver Jubilee" I.S.D.T. and it was perhaps unfortunate that the weather was so unkind.

On the other hand, the British riders and machines revealed themselves as being ever further ahead of their rivals as the conditions deteriorated, and there is no doubt that their overwhelming success provided a world-wide testimonial which will long be remembered.

To the nine Royal Enfield riders who finished the week, and to those who were unlucky on this occasion we say "well done, indeed."

Next September the scene shifts to Italy, and, if the past three years provide any criterion, it is safe to assume that Royal Enfields will once again cover themselves and their riders with glory.

No other motorcycle contest seems to have quite the same glamour as the International Six Days' Trial, and, as always, we shall be watching the next event with the keenest possible interest.

Stan Holmes crosses Abergwesyn splash with the greatest confidence.

Operation "Long Hop"

John o' Groats to Land's End, Non-Stop

By E.T. Turvey and I.J. Davenport

as related by Mr. Turvev.

Having wanted to make the journey from John o' Groats to Land's End for many years, I planned it for 26th and 27th September, 1950, petrol being off the ration.

My ideal motorcycle, a 350 c.c. Royal Enfield Model G, almost three years old, was stripped, rebuilt, road tested, and checked for fuel consumption.

It had already given me 17,000 miles of trouble-free travel with wonderful economy.

Having obtained the promise of assistance from the Preston M.C. and the Exeter Vikings to refuel my machine in the early hours of September 27th, I arranged for friends and relatives to do the same at Bridgnorth.

Davenport and I set out to ride up to Scotland on Sunday, Sept. 24th, in heavy rain and strong wind. On our way we met a fellow who was doing the same run in easy stages of 50 miles per day on horseback. Wishing him the best of luck we carried on to John o' Groats, arriving at 11.35 a.m.

After a quick look round and a hot drink, the tank of "Old Faithful" filled, we had Mr. Mackenzie, who keeps the hotel, to start us on our long journey to Land's End. We rode off the hotel car park at three minutes past noon.

Our spirits were high and the Scottish air was a tonic. Out of the villages and away from "3"" signs, on the long straight roads we held a steady 65 to 70 m.p.h. On we sped through grand scenery and over fine roads. Our first petrol point was Inverness, where we arrived on time according to my running sheet at 3.40 p.m. While the tank was being filled we quickly changed positions, co-rider Davenport taking control without stopping the engine : 67 seconds later we were on our way again.

We were very surprised to find several boys of the Preston Club waiting to guide us to petrol point No. 3 ; also a police car - a fine escort they made !

Arriving at Bridgnorth, our nearest point to home, we found friends and relatives waiting to refuel us and "Old Faithful." After a stop of 2¼ minutes we left, feeling much better inside.

The machine was still running as smooth and quiet as ever. And so through Worcester, Gloucester, Bristol and Taunton to Exeter, where Mr. Emery of the Exeter Vikings Club was waiting to refuel us once again.

The welcome at Land's End made up for any little discomfort or setbacks. The A.A. Scout was waiting for us. He had been told to clock us in when we arrived, by the Birmingham office of the A.A.

The engine came to a stop for the first time for 22 hours 57 minutes of a gruelling run at exactly 11 a.m. on the 27th September. After an hour's rest, we rode back to Roche to stay the night at the "Victoria" Inn, kept by "Winco" MacLachlan.

