

# REVS

THE ROYAL ENFIELD MAGAZINE

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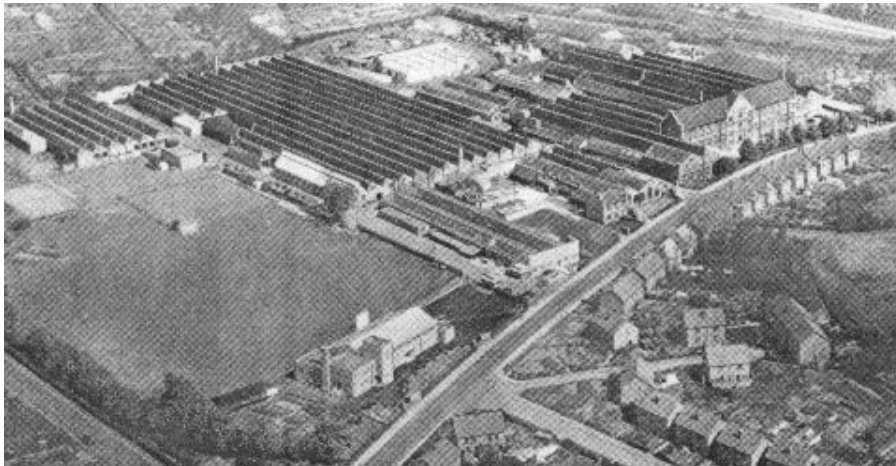
VOL. 3

SPRING 1949

No.8



REOC - Not For Sale



#### A BIRD'S EYE VIEW

This fine photograph depicts the Enfield Works at Redditch, taken from the air. The plant covers some 24 acres. The sports ground is clearly shown in the left foreground.

#### *A Royal Occasion*

We are particularly proud of the illustration on the front cover of this issue. It shows His Majesty the King examining an Enfield Air-cooled Diesel Engine which is driving a Frost Fan. This photograph was taken on the occasion of His Majesty's last official appearance prior to his illness, when he visited the National Institute of Agricultural Engineering, Wrest Park, Silsoe.

# REVS

THE ROYAL ENFIELD MAGAZINE

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

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Vol. 3

SPRING 1949

No. 8

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This is the time of year, and this is the era, when everyone is looking forward to the future. New seasons are unfolding and hope runs high wherever you may be. The Latest Royal Enfield models embody that extra note of sparkle and dash which is in keeping with the times, yet still provide the world famous Royal Enfield standards of reliability. They display this firm's faith in the future; a faith which is shared by Royal Enfield dealers and all those who ride machines bearing the Royal Enfield name.

## OVERSEAS DEALERS

### DENMARK

Here is Mr. Preben Nelleman, who is Managing Director of Messrs. Nelleman and Drewsen, who are our Distributors in Copenhagen.

Mr. Nelleman served his apprenticeship to the Cycle and Motor Cycle industry in England, and spent a very happy time here at the Enfield Works, during that period. He has had experience of all branches of the business, in office, stock warehouse and on the road, and has explored many different channels of production and salesmanship.



*Mr. Preben Nelleman*

Although he is now a Director of six companies, and a prominent member of the Union of Manufacturers and Importers of Motor Cycles, and therefore enjoys but little leisure, he still takes a keen interest in motor cycling and motoring and is also an oarsman of considerable ability.



*Mr. Peter Sorensen*

Mr Peter Sorensen is Managing Director of Messrs. Vilh. Nelleman A/S of Randers, an associate company of the above. His organisation has appointed some 60 dealers, who provide service facilities for Royal Enfield machines, and the company itself has a branch at Aalborg.

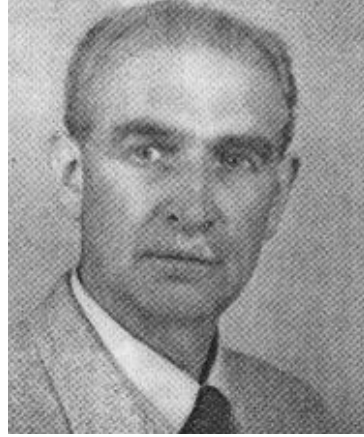
Mr. Sorensen is an enthusiastic fisherman, and also takes a keen interest in Philately.



