

# REVS

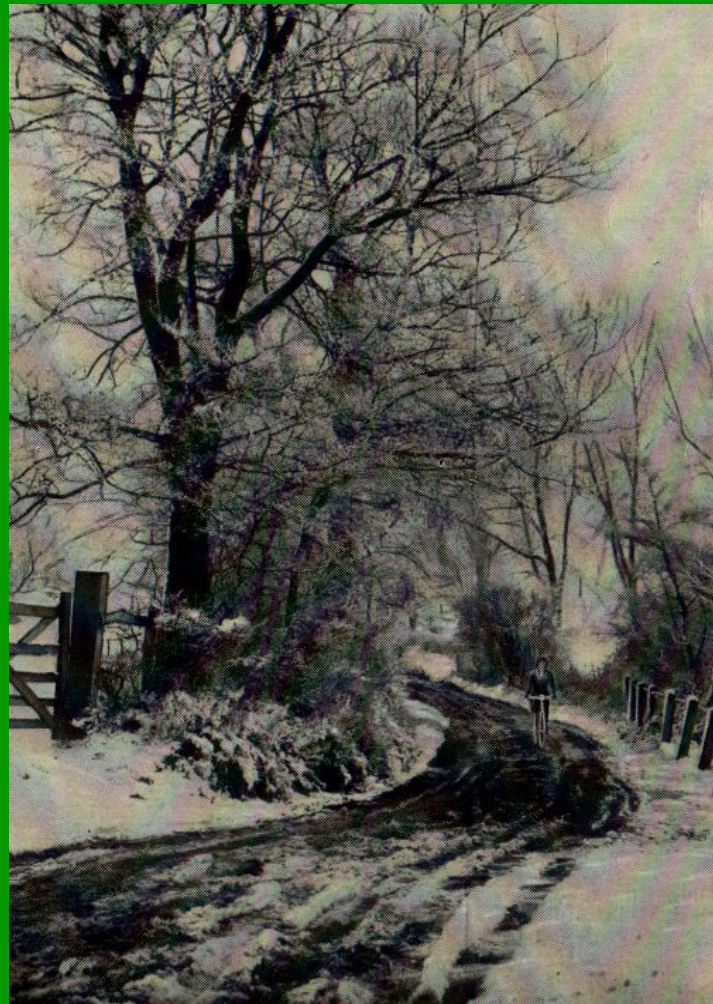
THE ROYAL ENFIELD MAGAZINE

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NUMBER 2

WINTER ISSUE

1946-47



REOC - Not For Sale

At present, paper shortage limits the number of copies of this magazine.

Everything possible has been done to see that distribution is fairly arranged, but in spite of efforts which have been made "REVS" may reach you indirectly.

If, therefore, you read this magazine at second hand and would like to receive copies of the future numbers, will you please send a request to the Publicity Department, The Enfield Cycle Co., Ltd., Redditch.

Photographs and paragraphs suitable for inclusion in future issues of "REVS" will also be welcomed.

## A MESSAGE from

**MAJOR F. W. SMITH, J.P., T.D., M.I.A.E.**

The success of the first issue of "REVS" exceeded expectations. The many congratulatory messages received indicate that it has already established a liaison between those engaged in the manufacture and distribution of Royal Enfield products.

It was thought that our Victory in the late War could be marked in no better manner than by the presentation of Long Service awards to the Company's older employees. This issue gives an account of the manner in which the scheme was carried into effect including a complete list of the names of those who qualified for awards.

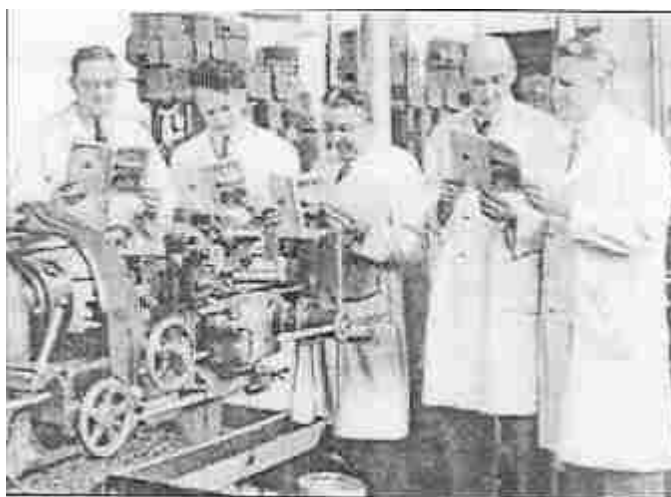
In future issues it is hoped to give further particulars of the Enfield organisation and of its intended development.

May the New Year be a happy one for all of us.

T. W. Smith  
Chairman and Managing Director.



*Major Smith receiving a certificate for 37 years service with the Enfield Cycle Co.  
from Alderman Terry, his fellow Director.*





The First issue of "REVS"  
received a  
Hearty Welcome

The pictures on the opposite page reflect something of the enthusiastic approval which was accorded the first issue of this magazine by members of the firm. Keen interest was shown by all departments and immediately copies of "Revs" had been distributed

farther afield - amongst Royal Enfield dealers - messages of congratulations poured in from all parts of the country and as the weeks passed by, many were received from readers overseas. Extracts from a few of these letters are given below:-

ROTTERDAM.