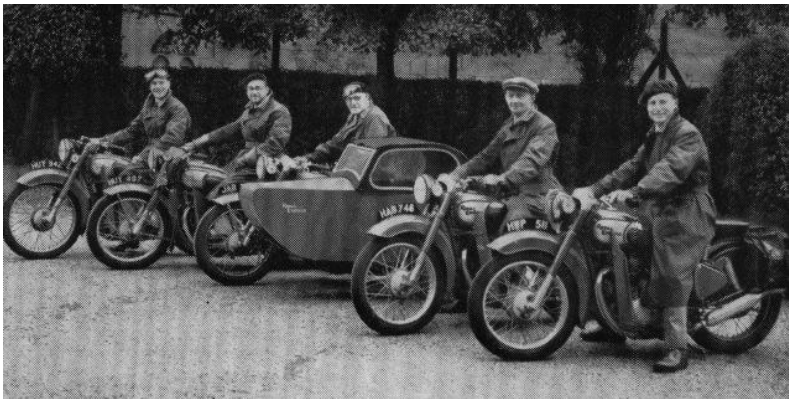
From John o' Groats to Land's End we used 11 i gallons of petrol, the entire run of 2,100 miles took 26 gallons ; not bad for a three-year-old "350", with two up and pannier equipment.

Royal Enfield Newsreel

CONTINENTAL TOUR

A HOLIDAY - cum - BUSINESS trip was undertaken by a party of Royal Enfield employees last summer. From Dieppe on the French coast they travelled to Paris where they were given a most cordial welcome by our dealer, Mr. Pierrc Psalty — stopped overnight at Auxcrre, and completed the next day by arriving at Lausanne. Here they spent several enjoyable days with our Swiss distributors Maison Jan. inspecting the Works and sightseeing locally with our friend, Mr. Lucien Jan. Whilst in Switzerland a number of friendships were renewed with some of the dealers who attended the Royal Enfield Servicing Course at our Works last year.

Highlights of the trip were the hospitality met with on the Continent, the high average speeds attainable en many miles of dead straight carriage-ways having extra width and the stern test of the machines during four days in the Swiss Alps. Four of the party were mounted on "500 Twins" and the fifth on a "350 Bullet". No mechanical trouble of any kind was encountered during the fourteen days in the saddle. On the return journey a day was spent in Paris "seeing the sights", during which a happy coincidence was the meeting with another party of tourists from Redditch.

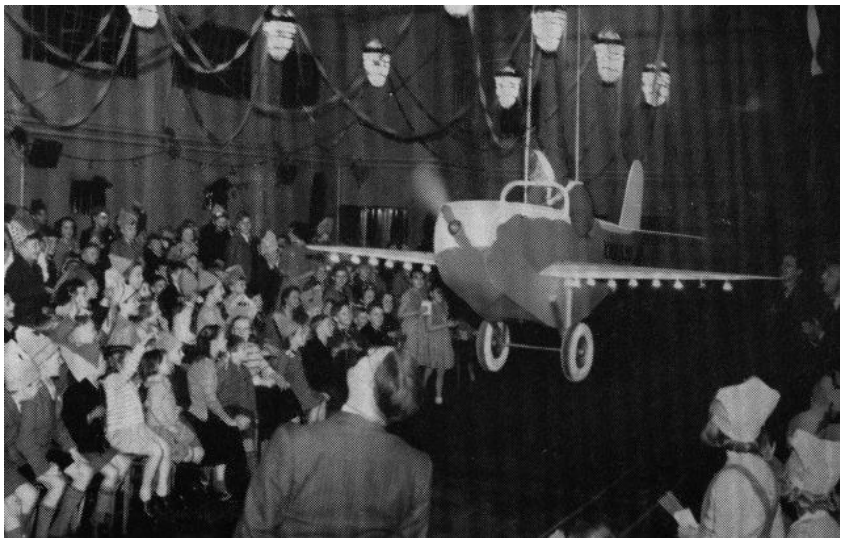


Left to right:- Stanley May and Peter Herbert (draughtsmen), Reg. Steel (Head tester), Fred Bicknell (former international trials rider and now foreman of the motorcycle assembly department) and Barry Smith (son of our Managing Director)

THE ANNUAL CHILDRENS PARTY

The Annual Children's Christmas Party was held in the Works Canteen, entertaining almost 300 children of employees. The young guests were welcomed by Mrs. F. W. Smith, who received a bouquet of flowers from little Ann Bott..

