

REVS

THE ROYAL ENFIELD MAGAZINE

VOL. 2

SUMMER 1948

No.6



REOC - Not For Sale



Officers of the Royal Danish Navy visit us.....



This view of the rocky Greenland coastline gives some idea of the difficulties encountered when unloading. Due to their light weight Enfield Generating Sets can be carried ashore without dismantling.

The sea bed area around Greenland is to be re-charted. Before the advent of modern methods the work entailed would have taken over sixty years.

Today with the aid of Enfield Single cylinder Diesel-Engined Generating Sets, used in conjunction with Decca navigational aid equipment, transmitting stations enable ships to check up their position to within less than 25 yards. In consequence of this the work of re-charting can be completed in less than a third of the time.

The Royal Danish Navy who are carrying out this difficult and prolonged task are also faced with serious problems of a "local nature" the light weight the reliability and the air cooling of the Enfield productions have satisfied them that by using these sets their difficulties will disappear.

Lieutenants Adriansen and Eskildsen, R.D.N. who visited us recently are seen viewing a prototype Enfield set after tests had been satisfactorily completed.

FRONT COVER. Yet another Royal Enfield mobile production helps to swell a cargo bound for distant shores. Every day ships leave this country carrying Royal Enfield products to markets overseas.

REVS

THE ROYAL ENFIELD MAGAZINE

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

Vol. 2

SUMMER 1948

No. 6



How many reader realise that in taking part in the creation and distribution of bicycles they are providing pleasure and enjoyment. You, you, you and you have made possible a picture such as the one shown above
You have helped to provide the key to a change of scene and have supplied a means of relaxation and

re-invigoration which cannot fail to have good effect. The pleasures of cycling in Britain are enormous and one ha only to watch a cycling club pass by or see a group of smiling cyclists on the road to know that helping to provide bicycles is an occupation which is well worth while.



U.S.A.

Once again crossing the Atlantic to visit us, we were pleased to welcome Mr. E. Stokvis, of Whitehall Distributors Inc. of New York. Bringing first hand and encouraging news of business in the U.S.A., he was quick to appreciate the effect of current conditions over here. This picture was taken during a visit to the Enfield No. 2 Factory at Westwood.

From left to right:-
Major F. W. Smith
Mr. G.D. Smith,
Mr. V. L. Young
Mr. E. Stokvis and
Major V.T. Mountford.



OVERSEAS DEALERS

With dealer friends all over the globe, the whole of this organisation has become completely international in outlook. Our workshops throb with overseas production and our correspondence sections provide a new conception of the world gazetteer. The pictures on these pages give some further idea of the way in which Royal Enfield productions range the world and the manner in which our friends overseas co-operate with us to maintain vigorous export markets.

The picture on the left shows Howard Barnes being congratulated by Paul Brokaw, Editor of the "American Motorcyclist," upon his completion of the Green Horn Run in California..

BELGIUM



Above is shown M.A. Breslau's striking exhibit at the Brussels Show. Considerable interest was taken in the Royal Enfield Motor Cycles exhibited on this stand. Many enquiries appertaining to them were dealt with by Mr. Robert Baker, our Export Manager, who stayed in Brussels throughout the Show period.



Also at the Brussels Show was a stand displaying Royal Enfield machines as an exclusive feature. This exhibit was arranged jointly by Messrs. F. Duval and Messrs. Donis et Pax.



SOUTH AFRICA

When a motor cycle carries a man it's not news, when a man carries a motor cycle it is news. This proud Durban owner makes news when demonstrating the facility with which he handles his Royal Enfield Model R.E.

Where East meets West. Below is an unusual presentation of "eye level" display arranged by Messrs. Chia Lee and Co. at the Moto Trade Exhibition in Singapore.

STRAITS SETTLEMENTS

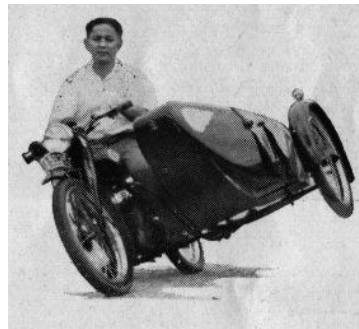




INDIA

Where else but in India would the bright colours of exhibition lettering and the glistening modernity of the Royal Enfield models G and R.E. blend with a roof made of mud and sticks to create an attractive exhibition stand. This display was arranged by Madras Motors Ltd., and amply warranted the flow of favourable comment it received from visitors to the Madras Engineering and Industrial Exhibition.

Right, Mr. Law Sing Fook, well-known Ipoh motor cyclist and stunt rider, is our official Distributor in Perak. Here he is riding a Royal Enfield Model R.E. with specially built sidecar. He claims this position is possible at 28 m.p.h. It certainly shows perfect balance.



An enthusiastic party of Royal Enfield Motor Cyclists assembled outside the premises of Mr. Ho Yoon Thin prior to a tour through jungle country.

