REVS

THE ROYAL ENFIELD MAGAZINE

VOL. 3 WINTER 1949-50 No.9

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A Veteran Awheel

"The wisdom that groweth with a weight of years" has certainly justified itself in the case of Mr. W.J. Lane of Kirkby - in- Ashfield, who at the age of eighty has just bought himself a new motor cycle, an Enfield Model R.E. He claims to be the oldest solo motor cyclist in the country, and having retired from his job as a railway guard, he is making the most of his leisure, and is getting around visiting his scattered family.

He does not wear spectacles, keeps house for himself, and indulges in the game of draughts, internationally, by post.

We trust that he will enjoy many more years of motor cycling and good health.

FRONT COVER illustrates Miss J.E. Stigwood, who bought her Royal Enfield from our dealers Messrs. Pinks of Harrow. This young lady started riding motor cycles as D.R. in the A.T.S. averaging 500 miles a week. After experience with a variety of machines she chooses a Royal Enfield for her present day mount because she found our wartime models so satisfactory, quiet, smooth and comfortable under extremely difficult conditions.

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REVS

THE ROYAL ENFIELD MAGAZINE

Recording and Picturing the Activities of
The Enfield Cycle Company Limited

Vol. 3 WINTER 1949-50 No. 9

The summer of 1949 will remain in our memory as one in which sunshine records were broken and heat waves abounded. Motor cyclists and cyclists have thronged the highways and Royal Enfield machines have helped by giving additional enjoyment.

Those gardeners who are fortunate in their ownership of Royal Enfield Motor Lawn Mowers have found further pleasure in keeping their lawns in bowling green trim with a minimum of effort

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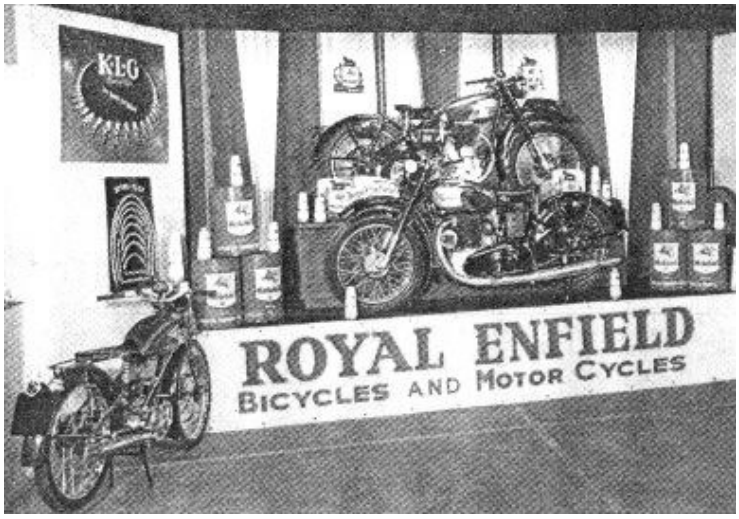
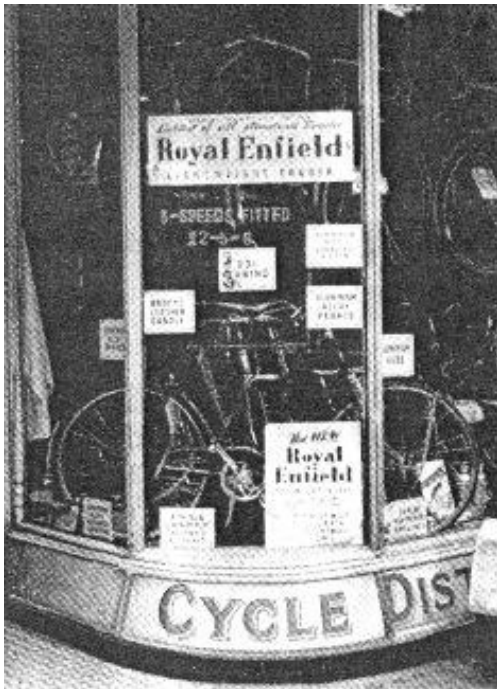


BARNSLEY

T.H. Garner & Son Ltd. Royal Enfield dealers in Barnsley, Yorkshire, recently staged their own motor cycle show, in which Royal Enfield Motor Cycles were a prominent feature.



DEALERS AT HOME

BIRMINGHAM

Whitworths of Corporation Street, gave each window a space to the special Royal Enfield Lightweight Tourer display. It proved an excellent eye-catcher and slowed down pedestrian traffic to no small extent.

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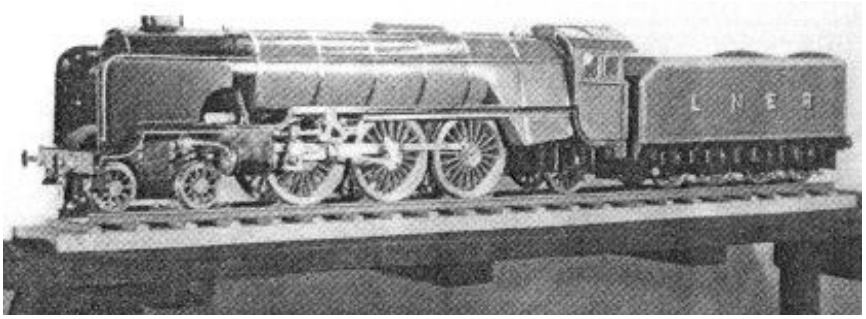
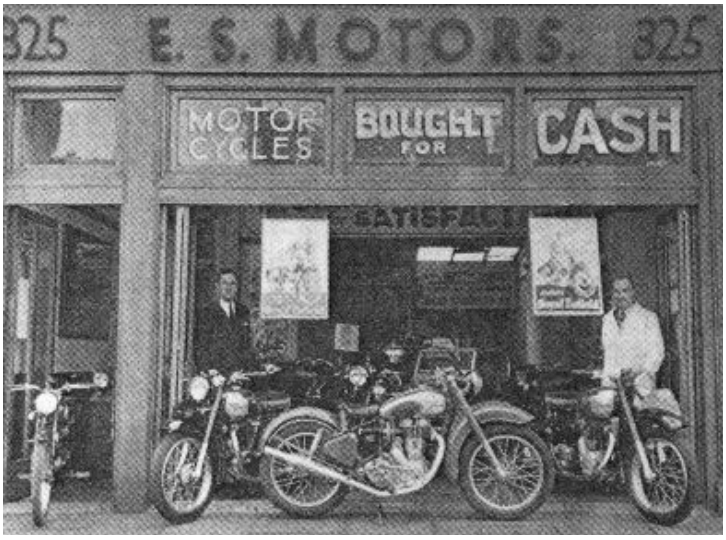


KNUTSFORD

A working model of a 3½ in. L.N.E.R. Pacific Engine built from scrap material by Mr. R. Bowles, Proprietor of Messrs. Butterworths, who are Royal Enfield dealers in Knutsford. The work took approximately 1,800 hours and the total weight of the engine is 150 lbs.

