

REVS

THE ROYAL ENFIELD MAGAZINE

Number 15

SPRING EDITION

1953



REOC - Not For Sale

FRONT COVER

*Our illustration shows Major F.W. Smith, C.B.E.,
presenting a ROYAL ENFIELD Bicycle to H.R.H.
The Duke of Edinburgh, as a gift to his son, H.R.H.
Prince Charles, from the British Cycle Industry.*

*The presentation was made on the occasion of the
opening of the International Cycle and Motor
Cycle Show at Earls Court, London.*

REVS

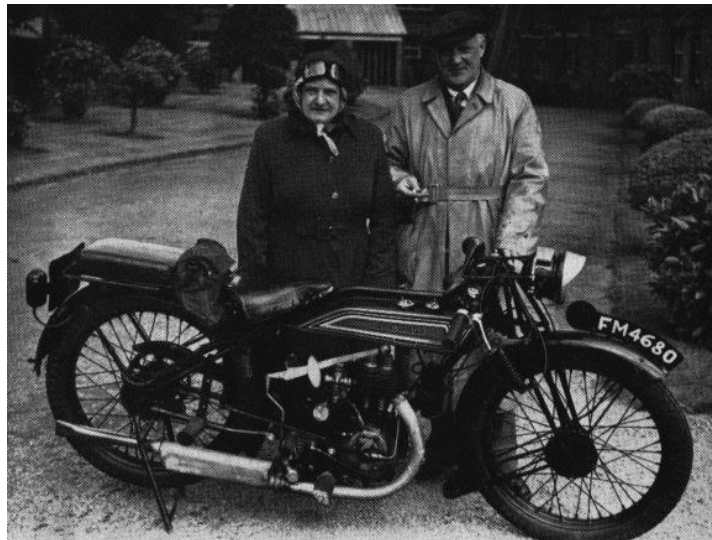
THE ROYAL ENFIELD MAGAZINE

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

Number 15

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Mr. and Mrs. Billy Brown on arrival at the Enfield Works.

Mr. Billy Brown, North of England pianist and entertainer, and his wife visited the Enfield Works at Redditch recently on their 1927 350 c.c. side-valve Royal Enfield. Mr. Brown bought his motor cycle new from Mr. Joe Davies, the Royal Enfield dealer at Chester, and has used it constantly ever since. Both Mr. And Mrs. Brown are over 60 years of age and are just as enthusiastic about motor cycling as many younger riders. They have spent

many enjoyable holidays touring Scotland, Wales, Devon and Cornwall.

Mrs. Brown herself keeps the machine scrupulously clean, and much care is evidently given to its maintenance. We were informed that the model has had no major replacements and still runs on the original cylinder, piston, big end and valves.

GUERNSEY



This picture, received from Mr. Bill Green, our dealer in Guernsey, Channel Islands, shows five Royal Enfield models which are used by the local branch of the St. John's Ambulance Brigade in their work of mercy.

SCOTLAND

Mr. "Jimmy" Alexander (right), head of J.R. Alexander & Co. Ltd., Royal Enfield dealers at Edinburgh and Glasgow, hands over the Model R.E. two-stroke which his firm has presented to the Edinburgh and St. George Motor Club for their R.A.C./A.C.U. training scheme.

Receiving the machine on behalf of the Club is their president, Mr. W. D. Fisher.



Photo: "Evening Despatch," Edinburgh

READING



Patrolmen of the Berkshire County Constabulary and Mr. Jack Stocker, International Six Days' Trial Star rider, with the Royal Enfield 350 c.c. Model G motorcycles, supplied by Messrs. Stocker and Shepherd Ltd., Reading.

VISITOR FROM "DOWN UNDER"



Mr. Max Muller, principal of Messrs. Mayfairs, Royal Enfield dealers at Brisbane, Australia, has been visiting Europe. He rode a "500 Twin" throughout his 5,500 miles business trip, which covered Belgium, Holland, Germany, and Czecho-Slovakia. He is pictured here astride the "500 Twin" he used for the trip, with our Technical Manager, Mr. R.A. Wilson-Jones.

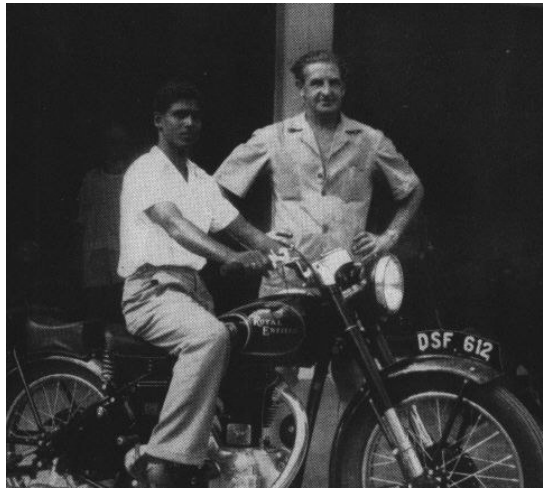


SCANDINAVIA

Mr. J.J. Booker, recently made a business trip by air to Royal Enfield dealers in Sweden and Finland. He is seen here at Helsinki with Mr. Otto Brandt, our chief distributor for motorcycles in Finland.

Mr. Brandt's yachting cap is evidence of his interest in nautical matters. He holds a number of records for racing and is still a most enthusiastic and successful competitor in speedboat events held in Northern waters.

TANGANYIKA



The picture shows Mr. J.M.S. Fernandes collecting his Royal Enfield Model G and receiving maintenance advice from Mr. A.E. Curtis, Service Manager to M.K. Mithani Ltd., our dealers at Dar-es-Salaam. Since the photograph was taken, Mr. Fernandes has reported that the machine behaves excellently on roads which include many pot-holes. He motorcycles 40 miles per day to work.

CONTINENTAL HOLIDAY



At Fongers, Groningen. (Left to Right): Messrs. A. Westerhoek, P.G. Toplis, D.C. Gardner, and Mr. Westerhoek's small son.