It was a real pleasure for us to receive Number I of your Magazine "REVS." In spite of all difficulties, with regard to paper shortage, it looks very well and the contents are very interesting. We thank you very much sending "REVS" and are looking forward to all future issues of it with interest.

MAURITIUS.

We thank you for the No.1 copy of your Magazine "REVS." This Magazine is very interesting and we sincerely wish it the success it deserves.

LONDON.

Congratulations on your magazine "REVS" ... it is certainly bright and cheerily presented.

BIRMINGHAM.

We look forward to the advent of "REVS" a little more often than four times a year for it is very nice to know the little intimacies of firms in the cycle trade, in which we possess more than a passing interest.

LONDON.

.....congratulate you most heartily and sincerely on a truly grand production.

WOLVERHAMPTON.

Please accept our heartiest thanks for your No.1 issue of "REVS" which we have read with great interest.

LEICESTER.

A brief note to congratulate you and your staff very sincerely upon your publication. "REVS" is a most suitable title.

SHEFFIELD.

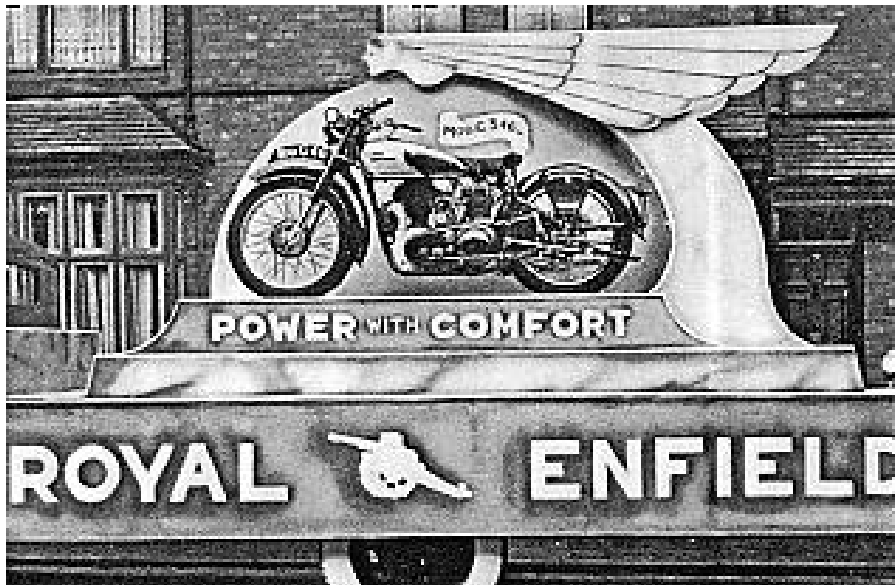
"REVS" the new Enfield publication has arrived, and allow me to congratulate you on the production.

## THE ENFIELD “COMFORTS AND GRATUITIES” FUND

Mr. F.L. Lewis, Secretary of the Enfield from Directors and monies raised from “Comforts and Gratuities” Fund, Sports Days, Raffles, etc. Its objects announces that a roll of honour bearing the names of Enfield work people who were members of the Fighting Services is on view in a special position in the Works Canteen.

During the five years of its existence the “Comforts and Gratuities” Fund raised £4,615 9s 3d. by voluntary weekly contributions given by members of the firm, supplemented by further amounts from Directors and monies raised from Sports Days, Raffles, etc. Its objects were to (a) Supply comforts which were sent to Enfield workers in the Forces, and (b) To accumulate a reserve which could be used for gratuities.

The gratuities reserve at the end of hostilities amounted to £2,618 18s 11d., of which £2,000 has already been distributed in the form of gratuities.



*The exhibit illustrated above, displaying the Royal Enfield Model “G” Motorcycle, was designed, constructed and mounted on the lorry ( which carried it in a procession), in the Enfield Works at Redditch. It was awarded 1st prize in the Local Manufacturers class at the Annual Redditch Hospital Carnival.*

Some Enfield Cycle Co. Personalities



Mr G. H. Smith  
Director and Secretary



Mr T. V. Hobbis  
General Manager



Mr. W. H. Hay  
Foreman No. 2 Machine Shop



Mr. R. G. Lucas  
Foreman No. 1 Machine Shop



*map showing the journeys across the vast continent of North America*

### TRANSATLANTIC JOURNEY

by Miss Jean Smith

With a view to extending our trade, my father, Major Smith, Major Mountford and myself visited the U.S.A. and Canada in the Spring of 1946. Having left England by plane on the evening of April 20th, we arrived in New York at noon on the following day, after two breaks for meals at Shannon, Ireland and Gander, Newfoundland.