LONDON



Messrs. E.S. Motors of 323/325 Chiswick High Road, London. W.4, are 100% Royal Enfield Agents. Their very attractive premises and showroom are pictured here, with Mr. E.T. Stapleton the proprietor on the left, and his manager, Mr. H. Wilson opposite.
Next door to the premises shown, Messrs. E.S. Motors have a department of similar size, which is devoted to the sale of spares and to after sales service.

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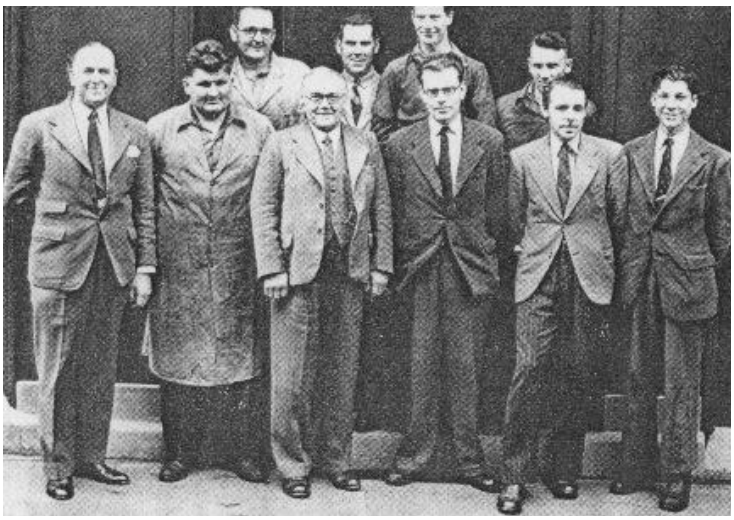
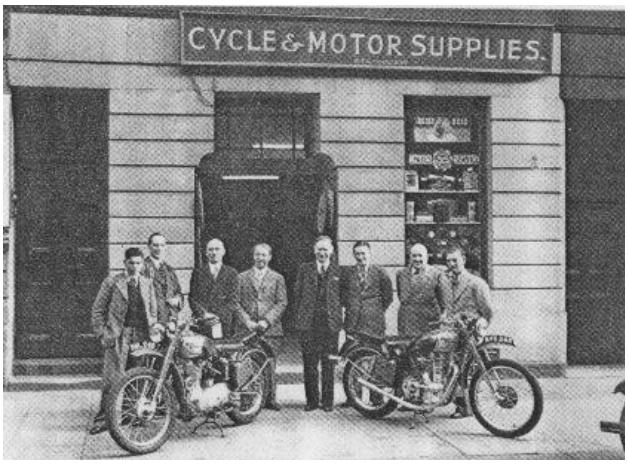


GUILDFORD *An interesting group showing some members of the staff of Messrs. Pascals who are Royal Enfield dealers in Guildford. Mr. E. Pascall, their Governing Director is shown third from the left in the front row, with Mr. W.S.B. Scurry another director, on the extreme left.*



NEWCASTLE-ON-TYNE *Second on the right in this group is Mr T.E. Richardson, President of the Wallsend Motor Cycle Club and Royal Enfield dealer in Newcastle-on-Tyne. On the extreme left and right of the picture are Mr. Bertorelli and Mr. Lishman who purchased their Enfield machines from Mr. Richardson and who entered for the Isle of Man Clubman's T.T. Mr Bertorelli finished well up in the list with an average speed of 69 m.p.h. but Mr. Lishman had the misfortune to crash in practice.*

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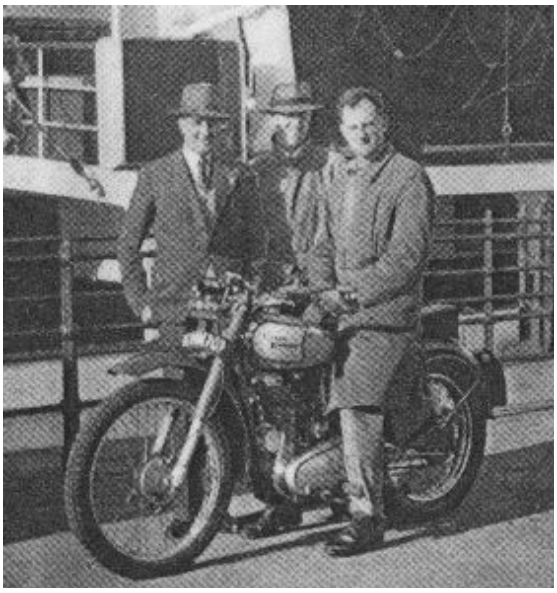
HULL *These two charming young ladies came to this country for a ten days' holiday and liked it so much that they decided to stay for a time, working for their keep during their extended holiday. They are Miss Mary Barker and Miss Janette Goulden of Johannesburg, South Africa. They are shown at the premises of our Hull distributor, Mr. Norman Jordan who presented them with Enfield cycles on which to complete their tour. They have now left England for a visit to France and Italy.*



DOUGLAS

Mr. Ted Christian, Mr. W.A. Rowell and Mr. H.M. Rowell, Directors of Salisbury Garage and Royal Enfield dealers in the Isle of Man, on the quay before Mr. Harold Rowell sailed to take part in the Scottish 6-Day's Trial on his Royal Enfield 350 Bullet.

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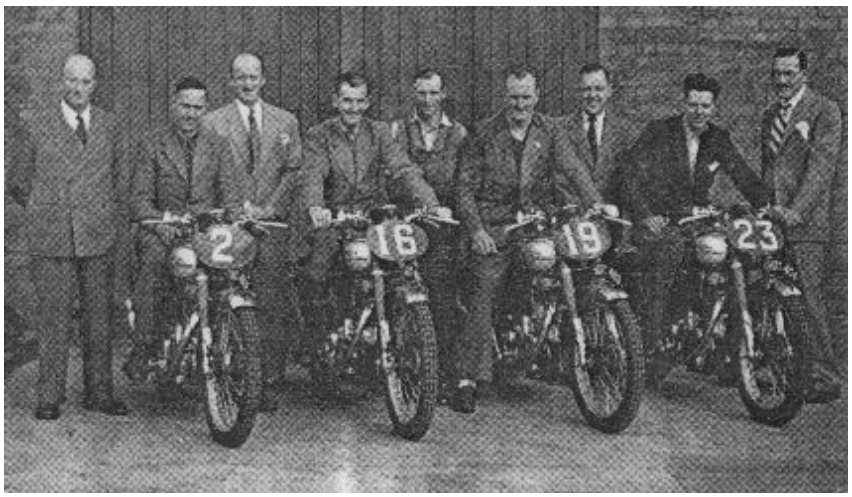
Another Success Story

Royal Enfields in the 1949 I.S.D.T.