Last summer Mr. P.G. Toplis, Sales Manager for Sturmey-Archer Gears Ltd., spent a holiday motorcycling on the Continent with a friend, Mr. D.C. Gardner. Both were mounted on Royal Enfields, Mr. Toplis on a "350 Bullet" and Mr. Gardner on a Model G.

The total mileage from Nottingham and back was 1,358—not unduly high, perhaps, but on some of the poorer roads in France and Belgium, the machines were well tested for performance and reliability. Mr. Toplis was well pleased to have a Royal Enfield spring frame beneath him and reports that his friend on the Model G fared well with the telescopic front fork. Incidentally, on returning to Nottingham Mr. Toplis checked all the nuts on his "Bullet" and did not find one that required tightening.

The motor cyclists flew over with their machines from Lympne to Le Touquet by Silver City Airways and then motorcycled on to Calais, crossing the French border into Belgium via Dunkirk and spending the first night at Ostend. Striking inland to Ghent and Antwerp, they next made for Holland with

Amsterdam as their stopping place on the second day. Then on to Leeuwarden and Groningen by way of the 30 Km. Road separating the North Sea from Zuider Zee. They stayed three nights in Groningen, from there travelling south to Zwolle and on to Arnhem, scene of the immortal battle in the last war. From Arnhem they passed through Nijmegen (near the German border), Eindhoven, Diest and Louvain to Brussels, spending two nights back on Belgian soil. Their next destination was Tournai, then into France again, motoring via Armentieres and St. Omer back to the coast at Boulogne and on to Le Touquet, from where they emplaned to England.

Altogether they had a most interesting and enjoyable holiday, the weather being especially good. The one thing that stands out in the mind of Mr. Toplis was the beautiful note of his engine as they sped along in the sunshine over some of the better roads in Belgium and Holland, particularly the road from Bruges to Ghent. The Model G also ran beautifully, staying on his tail all the way.

Royal Enfield Service Course



*Mr. R.A. Wilson-Jones explains the technicalities of our
"500 Twin" engine*

Parties of Dealers' mechanics have recently attended Courses of Instruction at the Works on Maintenance and Servicing the latest models in our range of motorcycles.

The lectures and demonstrations were conducted by Mr. R.A. Wilson-Jones and Mr. J.J. Booker, assisted by Messrs. C.N. Rogers and G. Hay.

The programme embraced theory and practice, a special workshop having been built for the latter. A tour of the Works was included, in order that our Dealers' representatives might study the latest methods applied in our workshops and on the assembly lines.

Certificates of competence were presented to all on successful completion of the Course.



Jim Bradbury (Automatic Machine Dept.) demonstrates the care taken in inspecting flywheels.



Mr. V.T. Mountford, General Sales Manager, presents a certificate to Mr. W.V. Weeks, of Barton Motors, Bristol, who attended the first course of the series.

10,000 Miles Epic Journey



Miss Winifred Wells and her father, Mr. Geo. F. Wells, set off on the last stage, 1,700 miles, from Adelaide, South Australia, to Perth, Western Australia. Chatting to Miss Wells is our distributor, Mr. Geo. Bolton, of Adelaide.

This is the story of what possibly is the most meritorious ride on a motorcycle ever accomplished by a young woman anywhere in the world, and is an epic in motorcycling unexcelled since motorcycles were first used as a means of transportation.

On 23rd September, 1952, Miss Winifred Wells, accompanied by her 59-year-old father, set out on her Royal Enfield "350 Bullet" motorcycle to accomplish a complete circuit of Australia. Miss Wells rode a New Royal Enfield "Bullet"; her father was mounted on the machine on which she rode 5,500 miles from Perth to Sydney and back in early 1951. The older machine, therefore, had already covered many thousands of miles over some of the worst roads in Australia.

On setting out from Perth, they rode northwards in Western Australia, and their times of reaching the various towns en route were as follows:-

Left Perth	23rd Sept.
Arrived La Grange	6th Oct.
Arrived Fitzroy Crossing	7th Oct.
Arrived Darwin	14th Oct.
Arrived Mt. Isa	20th Oct.
Arrived Cairns	24th Oct.
Arrived Brisbane	3rd Nov.
Arrived Newcastle	6th Nov.
Arrived Sydney	7th Nov.
Arrived Melbourne	12th Nov.
Arrived Adelaide	17th Nov.
Arrived Ceduna	21st Nov.
Arrived Norseman	23rd Nov.
Arrived Kalgoorlie	24th Nov.
Arrived Perth	26th Nov.

As they approached the north-west part of Western Australia, which is very sparsely populated, conditions gradually became worse, until they reached the Pardoo Sands, East of Port Hedland

There is no road through these treacherous sands, which stretch for over 100 miles. The only place to ride is in one of the tracks

made by cart wheels.

At times, it was almost impossible to steer the machines owing to the depth of the sands and the heavy loads carried. The temperature was so high (in places 112 degrees in the shade) that in the middle of the day it was quite impossible to make any progress at all. The machines were continually slipping in the moving sand tracks, and lifting them back into an upright position presented a colossal task for the riders. These Pardoo Sands were the worst part of the whole journey.

Continuing onwards for hundreds of miles through virtually uninhabited country, the intrepid motorcyclists pushed on, as the schedule indicates.

The riders finally arrived back in Perth on the 26th November, 1952. They were met on arrival by the Right Hon. The Lord Mayor, Mr. J. Trotterdell, M.L.A., who

commended them on their meritorious performance. The total distance covered was almost 10,000 miles.

So much for the riders, particularly the 23-year-old girl, who, before departing on the trip, weighed 7st. 13lbs. and on completion considerably less. Now for a word on the machines. As previously indicated, the one ridden by Mr. Wells was already about two years old, and in addition to covering the journey from Perth to Sydney and back previously, when ridden by Miss Wells, it had been used continuously in Western Australia for the intervening two years.

In spite of all this, when the machines reached Perth on the completion of the journey, they were both running beautifully. Both engines were purring as if they had just returned from a run of a few miles.