Dealers At Home



ABERDEEN

D.C. Cruickshank, of Aberdeen, obtained the Royal Enfield Agency by making a Personal visit to the Enfield Cycle Company at Redditch in 1907. A journey from Scotland is not regarded any too lightly today because of present conditions; at that time it was looked upon as a great adventure. Mr. Cruickshank is a man of varied interests -in addition to being the owner of an ocean-going tug, which was instrumental in salvaging one of His Majesty's ships sunk at Scapa Flow, he manages a large farm, which has been in the possession of his family for more than 200 years. We are very proud of the friendly relations which have existed between Mr. Cruickshank and ourselves for over 40 years.

CARDIFF

Forty-six years ago, Robert Bevan, of 29/35 Castle Street, Cardiff. started business as an ironmonger. Being a keen cyclist, he realised the possibilities presented by the bicycle business, and commercial acumen, plus a critical faculty which made him realise the superior qualities of Royal Enfield models, prompted him to become one of our Dealers. He has been a friend of the firm ever since and hopes this friendship will last during future generations. He is capably assisted in the management of his business by his son, Mr. Staff Bevan.

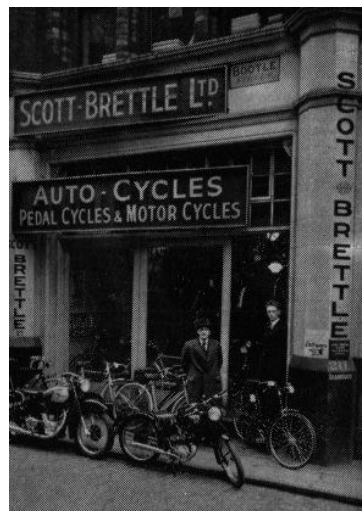
Once a keen Rugby player, Mr. Bevan senior's sporting interests are now directed to Bowls and last year he was Captain of the Cardiff Bowling Club. Conscious of the responsibilities of citizenship, he was Deputy Mayor of Cardiff throughout 1937.



LANCASHIRE

The North is noted for its “hard headed” business tactics and, because of this, it is particularly gratifying to receive a message of appreciation, mentioning our “extremely good service,” from a firm of such high standing as Messrs. Scott Brettle Ltd., of 211 Deansgate, Manchester. They have been dealing with Enfield for the past twenty-one years.

Mr. Brettle Managing Director, tells us in his letter that he has been connected with the trade since 1905 and that Enfield has always given his firm wonderful support.



DORSET



Mr. H. MARRIOTT

A business friendship of 45 years has been severed by the retirement of Mr. H. Marriott, Royal Enfield Dealer, of 472/474 Ashley Road, Upper Parkstone, Dorset, and we take this opportunity of greeting Mr. “Bob” Foster, who has acquired Mr. Marriott's business.



Mr. “BOB” FOSTER

“Bob”, of course, is internationally famous as a racing motorcyclist. We welcome Mr. Foster to the ranks of Royal Enfield Dealers and assure him of the same support in his enterprise as that accorded to all our other dealer friends.

YORKSHIRE



“This happy breed” ... T. Garner & Son, Ltd., of Barnsley, have just completed half a century of trading as Royal Enfield Dealers. Here are three generations of the Garner family mounted on Royal Enfield machines of 1914, 1924 and 1948 vintage, the riders being Tom Garner (Senior), Tom Garner (Junior) and Tom Garner (the third). The latter young man looks very pleased to be astride a Model R.E

ISLE OF MAN

Mr. W. A. Rowell, Director of Salisbury Garage, Douglas, Isle of Man, seated on his Model R.E.

“Bertie” is well known to all who are interested in the sporting side of motor cycling, both as a rider in the Manx Grand Prix and as a Travelling Marshal in the T. T. Races although he does not propose to use this lightweight for marshalling duties, he is very optimistic concerning the future of this machine as a sound form of utility transport for many of the Island's permanent inhabitants.





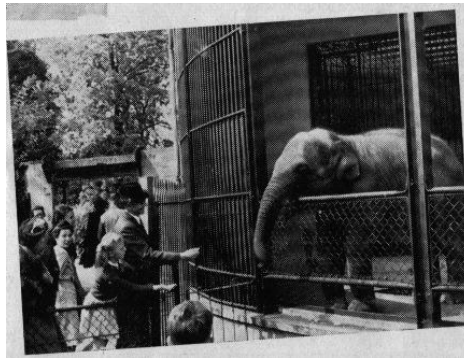
LONDON JOURNEY

Whitsuntide Outing

Bright smiles did much to cheer away the dull clouds of an early May morning when the first "Works" outing since the war left Redditch for a day's visit to London. Coaches started from Redditch at 7 a.m. and a day full of enjoyable interest followed. Sightseeing in London is an energetic pastime, but these pictures prove that members of Enfield "outings" are energetic people.

On the left are some of the Enfield party who visited the recently unveiled memorial to President Roosevelt in Grosvenor Square.

Feeding the baby elephant at Regents Park Zoo was only one item in a crowded day.