At the Enfield Works, immediately before the riders left for the selection test in August.
Left to Right: Major F. W. Smith, Charlie Rogers, Jack Booker, Jack Stocker, Harry Watton, Tom Ellis, Fred Bladon, Stan Holmes and Vic Mountford.

As originally announced by the A.C.U. Selection Committee, the three teams (one "Trophy" and two "Vase") for this year's international Six Days Trial were each to include a Royal Enfield.

One machine of the same marque in each team… Very satisfactory distribution, that, and in itself a unique distinction for any British firm. A well-deserved honour, however, as was amply proved by what occurred at the preliminary tests in August, when Enfield riders did exceptionally well in various tests — rear-wheel removal, throttle-wire changing, speed test, etc.

These striking demonstrations of Royal Enfield accessibility aroused much comment at the time, and, coupled with their splendid record in Italy last year, it came as no surprise to find the Redditch riders so very much in the good books of the Selection Committee.

Veteran Charlie Rogers, now 40 years of age, was chosen for the Trophy team, and Jack Stocker was picked for Vase "A"— both selections being, of course, a repetition of last year. In Vase "B" was young Tom Ellis (first reserve in 1948) and thus did the officials responsible for the British team selection demonstrate their faith in the Royal Enfield "350 Bullet."

Then came a setback, not wholly unexpected, when Ellis' doctor announced that an ankle which Tom had injured in a tough Yorkshire scramble the previous May, would not stand the strain of an International Six Days so the "baby" of the team had to swallow his disappointment and content himself with lending a hand on the organisation.

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Len Heath, British Team manager, with Jack Stocker at the start on the first day of the Trial.

Came September 12th, and away from Llandrindod, Wells there rode some 230 eager competitors on their first day of the great 1949 I.S.D.T. Ahead of them lay over 1,200 miles of tortuous Welsh lanes, rough mountain passes, rocks, rivers, frame-breaking cross-gullies and a final high-speed hour on the Eppynt Race Track —the entire distance having to be covered at an extremely "tight" time schedule.

Jack Booker and Stan Holmes, during the concluding speed Test of the Eppynt Circuit in South Wales.

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Charlie Rogers negotiates a ford. The approach to the stream is a typical of the "going" encountered throughout the Trial.

Of these adventurous spirits, eleven were riding Royal Enfields, and no less than eight of them completed the course—a record of which any manufacturer may well be proud. There was the usual example of cruel misfortune here and there, notably in the case of J. G. Battle, who had ridden well and lost no marks until he had the misfortune to be in collision with a car, when his ankle was so badly damaged that he had to retire, and plucky S. J. Christensen (499c.c. Royal Enfield s/c) who crashed on the second day and was taken to hospital.

Another stroke of exceptionally bad luck befell young Norman Cartlidge, who, otherwise unpenalized, overstepped his time limit when changing a rear tyre at the end of the fourth day's run and forfeited a vital three marks. J.W. Price, who, like Cartlidge, was riding a "350 Bullet," was another to lose three marks through sheer misfortune, and these two competitors had perforce to be satisfied with Silver Medals.

In contrast, the remaining Royal Enfield riders finished the arduous week in a veritable blaze of glory, perhaps the greatest credit going to Jack Stocker. Jack, never downhearted under any adversity, suffered very considerable pain from pleurisy throughout the latter half of the week, but he, like Charlie Rogers, had his country's reputation at stake—and neither dropped a mark during the entire six days. Hardly any need to remind readers that we won the coveted trophy by a clear margin of 28 marks!

Frank Carey, too, was deserving of the highest possible praise, for he took an 11-year-old 350c.c. Royal Enfield sidecar outfit through the trial (and the speed test at the end) without loss of marks—the only "350" sidecar outfit to accomplish this almost impossible task. Stan Holmes and Jack Booker (the latter postponing his "retirement" for just one more year in order to fill Tom Ellis' shoes) finished the week with flying colours, as was to be expected, so that the Royal Enfield quota of Gold Medals was five. Needless to say, the official Enfield trio of Rogers, Stocker and Holmes collected one of the only four Manufacturer's Team Prizes to be awarded, so that there was due rejoicing at Redditch after the conclusion of this toughest of all trials. As a demonstration of reliability and endurance, there is nothing quite like the I.S.D.T.—for those who can take it!

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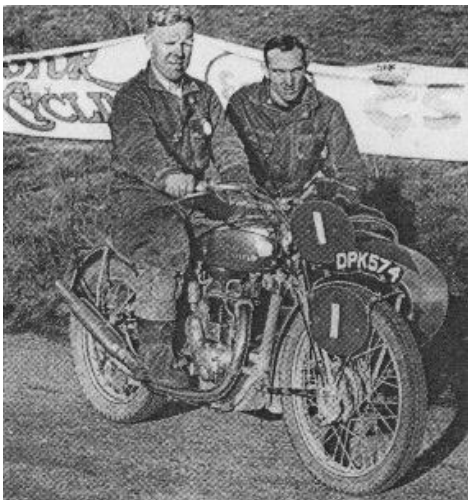
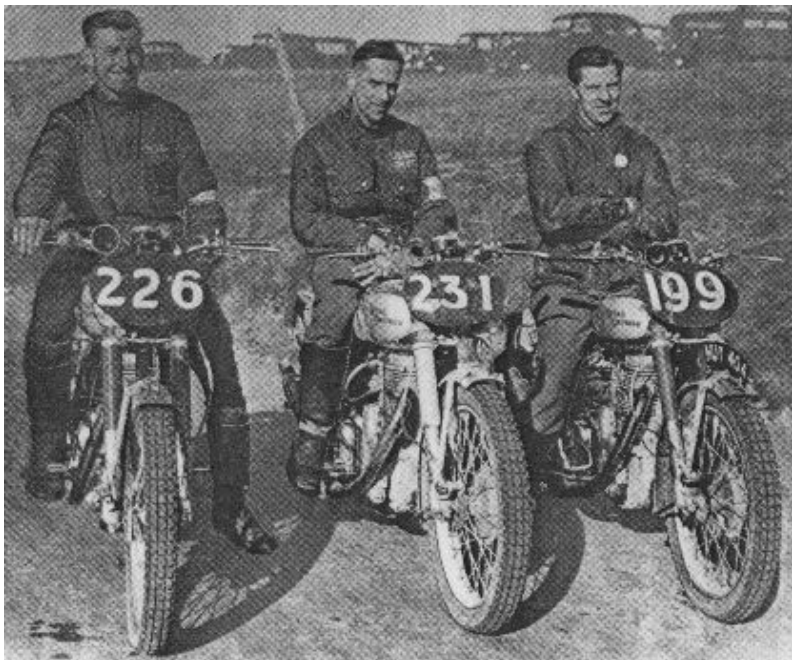


Frank Carey and his passenger on his 11-year-old Royal Enfield outfit, the only 350c.c. sidecar entrant to win a gold medal by completing the Trial without loss of marks.