PERTH TO SYDNEY AND BACK- 6,133 MILES

Another extremely meritorious ride has been that of Mr. L.J. Wilding, who recently completed a trans-Australian route on a "350 Bullet," newly purchased for the purpose. As the model was not "run in" he did not exceed 30 m.p.h. in the early stages of his journey which commenced on roads with a good bitumen surface but gradually deteriorated to gravel, badly pot-holed. Over one stretch he was unable to move out of first or second gear as the machine was constantly submerged in layers of loose dust which reached over his foot rests.

On the return journey across the Nullarbar Plain he unfortunately hit a deep pot-hole and was thrown off, fracturing his collar bone. However, he carried on to Perth without medical attention and believes that but for this accident he would have broken the record for the round trip.



Miss Winifred Wells congratulates Mr. L. J. Wilding on the successful completion of his trip.

ROYAL ENFIELD COMPETITION SUCCESSES



BRITISH EXPERTS TRIAL,
1952

*Johnny Brittain, the winner,
keeps moving on a sticky part
of the Course.*

The second half of the 1952 season brought further laurels to Royal Enfield competitors at home and overseas. Outstanding was young Johnny Brittain. Earlier in the year he had won the Scottish Six Days' and Welsh Two Days' Trials on his "350 Bullet".

He followed this up with Best Performance in a tough British Experts' Trial, as well as numerous other successes.

The British Experts' Trial is run at the end of the season. No one qualifies as a competitor unless he has achieved Best Performance in a British Open Trial during the year, has won more than one Class Cup or represented his country in the International Six Days' Trial.

Thus it is the one event in which *only* the experts compete.

THE FOLLOWING ARE THE
CHIEF HONOURS GAINED:

**Morecambe and Heysham Motor
Cycle Rally:**

H.W. Favell (W. Wilkie Challenge
Cup).

Collechio Scramble, Italy:

R. Di Sambuy (fastest "350").

Allan Jefferies Trial:

N.S. Holmes (Allan Jefferies Trophy);
Royal Enfield Team-N.S. Holmes, G.
E. Broadbent, J.V. Brittain- (one make
Team award); M.C. Keith (Joan Ellum
Cup).

Cotswold Rally; Miss D. Wainwright
(200cc Award).

Rhydymwyn Road Races; W.M.
Webster (Winner, 150cc Event): R.H.
Bottomley (Runner-up, 150cc event).

Arcore Scramble, Italy:

R. Di Sambuy (fastest "350").

**Pontypool and D.M.C.C. Speed
Trials:** H.German (Winner, Standing
Start 250cc Event).

Porlezza Scramble Italy:

R. Di Sambuy (fastest "350");

R. Di Sambuy (Winner, Event No.1).

**Jutland Speedway Championship
("350" Class):**

Soren Juul (Viborg) (Winner).

West Yorks Scramble:

G. Broadbent (Winner, Five Fastest
Riders Event).

**South Midland A.C.U. Grass Track
Championships:**

E. Burridge (Winner, "350" Class).

Shelsley Walsh Hill Climb:

R. Tolley (Winner, "350" Class).

Sunbeam Rally:

J.E. Oddy (Best Sidecar).

AUSTRIA

*Jack Stocker starts off from Bad
Aussee on the "Meteor 700", on
the morning of the fourth day of
the 1952 International Six
Days' Trial in which he won a
Gold Medal, with not a single
mark lost.*



Shropshire Cups Trial:

J.V. Brittain (Jordan Bowl- Best Performance).

Cote de Blida Chrea Hill Climb, Algiers:

O.Petrus (Winner, "350" Category); S. Vetillart (Runner-up, "350" Category). Both record times.

Southern Trial:

D.S. Evans (Norbury Cup).

Greensmith Memorial Trial:

J.V. Brittain (Wharton Cup and Greensmith Memorial Medal).

Gota Trophy Trial, Sweden:

B. Nystrom (Best Performance).

Perce Simon Trial:

J.V. Brittain ("350" Award).

Scott Trial:

G.E. Broadbent (Billy Moore Cup).

Novemberkasan, Sweden:

Royal Enfield Team-(W.J. Stocker, B. Nystrom, R. Nystrom) - (Manufacturer's Team Award).

British Experts Trial:

J.V. Brittain (Skefko Gold Cup)

Manville Cup Trial:

D.S. Evans (Manville Cup).

Hoad Trophies Trial:

F.H. Carey (Hoad Sidecar Trophy).

Horseforth Basic memorial Trial:

G.E. Broadbent (Best "350").

Vic Brittain Trophy Trial:

J.V. Brittain (Vic Brittain Trophy);

D.S. Evans (Best "350").

**ALGERIA**

O. Petrus ("350 Bullet") winner of the Cote de Blida Chrea Hill Climb, 350 Class, in record time.

JUTLAND

Soren Juul ("350 Bullet"), winner of the Jutland Speedway Championship, 1952, 350 class.

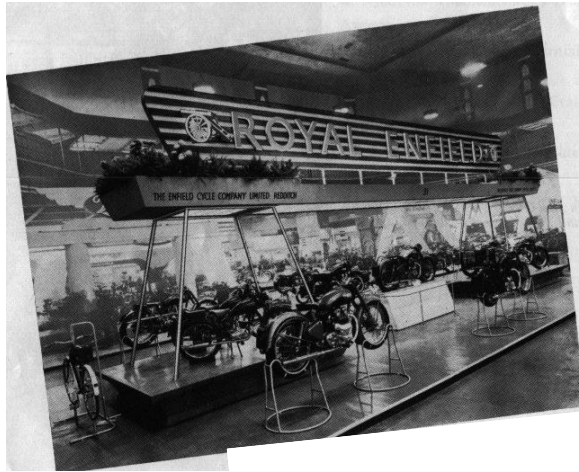


ITALY

A typical action shot of Raimondo Di Sambuy on his "350 Bullet" with which he has won many Scrambles in Italy



EARLS COURT SHOW 1952



A close-up of the centre of our 100 ft. long Stand at the last Earls Court Show. Special features were the Lightweight Tourer bicycle on scales (left) and the "500 Twin" working model in section form (middle).

When the Duke of Edinburgh opened the International Cycle and Motor Cycle Show in London, he was presented a 16inch "Royal Enfield" bicycle for four-year-old Prince Charles, heir to the throne.