During our 10 day stay in New York we had great pleasure in meeting Mr. Edward Stokvis, of Whitehall Distributors Inc., with whom the question of the distribution and sale of Enfield cycles in the United States was discussed and with whom arrangements were made before the conclusion of our visit, to distribute our products throughout the U.S.A. We were also pleased to

renew our acquaintance with Mr. Marindin, now Sales Manager of the Whitehall Corporation, who has had many years valuable experience in the sale and distribution of motor cycles. Major Mountford then proceeded via Atlanta, Georgia (where he investigated the possibilities of extending trade in the South) to Los Angeles.

There he was rejoined by Major Smith and I, who had flown direct from New York with stops at Philadelphia, Cleveland, Chicago, Denver and San Francisco. In Los Angeles we received a very warm welcome from Mr. "Rolly" Harper and Mr. Bill Thompson, the owners of Glendale Motors, California.



They expressed with genuine keenness their desire to further our trade in California and are now our dealers there. They have already established a prosperous and expanding business, with well equipped workshops, staffed to provide efficient after-sales service, and we are interested to hear that they have now tuned one of our standard 350 c.c. Models to attain an electrically timed speed of 89.77 mph. One night I had the privilege of being invited by Mr. Harper to a dance held by the Glendale Motor Cycle Club. There I was introduced to many of the local motorcyclists, both male and female, and heard of the races and trials in which they take part.



*Miss Jean Smith (left) at Pasadena, California, with Eleanor and Evelyn, daughters of Mr. Roland Harper of Glendale Motor Cycle Sales.*



*Major Mountford stands beside an interesting sign at Banff, Alberta*

I was delighted to make the acquaintance of so cheerful and hospitable a crowd. On leaving California we journeyed northward, by plane to Seattle and by boat to Vancouver, where Major Smith and Major Mountford visited Mr. William Ablitt, proprietor of Motor Cycle Sales Inc., who has excellent premises for the display of motor cycles and an extremely well equipped repair department. He is now distributor of Royal Enfield cycles in British Columbia.

We continued our journey by rail and air to Toronto, where we had the pleasure of meeting for the first time Mr. Percy McBride, the long established Royal Enfield distributor in Eastern Canada.

We completed our journey by returning to New York, whence we emplaned for England on May 21st. Our all too brief visit to North America proved to be most beneficial and interesting to us. Not only did we acquire sufficient information concerning the scope of the motor cycle trade in the U.S. A. and Canada, to enable us to arrange with confidence for the distribution of Royal Enfield cycles throughout North America, but we made the acquaintance of many

very charming and interesting people, by whom we were so generously entertained that we were able to share with them the enjoyments of their cities and the beauty of their country.

We returned to England with feelings of profound gratitude towards Mr. Stokvis, Mr. Marindin, Mr. Thompson, Mr. Harper, Mr. McBride and all our many other friends for their inestimably kind hospitality.

### **Other Journeys Overseas**

Since the War ended, Executives of the Enfield Cycle Company, displaying the strongest belief in the powers of personal contact, have journeyed thousands of miles overseas to renew connections with distributors and to explore entirely new sales-territory.

On every side their efforts have met with the strongest approval and they have in a few months laid the foundations of an energetic post-war export trade.

In addition to the journey detailed on this and the previous pages, Major Smith and Mr. R. Baker visited Switzerland and France.

They stayed for several days in Lausanne where they had the pleasure of meeting Mr. Charles Jan, proprietor of Maison Jan, the

Enfield General Agents for Switzerland.

An interesting visit was paid to Mr. Jan's house in Oron and to his fruit farm on the banks of Lake Geneva.

In Paris they renewed acquaintance with Mr. Pierre Psalty and sympathized with him in the lack of import licences.

Mr. Baker later visited Belgium and called on Mr. M. A. Breslau at Brussels, Mr. F. Duval Tefrere of Antwerp and Messrs. Donis and Pax in Liege.

More recently Mr. R. A. Wilson-Jones has visited Sweden to renew old associations with Mr. Furugard of Messrs. Motorcraft of Stockholm and Messr. Nymans of Uppsala.

## ‘Out and About’ Amongst Our Dealers

A message from Mr. Edward Stokvis, Whitehall Distributors Inc., 17 Battery Place, New York.

“We look forward with confidence and enthusiasm to the nationwide distribution of Royal Enfield products in the U.S.A.

There is, in this country, an ever-increasing demand for English Cycles and Motor Cycles, and the comprehensive range of Royal Enfield models will play a large part in fulfilling this demand.”



Mr. Frank B. Roper, Managing Director of Frank B. Roper, Ltd., Sheffield writes: “ May I add my quota of praise for your enterprise in launching the interesting “REVS”

My firm greatly values its long association with your company and I venture to suggest this association has been to our mutual benefit.

I congratulate you on your speedy rehabilitation from War to Peace and look forward with pleasurable anticipation to associating with your company for many years to come.”