## SWEDEN

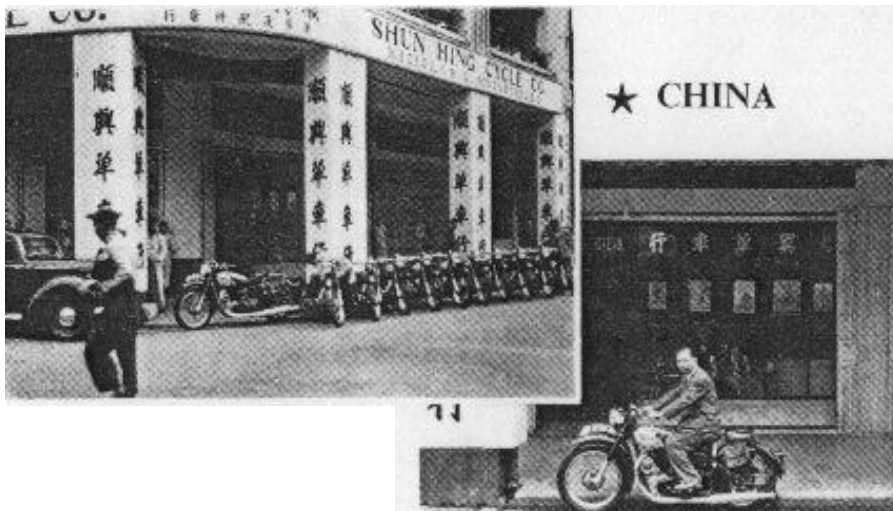
Mr. Sigurd Furugard is the Founder and Director of A.B. Motorkraft, Stockholm, the Agents for Royal Enfield machines in Sweden.

His business career is a very interesting and varied one, as after his first position as a junior clerk in London, he has held positions in Sweden, Russia, Baltic States and Germany, and became Sales Manager to Motor A.B. Wesslau of Stockholm in 1929, who were the general agents for Royal Enfield. In 1932 he founded his present business. It will be remembered that Mr. Furugard's son, Bengt Furugard, spent a month of his holidays at the Enfield Works in 1947, working in various departments of the



*Mr. Sigurd Furugard*

factory to gain experience. He is now serving in the Swedish Navy, and on completion of his training hopes to visit the U.S.A.



Above are nine Enfield Model J2 which, as the photograph was taken, had been sold to the Police Patrol of Hong Kong. The premises are those of the Shun Hing Cycle Co. who are our Distributors in that town. On the right is Mr. Wong Managing Director.

## ARGENTINA

Mr. A.J.C. Moule, who is our factory representative for Argentina, Uruguay and Paraguay, is a native of Redditch. He was educated at Alvechurch Grammar School and commenced his early business life in Birmingham in 1914, becoming an Associate of the Chartered Institute of Secretaries. In 1916 he joined The Artists Rifles. He was transferred to Anti-aircraft R.G.A. and served as Gun Major of Central London for one and a half years, after which he saw service in Belgium with a mobile battery, until his demobilisation in 1919.



From 1927 onwards he has resided in Buenos Aires, in 1931 becoming a representative of the Enfield Cycle Co. Ltd. He is a member of the British Chamber of Commerce, The British Community Council and other leading societies in Argentina.



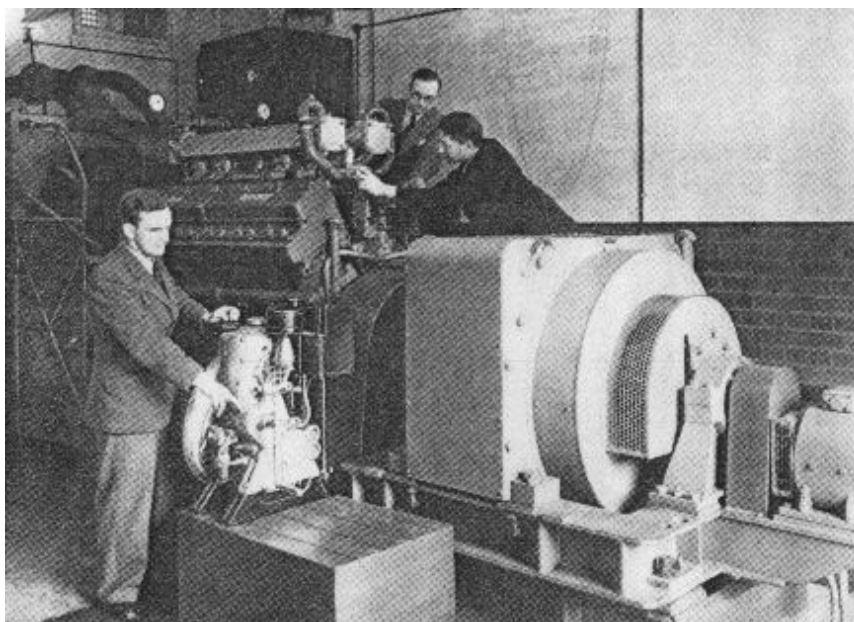
## SHANGHAI

This photograph was taken during the recent visit to Enfield of Mr. Buttong Cheung, Managing Director of the Fing Lee Cycle Co., Hong Kong and Mr. Wei-Leung Mok, Mr. Cheung's co-Director. They are shown here with Mrs. Joan Hunt, of the Export Department.

## AUSTRALASIA

Mr. J.B. Clarkson, son of our Australasian representative, believes in studying the motor cycle he sells as well as the public to whom he sells them. This photograph was taken during his recent visit to England and he is seen mounted on a Royal Enfield 350 Bullet. With him is Mr. R. Whitworth of the Export Department.