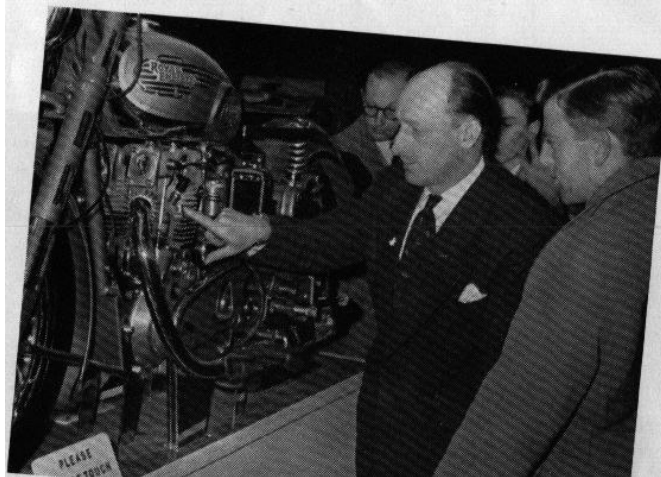
The machine was chosen by ballot, being a gift from the British Cycle industry, and the presentation was made by our Managing Director, Major F.W. Smith C.B.E. at the request of Her Majesty, The Queen, the bicycle was a standard model such as any other boy of the Prince's age would ride.

The saddle and frame were finished in royal blue, with highly polished chromium surfaces. The Royal bicycle

subsequently had a place of honour on the Royal Enfield Stand throughout the period of the Exhibition.

The 1952 Earls Court Show attracted greater interest than ever before. Large orders were received for Royal Enfield machines. In particular the new "150 Ensign" and "Meteor 700" captured the imagination of prospective owners, as an economical lightweight and a powerful vertical Twin which is suitable for fast solo or side-car work.

Our new "500 Bullet" was received with acclaim by the many Clubmen who have already sampled the joys of riding its predecessor the "350 Bullet".



Mr. Jack Booker discusses feature of the "500 Twin" with Royal Enfield enthusiasts, with the aid of the Sectioned working model.



John Mountford, 5 year-old son of Mr. V.T. Mountford, General Sales Manager, tries out Prince Charles' bicycle with the help of Miss Pat Mason, Export Department.

ENFIELD LONG SERVICE AWARDS, 1952



*Management and employees with their wives
at the special tea in the Works Canteen.*

The Seventh Annual Presentation of Long service Awards was made on 8th. Of December last by Major F.W. Smith C.B.E. (Chairman and Managing Director).

In presenting the awards Major F.W. Smith spoke of his pleasure in meeting the recipients and their wives, whom the Directors entertained to high tea in the Works Canteen. He remarked that the Company has now given a total of 46 gold watches since the first presentation were made in 1946. Mr. A.E. Goodall received a gold watch for 50 years' service. He joined the Company on leaving school, and evidently finds his work to be congenial as he has been

ENFIELD LONG SERVICE AWARDS, 1952

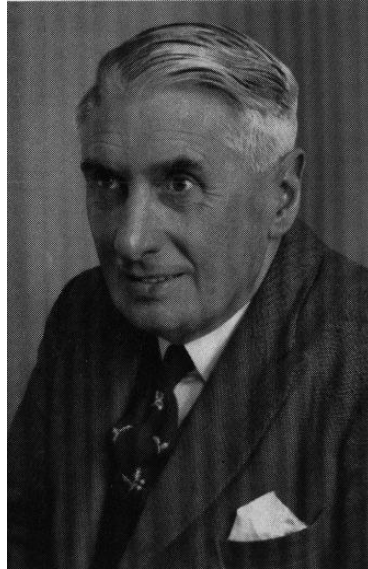


*The recipients of Long Service Awards:-
Back row (left to right): Messrs. W.F. Moore, J.J. Booker, F.J. Harris,
S.H. Smith
Front: H.C. Bott, A.E. Goodall, S.W. Benton*

employed by the firm ever since. Framed illuminated addresses and National Savings Certificates were presented to the following for 25 years' service: Messrs. S.H. Smith (brother of the Managing Director), S.W. Benton, J.J. Booker, H.C. Bott, F.J. Harris, and W.F. Moore.

Mr. J.J. Booker thanked the Directors on behalf of his colleagues, and remarked how much he had enjoyed his working years with the Enfield Company. He said that the very large number of Long Service Awards which had been made were a reflection of the friendly atmosphere which prevailed throughout the whole of the Works.

ENFIELD PERSONALITIES



Mr. T. A. Lacey, A.I.E.E., A.I.E.S.

The choice of an engineering career came naturally to Mr. T.A. Lacey, Enfield Works Engineer, who has been mechanically-minded ever since he had the privilege of using a lathe in the metal work class at school.

Mr. Lacey is a Birmingham man. He studied electrical and mechanical engineering at the Central Technical College and served his apprenticeship with Ellis and Ward Ltd., of Edmund Street. This entailed travelling the British Isles on the installation and maintenance of generating plants driven by gas and oil engines.

During the early part of the 1914-18 war he served for a short period as electrical specialist at the Belfast Naval Dockyard, working on the monitor class of warship, a vessel equipped with a single gun, which

was used for river patrols in Mesopotamia. For three years Mr. Lacey worked with the British Westinghouse Company on the installation of rolling mill equipment and then took up the post of Works Engineer responsible for the layout and erection of 2,000 KW. of electrical power plant at the Birmingham ball-bearing factory of the Rudge-Whitworth Company.

In 1930 he took over as Chief Works Engineer with that firm, in charge of all electrical, mechanical and building equipment. When Rudge-Whitworth closed down in 1935 Mr. Lacey joined the Enfield organisation. For nearly 20 years an enthusiastic motorcyclist (his first mount being an early model with automatic inlet valves) he has subsequently followed the quieter pursuits of cabinet making and gardening.

ENFIELD PERSONALITIES



Mr. S. G. W. Viles

A Redditch man, like so many more at our Westwood Works, Mr. Stanley Viles, Works Manager, There, joined the Enfield organisation in 1923. After several years' practical experience he became a draughtsman in our Jig and Tool Drawing Office.