## 50 GLORIOUS YEARS

*The photograph on the right shows Enfield employees who received Gold Watches and Illuminated Certificates as an appreciation of their fifty years (or more) service with the firm.*

*Below is an amended report which appeared in the pages of "The Motor Cycle"*

On Saturday, November 23rd, 1946, a function unique in the history of the bicycle and motor cycle industry took place at the Royal Enfield factory. Over a quarter of the employees of the great Redditch factory, 240 in all, received long service awards from the Chairman and Managing Director, Major F. W. Smith T. D. J.P. Of this number, eighteen have been with the Company over 50 years-four of them ever since the company started-and 220 have served between 25 and 50 years. The sum total in years of the 240 amounts to the Remarkable figure of 8,515-over eighty-five centuries.



*(Back Row) J. Brazier, E. Bott, J.H. Sout  
C.T. Freeman, F.C. Porthouse, F. Brad  
W. Stanton, A.H. Vale, G.W. Cook, S. Hu*

The 18 men who had 50 years or more to their credit each received a specially inscribed gold watch and 220 with over 25 years service were presented with illuminated certificates; all received Savings Certificates. It was inevitable in view of all this that those visitors who had

the pleasure of being at the presentation should think in terms of tradition and of loyalty, words which are sometimes alleged to be out-moded- yes and



*Major Smith paid a special visit to Mr Cashew Poole recovering from an operation at Smallwood Hospital, presenting him with a gold watch in recognition of his fifty one years service.*





*Southwell, W. Laight, W.E. Roe, F. Morris  
Bradley, (Seated) A.J.S. Rowney, W.H. Jeffs  
J. Hughes, T.H. Wilmore.*

that there must be something about this great industry of ours and particularly about the Royal Enfield factory and those at its head. Could there be a greater testimony? It was interesting to find fathers and sons among the recipients. Major Smith himself received a certificate-at the hands of one of the Directors, Alderman Charles Terry, for 37 years service. A well planned meal preceded the presentation which was followed by an enjoyable entertainment.

*Major Smith chatting to 81 year old William Stanton.*



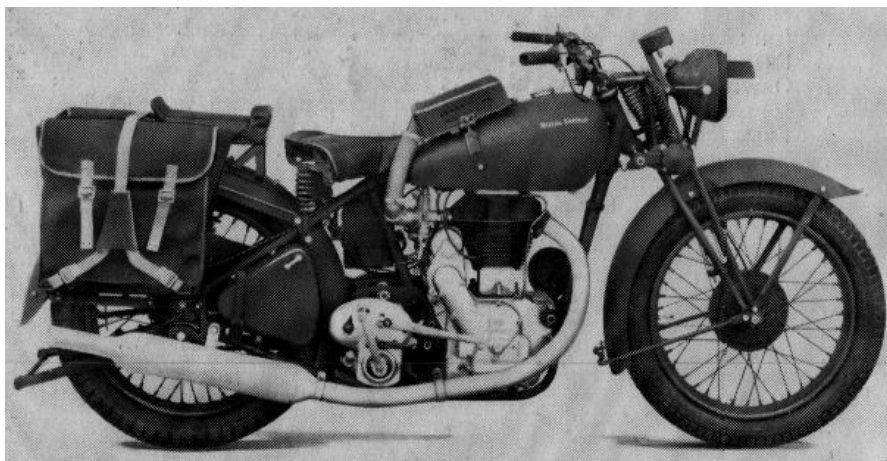


## RECORD OF SERVICE

(Arranged in chronological order)