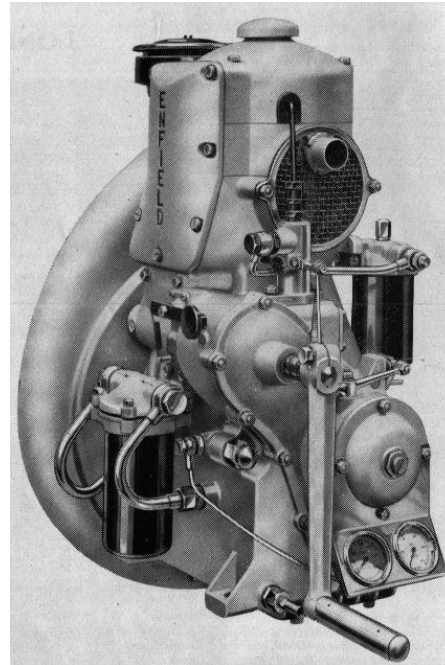
(Below) A group outside the Saracen's Head, Beaconsfield, where the party partook of an evening meal on the return journey.



The Enfield Air-Cooled Diesel Engine

BOTH Enfield Air Cooled Diesel Engines have passed Air Ministry tests, including 100 hours continuous running on full load in an ambient temperature of 65 degrees C. The engines are light in weight but robust, and a high degree of interchangeability of components exists between the single and twin-cylinder engines. All working parts are fully enclosed and protected against the ingress of fine sand, dust and other injurious matter which can adversely affect the life of an engine. Accessibility has, however, not suffered by reason of routine adjustments by removing easily detachable covers; these give access to the valve gear, fuel-injection equipment, valve timing, etc. The two-cylinder unit is a horizontally opposed (vis-a-vis) twin of 3.346 in. (85 mm.) bore, 3.937 in. (100 mm.) stroke, developing $9\frac{3}{4}$ to 13 b.h.p. at 1,200-1,800 r.p.m. respectively. The compression ratio is 19.5 to 1, the capacity of the two cylinders is 1,135 c. c., and the dry weight of the engine is 280 lb., including fan and accessories. The overall length (over cylinders) is 2 ft. 11½ ins. the width (over starting handle and air filters) is 2 ft. 9 in., and the height 1 ft. 10½ in. At 1,500 r.p.m. the maximum mean piston speed is 980 ft. per min. For torque b.m.e.p. and intermediate rating figures, also 1 hr. ratings, see performance curves reproduced in this article.

The crankcase is a one-piece aluminium-alloy casting with air cowls cast integral and carries a special built-up, heat-treated, alloy-steel crankshaft which runs in renewable copper-lead, steel-backed main bearings. The cylinders are heavily finned, low-expansion aluminium-alloy barrels



The Single Cylinder Model.

having cast-in liners of special iron. The camshaft is carried in the top of the crankcase and is chain-driven from the crankshaft. This drive is provided with a special device for taking up the slack of the chain.

Connecting rods are of 3½ per cent. nickel steel, heat-treated, drilled for lubrication of the small ends and fitted with copper-lead steel-backed big-end bearings and phosphor-bronze bushes for the small ends. The pistons are of low-expansion silicon alloy, provided with three pressure rings and two stepped scraper rings, one above and one below the fully floating gudgeon pin. The interchangeable cylinder heads are of low-expansion aluminium alloy, heavily finned with cast-in valve sets, valve ports and combustion chambers.

The separate combustion chamber is of the swirl (compression-originated) type

and the spray is directed towards the throat of the chamber instead of towards the walls. A copper insert is provided for housing the injector, and by this means heat is led away from the cylinder head and nozzle tip to the air "jacket". Fuel consumption is 0.39 Pt. per b.h.p./hr. at 1,500 r.p.m.

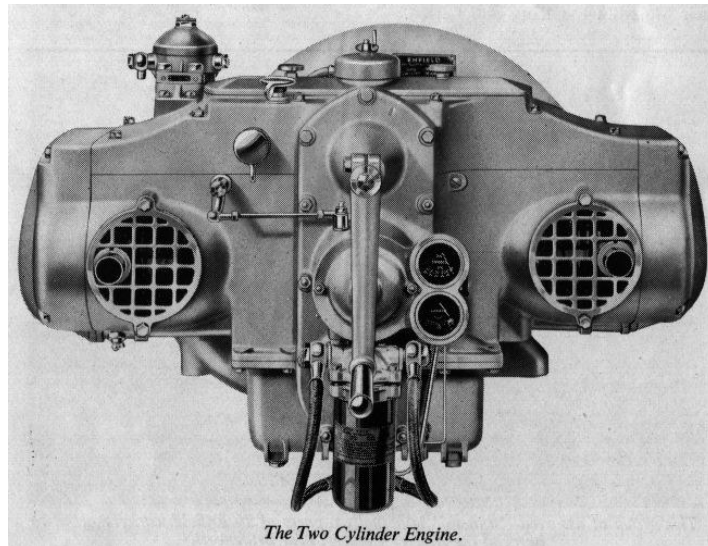
Overhead-valve gear is employed and operated by push rods. It is totally enclosed and lubricated from the oil pump. The valve-gear cover is fitted with a breather valve which eliminates loss of oil from this source. Inlet and exhaust valves are of silchrome steel and are interchangeable. Fuel injection equipment is of C.A.V. manufacture. One pump is provided for each cylinder and operated from the engine camshaft. The atomizer is of the single-hole type; a special feature of the nozzle is that any "leak off" is taken direct through a copper pipe and union into the inlet port. Both inlet and exhaust ports are bored and tapped for the necessary small pipe union, but the port connection not being used for "leak off" is fitted with a plug. This ensures interchangeability of the heads.