Bicycle design became his responsibility in 1934, under the jurisdiction of our chief Draughtsman Mr. E.O. Pardoe. During the planning of the underground Works at Westwood, Mr. Viles prepared the layout of the factory.

He supervised the design of the jigs and tools required for the production of predictors and other fire control

instruments, which were manufactured in large quantities during the war years. In 1947 Mr. Viles was appointed Works Manager at Westwood.

Mr. Stanley Viles is a crack shot with a rifle and won a cup for the highest score in a Home Guard County Competition at Devizes. His other hobbies are gardening, photography and music. For some years he was a pianist with the Redditch Choral Society and the Redditch Orchestra.

He enjoys cycling, as the owner of a Royal Enfield "Unitized" Model-but also uses a motorcycle and a car for personal transport, as the occasion permits.

WORKS TOURS



The A.T.C. Squadrons photographed with their guides at the conclusion of the Works Tour.

Amongst the numerous visitors to our works in recent months have been A.T.C. Squadrons from Cardiff and members of the Brynmawr and Bristol Motorcycle Clubs.

In charge of the former was S/Ldr. W.T. Basset, who found the visit very instructive and stated that the majority of the 33 cadets in the party were particularly interested in engine assembly, gleaning useful hints and tips from our fitters, whose co-operation with visitors is always appreciated so much.

We were quite impressed with the military smartness of these young cadets who were assembled as a squad quickly and without fuss by P/O. D.A. Jeffery, the second-in-command.

Whilst in camp last summer, the squadron completed 200 hours' flying with the Royal Air Force over a period of two days and nights, some of the flights being of 6 hours' duration over Northern Europe.

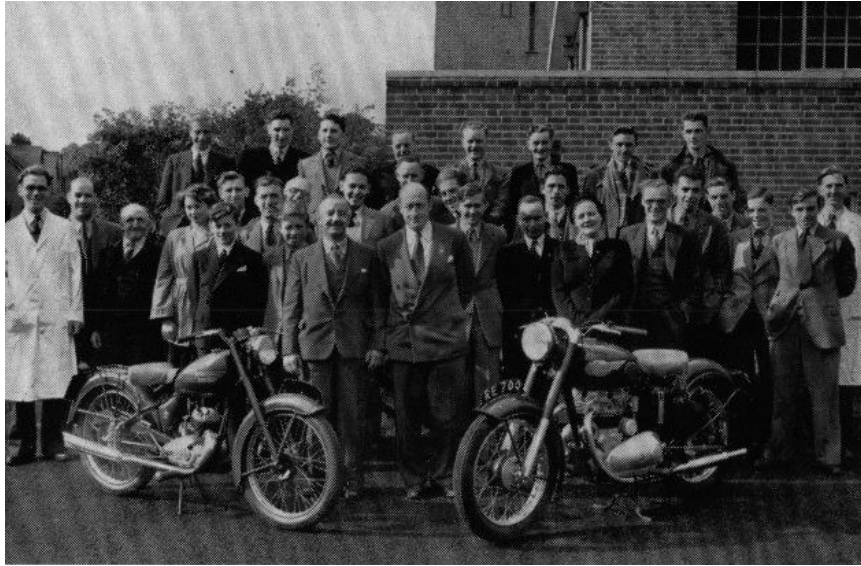
Mr. Basil Jayne, Royal Enfield dealer at Brynmawr, arranged the visit of his local

club, of which he is the president. The Brynmawr Motor Cycle Club was formed 17 years ago and now boasts a membership of 70, a very high number for a locality with a population of only 6,692. The club is an active one, holding popular Open-to-Centre Trials and Scrambles.

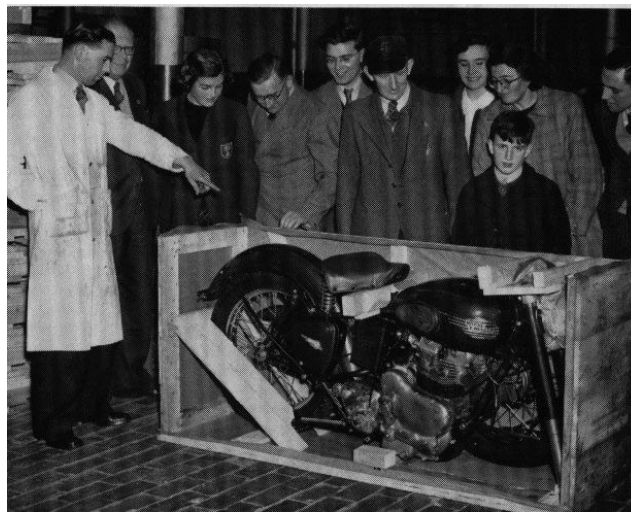
A party of 34 members of the Bristol Motor Cycle Club formed an impressive sight when they arrived at the Enfield Works in convoy on Good Friday. This is also an active club, organising Wessex Centre Trials, film shows, dances and talks in the winter months, and Scrambles in the Summer, with swimming and al fresco midnight suppers as lighter diversions.

The total membership of 168 includes 20 ladies. We are very pleased to record that our Mr. J.J. Booker had previously visited the Club in Bristol in order to give an informal talk.

He met with an enthusiastic reception which was reflected in the many appreciative remarks made by those who returned the visit by coming to Redditch.



The new "150 Ensign" and "Meteor 700" were eagerly inspected by the members of the Brynmawr Motorcycle Club, seen here with Mr. J.J. Booker and their guides, Messrs. Albert Heath and Ray Watton.



Members of the Bristol Motor Cycle Club expressed the greatest interest in the method of packing the "Meteor 700" for Export. Describing the assembly is Mr. Geoff Hay.

Enfield Blood Donors



Works' Nurse, Miss J. Lea, S.R.N., dispenses a refreshing cup of tea to Mr. C. Wright, Machine Shop, after his blood donation.

The Midland Region Blood Transfusion Service has visited the Enfield Works on two occasions recently, resulting in a total of 171 donations from volunteers amongst our employees.