	YEARS		YEARS
Mr. George William Cook	54	Mr. Edgar Thornton	41
Mr. William Stanton	54	Mr. Alfred William Owen	41
Mr. William Henry Jeffs	54	Mr. Joseph Clarence Cox	41
Mr. Thomas Harvey Willmore	54	Mr. Clifton Frances Henry Taylor	40
Mr. Alfred Humphrey Vale	54	Mr. Fredrick Harman	40
Mr. Frederick Johnson	51	Mr. Frank Fletcher	40
Mr. Cashew Poole	51	Mr. William Ernest Mead	40
Mr. Frank Morris	51	Mr. Charles Wiggett	40
Mr. Alfred John Sidney Rowney	51	Mr. Harry Johnson	40
Mr. Samuel Hughes	51	Mr. Arthur Dudley	40
Mr. William Edward Roe	50	Mr. Francis William Gee	40
Mr. John Brazier	50	Mr. Edward Andrews	40
Mr. Frank Bradley	50	Mr. Oliver Wythes	40
Mr. Walter Laight	50	Mr. Edwin Thomas Saunders	39
Mr. John Henry Southwell	50	Mr. Edgar Charles Keyte	39
Mr. Frank Clifford Porthouse	50	Mr. Edward Thomas Hawkes	39
Mr. Charles Thomas Freeman	50	Mr. Francis Day	39
Mr. Albert Dyer	50	Mr. Edward Spiers	39
Mr. Ernest Bott	50	Mr. Charles Thomas Harding	39
Mr. John Edward Masters	49	Mr. William Fred Bicknell	39
Mr. Samuel James Plesters	49	Mr. William Clarence Perry	38
Mr. Ernest Hewins	49	Mr. Howard Hughes	38
Mr. William Hack	49	Mr. Alfred Tanner	38
Mr. Callow Baker	49	Mr. Arthur John Roberts	38
Mr. Fred Watton	49	Mr. William Bott	37
Mr. Robert Baker	49	Mr. James John Simms	37
Mr. Ernest Keyte	48	Mr. Fredrick William Ralph	37
Mr. Walter Benton	48	Mr. Cyril John Phillips	37
Mr. Albert Pearce	48	Mr. George Frederick Chester	37
Mr. William Boulton	48	Mr. Harold Thomas Guise	37
Mr. Walter Brookes	47	Maj. Frank Walker Smith	37
Mr. Andrew James Hopcroft	47	Mr. Joseph Ralph	36
Mr. Samuel Aston	47	Mr. William Henry Bennet	36
Mr. Robert Bishop	47	Mr. Edgar George Savage	36
Mr. Edgar John Masters	47	Mr. Jack Brazier	36
Mr. Arthur Wilfred Hodges	47	Mr. Harry Crompton	36
Mr. George Harry Styler	47	Mr. Gerald Isidore Rimmer	36
Mr. George Frederick Appleyard	47	Mr. Leonard Boyden	35
Mr. George Thomas Savery	47	Mr. Alexander Troth	35
Mr. Edgar Francis Hollier	47	Mr. John Herbert Bridges	35
Mr. Charles Hunt	46	Mr. Robert Harrison	35
Mr. James Morrall	46	Mr. Harry Knight	35
Mr. William Henry Hay	46	Mr. Harry Cartwright	35
Miss Amy Cooper	46	Mr. William Keyte	35
Mr. William Henry Chatterley	46	Mr. Charles Taylor White	35
Mr. Mathew Wilkinson	45	Mr. Henry Thomas Painter	34
Mr. Thomas Croft	45	Mr. James Richard Patrick Grier	34
Mr. William Hughes	45	Mr. John Henry Trevitt	34
Mr. Albert Goodall	44	Mr. Thomas Jesse Hemshing	34
Mr. Harry Ernest Lewis	43	Mr. Charles James	34
Mr. Walter James Wythes	43	Mr. Walter Allcock	34
Mr. Frank Thomas Griffin	43	Mr. Thomas Bullock	34
Mr. Harold Alfred Knight	43	Mr. Albert Victor Cook	34
Mr. Sydney Thomas Neale	43	Mr. James Oakley Pear	34
Miss Elsie Thornton	43	Mr. Arthur Roy Humphries	34
Mr. Alfred James Harris	42	Mr. Harry Reginald Mole	34
Mr. Howard Watton	42	Mr. John Thomas George	34
Mr. Amos Batchelor	41	Mr. Frank William Wedgbury	34