Continued overleaf



The programme commenced with a large variety of clever, illusions by Naughton Stewart, assisted by Marco. The two magicians thrilled their young audience, from amongst whom volunteers came forward to testify to the authenticity of their feats.

An interval for tea was followed by the Alvechurch Hand Bell Ringers rendering carols and songs in an accomplished manner.

This novel item was succeeded by an excellent film show, with Mr. N. Brearley in charge of the projector.

The climax of the afternoon's entertainment was the arrival of Father Christmas, in the person of Mr. Frank Lewis, as he smoothly "landed" from the air in a large model aeroplane gaily painted and decorated with electric lights. He descended from his 'plane to distribute presents and fruit to the delighted kiddies.

Enfield Personnel entertain Patients

This photograph in the children's ward shows members of the Dance Committee and artistes with the Matron, some of her staff and their charges.

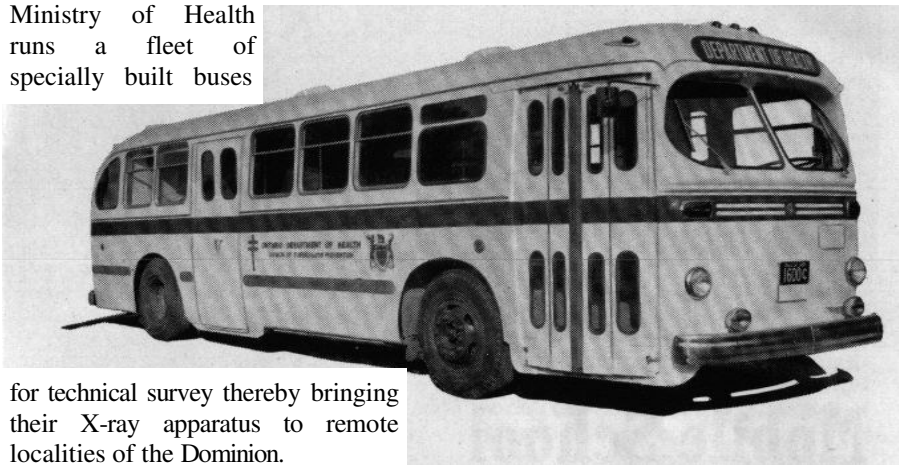
THE Enfield Dance Committee recently entertained to a concert and tea the patients of All Saints Hospital, Bromsgrove.

The visit was arranged by Miss E. M. Robinson, Secretary of the Dance Committee, and the finances for the outing were provided from successful dances held at the Enfield Canteen, whose staff prepared the refreshments for the Hospital party.

Local artistes who gave their services voluntarily were Lilian Beale (accompanist), Pamela Hims (comedienne), Judy Culverhouse (ballet), Jennifer Crumpton (tap), Barbara Mousley (soprano), Eddie Crumpton (comedian and compere) and Ray Hemming (vocalist and female impersonator).

SERVING THE CANADIAN GOVERNMENT

THE Canadian Ministry of Health runs a fleet of specially built buses for technical survey thereby bringing their X-ray apparatus to remote localities of the Dominion.