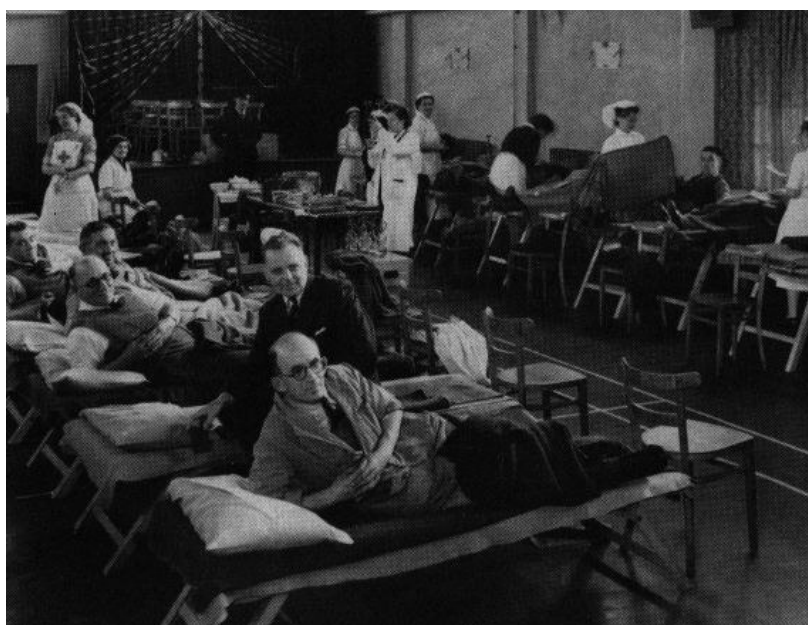
Mr. R. F. Standish, Motorcycle Assembly Department, was making his twelfth contribution. He stated that he always feels more active after the donation and it is a fact that the brain is less sluggish for a period. Mr. Standish feels well rewarded, as his wife recently had to undergo a major operation, which required a blood transfusion. Mrs. Standish was consequently up and about within six weeks, able to undertake the heavier

household tasks with ease.

Mrs. W. J. Roach, Canteen Assistant, declared that she found donating blood a much pleasanter experience than receiving it. She had two blood transfusions two years ago, and emphasised how quickly she returned to normal on each occasion.

No one gives more than two-thirds of a pint of blood at one session. This takes only about 8 minutes to flow and a 20 minutes' rest period follows. A simple preliminary test is made and if the volunteer does not pass, he or she is not accepted.

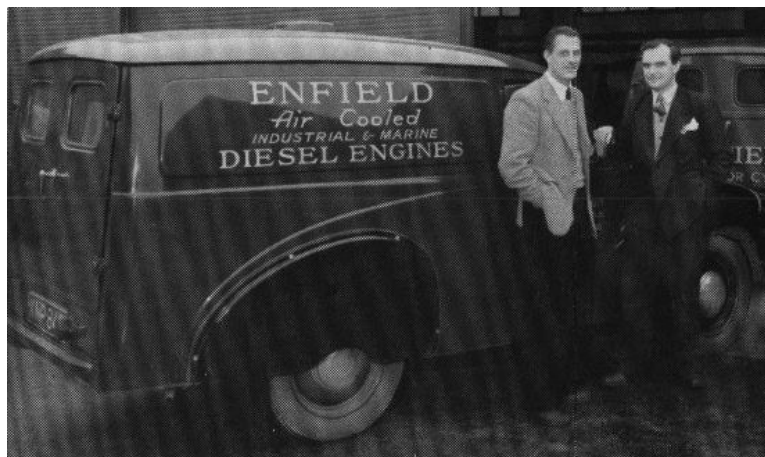
In the foreground Mrs. Thelma Griffin, Drawing Office, and Mrs. Barbara Watton, Enamelling Shop, eventually found their experience no great inconvenience.



In background the donors pass blood into the bottles; in foreground, Mr. C.A. Mills (Deputy Organiser) chats with Messrs. R.F. Standish (front), A. Hill, C. Wright and A.H. Stockley.

Royal Enfield

Newsreel



Mr. Frank Edwards, A.M.I. Mech. E., Industrial Engines design and Development Engineer, and Mr. David Birch, service Engineer, with the service Van used by the Industrial Engines Department for routine maintenance work and servicing.



The 11h.p. Austin A40 van recently acquired for postal and other light duties, with Mr. Bill Williams at the wheel.

Children's Christmas Party



(Front) Ow! My bad tooth.



The party draws to a close.

More than 250 children of employees were entertained to the Annual Party at the Enfield Canteen. The programme consisted of a Punch and Judy Show, with carol singing led by Mr. Bert Bate, and a film show, the latter being put on after an excellent tea.

Father Christmas arrived on an electric sleigh, and distributed his presents to the

children who each received a toy, an apple and orange, a balloon and a paper hat.

As the hour approached for the arrival of Father Christmas it was announced from time to time that he was getting nearer, and this novelty seemed to sustain the children's interest, especially the younger ones.

NEW YEAR PARTY



Solemn or merry, the dancers enjoy themselves.

The New Year Party arranged by our Dance Committee at the Foxlydiat Hotel for all employees, both Works and Staff, was an unqualified success. From start to finish the programme went with a swing and 1 a.m. came with requests for an extension! However, previous transport arrangements made this impossible and

we all returned home a little tired but happy after a light-hearted and enjoyable evening of dancing, games and cabaret. It gave us a grand opportunity for an informal gathering away from normal working day responsibilities. It was particularly gladdening to see our Managing Director and his son, Mr. Barry Smith, amongst the revellers.



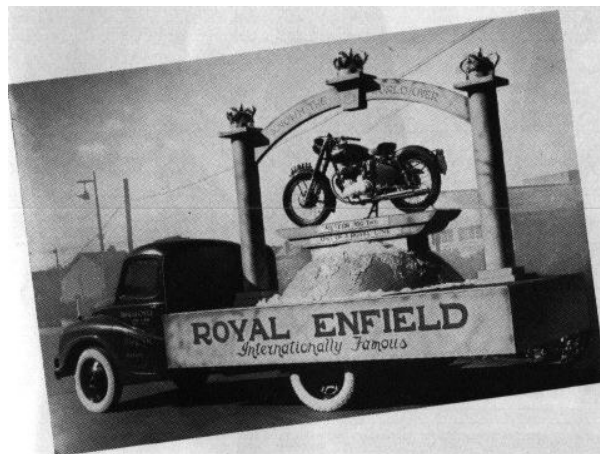
Sgt. Major N. T. Ridings, M.S.M.