		YEARS			YEARS
Mr.	Oswin William Boulton	33	Mr.	Albert Halford	27
Mr.	Joseph Hollis Parker	33	Mr.	Albert Sutton	27
Mr.	Frederick Parsons	33	Mr.	Thomas Poynting Edmunds	27
Mr.	Edward Smith	33	Mr.	Harry Gilbert Warwood	27
Mr.	Arthur Heath	33	Mr.	Harold Whadcoat	27
Mr.	Alfred Louis Hadley	33	Mr.	George Styler	27
Mr.	Micheal William Caine	33	Mr.	Leslie Edward Ball	27
Mr.	Albert Edward Houghton	32	Mr.	Harold Moore	27
Mr.	Albert George Masters	32	Mr.	Albert Williams	27
Mr.	William George Boshier	32	Mr.	Ernest Savage	27
Mr.	Joseph Morton	32	Mr.	Gilbert Elliott Cook	27
Mr.	Albert Mogg	32	Mr.	Albert John Griffin	27
Mr.	Thomas Henry Poole	32	Mr.	Albert Purcell	27
Mr.	Caleb Harris	31	Mr.	Percival Hopkins	27
Mr.	Thomas Haughton	31	Mr.	Harold Watton	27
Mr.	William Bryan	31	Mr.	Sidney Rowney	27
Mr.	George Ernest Thomas	31	Miss	May Robson	27
Mr.	Leslie Chillingsworth Purser	31	Mr.	Victor Leslie Young	27
Mr.	Robert George Lucas	31	Mr.	Reginald John Steele	27
Mr.	Thomas Holmes	30	Mr.	John Edward Field	27
Mr.	William Ledbury	30	Mr.	William Henry Westgate	27
Miss	Susannah Cooper	30	Mr.	Percy Neale	27
Miss	Alice Kenyon	30	Mr.	Ralf Howard Curtis	27
Mr.	Herbert Geoffrey Deakin	30	Mr.	John William Hanson	27
Mr.	John Thomas Griffin	30	Mr.	Edward Jack Hassall	27
Mr.	James Frederick Craddock	30	Mr.	Charles Edward Wardell	27
Mr.	Sidney Clayton Reeves	30	Mr.	Joseph Canadine	26
Mr.	Harry Bull	30	Mr.	William Howard Reeve	26
Mr.	Samuel Williams	30	Mr.	Ewart John Weaver	26
Mr.	John Alfred Moss	30	Mr.	Percy Holder	26
Mr.	Charles Wright	30	Mr.	William Frank Farley	26
Mr.	William Fredrick Leslie Hughes	30	Mr.	William Thomas Clarke	26
Mr.	Charles Gerald Lee	30	Mr.	Albert Hill	26
Mr.	Frank Lee	29	Mr.	George Ellis Pretty	26
Mr.	Walter John Hawkes	29	Mr.	Thomas Freeman	26
Mr.	George William Read	29	Mr.	Charlie Blizzard	26
Mr.	Thomas Badger	29	Mr.	William Edward Palmer	26
Mr.	Edgar Birch	29	Mr.	Frederick Charles Finney	26
Mr.	Joseph Yates	29	Mr.	Edgar George Vale	26
Mr.	Reginald Francis Gibbs	29	Mr.	Edgar Alfred Tanner	26
Mr.	Ernest Portman	28	Mr.	Victor Harry Bott	26
Mr.	Frederick Henry Wright	28	Mr.	James Tonkiss	26
Mr.	Frederick Percy Farley	28	Mr.	George Alfred Jones	26
Mr.	Charles Henry Cook	28	Mr.	Leonard Jack Lyes	26
Mr.	Thomas Briney	28	Mr.	Clarence Frederick Bladon	26
Mr.	Stanley Foster	28	Mr.	Edward Oliver Pardoe	26
Mr.	Walter Henry Surman	28	Mr.	Francis Leslie Lewis	26
Mr.	Sidney Parsons	28	Mr.	John Herbert Bridges	25
Mr.	Harry Davis	28	Mr.	Albert Edward Strain	25
Mr.	Gilbert Henry Baker	28	Mr.	Harry Hughes	25
Mr.	John Charles Clements	28	Mr.	Harold Edgar Laight	25
Mr.	James Henry Colburne	28	Mr.	Eric Alfred Lee	25
Mr.	George Duggins	28	Mr.	Walter Twigg	25
Mrs	Ellen Louisa Thornton	27	Mr.	Clifford Cyril Batchelor	25
Mr.	Clarence Mills	27	Mr.	Wilfred Howard Crook	25
Mr.	Alfred Henry Roberts	27	Mr.	Arthur Ralph	25
Mr.	Arthur John Hack	27	Mr.	James Wells	25
Mr.	Edward David Young	27	Mr.	Norman James Sealey	25
Mr.	Thomas King	27	Mr.	Reginald Henry Hay	25
Mr.	Sidney Wall	27	Mr.	William Jones	25
Mr.	George Francis Wigget	27	Mr.	Harold Harman	25
Mr.	John Henry Dicks	27	Mr.	Harry Boulton	25



*The Royal Enfield 350 c.c. O.H.V. in its wartime guise*

## MORE OF OUR WARTIME ACCOMPLISHMENTS

During the War, the Enfield Cycle Co. Ltd. supplied 54,000 motor cycles for the Services. The Royal Navy, the Army and the Royal Air Force, as well as the N.F.S. and other defence units, were quick to recognise the advantages of Royal Enfield machines for their despatch riders and each service received its share of Royal Enfield motor cycles.

their famous 500 c.c. machine-in fact, Royal Enfield motor cycles saw service on almost every fighting front.

The Company's other war-time productions were listed in the first issue of "REVS" and further pictures on these pages give a more detailed idea of one of them-the Enfield 80-watt Charging Set.

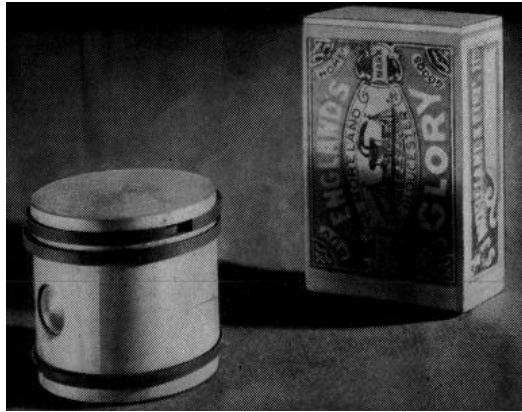
In our last issue, the Royal Enfield 125 c.c. was illustrated and in this number we show the Royal Enfield 350 c.c. O.H.V. Model WD/CO with panniers and pillion equipment. Enfield also supplied 250 c.c. and 350 c.c. side valve models, as well as

Many types of generators and charging sets were made; the smallest of these was no larger than a portable radio. 80 watts in capacity, it embodied a tiny air-cooled four-stroke engine.