THE ROYAL ENFIELD TEAM
Jack Stocker (Vase team), Charlie Rogers (Trophy team) and Stan Holmes, winners of Manufacturers' Team Prize.

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ENFIELD ……
…PERSONALITIES

Mr. E. O. Pardoe

When a gleaming Enfield motor cycle takes the road, ready to give years of trouble-free service, its fortunate owner but rarely gives thought to the intricate and highly skilled work which has gone to make it such a masterpiece of modern engineering. Undoubtedly the most important part of its manufacture is the work of the Drawing Office and the men who are responsible for the initial designing of the machine.

This work at the Enfield Factory is in the capable hands of Mr. E. O. (Ted) Pardoe, whose photograph is shown here.

Mr. Pardoe was educated at the Birmingham Municipal Technical School, and served his seven years' apprenticeship in the motorcycle industry, after which he spent some time with Messrs. Humber Motor Co. and Messrs. Alfred Herberts, joining the Enfield Company in 1920. A year after this he married, and now has three children, two girls and a boy.

In 1914 he joined the 15th Bn. The Royal Warwickshire Regt. 2nd (City of Birmingham) Bn., and served in France at Arras and on the Somme. It was here that in 1916, while attacking Falfimont Farm at Guillimont, that he received a severe gunshot wound in the jaw, neck and shoulder, that resulted in his being in hospital for 20 months, and in his subsequent discharge in 1918.

Mr. Pardoe tells us that his favourite pastimes have been outdoor ones. Tennis, motorcycling, fishing, boating, and gardening, are among the many sports and pastimes in which he has indulged, while he is a keen bridge player, and enjoys a game of billiards.

As regards hobbies, he says that they are too numerous to mention, but all take the form of "making something", and indeed some very beautiful and valuable objects have come into being as a result of his talents and industry.

Mr. Pardoe discussing a point with George Neale of the Experimental dept.

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Mr. C. F. Bladon

Fred Bladon had been with the Enfield Company for thirty years, joining them immediately after World War 1, in which he served in the Royal Flying Corps and, later, the Royal Air Force. Originally intended for the Law, he never regrets his change over to the industrial world after his war service.

He has been Publicity Manager since 1922, from which date he has been responsible for the advertising and publicity campaigns of the Company, also for the firm's Stands at Exhibitions at Olympia, Earls Court, and the British Industries Fair.

A motor cyclist since 1914, he competed in Trials in the mid-twenties on the famous Royal Enfield "Big Twin" and sidecar. For many years he was in charge of Competitions, introducing as Royal Enfield riders, Lewish Welch, Norman Hooton, Geoff Patrick, Charles Rogers, George Holdsworth, and many others. He is still most interested in the Trials game and can usually be seen at the chief events in various parts of the country.

At the commencement of World War II, Mr. Bladon took charge of Cycle Sales. Subsequently, when material shortages were so acute, he re-organised the Material Progress Department, and was responsible for obtaining supplies and maintaining continuity of output. On the retirement of Mr. Albert Dyer at the end of 1945, Mr. Bladon was appointed Chief Buyer. He finds his wide knowledge of the Trade and its personalities a great advantage in this sphere.

Always interested in welfare work, he was for a time a member of the committee of the Enfield Athletic Club, and latterly has been actively engaged in the organisation of the Long Service presentation schemes introduced by the Directors.

For a number of years he was Chairman of the Committee of the Redditch Motor Cycle and Car Club, and for six years Chairman of the Redditch Carnival. Until the introduction of the National Health Scheme, he was a member of the various Committees of the Redditch Smallwood Hospital and Vice-Chairman of the local Hospitals Contributory Scheme. He is Secretary and a Trustee of the Smallwood Almshouses.

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OVERSEAS DEALERS

SOUTH AFRICA

We have recently had the pleasure of a visit at the works from our representative in South Africa. Mr. L. Finkelstein, whose photograph we here reproduce.
Mr. Finkelstein is enthusiastic about the prospects in his territory and looks forward with confidence to an increasing and continuing demand for our products.
It is noteworthy that at the time of Mr. Finkelstein's visit there were also present at the works three other overseas factory representatives; Mr. L.B. Clarkson (Australia and New Zealand) Mr. A.J.C. Moule (South America) and Mr. S. Jarvis (Canada)

NORWAY

Mr. Gran-Henriksen of the firm Chr. Gran-Henriksen, Royal Enfield dealers in Norway, is an enthusiastic angler and in addition to Royal Enfield motor cycles, imports his favourite rods and tackle from Redditch. He studied motor cycle manufacture in England.

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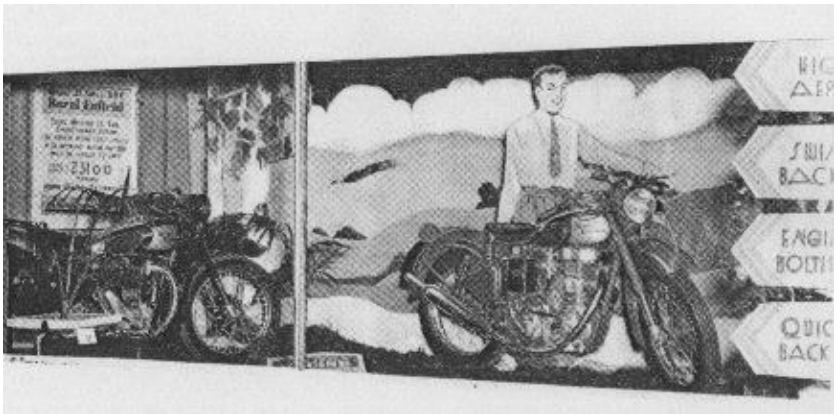
AUSTRALIA

Messrs. Mayfairs of 284 Adelaide Street, Brisbane, have sent us these two photographs of a window display which speaks for its self. They herald the arrival of the first "350 Bullet" in Australia. The above photograph was taken from the outside pavement, where the display caused considerable interest.



This is a close-up interior view of the display. Further news of Mayfairs is given on the following page.