*This photograph shows, from left to right, Frank Edwards, Test Engineer, Peter Herbert and Frank Nossiter of Industrial Engines Designs Dept. examining the new equipment.*

### **Power to our Elbow**

The Enfield Organisation has equipped itself to meet one of the most inconvenient and costly of the contingences of this era, the power cut and the shedding of electrical load.

Housed in an imposing structure overlooking the Playing Fields a very efficient generating plant has been installed. The prime mover is a massive Paxman Ricardo Diesel engine. The arrival of this caused quite a stir among the staff of Enfield Industrial Engines, who, on examining the new equipment, no doubt reflected upon the way it dwarfed in size their own small masterpieces, the Single Cylinder version of which may be seen in the foreground.

The engine has 12 cylinders arranged in two Vee banks of six each, and develops 400 b.h.p. at 1,000 r.p.m. It is coupled to a 320 Kva B.T.H. Alternator, and gives an output of approximately one-third of the total load required for the Works.

The engine weighs 64 cwts., and the complete assembly is in the nature of 8 tons. An ingenious locking arrangement enables assurance to be made that both the mains and the Generator output are not switched together.

Water cooling is employed via an orthodox radiator, the supply being carried in a roof-mounted tank.

## **ENFIELD ..... ...PERSONALITIES**

### **EDGAR F. HOLLIER**



The reference "EFH/MR" is one which will be well known to Royal Enfield Dealers throughout the British Isles. It identifies the correspondence of Edgar F. Hollier, who for the past twenty-eight years has been in charge of Home Motor Cycle Sales.

This year Mr. Hollier completes half a century of service with the Company, having joined the Staff in 1899 when the Works were situated at Hunt End, near Redditch.

His first position was that of shorthand typist, and he was for a number of years Private Secretary to the General Manager, Mr. E. H. Godbold, and after spending a time with control of the Bicycle Repair Office, was appointed by Mr. R.W. Smith to his present position.

He is an experienced motorcyclist, having covered many thousands of miles on various Royal Enfield combinations, and he numbers amongst his hobbies gardening, fishing, snooker and billiards.



## HAROLD THOMAS GUISE, M.B.E..M.I. Mech. F.

The Works Manager of an Industrial concern is not a personage who is very well known to members of the public who use the products of the factory. Most of his work goes on behind the scenes.

This responsible position is filled in the Enfield Organisation by Mr. Harold Thomas Guise, familiarly known as "Tommy". A highly skilled and versatile engineer, he has been instrumental in introducing many of the innovations and refinements which are embodied in Enfield products.



He is a native of Redditch, and received his education at Redditch and Birmingham Technical Schools. After serving his apprenticeship with Messrs. H. Milward and Sons, he joined the Enfield Autocar Company, an associate organisation of the present Company, which was at one time occupied with the manufacture of motor cars. In 1909 he joined the Enfield Cycle Co. Ltd. as a draughtsman, and later became Assistant Works Manager.

When Major Smith was mobilised with his Territorial Unit on the outbreak of World War I, Mr. Guise succeeded him in the duties of Works Manager.

In his youth, Mr. Guise was a keen sportsman, numbering among his activities those of boxing, swimming, cricket and hockey. He was also an enthusiastic motorcyclist.

At present he combines the interests of golfing and fishing with gardening, poultry keeping and small-scale cattle breeding.

During the Second World War, Mr. Guise was responsible for the manufacture of vital and intricate equipment for the Services, and as a result he was asked to visit both Canada and the U.S.A. to advise on technical problems connected with this, in those countries. He made the trip in those days a hazardous one, outwards by seaplane, returning by bomber.

In the 1946 Birthday Honours, Mr. Guise had conferred upon him membership of the Most Noble Order of the British Empire, for his services in this direction.

## DEALERS AT HOME



### LONDON

### Royal Enfields at Charity Show

Messrs. Miles Motors of 60 High Street, Uxbridge, organised a yearly motor cycle show, and give the proceeds of collections made to charity, the 1948 effort resulting in a record breaking amount of £68. 10s. 6d.



This photograph shows Mr. Miles with the Mayor of Uxbridge, who is pointing to a group of Royal Enfield Motor Cycles, which were an outstanding exhibit.

### NORTHERN IRELAND

Our Distributor in Northern Ireland is the well-known firm of J.C. Lamb Ltd., of Belfast, who do a great deal to further the cause of Enfield in this part of the globe. Here is Mr. J.C. Lamb with his co-director, Mr. W. McAfee.

## HULL

Mr. Norman Jordan M.I.M.I. Is the Managing Director of Messrs. Jordan and Co. Ltd., who are the Royal Enfield Dealers in Hull. He has handled our machines for 25 years and may well be termed as one of the “happy family”.

He commenced business life in 1919, and by 1926 had succeeded in building up a very substantial concern, which soon afterwards became a limited company.

Mr. Jordan was embodied as a Territorial Officer in August 1939, and upon his demobilisation in 1945, with the rank of Lieut. Col., returned to premises which had been almost destroyed by enemy action. He still carried on, however, and it is hoped that restoration of the buildings will shortly be completed.