Sergeant-Major N.T. Ridings, Chief Commissionaire, has been awarded the Meritorious Service Medal for outstanding devotion to duty whilst serving the Armed Forces. He enlisted with the Royal Welch Fusiliers as a boy. In 1931 he was promoted to Regt. Sgt. Major and on the outbreak of war was posted to the newly formed 10th Battalion Royal Welch Fusiliers. In 1941 his unit became the 6th Battalion (R.W.) of the Parachute Regiment.

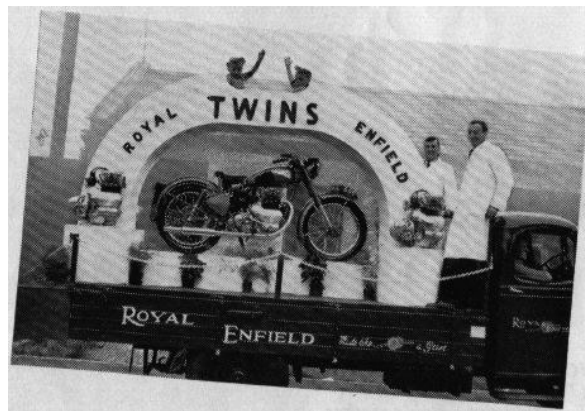
Sgt. Major Ridings went ashore with his unit during the Normandy invasion but was wounded at Caen, in France. In action again, he reached Hamburg on V.E. Day, via Dieppe, Rouen, Ostend, Holland, the Ardennes and the Rhine.

Sgt. Major Ridings has a son serving in the 2nd Battalion Royal Welch Fusiliers as Sergeant Instructor of Musketry. Two of his daughters, Angela and Marjorie are employed in our G.P. Department.

CARNIVAL HONOURS, 1952



Our winning entry at the 1952 Redditch Carnival.



The highly successful Westwood Works display.

For the fourth year in succession, the Royal Enfield exhibit has gained first place in the Trade Vehicle Class at the Redditch Carnival. Our display was designed and built at the Enfield Works, as usual, and featured the new "Meteor 700" vertical twin. It is worthy of note, also, that Miss Tessa Knight, Progress Department, was selected as an attendant to the Carnival Queen.

Our Westwood Works were very much to the forefront in local carnivals. First prize was awarded them in the Trade Vehicle Class at four successive carnivals, viz.: Trowbridge, Melksham, Pewsey and Frome, the last two entries being floodlit. The Westwood exhibit was also designed and constructed by Enfield enthusiasts.

Weddings



(Top, left) Mr. Reginald Webber to Miss Audrey Boxell (Accounts Dept.) at St. Stephen's Parish Church, Redditch.



(Top, right) Mr. Dennis Court to Miss Betty Sivell (Cycle Stores Office), at Catshill Church.



(Centre) Mr. Robert Tonkiss (Tool Room, Westwood), to Miss S. Holdway. Bob's father, Mr. J. Tonkiss is Works Cost Accountant at Westwood.



(Bottom) A/C. Terence Treadwell to Miss June Ainge (Motor Cycle Despatch Dept.), at St. Peter's Church, Rous Lench.



(Top left) Mr. Barry Craddock to Miss Gulliver (Motor Stores), at St. Mary's Church, Studley.



(Top right) Mr. Leslie Dale to Miss Robins (Buying Dept.), at St. Stephen's Parish Church, Redditch.



(Centre) Mr. David Williams (Buying Dept.) to Miss Ann George (Service Dept.), at Mount Carmel Church, Redditch.



(Bottom) Mr. Rivers Freeling (Service Dept.) to Miss Diana Rimmer, daughter of Mr. Gerald Rimmer, Service Dept. (on right), at St. Mary's Church, Studley

HOBBIES



Geoff displays his rubber-powered Frog "Venus", 38-inch wing span.

Mr. Geoff Pretty, Buying Department, was a member of the Enfield Spotters' Club during the last war. Building solid model aircraft followed as a natural consequence of his interest in mechanical things and the desire to put this interest to practical use. Amongst his collection of fighter planes are the famous British Spitfire, the American Mustang and Thunderbolt, and the German Focke-Wulf 190, all single-engined; bombers include the R.A.F. four-engined Stirling and Lancaster. Geoff next turned his attention to flying models. He prefers rubber-powered machines. Petrol or diesel engines are inclined to be noisy and local residents must be given due consideration, even by the

most ardent enthusiast.

In the picture is the plane Geoff likes best. It is a Frog "Venus", 38-inch wing span, weighs 5ozs., and is rubber-powered. Flights of two to three minutes are attainable. The method of launching these ultra light aircraft is by hand from a smooth, solid runway. Duration of flight is the objective. With diesel engines, on the other hand, high speeds are often attained, 100 m.p.h. being not uncommon. These craft are sometimes flown on a control line operated by the owner. Some enthusiasts stage aerobatics and mock "dog fights" at the large displays held by model engineering clubs. As tools for his hobby, Geoff uses merely a pen knife, a razor blade and glass paper.

TECHNICAL SCHOOL SUCCESSES

It was gratifying to notice the names of two Enfield employees in the recently published results of external examinations. They were Messrs. R.H. Watton and F.P. Parley, both of the Industrial Engines Dept.

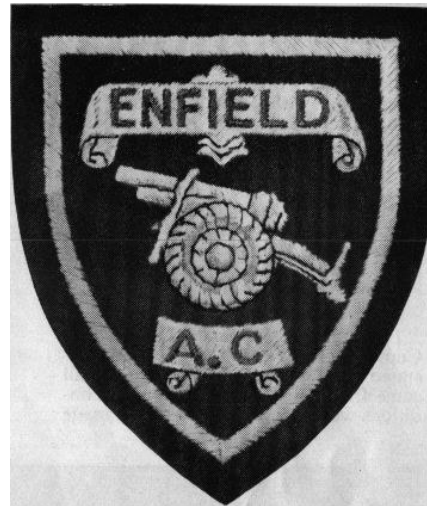
Upon successfully passing their final examinations in Workshop Supervision, they have each been awarded the certificate issued jointly by the Redditch Technical School and the Birmingham College of Technology.