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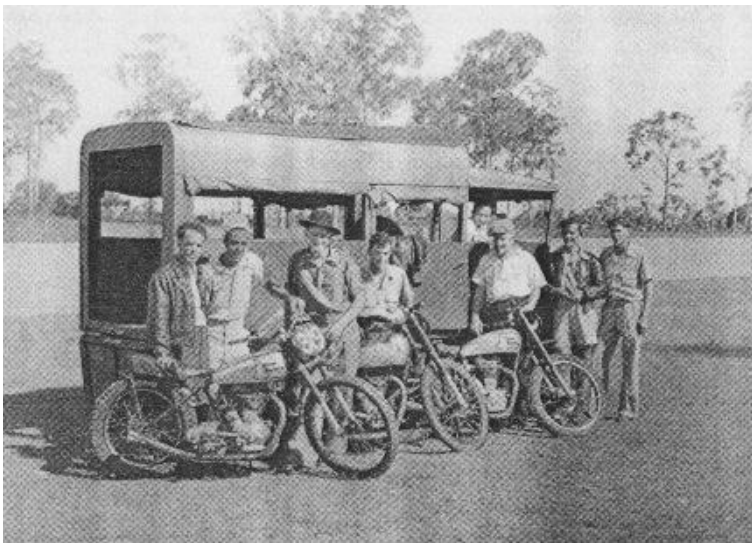

This photograph shows Mayfairs mechanics and riders with their Royal Enfield machines on an "airstrip" where carburettors were adjusted and high speeds checked prior to the Gympie M.C.C. Meeting mentioned below.

SUCCESSES IN AUSTRALIA

Motor cycling events in Australia take place on dirt surfaces and are of a very "twisting" nature, hence cornering on the tighter corners is very much up to dirt track standards, although speeds up to 70 m.p.h. are not uncommon.

These meetings are both spectacular and popular. After a gathering of the Gympie M.C.C. open event, held near Gympie on the 20th March this year. Mayfairs issued a poster which bore these details:

350 c.c. Scratch Race: P. Bagnall, Royal Enfield 1st.

All Powers Scratch: P. Bagnall, Royal Enfield 1st

5 Lap Handicap: P. Bagnall, Royal Enfield 1st.

10 Lap Handicap: P. Bagnall, Royal Enfield 1st.

Invitation Race: P.Bagnall, Royal Enfield 1st.

Which we think show Mr. P. Bagnall to be a remarkable rider and once again proves that Royal Enfield motor cycles get results whatever the conditions under which they are ridden.

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Mr. George Bolton, Royal Enfield distributor in Adelaide, South Australia, sent us these photographs. Above picture is of Mr. D.H. Haig of Alberton, Australia, who completed a run to Broken Hill and back, a distance of 1,600miles on a Royal Enfield Model R.E.

Mr. J.E. Harris of Kimba, South Australia, on his arrival at Perth after a run of 1,758 miles on his Royal Enfield Model "J"

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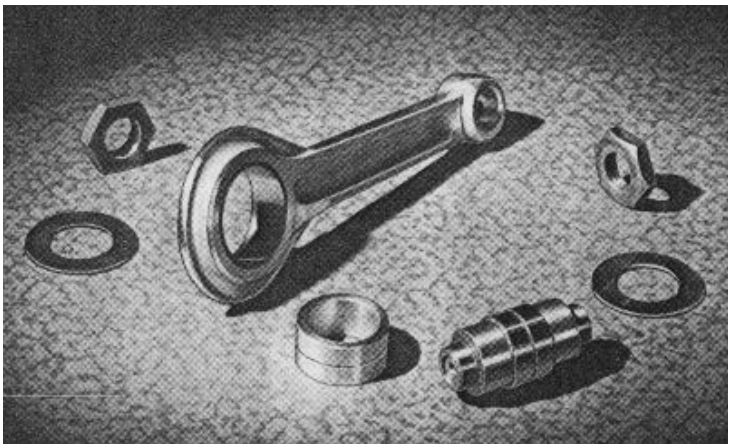
Technical Topics

By R. A. Wilson-Jones A.C.G.I, B.Sc., M.I.Mech.E.



THE BIG END BEARING

Early motor cycles nearly all had plain big ends. Later, roller bearings became practically universal. Nowadays the tendency is to return to a plain bearing—a change in which, incidentally, this firm had been one of the pioneers. What is the reason for this reversion to a type of bearing which proved unsatisfactory in the past? What is wrong with a roller bearing big end? How do present day plain bearings differ from the early types?

Before we can answer these questions we must know something about the conditions under which a big end bearing operates and how these differ from ordinary journal bearing such as, for example, a mainshaft bearing. Perhaps the most obvious difference is that the crankpin on which the big end bearing runs is not rotating about its own centre but about a point some 1½in. or 2in. away from it. The result of this is that the rotating parts of the bearing i.e. the rollers and the cage (or the plain bush) and the eye of the connecting rod, are subject to centrifugal force, thus imposing a load on the inner face of the crankpin which increases rapidly as the speed of the engine rises. At all normal engine speeds, however, this load is not serious compared with other loads on the bearing.

The second point is that the loading on the big end varies considerably. If the engine is running at full throttle at moderate speeds the principal load is the gas pressure on the piston. This is carried by the outer face of the crankpin and is at its maximum at about T.D.C.

This load, though intermittent, can be very considerable and in the case of a 500c.c single-cylinder engine with a normal compression ratio, for instance, it is of the order of 2¼ tons and is considerably more if the engine is "pinking". On the other hand, if the engine is running at high r.p.m. on a small throttle opening the gas loading is

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much reduced and may be cancelled out by the load due to the inertia of the piston and small end of the connecting rod. This is always on the inner face of the crankpin and adds to the centrifugal loading already referred to.

Another point is that loading due to gas pressure occurs only at the top of the compression stroke whereas loading due to inertia of the reciprocating parts occurs not only at the top of the compression stroke (where it cancels some of the load due to gas pressure) but also at the top of the exhaust stroke and, to a somewhat lesser extent, at the bottom of the firing and suction strokes. Consequently the intensity and direction of load on the big end bearing vary considerably from point to point in the cycle of operations, and depend to a large extent on the speed and throttle opening at which the engine is running. This face, however, does not in itself mean that a plain bearing is more suitable than a ball or roller one, or vice versa.

The third point is that when the engine is running at a uniform speed the rotation of the big end bearing is not uniform but is constantly accelerating and decelerating during each revolution. The variation in the rotational speed of the big end depends on the length of the connecting rod and of the crank-throw. The longer the rod is in relation to crank-throw the less is the variation in speed and with an infinitely long connecting rod the rotational speed of the crankpin in the eye of the connecting rod would be uniform and equal to that of the engine. Unfortunately in order to make a compact engine which is easily housed in a motor cycle frame the tendency is always to use as short a connecting rod as possible.

At one time it was considered standard practice to make the rod four times as long as the crank-throw but the tendency today is to reduce this to three-and-a-half times. Fig. 1 shows the actual rotational speed of the big end bearing of an engine running at 5,000 r.p.m. having a connecting rod three-and-a-half times as long as the crank-throw. It will be sent that at T.D.C. the rotational speed of the big bearing is just over 6,400 r.p.m. while at B.D.C. it is just under 3,600 r.p.m. In half a revolution of the crankshaft there is, therefore, a change in the rotational speed of the big end bearing of just over 2,800 r.p.m. (actually 2,860 r.p.m.). The time occupied by half a revolution of the crankshaft at 5,000 r.p.m. is, of course, 2/16363 minutes so that the average deceleration form top dead to bottom dead centre (or acceleration from bottom dead top to top dead centre) is no less than 28,600,000 r.p.m. per minute or, if you prefer it, 476,666.666 r.p.m. per second.