*Mr. Norman Jordan*

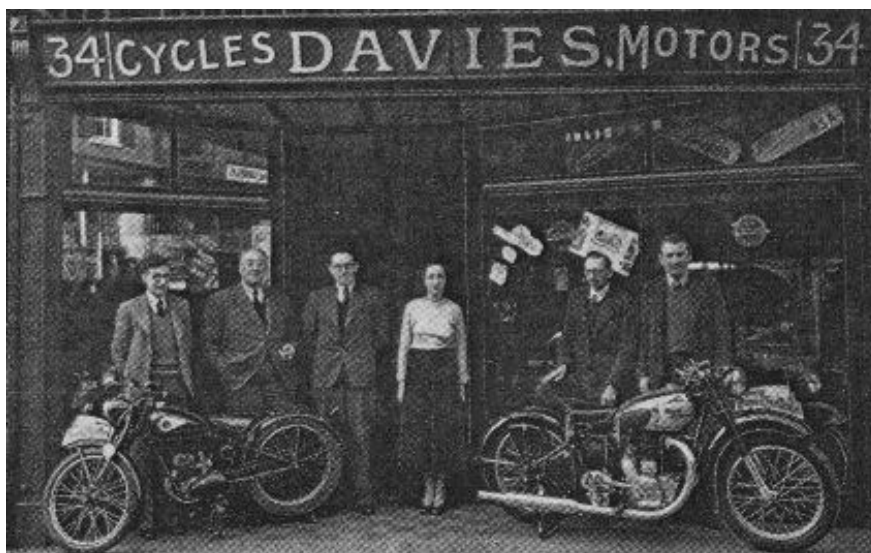
## CARDIFF

Mr. Alex Thom, of City Road, Cardiff, commenced business at his present address, in the year following the First World War, and is particularly proud of his thirty years' uninterrupted association with the Enfield Cycle Company.

Whilst his main hobby is his business and although he is a keen motorist, he still enjoys riding a motor cycle “as much as I did” he tells us “when I rode one of those 3 h.p. Enfields with a glass oil bottle on the seat tube”.

Mr. Thom has an enviable Trials and Racing record, and is now President of Cardiff and Newport Clubs.





## CHESTER

This happy picture shows Mr. J.E. Davies, of Davies Bros. Bridge Street and Cuppin Street, Chester, a very old dealer-friend of the firm, with some of the staff outside his Bridge Street store. Mr. Davies (second from left) is a very well-known figure amongst cyclists and motorcyclists in Lancashire and Cheshire.

## EIRE

Mr. And Mrs. Patrick Bedford, of Dublin, are here seen on their Royal Enfield



Tandem which, on a recent holiday, took them to some of the many beauty spots which are to be found in the Emerald Isles. We are reminded by this that Mr. Bedford recuperated from a serious illness a few years ago by "tandeming" through a large part of England. Mr. Bedford is one of Ireland's leading Royal Enfield Dealers, and tells us that he enjoys riding our products as much as he does selling them.



# The Lubrication System

By R.A. WILSON-JONES, A.C.G.I. B.S.c. M.I. Mech.F.

Motorcyclists, and perhaps even some motor cycle designers, at times seem to hold the opinion that their machines are in some way of a lower standard of engineering than more expensive products, such as aeroplanes, locomotives, or high priced motor cars. So far as the lubrication system of the engine is concerned I am sure that this view is incorrect.

Recently business took me to London, and owing to the petrol position I had to go by train. My meeting finished in good time so I was able to indulge in the small boy's pastime of watching the engines at Paddington Station. I saw two trains pull out before my own came in, and noticed that shortly before each one started, the driver or fireman climbed down from the footplate armed with a large oil can, and proceeded to anoint the slide bars of the cross heads of the outside cylinders and also perform some mysterious rites with the oil can under the bogie of the engine.

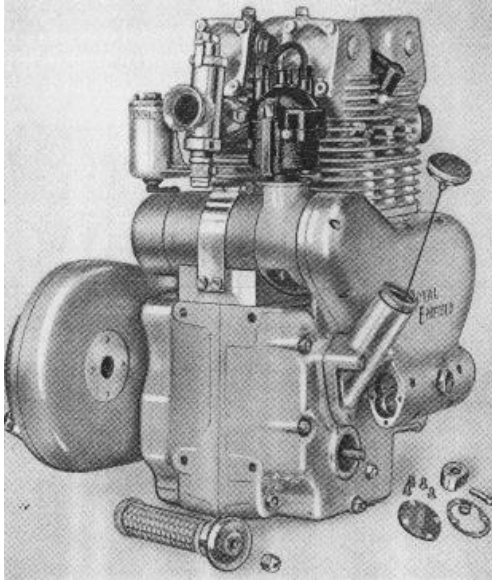
It occurred to me then what our customers would say if we provided them with motor cycles whose

engines had to be lubricated by hand with an oil can.

The modern motor cycle dry sump lubrication system such as is employed on all Royal Enfield four-stroke engines is probably the last word in scientific provision of oil to the points where it is wanted. This perfection has been achieved by development over a number of years.