The governor is of the centrifugal type and is mounted on the end of the crankshaft.

The engine sump is a separate aluminium-alloy casting; it is bolted to the crankcase and has a capacity of 12 pints. A gear pump fitted outside the front of the sump and chain-driven from the crankshaft draws oil through a strainer fitted in the sump and delivers it under pressure to the crankshaft, camshaft small end valve gear, etc. A relief valve is provided on the pressure side of the system and is set to blow off at 60 lb. per sq. in. Oil is kept cool in the sump by a current of air supplied from the flywheel fan through three holes at the bottom of the flywheel volute.

Engine cooling is by means of a specially designed fan bolted to the flywheel and capable of displacing 900 cubic feet of air a minute. The air is taken through volutes to each cylinder and cylinder head and directed over the hottest points.

The single-cylinder engine is a vertical design of the same bore and stroke dimensions as the twin-cylinder model and embodying many of the same features.



The Two Cylinder Engine.



Once again the Enfield Cycle Company's stand at the British Industries Fair attracted considerable interest. Many Enfield employees took the opportunity of visiting the Fair on "Workers Day" and seeing the productions they helped to make. On the occasion of the Royal visit during the Fair, Major F.W. Smith, who is a member of the Fair Management Committee, had the honour of being presented to their Majesties the King and Queen.



This group of assorted "miners" is actually a party of 26 Enfield workers about to descend the Alveley Colliery, near Bridgnorth!

“HAVE A GO”

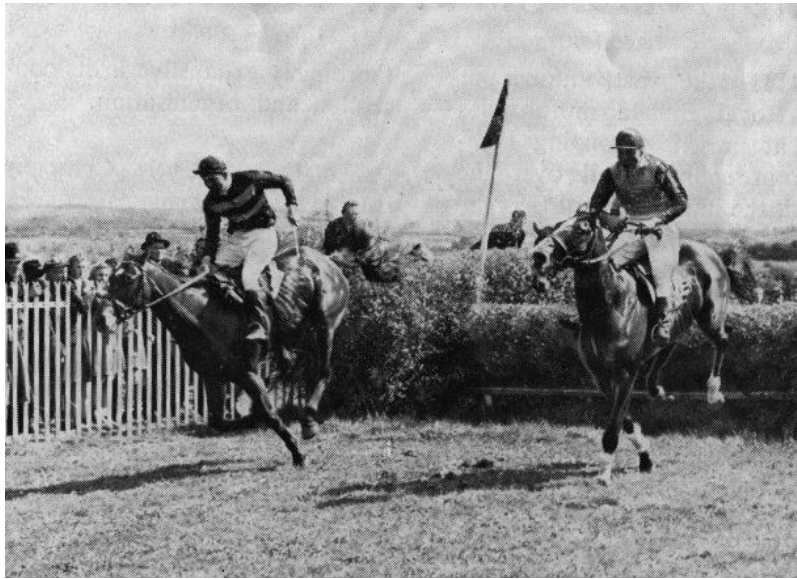
At Redditch

Many messages reached us after Wilfred Pickles had mentioned “the Enfield” during one of his “Have a Go” programmes which was recorded in the Civic Restaurant at Redditch. He asked a member of the audience the title of his favourite song. The response was “Bonnie Mary of Argyll” and Wilfred’s swift reply was- “she works at the Enfield”.



Wilfred Pickles at the microphone.

ROYAL ENFIELD WINS!



Patrick Bedford, Royal Enfield Dealer in Dublin, sent us this memorable photograph showing ROYAL ENFIELD winning the Courtown Plate at Punchestown on 4th May 1948. With a name like this it couldn't lose!



A section of the main service office where orders and correspondence receive immediate attention.

The New Service Department

WITH the vast number of Royal Enfield motorcycle at present thronging highways in countries all over the world, the importance of Service-after-Sales increases almost hourly.

Every motorcycle needs a repair or replacement at some time in its existence-if it is to give constantly satisfactory service with a minimum of trouble and time loss-and now that the average life of a motorcycle has to be so much lengthier, service of a very far-reaching nature has become a vital necessity.

Such service must in fact be thoroughly exhaustive in its conception and organisation.

The Enfield Cycle Company have overcome the many obstacles and difficulties of the present time in re-designing and re-organising their Service Department. Enfield Dealers and Riders may now be assured that their requests for spares and repairs will be dealt with in a prompt and efficient manner.