This acceleration is, however, not uniform top to bottom dead centre of vice verse. Actually at top and bottom dead centres the speed is momentarily constant and the rate of acceleration gradually increases for 90% of crankshaft movement and then slows down again. Consequently the maximum rate of acceleration is twice the figure given above, i.e., approximately 950,000 r.p.m. per second, when the crankpin is at 90˚ and 270˚. Fig. 2 shows the actual acceleration curve for an engine speed of 5,000 r.p.m. At 6,000 r.p.m. the accelaration figures are multiplied by 1.44 and at 7,000 r.p.m. by 1.96. Let us now consider the case of a roller bearing on a shaft rotating at a ubiform speed of 5,000 r.p.m. and let us suppose that the shaft diameter is 1¼ in. and the roller diameter ¼ in. The whole assembly of rollers will be rotating round the shaft at 5,000 x 5/12 = 2,083.3 r.p.m. and each roller will, in addition, be rotating on its own axis at 5,000 x 5 = 25,000 r.p.m.

Once the rollers have been set moving at these speeds there is no tendency for them

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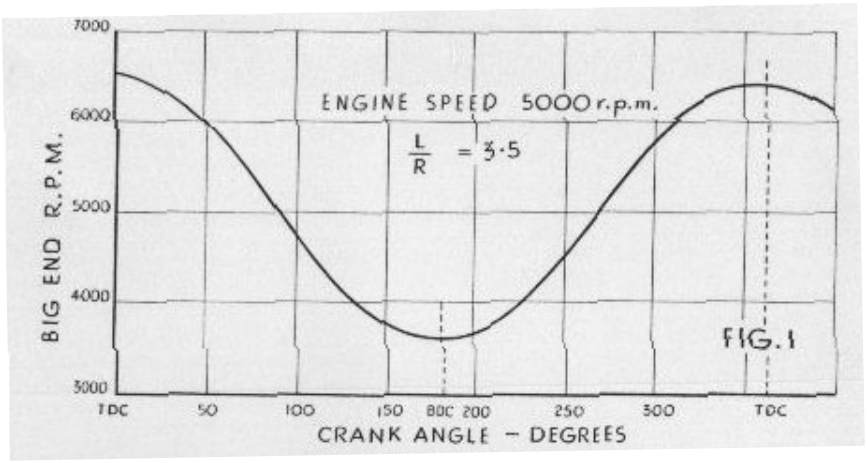

to speed up or slow down except for air resistance and oil drag which will slow down the rollers on the unladen side of the bearing. Under these conditions the rollers will float round without rubbing hard on the sides of the slots in the cage (or against one another if no cage is fitted), and the bearing justifies being described as an anti-friction one. How different is the case where there is constant and violent acceleration and deceleration during each revolution of the engine?

Acceleration of the cage and the rollers on the unladen side of the bearing can only be achieved by the driven rollers pushing the cage which in turn pushes the "free" rollers. When deceleration occurs the forces are reversed, and this rapid and repeated reversal of forces tends ultimately to break up the cage. Moreover, this pressure between the rollers and the cage (or between adjacent rollers if no cage is fitted) naturally tends to stop the rollers spinning when they are on the unladen side of the bearing, thus producing violent skidding when they come under load and are forced up to speed, possibly even to a higher speed than that at which they were spinning when they lost contact with the crankpin if the bearing has accelerated meanwhile. Under these conditions it is easy to see that a roller bearing is very far from being frictionless. On the contrary, there is heavy friction between the rollers and the cage (or between adjacent rollers) and also a lot of skidding between the rollers and the inner and outer races. Experience has shown that to keep such a bearing even reasonably cool a lot of oil must be pumped through it to carry the heat away and to lubricate the skidding surfaces.

Having arrived at the point where a lot of oil must be fed to the bearing why not use this oil to form a film to separate the inner and outer races? In effect this is just what is done in a plain bearing and it will be seen at once how much better suited to its purpose is an oil film than a cage full of rollers. Not only has it negligible inertia, so that it responds immediately to the acceleration and deceleration imposed on it, but it is constantly being renewed, provided, of course, that oil is being fed to it in sufficient quantities.

This is really the crux of the whole matter. The plain bearings used on early motor cycle engines were not only

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inadequate in size but, as I said in my last article, the lubrication of the engine was by hit and miss methods which largely missed so far as the big end was concerned. Even with later designs where a mechanical pump fed oil to the big end bearing, the amount supplied was limited by the desirable rate of consumption in an engine running on total loss of lubrication system and this amount was barely sufficient even for a roller bearing and certainly not for a plain bearing. With the introduction of dry sump lubrication, however, a large rate of oil circulation can be used and all of this can, if necessary, be fed to the big end bearing. Given this adequate supply of oil the plain bearing wins every time.

There is, however, one important point, and that is that the greater the rate of oil fed to the bearing, the more important does it become to ensure that the oil is clean. A good filter is therefore an essential part of the lubrication system of a dry sump lubricated engine, particularly if the big end bearing is of the plain type.

One final word regarding the plain bearing big ends used in our single-cylinder four-stroke engines. These make use of a floating bush free to revolve on the crankpin and in a hardened steel bush housed in the connecting rod. The purpose of this construction is simply to keep the overall dimensions of the bearing the same as those of the roller bearing it replaced some ten years ago. On the 500 Twin, where no question of interchangeability is concerned, an unbushed plain bearing of relatively larger dimensions is used. It may be remarked that we still use roller bearings for our two-stroke engines. The reason for this is that in the case of a two-stroke engine with crankcase compression the amount of lubricating oil must always be cut down to the absolute minimum. Under these conditions a plain bearing would not receive sufficient lubrication, whilst at the relatively low speed of a two-stroke the roller bearing gives quite satisfactory service.