The first motor cycle which I owned a hand pump situated beneath the saddle and a two-way tap beneath the pump. About every four miles I had to reach down, turn the tap in the right direction, draw up the pump, reverse the tap and insert a charge of oil into the engine.

My next machine had an improved type of hand pump with a drip feed. About every four miles one pushed the pump down and it was then supposed to come up slowly and provide a steady drip through a sight drip feed into the engine. The adjustment of the drip feed was delicate to say the least of it. Either the pump completed its delivery in half a mile, so that the supply of oil



*The new 500 c.c. O.H.V.  
Twin Engine with filler  
cap, oil filter and feed  
pump removed.*

was not much more regular than that provided by the older type, or it had not emptied at the end of the four miles so that the engine was not receiving as much oil as it was supposed to need.

Incidentally no one in those days ever considered oil economy. Too much oil was considered better than too little, and the usual figure was round about 100 miles per pint.

Later I joined the Enfield Company who were producing machines with a very excellent and reliable mechanical pump, driven from the camshaft, which supplied a steady feed of oil to the crankcase. This feed was at a constant rate and was

adjusted to be adequate for normal running. An additional hand pump was provided so that one could give extra oil when the occasion demanded it, as for instance "when ascending long hills or travelling at high speeds" to quote from the Instruction Book of that period. Later the pump was made adjustable so that one could set it to give more oil if one was going to indulge in a real "blind".

All these systems only fed the oil into the crankcase and the distribution to the working parts was of a somewhat hit and miss nature, with a strong tendency to miss certain parts such as the big end which tended to fling oil away from

it by centrifugal force, and also the push rods and rocker gear on o.h.v. engines which in those days were lubricated by oil mist and hope, of which the latter commodity was generally predominant.

Compare this with the system which we use today. The oil pumps are enlarged versions of our earlier mechanical pump and, incidentally, work on the same principle as the oscillating cylinder toy steam engines which used to give such pleasure to mechanically-minded youth.

The amount of oil fed into the engine is now about one hundred times as much as we expect to use and the surplus oil is collected and returned to the tank by a second and larger pump. Oil is fed through a large felt filter to the big end bearing, the cylinder wall and the overhead valve rocker gear, while the timing gear runs in a copious oil bath which is constantly replenished.

Owing to the fact that the oil tank is cast integrally with the crankcase the number of external oil pipes has been reduced to one in the case of Models G, J2 and 350 Bullet. and on the very latest design (500 Twin) even this solitary pipe has been dispensed with.

When one considers the possible results of a broken oil pipe or a

leaking union the elimination of this external plumbing is surely most desirable, while an additional advantage of the internal oil tank and crankcase is that the oil warms up much quicker and therefore the full rate of circulation is achieved within a few minutes of starting the engine.

This fact is of great importance to all riders, particularly those who use their machines mainly for short run, whether for utility purposes or for short distance competitive events.

One final word.

We have provided the finest lubrication system which it is possible to devise—we cannot, however, control the most important factor of all, that is, the grade of oil which is used. If possible use only the oils recommended in our Instruction Books.

These should be obtainable in almost any part of the world, but in case of difficulty use an S.A.E. 50 or 60 oil supplied by a manufacturer of high reputation. Change the oil and clean the filter at the recommended period.

To use unsuitable or dirty oils renders all our efforts on your behalf to no avail.



*An exterior view of the Canteen buildings. These are adjacent to, but not adjoining the main buildings of the concern, and the windows on one side look out on to the Enfield Playing Field.*



*The main Hall gives a pleasing impression and a spacious accommodation, and, as well as providing a large and comfortable Dining Room, it has been the scene of many enjoyable social gatherings.*



## THE INNER MAN

A Black Country rhymester of the early nineteenth century once sang: -

"My Fortune bain't so great, If Oi don't werk, Oi don't ate."

A very true sentiment indeed, yet, we think, a little Spartan. How true also is the reverse of this. Good food, well cooked and pleasantly served, is vitally necessary not only to the wellbeing and health of the employees, important though this is, but also to the maintenance of high standards of workmanship and speed, production so essential to the needs of the community today.

The Enfield Organisation, realising this, provides for its workers and staff a well-equipped Canteen of modern design. The building was jointly designed by the late Mr. Martin Peel F.R.I.B. A., and Mr. F. W. B. Yorke, F.R. I.B.A. and the opening ceremony, at which Mr. G. H. Smith and Alderman Charles Terry officiated, was performed on April 12th, 1943. On this occasion over 500 dinners were provided and the proceedings closed with very fine concert.

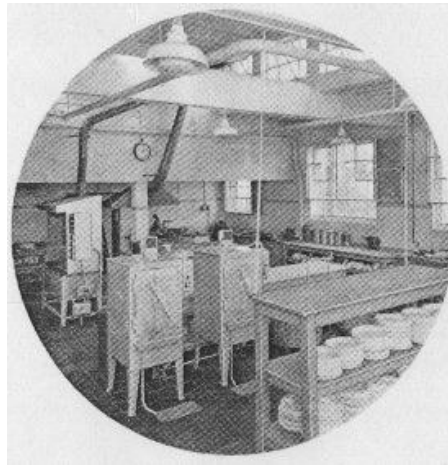
The seating capacity is normally 346, and an average of 200 main meals and 80 light meals is provided daily.