The Service Department is now housed in its own building, has an imposing frontage on to the main road, and whilst completely modern in its architecture, blends pleasantly with its surroundings.



This is the cartoning department. All parts going overseas are protected to prevent deterioration.

Through the front entrance is a spacious foyer, giving access on one side to a Trade Counter and on the other to a Waiting Room which communicates directly with

the Main Service Office and the Office of the Service Manager. A comprehensive Stock Control System has been installed to deal with spare parts. This works smoothly and



Orders are carefully checked before despatch. A system of double checking prevents mistakes.



In the stores are 10,000 of these neat and clearly marked Steel Bins; each contains a different type of Royal Enfield Spare.

logically to attain its aim with the least possible exertion on the part of staff and the avoidance of complicated detail.

As soon as an order is received, the part number are verified and their corresponding bin numbers ascertained. The necessary entries are then made, to indicate the sale and its consequent effect upon the balance of the stock. This latter procedure is of the utmost importance because in these days of supply difficulty, time must be allowed for replacement.

Special typewriters with large faced type are used to prepare quintuple sets

of forms which provide at once the Stores Voucher, Advice Note, Address Label and Invoices. The Stores Voucher is issued to the Storeman, and, after the despatch of the parts, is returned to the Office; after this, of course, the Invoice is sent to the customer.

The Service Stores is an achievement insofar as many thousand of units have been arranged in such a way that there is no confusion, and the selection of any one part from the steel bins occupies only a matter of moments. There are in this Store 10,000 bins; each bin being numbered and clearly marked with the name of

the component which it contains. Bulky items, such as wheels, fork frames, etc., are housed in special racks.

A portion of the Stores is devoted to the receipt and identification of patterns submitted by Dealers and Riders.

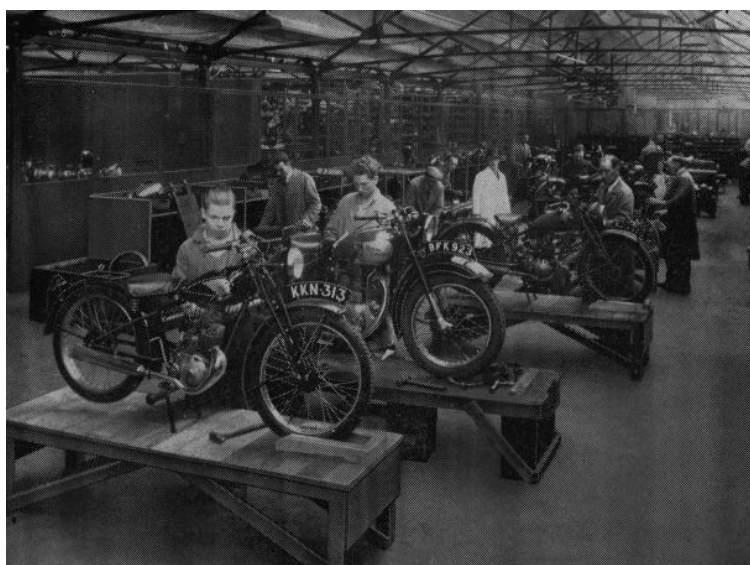
It is the intention that all spare parts shall, as soon as possible be cartoned. This work is well in hand and a supply of over a million cartons have already been obtained for this purpose.

To ensure that Enfield Spare Parts arrive in all countries in perfect condition, a protective coating is applied before packing.

Under the same roof, and working as a part of this unit, is the Repair Department where bicycles, motorcycles, motor lawn mowers and unit assemblies are repaired and reconditioned by a skilled staff, working under expert supervision.

A noteworthy new feature of the Enfield Service organisation is a scheme whereby replacement major assemblies, such as engines, gearboxes and telescopic forks, can be exchanged for similar items which need repair.

A Spares Service is also provided at our London Depot, 221 Tottenham Court Road, W.1 It is organised on similar lines to the scheme which operates at Redditch.



White-coated Lou. Hadley, foreman of the Royal Enfield Repair Shop, keeps a watchful eye on customers' machines.

Cycling in Normandy

by
MARTIN LINDSAY
D.S.O. M.P.

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



An old peasant woman put us up near Courseulles, where the men of Durham and Yorkshire had waded ashore. We slept in a room marked "Q.M. stores keep out". She refused any payment. For her son, the youngest of twelve, had escaped to England where, for three years, he had "a good English mother".

Past the twin spires of la Delivrande, past the fields where the tented hospitals used to stand. So to the two cemeteries of Douvres and Hermanville where the Midlands men lie buried, the Warwicks and Worcesters, and Shropshires, they and the Desert Rats, but not all of them. For Private Wilkins, Ox, and Bucks. L.I., has not been moved. He dug his slit in Escoville Cemetery, facing the enemy, and slumped down into it when the sniper got him. And every year the good people of the village walk across from their own war memorial service and hold another over his lone grave.

We crossed the Orne at "Pegasus" Bridge, captured intact by the Airborne boys. But the gliders which surrounded it have now all gone, for firewood. Through Ranville, the first place in all France to be liberated. Its capture by 13th (Lancashire) Parachute Bn. is commemorated by a tablet let into a wall.