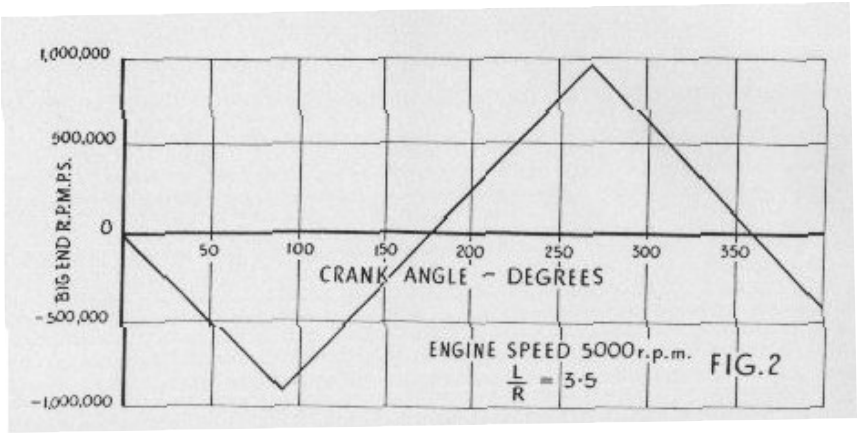

FIG.2

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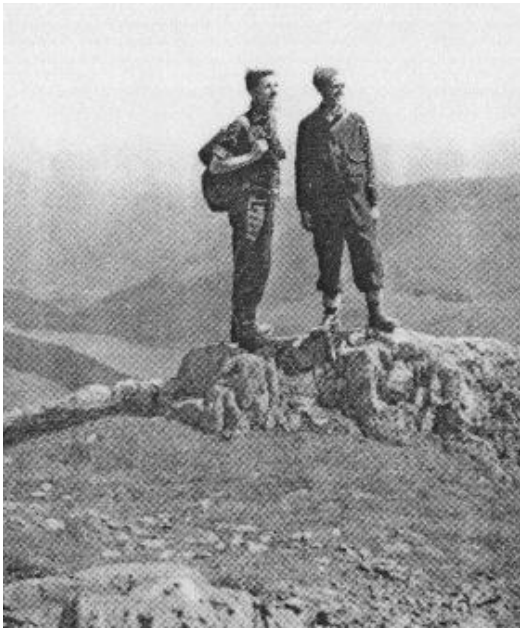

Hobbies

MOUNTAINEERING

In these days of petrol rationing and consequent restricted travel the hobby of climbing is not one that can be pursued at any great length, especially as the Midlands are particularly short on any form of rocky protuberance upon which the human frame may be elevated.

However, Richard Cozens, of Industrial Engines, maintains that in the words of the old song “absence makes the heart grow fonder” and the visits to the high and lonely places are all the more enjoyable for their comparative infrequence.

Richard has climbed in Scotland, the Lake District and North Wales and the photograph here reproduced was taken on the descent from Snowdon by way of the “Pyg” track. This was in 1947 and the ascent was made by the Watkin Route and the notorious Zig Zag, leading past the traditional burying place of King Arthur, high up on the “pass of Arrows”. The return route was taken over the Llewydd Shoulder and so to the Plas Cym-y-Llan at the foot of the mountain. The whole climb took from 6 a.m. to 11.30 p.m. and involved 35 miles of walking and 3,500 feet ascent.

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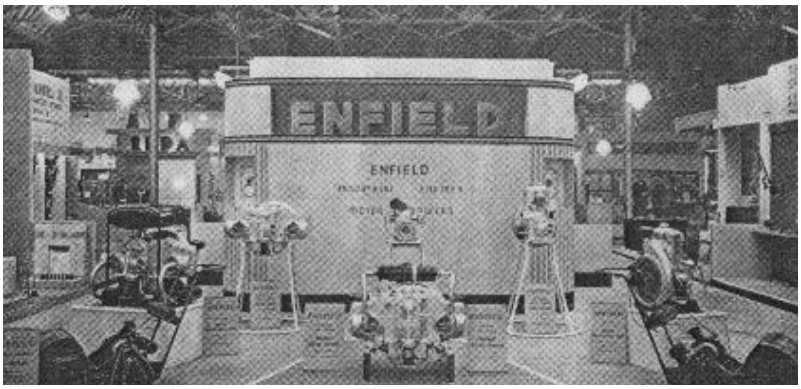
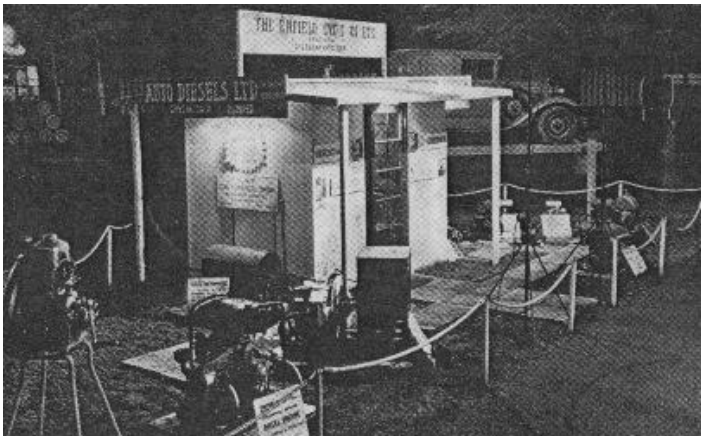
THE BRITISH INDUSTRIES FAIR, 1949

Once again at Castle Bromwich, the Engineering Trade brought together from all over the country its display of mechanical ingenuity and achievement and during the fortnight of its run, from May 2nd to 13th, succeeded in making the mouths of Home purchasers water, as they watched, although with great pleasure, the enthusiasm of their friends from overseas.



The Enfield Organisation was represented by its range of Industrial Engines and Motor Mowers, which can be seen in the picture.
A party of Employees visited the Fair on Saturday, May 18th and all expressed their enjoyment of the magnificent show of British products.

EXHIBITION IN DENMARK



Enfield diesel Engines displayed by our Danish distributors at a recent exhibition in Copenhagen.

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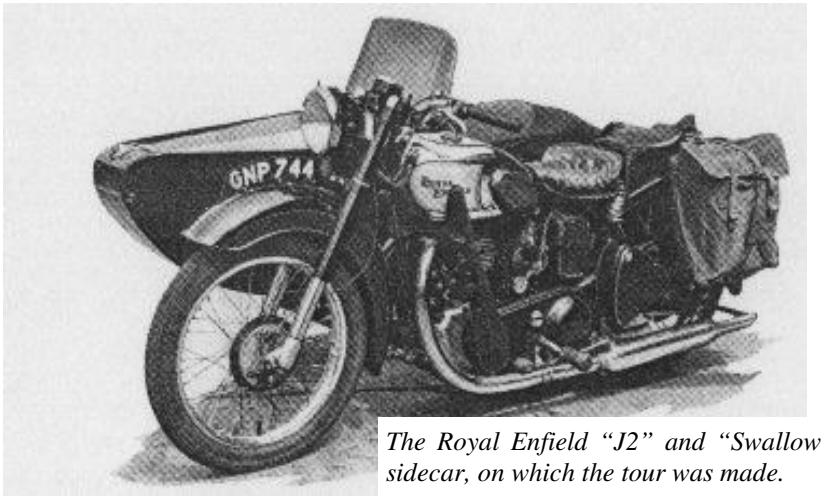
TEMPORARILY EXPORTED

AN EDITED VERSION OF AN ATRICLE BY Mr. C. P. READ, OF "MOTORYCLING"

Evidence of the ability of the 500 c.c. o.h.v. two-port Royal Enfield Model J2 to stand up uncomplainingly to very hard work with the minimum of attention is given in a recent article appearing in *Motor Cycling*. A member of the staff of that journal, Mr. C.P. Read, accompanied by his wife, riding in a Swallow "Commando" sidecar, has just returned from a 2,300 mile trip involving a journey across France from North to South, a visit to Milan in Italy, the crossing of one of the famous Alpine passes under particularly bad weather conditions, and a run through Switzerland; followed, of course, by a second jaunt across France and a return from the Channel port.