The kitchens are particularly well furnished, cooking being possible with either gas, electricity or anthracite as the occasion demands. Special apparatus deals with fish frying, pudding mixing, potato peeling and boiling (2 cwt. per day) and washing up. This latter machine is a marvel of modern mechanisation, and relies upon rapidly revolving brushes for its operation.

Special rooms are equipped for fish preparing, cold storage etc., while a chute takes scraps to a container in the basement, hygienically sealed where it awaits transport to the pigs, bred and fattened by the organisation.

The main body of the canteen is well ventilated by specially designed fan equipment, and as will be seen from the photographs I tastefully decorated. It is provided with a stage and a fine grand pianoforte, and concerts and dances are regularly held. The Apprentices' Association has the use of the Hall as a Club, and Badminton is also played.

Arrangement of units to facilitate speed of service is one of the most important features of Canteen Kitchen layout. Here nothing has been left to chance.



*Efficient equipment which enables food to be cooked quickly and well, at the same time ensuring the highest possible standards of cleanliness, is a very essential part of the modern Kitchens.*





*This picture of the Service Counter gives some idea of the catering organisation which proceeds smoothly and swiftly through the busiest periods of the day.*



*The light and airy Staff Dining Room adjoins the main Hall*



## HOBBIES—Amateur Radio

“Technical knowledge mechanical ability, in-exhaustible patience, and all one’s available spare cash”, says Stanley May, of the Drawing Office, are the chief necessities for the pursuit of his hobby of Amateur Radio.

Stanley commenced his pastime in 1935, with the building of a crystal set, and developed such an interest in radio that he now operates a transmitting station under the call sign G3FDE.

All the apparatus that he uses, including a 10 valve communications receiver, transmitter and test gear, has been entirely home constructed,

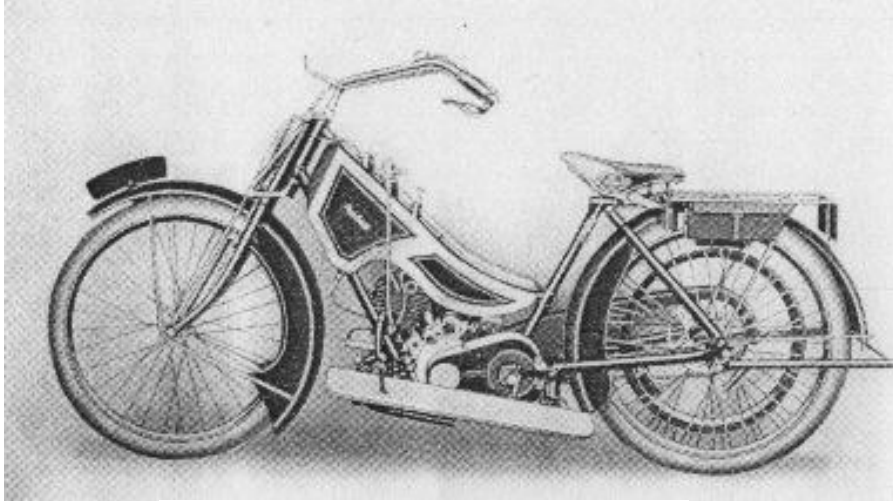
including the steel cabinets, chassis and panels.

For the transmitting side of the proceedings, a full working knowledge of Morse Code is essential, and an exacting standard is required to pass the necessary tests; in addition to which one must pass a City and Guilds Examination.

Contacts have been made with other amateurs all over the world, and Stanley is of the opinion that activities such as this are doing much to foster friendly feelings between the nations.



## Do you Remember?



### In 1912

A machine which would not seem very out of place among the mounts of the present day, was the two Speed and Free Engine 2½ h.p. Open Frame Royal Enfield of 1912.

It was designed to meet the needs of “Ladies, Medical and Commercial men” and as such, the working parts were enclosed as far as possible, so that riders’ clothes would not become entangled therein, and would remain clean.

To quote the current catalogue: “it is mounted and dismounted with the greatest of ease, the Engine develops surprisingly high power, and this, in combination with our Patent Two Speed and Free Engine Gear, makes an ideal light-weight machine, extremely flexible, easy to control, and as comfortable as an armchair”.

The engine was a single cylinder two-stroke, of 241 c.c. capacity, and incorporated a Bosch Magneto, and an Amal multiple jet carburetter. Lubrication was by means of an automatic drip feed and auxiliary hand pump. The gear was the famous Enfield All Chain Two-speed, and had a foot control, and the final drive, one of the first chain drives on the market, incorporated the Patent Royal Enfield cush rubber device in the rear hub.

The whole machine, which was finished in Naval Grey and Nickel Plate, weighed a little over a hundredweight and had a fuel consumption of 120 m.p.g.