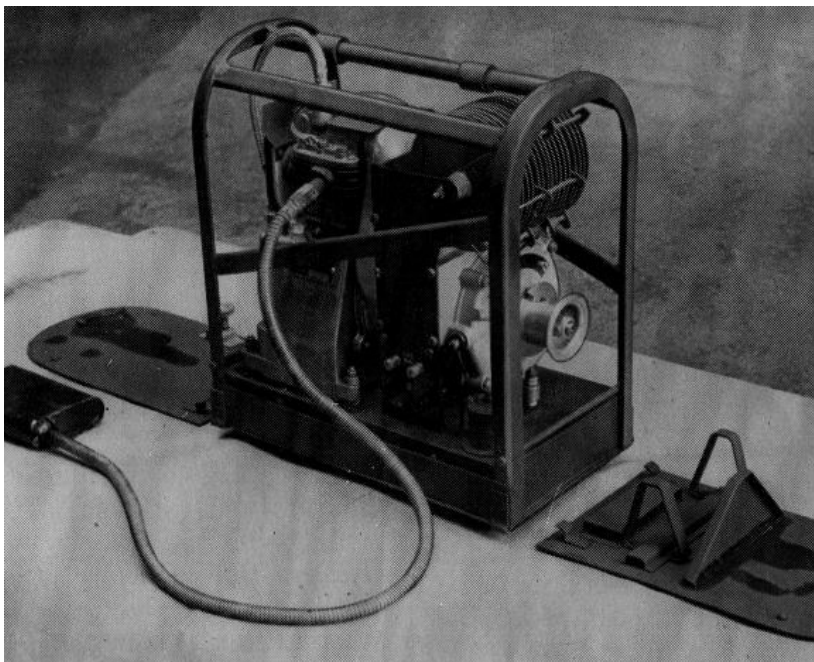
One of the pistons of this engine is shown on the right next to a matchbox to give readers some idea of its minute size.

Capable of exceptionally hard work, it was dropped in its cradle by parachute to tanks and other vehicles stranded in the desert and elsewhere with "flat" batteries. It could be left buzzing away in even the hottest climate until the battery was brought to life again.

This was only one of many Enfield productions which assisted in saving lives and securing final victory.



*Comparison of the 80 watt piston with matchbox*



*The 80-watt Charging Set*

## A Most Successful TRIALS SEASON



*The Royal Enfield Trials Team (left to right) L.G. Holdsworth, C. N. Rogers, J. J. Booker.*

Following the outstanding performance of Royal Enfield riders in the years before the War, it is not surprising that in 1946, the name Royal Enfield should be well to the fore.

The firm was fortunate in being able to retain the services of the Royal Enfield team of pre-war days: J.J. Booker, L. G. Holdsworth and C.N. Rogers, in addition to other well known riders.

Amongst the trophies won by Royal Enfield riders during 1946 are the following:-

Calthorpe Cup (Colmore Cup Trial).

Wessex Trophy, Pike Cup, Bristol Cup (Kickham Memorial Trial).

Henley Cup (Victory Cup Trial).

William Box Trophy, Haines and Strange Cup (Cotswold Cups Trial).

Committee Cup, Ian Robertson Cup, Leicester Query Club Cup (Bemrose Trophy Trial).

Best 250 Cup, Best 500 Cup (tied) (Mitchell Memorial Trial).



Exmoor Solo Trophy, Best 350 Cup Braid Cup (Reliance Trial).  
(Sunbeam Club's Exmoor Trial).

Nympsfield Cup (Cotswold Scramble).

Alan Trophy, W. T. Tiffen Memorial  
Trophy (Alan Trophy Trial).

Hosking Trophy, Letchworth Cup  
(West of England Trial).

Zimmerman Cup (tied) (Stroud Team  
Trial).

John Douglas Trophy, Bristol "250"  
Cup, Bristol "Unlimited" Cup,  
Catherine Hicks Trophy (John Douglas  
Memorial Trial).

In addition to the above awards Royal  
Enfield riders won SEVEN TEAM  
PRIZES.



*Roger Wise on his Royal Enfield. Wise is probably the most outstanding rider on English grass tracks and has to his credit a long list of championships in various centres. The photograph above was taken at Witley Aerodrome, Coventry, in September. It shows Edward Stokvis, of New York, congratulating Wise on breaking the track record.*

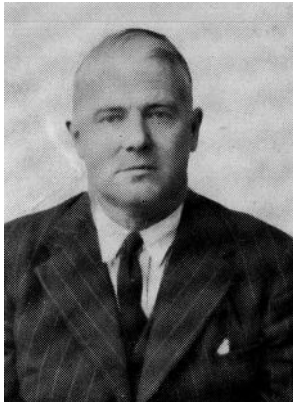
## WELCOME **MEN RETURNING** *from the* **SERVICES**



Bob Heath who works in the forwarding dept., was demobilised at the beginning of 1946 as R.S.M. after more than six years in the Army. A Regular from 1931 to 1937, he was called up with the Reserve on the outbreak of War. As an Infantryman with the Green Howards he saw service in North Africa and Burma. In 1940 he landed in Dakar and also fought in the East African campaign with the 1st Nigerian Brigade, who assisted in driving the Italians out of Abyssinia. During his service in Burma he took part in the drive to Akyab in 1944. His Division pushed forward through 400 miles of enemy infested jungle in six months. Heath and his companions relied upon the R.A.F. to supply them with food by parachute dropped into clearings cut in the country where no human beings had ever passed before. R.S.M. Heath was mentioned in despatches and also awarded the North-West Frontier Medal (India General Service), Africa Star, Burma Star and 1939-45 Star.