In Heronville we turned right, opposite the garage doors on which is still painted

"Road under Observation, Touring deadly!"

And so into Escoville into which I had once led a patrol. But now, in broad daylight, it was difficult to recapture the atmosphere of that tremulous experience.

Our host here was a yeoman farmer. On his desk is a photograph of a major in the Scots Greys who was found in one of his fields in January, 1945, when the corn of "the harvest" which was lost". Was cut.

We slept that night in a room gashed by many shell splinters, after such a wizard dinner that Ronald had a pain.

Along the dusty grey roads which have known the tramp of so many marching armies. Past sleek Norman cows munching apples under the trees. Past women gleaning the golden corn, and the German tanks which still blend in well with it. The boy climbed into each in search of grisly souvenirs.

British tanks, also. A Churchill still had "Rogues" Gallery" painted on the front, and the bull of 11th Armoured Division on the back. The scrap metal people have been about, and "Sold to Decombe" was chalked on the turret. I hoped that the "Rogues" got out in time when it was hit by the .88 at the end of the field. Decombe had bought that, too.

(To be continued.)

ENFIELD APPRENTICESHIP SCHEME

In order to ensure a constant flow of skilled craftsmen into the Works, the Enfield Cycle Company instituted an Apprentice Training Scheme some years ago.

Benefits are mutual to employer and employee for such tuition helps the younger generation to enter the ranks of the skilled workmen.

Immediate target of the course is qualification for the City of Birmingham Apprenticeship Certificate, the minimum age at which this certificate can be gained being 21 years.

Practical experience in various departments of the Works, and classes at Redditch Technical School and the Central Technical College, Birmingham, form the major part of the training.

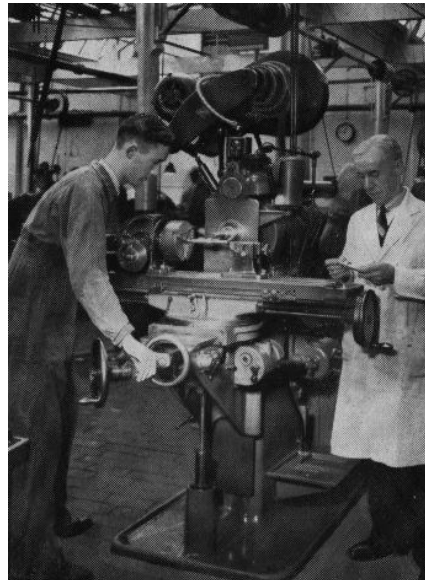
Except for the first year, junior students can attend one day per week at school, being paid for the time so used. Evening classes have also to be attended.

During the last two years, apprentices have to spend their time in the trade in which they wish to qualify, with the exception of draughtsmen trainees who, according to the conditions of the certificate, have to spend this period in the workshops. At Enfield's the rule is that these apprentices spend this period in the Works before entering the Drawing Offices in order to give them practical production experience first.

School fees and travelling expenses are also paid by the firm, and regular attendance at evening classes carries a bonus.

Further sums are awarded when the apprentice passes his examinations. All told, a lad can pick up a sum of from £15 - £20 on completion of his training.

Throughout the period of apprenticeship the pupils are paid the standard rate for their age, and in many cases they are on a piece-work or bonus system by which they earn even more. By this scheme the boys obtain first class theoretical and practical training, get paid while doing so, and also qualify for a nice little "nest egg" when they have finished their time.



Hobbies

HENRY FOSTER - - The Artist

In the Gauge Room at Enfield you will see a man busily engaged in intricate work. The manipulative skill required in this man's hands is not dormant when work ceases for he is Henry Foster, an artist of no mean ability. Henry joined the firm in 1935 and served his apprenticeship as a toolmaker but long before this his natural artistic ability had shown itself. At school, art was the subject in which he excelled and he later took a two-year course at the Redditch Art School, his aptitude gaining him first prize at the end of both his first and second years of study.

With due modesty, Henry claims that he is not an expert, but a study of his work rather emphasises this to be an understatement. He is definitely talented and versatile in the

mediums in which he gives expression to his artistic capabilities.

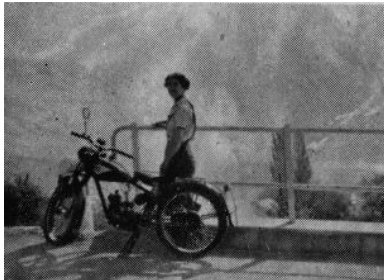
Included in his excursions into the realms of artistic endeavour are studies in figure drawing, landscapes in oils and water colours, industrial design, lettering, black and white sketches and posters. Some of his work has had wide publicity in the Redditch area, for many of his illustrations have been published in the Redditch Carnival Magazine.

Working in a well-equipped and up-to-date studio Henry not only considers the art of the past and the present, but looks to the future. He believes that the use of distempered colour for decorations will soon be fashionable and has executed many pleasing designs in this medium.