## Bound for the Midnight Sun

Readers will no doubt recall an article which appeared under the name of Miss Patricia O’Kane in the September, 1948 issue of “The Motor Cycle” telling of a tour of Norway, which she made with her fiance Mr. Leonard Golding during the summer of last year, on an Enfield Model R.E.

Mr. Golding has sent us this photograph, which we here reproduce.

THE CYCLE.

**LONDON**

is a cosmopolitan place. Natives of all parts can be met in the capital of the world and languages are spoken that would cause the gathering at the Tower of Babel to look small. From Egypt

**TO**

California, from Cape Horn to North Cape, from Timbuctoo to

**MOSCOW**

in fact, from everywhere, the people come. But why do they gather in this way? We do not profess to know, but if we were told that they came

**ON A**

visit to buy bicycles, we should not be surprised. Neither should we be astonished if they all wanted Royal Enfields. This make has gone ahead with such strides that it takes all the time of the large works at Redditch to cope with the orders; in fact, it is only a matter of time, and a short time at that, and everybody who rides a high grade machine made throughout in the same building, will be mounted on a

**ROYAL ENFIELD.**

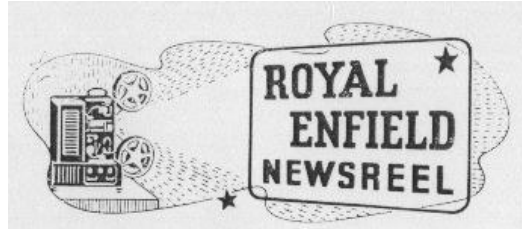
London Agents:—Engleheart & Emmerson, Queen Street, Cheapside, E.C.

**The Enfield Manufacturing Co., Ltd., Redditch.**

*Period Piece* Those of our readers who are students of Advertising will be interested in this specimen.

It appeared in a magazine, now defunct, entitled “The Cycle” on April 6th 1895.

It is a good example of the technique used at that time.



## DINNERS

### Apprentices

On Friday January 28th, at The Hungry Man Restaurant, the Second Annual Dinner of the Apprentices' Association took place. Major F.W. Smith was in the Chair. Several distinguished guests were present together with Apprentices past and present, and Vice-Presidents of the Association.

After proposing the toast "The Apprentices" which was suitably responded to by Mr. A. Heath, Major Smith presented City of Birmingham Apprenticeship Certificates to Messrs. H. Watton and D. Blick, who have completed their training.

The toast "The Visitors" was proposed by Mr. B. Giles and Mr. W. Pinkney, Headmaster of Redditch Technical School, responded. The proceedings ended with an excellent entertainment.

### Foremen

The Annual Foremen's Dinner was held at The Hungry Man on Thursday, March 24th, Major F.W. Smith taking the Chair. Fifty guests partook of an excellent meal, following which Major Smith proposed the toast "The Foremen". He then spoke of conditions in Industry both at home and abroad, and stated that he felt that the reputation we had built up over the past years was very safe in the hands of the present Foremen. Mr. H. Anderson suitably responded.

Mr. H. T. Guise M.B.E. the Works Manager, proposed the toast "The Guests" in his usual humorous manner. To which Mr. Barry Smith, son of the Managing Director, replied. Mr. Smith said that he hoped that at the next Annual Dinner, he would be present, not as a guest, but as a member of the Organisation.

The evening marked the retirement of two foremen. Messrs. Chas. Freeman and H. Hay, the latter being presented with a gold watch for 50 years' service. Mr Freeman had already received one at a previous ceremony. After dinner an excellent concert was given, which as usual, had been arranged by Mr. C. F. Bladon.



## 150 YEARS OF SERVICE

The employees of the Enfield Cycle Co. Ltd. Have for many years been called "The Happy Family" Within this large unit, however, are to be found smaller families, each with their own pride of service, each with their own memories of times spent in the larger organisation.

Such a one is the Boulton family. Their record goes back to the far-off times when the factory was situated at Hunt End, when Mr William Boulton, who is seen on the extreme left of the photograph, commenced employment as a machinist. He was transferred to the Building Shop when the Works moved to Redditch, and after seeing service in the First World War, returned to us as a Works Policeman, which post he still holds.

His three sons, Oswen (Dick) Edwin and Harry are employed in the Service Department, the Plating Shop and the No.2 Factory respectively. While two granddaughters, Rona and Shirley are also in the Service Office, and a third, Joyce is with her father at Westwood.

Their total service with the Company amounts to over 150 years - truly a record of which they, no less than we are rightly proud.



## **LAURELS**

### **A Veteran**

A 1914 Royal Enfield Motor Cycle of 3 h.p. was successful in gaining an award in its class, in the Sunbeam Club's 13th Pioneer Run starting from Epsom Downs on march 20th last. The route took the old timers via Reigate, Handcross and Albourne Green to Brighton.