SPORT

This badge has been designed specially for the Enfield Athletic Club. The Bowls Team have all adopted it and present a very smart appearance in their navy blue blazers. All Club members may wear the badge, of course. The colours are; lettering and background, blue; scrolls at top and bottom, yellow; field gun, silver.

Football

During the 1952-3 season several Juniors have been included in the 1st XI from time to time in order to test them against strong opposition. The experiments have proved most successful. Prominent veterans of our senior team are the evergreen Jack Andrews on the right wing and George Williams at inside right.



Enfield Junior XI 1952-53 League Champions

The Junior XI Captain, Basil Dewick, and his team mates are presented with the Redditch Junior League Shield as Champions of the 1952-53 Season by Mr. W. Brown (Vice-Chairman of the Redditch Junior League).

The Enfield Junior XI has had a particularly successful season. They have won the Redditch Junior League Championship and the Redditch Police Cup Competition. In addition, several members of the side have gained representative honours.

The Juniors completed their League programme with 14 games played, 11 won, 2 drawn, and only 1 lost.

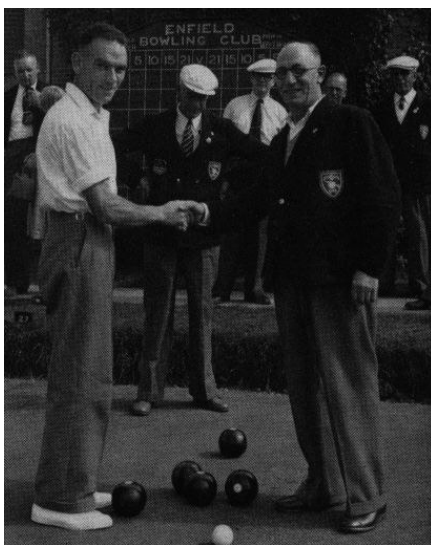
Their goal average is very high, being 98 scored and only 26 against. In the Police Cup Contest they beat Headless Cross in the first round by 5 goals to 3, Crabbs Cross in the semi-final 8 to 4, and Amateur Ace (last year's winners) in the final 3 to 0. The latter have only lost two League matches this season, on each occasion to our Juniors.

In reporting the final of the Police Cup Contest "The Redditch Indicator" stated that most of the good football came from the winners. Ground conditions were dry,

but a cross wind made ball control and accurate passing difficult. Kicking with the wind in the first half, Amateur Ace made several good openings for their forwards but the interval came with a blank score sheet.

After the interval Enfield soon took the lead through O'Dell and then attacked persistently. They increased their lead when Basil Dewick netted and late in the game Gordon Batchelor, who had been strangely quiet throughout the match, scored a third goal. The duels between our Ray Jarrett and Fowler, who both played well, proved interesting.

Junior League representative honours have fallen to Bobby Wilkes, Barry Wiggett and Ray Jarrett; to the latter for the second year in succession. Wilkes has played in two matches; Wiggett and Jarrett one each, both missing a game owing to injury. In addition, Basil Dewick was chosen as reserve.



The two captains open play in the Inter-Works friendly match at Redditch. Left is Mr. Joe Warner (Westwood Works) and right, Mr. Alfred Hill (Redditch).

Bowling

At the recent Annual General Meeting of this section the following officers and committee were elected for the ensuing twelve months: Messrs. S. Parsons (Chairman), H. Poole (Hon. Sec.), A. Hill (Capt.), W.H. Croke, E. Vale, W. Davis and E. Badger.

A popular event last season was the friendly match with a team from our Works at Westwood, where a Sports Club had only then been formed. We look forward to a return match in Wiltshire this year.

Angling

In September a friendly contest was arranged against the Westwood Works at Hillborough, our own water. This was held in pleasant weather conditions, early morning clouds giving way in the afternoon to brighter periods. The Redditch Team justified expectations in winning by a comfortable margin and looks forward to the return match.

In November, the Enfield Team recorded their usual success against the competent Morris Motors Angling Club, in their own waters. Held in wintry conditions, with drenching rain, this match proved the spartan character of the men of both sides.

In the 1952 Midland Business Houses Contest, held on the River Avon at

Tewkesbury, the individual championship was gained by an Enfield competitor.

Mr. Tom Price (Diesel Dept.) was declared the winner with a total weight of 12 lbs. 12 ozs. Mr. Albert Brookes (Accounts Dept.), retains the Enfield Cup for a further twelve months. He became club champion for the second year in succession when he won the series of three contests held during the 1952 season with an aggregate weight of 11 lbs. 1 oz. 9 drms. Albert also won the W. James Tankard awarded for a club match last autumn. His catch of two gudgeon weighing only 3 ozs. was evidence of extremely difficult angling conditions that day on a badly flooded river.



REDDITCH V WESTWOOD WORKS ANGLING CLUB, 1952

(Back) G. Coombes, E. Archard, A. Harman, J. Myatt, (Westwood Capt.), C. Wright (Redditch Capt.), H. Boulton, S. Laight, W.F.L. Hughes, E. Baker, M. Baker, W. Powell, J. Powell, S. Benton, T. Price, Geo. Read.
(Front) F. Allen, E. Pullen, R. Watts, T. Normandale, Geo. Duggins, T. Rudge, Geo. Fairgrieve, A. Heath.

Distinctions at Golf

The Enfield Company has some keen golfers, as was evinced at the Annual 1952 season. In addition, Mr. H.J. Anderson Presentations of prizes to members of The Foreman of the Plating Department, won the Redditch Golf Club when our Managing Final Medal, and Mr. H. Webb, of the Director, Major F.W. Smith C.B.E. received the Club Trophy and was announced as the Prize.



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MOTOR CYCLES
MOTOR LAWN MOWERS

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