Henry Foster at work in his studio.

A view of the
Grimsel Pass in
Switzerland.



Seeing Switzerland . . .

"AMBASSADRESS extra-ordinary" is Miss B. Thompson, 87 St. James' Drive, Wandsworth Common, London S.W.17, who, as a private motor cyclist, has just completed a comprehensive tour of France and Switzerland on her 125 c.c. Model R.E. Royal Enfield Motor Cycle.

Affectionately named "Flippa," the little machine ran splendidly and without trouble throughout the tour.

Miss Thompson who went with a friend, tells us that the machine crossed the famous Grimsel Pass in Switzerland without effort and that "Flippa" did well over 150 miles to the gallon and cruised steadily at 40 m.p.h.

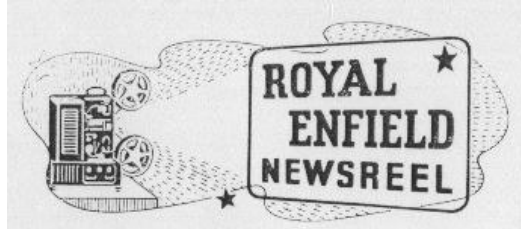
Tremendous interest was shown by the people on the Continent both in the machine and the rider, for, as Miss Thompson says, members of the fair sex do not, as a rule, ride motor cycles on that side of the Channel. How many kilos to

the litre? What is the speed and stability like? How does the selling price in England compare with the cost on the Continent? Those were some of the questions which Miss Thompson was asked and which she answered to the best of her ability in order to maintain the prestige of British goods overseas.

Four more R.E.'s were seen in Switzerland by Miss Thompson, who has also given us her ideas as a private motor cyclist on the trend of the market in these countries.

Miss Thompson left Switzerland with the impression that the people of the country are well disposed towards us and are willing to "Buy British."

We cannot help but feel that Miss Thompson and "Flippa" have done not a little in fostering the riding of British machines on the Continent, and congratulate her on her enterprise and initiative in undertaking such a trip.



Photograph from left to right shows:- Mr P.J. Syree, Major F.W. Smith, Miss E. Robinson, Miss M. Dolphin, Mr H.D. Spencer, Mr. S. May.

As a result of two dances, promoted by the Enfield Dance Committee, a total sum of £50 was raised for the Redditch Maternity Hospital. This money has enabled the Hospital Committee to purchase a Gas Sterilizer. Major Smith handed the cheque to Mr. H.D. Spencer, the Hon. Secretary of the Maternity Hospital.

Dances were also held in aid of the Enfield Employees' Children's Party, the Smallwood Almshouses and for various Enfield Works Charitable Causes. The Enfield Apprentices' Association also had their own dance.



Here is a group of charming young ladies who did their best to "make things go" as dance hostesses during recent Enfield Dances. From left to right:- The Misses Thelma Mutton, Sadie Thoms, Kathleen Tuxford, Winifred Higgins, Betty Bishop and Audrey Crisp.

ACCIDENT-FREE DRIVING AWARDS

Major. F.W. Smith, J.P., at a meeting of the Welfare Committee, presented the Diploma of the Royal Society for the Prevention of Accidents to Sidney Parsons, Oliver Charles Jordan, Jack Andrews and John Henry Taylor. These four drivers entered for the first time in the National Safe Driving Competition which is open to commercial vehicle drivers only. Each recipient completed 12 months accident-free driving in order to qualify.

WEDDINGS

Our best wishes are extended to Miss Sadie Crozier, capstan operator, who was recently married to Mr. Earle Robbins at Bates Hill Methodist Church.

It is also pleasing to record the marriage of Mr. Barry Clough, gear cutter, No. 2 Machine Shop, who was married at the Baptist Church, Redditch, to Miss. E.M. Langston. Barry gained his Wings in the R.A.F. as Sergeant Gunner.

Amongst weddings reported to us for this Issue is that of Miss. N. Dickenson, a capstan operator in No.2 Machine Shop, who married Mr. J. Wheeler at St. Godwald's Church, Finstall.

Another wedding took place at Astwood Bank Methodist Church recently when Miss Iris Lowe, Progress Department, was married to Mr. "Bill" Blick, Cost Office. The bride is a well-known member of the Dramatic Section of the Women's Institute

TWO ENFIELD TRIALS RIDER MARRIED

Mr. Tom Ellis, our 6ft. 4in. trials rider was married to Miss Mary Browning at St. Matthew's, Chapel-Allerton, Leeds, and here again we extend every good wish to the happy pair.

We are happy to extend our best wishes to Mr. A.B. Lailey and Miss Mary Richards who were married recently at Ponsenoth Methodist Chapel in Cornwall. Mr. A.B. Lailey has done excellent work in trials on his 125 c.c. machine.