### **Trials Successes**

In the early months of 1949 Royal Enfield riders have had the following successes in Trials in various parts of the country:-

PERCE SIMON TRIAL. Sgt. G.M. Berry (500 c.c.) won the Perce Simon Trophy

Jack Plowright (125 c.c.) won the Vale Cup (Runner-up)

VICTORY CUP TRIAL. W. A. Lomas (350 c.c.) won the Triumph Cup.

JACK ELLIS MEMORIAL TRIAL. Stan Holmes (350 c.c.) won the Premier Award

Geoff Broadbent (350 c.c.) was Runner-up. These two and Tom Ellis won the Team Prize.

ILKLEY GRAND NATIONAL. Geoff Broadbent (350 c.c.) won the Ilkley Trophy.

COTSWOLD CUPS TRIAL. Jack Plowright (125 c.c.) won the Boakes & Harper Trophy.

F.H. Carey (350 c.c. Sidecar) won the Haines & Strange Cup.

MITCHELL MEMORIAL TRIAL. F.H. Carey (350 c.c. Sidecar) won the "Best 350 Sidecar" Cup R. Heaton (350 c.c.) won the Barrett Cup.

BEMROSE TROPHY TRIAL. Stan Holmes (350 c.c.) won the Lapidosa Cup.

TRAVERS TROPHY TRIAL. Geoff Broadbent (350 c.c.) the "Best 350" Cup

Geoff Broadbent, Tom Ellis and Stan Holmes won the Manufacturer's Team Prize.

THE SERVICES TRIALS. Sgt. G.M. Berry (500 c.c.) won the Services Trophy.

SCOTTISH SIX DAY'S TRIALS. Stan Holmes won the Lochaber Trophy.

Ted Breffitt, Tom Ellis, Stan Holmes and Jack Stocker all won Special First Class Awards. Ellis and Holmes were members of the Team winning the Castle Club Cup.

### **HOME FROM EUROPE**

Our Export Sales Manager, Mr. R. Baker, has recently returned from another trip to Europe, during which he visited Maison Jan of Lausanne and the Swiss Motor Show at Geneva. Important orders were taken, and Mr. Baker tells us that prospects are very bright indeed. He also paid visits to our Distributors in Brussels, Antwerp, Verviers and our Distributor for France, M. Pierre Psalty.

### **WEDDING**

Mr. Stanley Chinn and Miss Margaret Kerr, who are both employed in No. 2 Machine Shop, were married at Bates Hill Church, Redditch, on March 26th, 1949. Stanley has been with the Company since 1937, and his wife since 1943. They were the recipients of a handsome present from their fellow workers.

## A Visit from The Pathfinders

On Good Friday, April 15th, the Pathfinders Motor Cycle Club of Derby paid a visit to Enfield Works. This was organised and attended by Mr. H. Palin who as well as being our agent in Derby, is also a Vice-president of the Pathfinders Club. Arriving at 2.30, they set off on a tour of the Factory, each small party in the charge of a member of the Enfield Staff. On their return to the Canteen at 4.45p. m. they were entertained to tea.

At conclusion of their meal, Major Mountford expressed his pleasure at seeing the members of the Club, stating that the last visit was paid by them twelve years ago, and no doubt they would have seen great changes in the Factory during the course of their tour.

The Pathfinders Club was founded in 1932, and has been responsible for the development of the Wingfield Park grass track racing events, and has also given great assistance in the organising of the famous Bemrose Trophy Trial.



*Top table, reading from left to right; Messrs. J. Booker, E.F. Hollier, H. Palin, V.T. Mountford, O. Wythes and F.R. Cooper.*

*Mr. Stanley May explaining a machining operation to the party which he conducted round the Works.*



## **SPORT**

During the early part of the Spring most of the Sports activities, with the exception of football and rifle shooting, have been in a close season but, as we approach the end of May, intensive preparations are being made by the Angling, Bowls and Tennis sections for the season's fixtures. It is hoped that this year employees will take advantage of the "away" arrangements to join the coach parties to visit these events, as many of the local beauty spots are to be included. In the shooting section, A and B teams hold a high position in the Miniature Rifle league, and a number of shoots have been arranged at the Droitwich Outdoor Range.

### **FOOTBALL**

During the season just past, 24 football matches have been played, the Enfield team having won 15 of these, two matches being drawn. Highlights in the goal scoring record were:- Greenhill, 34 goals for the season: Harris, 31.

The most spectacular victory of the season's play was on February 12th when the Youth Athletic Club were beaten by 15 goals to 1.

### **CRICKET**

Although it is too early to give a definite forecast of the prospects for the season, the results of the opening matches lead us to believe that our opponents will be facing very strong and enthusiastic opposition from the Enfield cricket teams.

Three teams are running this year: First and Second Elevens and a Sunday Eleven.

On May 7th, against Parkinson Stoves, the First Eleven made 211 for 7 wickets, the match ending in a draw, while on May 8th and 14th respectively, Redditch Second Eleven and Marsh & Baxters were both beaten, the latter by six wickets in a most brilliant game.

The Second Eleven have won both their matches to date, against H.D.A. and Studley.



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