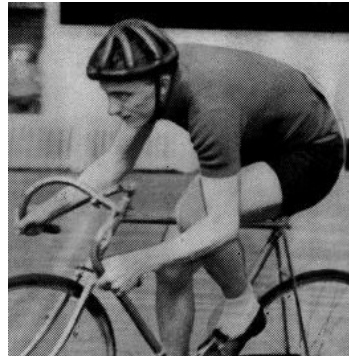
George Walton (Stores) C.Q.M.S., 1st Battalion, The Worcestershire Regiment, returned to Enfield early in 1946. Whilst with the B.E.F. in France and Belgium in 1940 he was wounded and evacuated from Dunkirk. From then until D-Day he was training for the invasion of North-West Europe, going into action soon after D-Day and in subsequent battles through France, Belgium, Holland, The Siegfried Line and the Rhine crossing, finishing up on the banks of the Elbe when hostilities ceased. His Division, the 43rd undertook the evacuation of the 1st Airborne Division from Arnhem. As a Territorial he was called to the colours on the outbreak of War. George holds Field Marshal Montgomery's Certificate for service in the field (Oak Leaf), France and Germany Star, 1939-45 Star and the Defence Medal.





Mr. R.A. Wilson-Jones, A.C.G.I., B.Sc., Technical Manager, has been elected to the Committee of the Birmingham Centre of the Institution of Automobile Engineers. Transferred from Associate Member to Member of the Institution and nominated by the Birmingham Centre as the representative on the I.A.E. Council, he has also been made a member of the Midland Advisory Council and of the Membership Sub-Committee.

Ron Pearson, Pattern Maker, and a prominent member of the Redditch Road and Path Club, has had an extremely successful cycle racing season. Of the 16 prizes he has won, 8 have been firsts, 4 seconds and 4 thirds, winning not only in handicap events, but also from scratch. He is now of the N.C.U. Midland Centre Half Mile Grass track Championship.



The wedding of two members of the Enfield Organization took place at St. Philips Church on 26th September 1946. They were Private J. Harris, who before he joined the Army worked at No. 2 Factory, Westwood, and Miss Edna Wheeler, who has been employed since leaving school in the Welding Shop at Redditch.

## SPORT



*The Enfield Cricket XI 1946*

*Reading Left to Right. Back Row:- F.H.Carr (Umpire), W. Blick, C. Wardell (Vice Capt.), O. Lister, F. Roach, P. Stiles, J. Welsher,*

*Front Row:- E. Butts, L. Crow, W. Pinfold, H. Bott (Captain), M. Tyson, B. Mogg, Miss M. Dixon (Scorer).*

### **Cricket**

The Enfield X1 is captained by Mr. Harold Bott who has done much to stimulate interest and arouse enthusiasm in the game amongst both players and supporters. Unfortunately the old enemy weather took a heavy toll of playing time and a large number of games had to be either abandoned or cancelled. Under the circumstances the record of 5 games won, 2 drawn and 3 lost can be regarded as highly satisfactory.

### **Football**

Last season ended in a blaze of glory with the Enfield X1 winners of the Redditch Cot Cup, the B.S.A. Hospital Cup, as well as being runners-up in the Alfred Terry Memorial Competition. Prompted by this success it was decided that for the 1946-7 season the team would enter the Birmingham Alliance League and so far this move has proved a great success.

Up-to-date the Enfield side have won each of the 16 games played and are confident of further victories.



## Swimming

After a close finish the Enfield Swimming Team (G. Walton, C. F. Nossiter, B. J. Bayliss and W. Young) gained second place in the Inter-Works Relay Race. The Shield awarded to winners of this race was presented by the late Managing Director of this firm, Mr. R. W. Smith.

## Angling

The Enfield Angling Team (A Dyer, L. Hughes, W. Powell, C. Wright (Captain), F. James, C. Batchelor, H. Harman, H. Watton, G. Read, H. Chatterly, F. Simmonds and J. Powell) distinguished themselves by winning the Championship of the Midland Business Houses against ten opposing sides at Tewksbury on September 14th, 1946. In addition to the premier award, they also provided the winner of the heaviest catch amongst the 130 competitors, Mr. L. Hughes.

Mr. Cyril Batchelor won the Works Challenge Cup for the second year in succession.

The above reports show that Enfield sportsmen are rapidly regaining their pre-war stride.



*The Enfield Football Team 1946/7*

*Reading Left to Right, Back Row:- T. Potts, D. Davenport, W. Cox, T. Andrews, H. Wormington, B. Bennet, Front Row:- F. Wormington, A. Ennis, G. Williams (Captain), J. Andrews, J. Hill, S. Shepherd, H. Davis.*





ROYAL ENFIELD  
BICYCLES  
MOTOR CYCLES  
MOTOR LAWN MOWERS

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