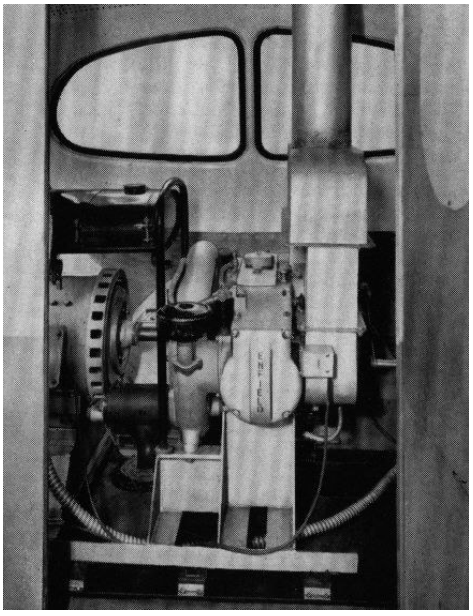


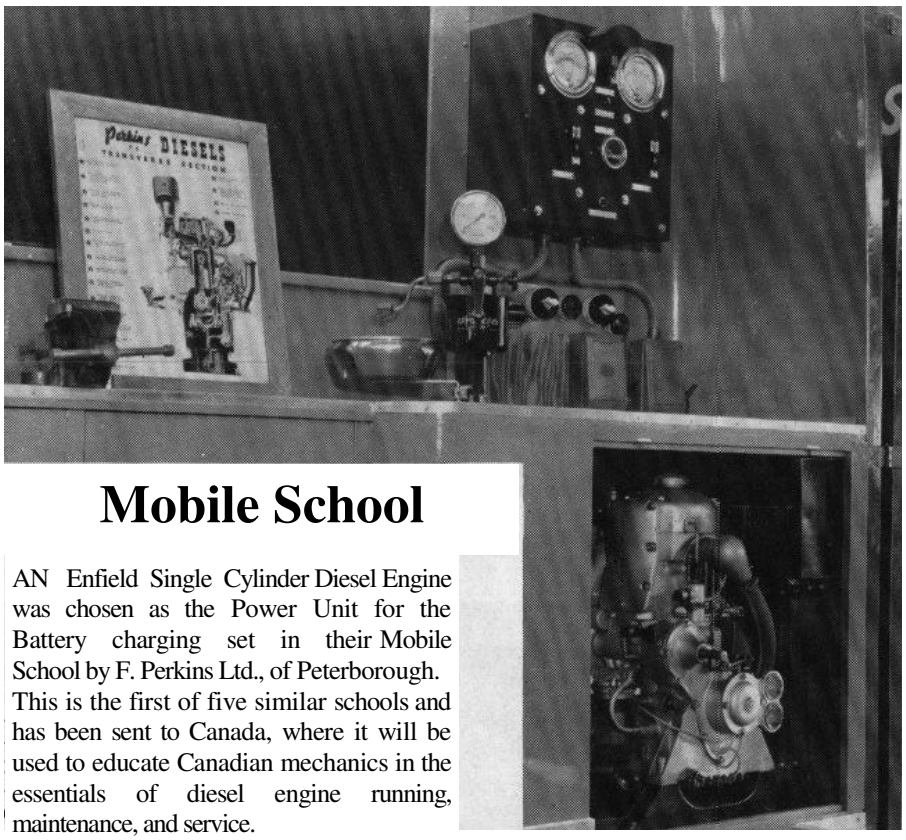
Our local distributors in that territory, Messrs. Dominion Diesel Ltd., of Toronto, have undertaken the conversion of the generating sets in these vehicles from petrol-electric sets to Enfield diesel-electric.

Amongst the advantages of Enfield equipment are an 80 per cent. saving in the operating cost, reduction of exposure time by 20 per cent due to the more sustained torque of the Diesel; and much less noise and vibration.

Some 50,000 survey cases have been achieved by two of these Units already converted to diesel equipment and the installation of Enfields in a further three vehicles is in hand.

On this page we illustrate one of the fleet of buses and also an interior view of the generating set in position, connected up to its Enfield twin cylinder diesel industrial unit.





Mobile School

AN Enfield Single Cylinder Diesel Engine was chosen as the Power Unit for the Battery charging set in their Mobile School by F. Perkins Ltd., of Peterborough. This is the first of five similar schools and has been sent to Canada, where it will be used to educate Canadian mechanics in the essentials of diesel engine running, maintenance, and service.

Others are to be sent to Australia, India and South America. The fifth will be kept and used in the British Isles and on the Continent.