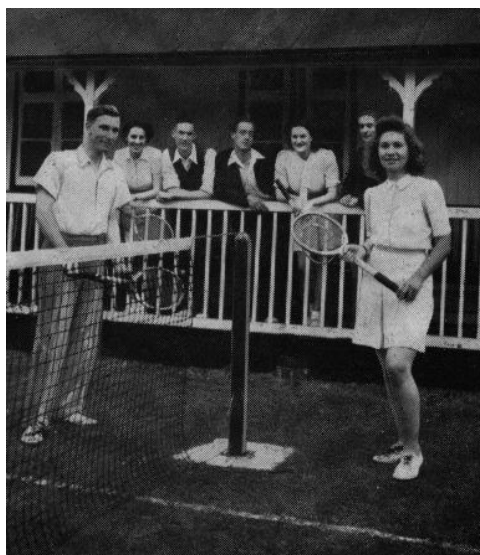
DINNERS



The Enfield Apprentices' Association held their first annual dinner at The Hungry Man Hotel, Redditch, earlier in the year. Proposing the toast of the Association, Major F.W. Smith, J.P., who presided, recalled some of his experiences as an apprentice and also offered his help in furthering the Association's cause. Mr. R.H. Watton responded. Other toasts were proposed by Mr. V.J. Neale and Mr. R.A. Wilson-Jones. Mr. H.T. Guise and Major Smith replied.

The Annual Dinner of the Enfield Staff Foremen was also held at the Hungry Man Hotel, Major Smith being in the chair. Toasts were proposed by the Chairman and Mr. F.T. Simmonds, responses coming from Mr. H.T. Guise and Mr. L. Hadley.

SPORT



A happy snap on the Tennis Courts. Jim Freeman (Chairman of the Tennis Section) and Thelma Simmonds (Honorary Secretary of the Tennis Section) are in the foreground (left to right) - Winnie Higgins, Norman Purser, Kenneth Parr, Joyce Clarke and Stan May.

TENNIS

Mr. J. Freeman was elected Chairman of the Tennis Section at the annual meeting which was presided over by Mr. R.W. Sandilands. Miss T. Simmonds is Hon. Secretary and the following are the Committee members :-Miss J. Clarke Messrs. K. Parr and N. Purser. Two grass and one hard court are now in play, the latter having been re-laid after a period of disuse during the war years.

Local friendly matches are being arranged, the first of which will be against the High Duty Alloy Works team at home. There will also be a tournament open to all club members.

We are pleased to see so many of the fair sex on the courts this season, The court are a very popular venue after working hours.

CRICKET

Two teams have been fielded again this season. A strong 1st. XI has so far played 17 matches only two of which have been lost. This team played a draw with a strong Trowbridge XI on their county ground recently, and on the occasion of this visit the players were shown around our No. 2 Factory at Westwood.

Mr. C. E. Butts is captain this year, and, as ever, full of enthusiasm.

Local fixtures have been played, and every encouragement given to the young people and works apprentices who form the nucleus of the 2nd XI, which is captained by Mr. H. James.

FOOTBALL

Not until the final whistle went for our match with Jack Mould's Works XI was the championship of the Birmingham Alliance League decided. The Enfield team drew (2-2) and the honour went to their opponents on goal average. A close thing indeed.

Jack Andrews Captain of the Enfield XI received the medals awarded to his men as runners up. This is the first time in 10 years our team have not headed the League in which they have been playing.

RIFLE CLUB

It is confidently anticipated that the necessary range certificate will shortly be issued by the Army authorities for the construction of the new 25 yards Rifle Range at the Works, the site of which has been officially inspected.

ANGLING

At the annual meeting of the Angling Section the following officers were elected

for the new season :-Chairman Mr. H. Anderson; Team Captain, Mr. C. Wright Committee, Messrs. A. Brookes, A. Keyte G. Read, H. Stockley, H. Watton and C. Wright.

Another successful season is envisaged and all usual contest have been entered.

Credit must be given to the enthusiasm and skill of our anglers. The excellent fishing waters at Marden and Binton have both been retained for the present season.

BOWLS

Members will be pleased to learn that the green has been officially passed by the Worcestershire County Bowling Association for county and local matches. This means the fixture list can now incorporate some of the more important games in the district. At the annual meeting Mr. C. White was re-elected chairman. Messrs. A. Chatterley, J. Clements, W. Crook, C. Mills, H. Poole and A. Roberts were elected to the Committee.

ENFIELD FIRE BRIGADE

A very high standard of Drill and Firemanship was exhibited by contestants in the Annual Competition of the Redditch and District Fire Brigades' Association. Enfield representatives gained the following awards :-

The Oliver Wythes Team Trophy for Hydrant Drill.

The Britannia Trophy for Team Ladder Drill.

The Blackford Cup for Team Heavy Trailer Pump Drill.

The Hughes Shield, aggregate award.

Obituary

John Brazier, a highly-valued member of our Motorcycle Frame Building Department, died suddenly on Saturday, August 7th. He had served the Company loyally for 52 years.

He leaves a wife and daughter—Mrs. Brazier is well known amongst the older employees as Katie Ellison, who worked at the Enfield Cycle Company for a number of years as a shorthand typist.

We offer our sincere condolences to Mrs. Brazier and her daughter.



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