The near side of the body opens to form a platform and canopy. Two sectionalised Perkins engines, a P.6 (T.A.) (Tractor) and a P.6v. (Vehicle) are pivotally mounted on the main floor and can be swung outwards to convenient and accessible positions on the extended leaf. At each end of the platform are steps so that it is possible to enter the vehicle without using either front or rear doors of the School. Chief interest, however, lies in the comprehensive and unique equipment of the vehicle.

Probably the outstanding item is a combined radio, recording and autochange gramophone set, situated on the rear near side. At each end of the vehicle are loudspeakers, which have a range of 200 yards.

The recording apparatus utilises a narrow paper strip long enough to give a 35 minute recording. One of its purposes is to broadcast messages sent from the directors of F. Perkins Ltd., in Peterborough.

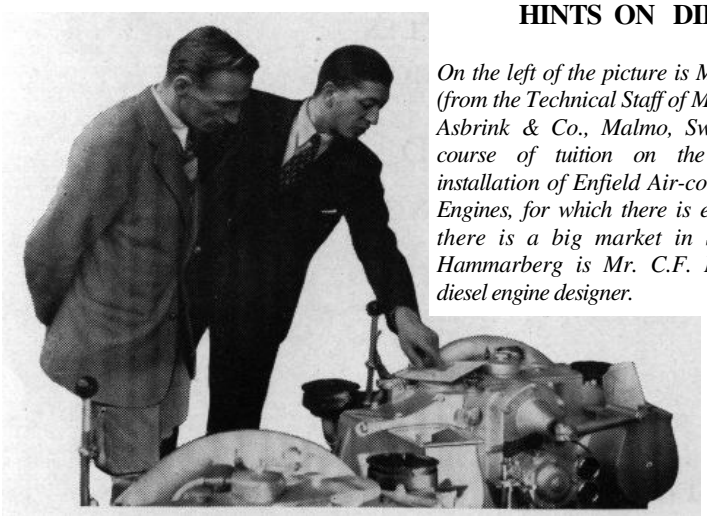
Mounted in glass cases at the front of the Workshop are the essential tools for dismantling a Perkins' Engine and a set of Perkins' genuine spare parts. Atomiser testing equipment and sectionalised injection equipment are included in the exhibits. At the bench at the rear end of the body is a single cylinder Enfield Diesel engine driving a 3 kW. generator. This provides current for a set of 110-volt storage batteries capable of supplying all lighting and electrical needs for 11 hours without recharging.

The lighting equipment is in duplicate. The main set utilizes fluorescent tubes taking current from the mains. The mains can be switched off at night and a supplementary set of lights is available from the 12-volt vehicle battery. 'The front of the vehicle is of striking design, and the seats are upholstered in moquette. Behind the cab are the living quarters containing sleeping bunks for two. In the day-time the bunks can be folded to form a settee. In the cabin are a built-in wash basin, wardrobe, literature cupboard, linen cupboard, and sundry other cupboards as well as a folding writing table. A pump type tap supplies water to the wash basin. Inside the workshop is a refrigerator, Calor gas stove and toilet.

The vehicle is heated throughout by Calor gas, and the bodywork is completely insulated against heat or cold.

The Mobile Diesel Instruction School, on its first tour, will cover the following Canadian cities: Toronto, Winnipeg, Regina, Calgary, Edmonton, Lloydminster and Saskatoon. It is the intention of F. Perkins Ltd., that this Mobile School shall stay in Canada permanently for instruction purposes.

HINTS ON DIESELS



On the left of the picture is Mr. G. Hammarberg (from the Technical Staff of Messrs. A. B. Asbrink & Co., Malmo, Sweden) who took a course of tuition on the construction and installation of Enfield Air-cooled Marine Diesel Engines, for which there is every indication that there is a big market in Sweden. With Mr. Hammarberg is Mr. C.F. Nossiter, our chief diesel engine designer.

ROYAL ENFIELD

BICYCLES
MOTOR CYCLES
MOTOR LAWN MOWERS

ENFIELD

INDUSTRIAL ENGINES

THE ENFIELD CYCLE CO. LTD., REDDITCH