What is of most interest is that the machine required no attention other than cleaning the sparking plugs and removing water from the float chamber of the carburetter. These jobs were carried out by the Royal Enfield distributors in Lausanne, Maison Jan. Another point of considerable interest was that the sidecar was fitted on the right-hand side of the motorcycling in true Continental style.

Mr. Read and his passenger drove down to Dover and crossed to Dunkirk. The next stage of the journey consisted of a fast run over the flat country of Northern France - the battlefields of World War I. The trip began to get more interesting as the outfit penetrated farther to the South, and it was not long before "C.P." and his companion found themselves in the romantic country of Old Burgundy, the very names of whose town and villages make the mouth water! Whilst spending the night at Villefranche, Mr. Read made a mental note *not* to put up at a hotel which was situated on a hill on a main French road! Apparently, all night long huge lorries and trailers were grinding their way up the hill to the accompaniment of crashing gears, snorting exhausts and the peculiarly



The Royal Enfield "J2" and "Swallow" sidecar, on which the tour was made.

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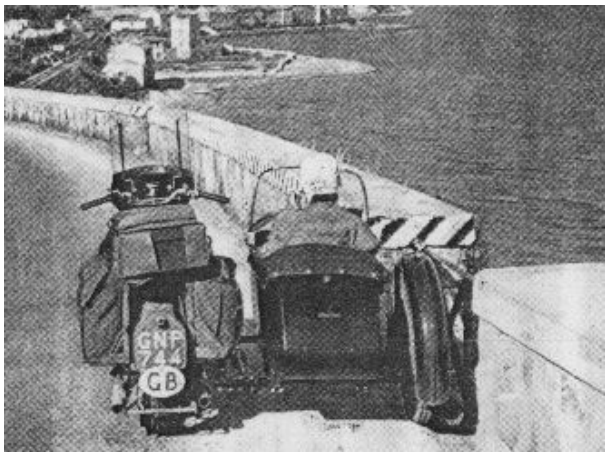

On the coast road of Ligoria, on the shores of the Mediterranean, with the white buildings of Imperia in the background.

penetrating type of electric horn which forms such an important part of the average French driver's equipment!

The name of Avignon conjures up a picture of medieval France and the warm, scented air of Provence. No one can think of this ancient city without unconsciously calling to mind the old nursery rhyme and more modern song which begins "Sur le pont. . ." Avignon proved to be all that was expected of it, with its Papal palace, its famous bridges and its carnivals.

The outfit came within sight of the Mediterranean at St. Raphael, where began the journey through the fantastic millionaires' playground of the Riviera. The driver chose the Lower Corniche Road through Cannes, Antibes, Nice and Monaco, crossed into Italy at Mentone.

Immediately upon entering Italy the most noticeable feature of the landscape was the large number of motorcycles in use, for Italians are extremely motorcycle-minded and wherever the Royal Enfield outfit came to a halt it was surrounded by many interested, voluble people.

The Autostradd trip from Genoa to Milan was somewhat hair-raising as very little of this toll road (they charge 25 lire to use it) is straight and there are many long tunnels, upon entering which the stranger is liable to find himself very much "at sea".

Milan was one of the high spots of the journey, and Mr. Read describes the remarkable Galleria Vitoria Emanuella, which is a large section of Milanese streets under a glass roof, where, even in teeming rain, people can walk about and sit around outside cafes in warm air and under bright lights. Following Milan, another Autostradd was taken, this time of the traditional kind, and the Royal Enfield showed up remarkably well in being able to maintain its original speed of 62 m.p.h. for just as long as the rider wanted it to do so. It is possible on this highway, to drive flat-out for a stretch of well over 20 miles.

The outfit left the motor road at Sesto, near Lake Maggiore, reached Domossola and there ran into very bad weather indeed. This continued as Mr. and Mrs. Read crossed the Italian/Swiss frontier and began their ascent of the Simplon Pass which was to take them 6,600ft. up

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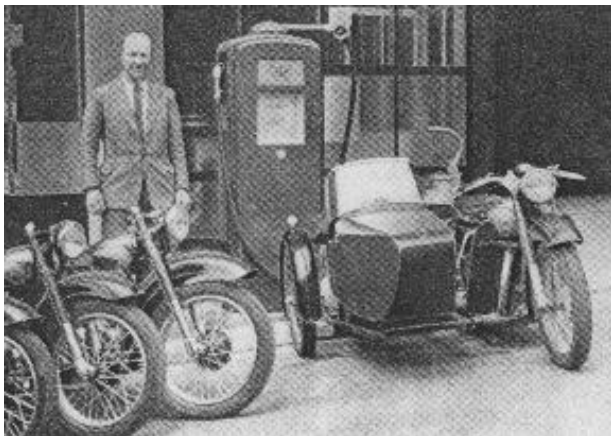
to cross the Alps.
In good weather, this road is considered to be one of the most beautiful in Switzerland, but whilst a storm is in progress it can be one of the most difficult. On the day in which the Model J2 crossed there was not a soul in sight all the way! The ascent, having been successfully accomplished, the outfit dropped down the other side into Brigue, where the crew put up for the night to dry out and recover from their experiences. The following day saw them in Lausanne, whence a very fast road along the shores of Lake Leman took them to Geneva.

Down through the wooded country, the combination eventually reached Champagnole, where the crew tried very hard to get accommodation. But it was the evening before the market day and every square inch in the town had been taken up. It is an ill wind that blows nobody any good, however, and the result was that a few kilometres farther on they found a particularly comfortable little hotel at Gratteroche, where their visit was made doubly interesting by meeting an English-speaking school master, who had worked with the French Resistance during the war.

Continuing, a route was taken through Dole, the birthplace of Louis Pasteur. Here, an interesting moment occurred when a loud crash was heard from somewhere amongst the front forks! But it tuned out to be nothing more serious than a small horsehoe which had been flung up by the front wheel.

Arriving in Paris, a visit was made to Mons. Pierre Psalty, the Royal Enfield Distributor, in Avenue des Ternes, and the Continental part of the journey finished with a fast run through Senlis, Peronne and back to Dunkirk.

In sunshine as bright as any that had been experienced on the Mediterranean shores, the outfit set off along the Kent roads on the roads on its journey back to London – after as strenuous a road test as any vehicle has yet received.



Mr. Lucien Jan, our distributor in Lausanne, is seen here with the outfit, when a call was made at his premises.

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Mr. Jack Owen. on arrival at Redditch.

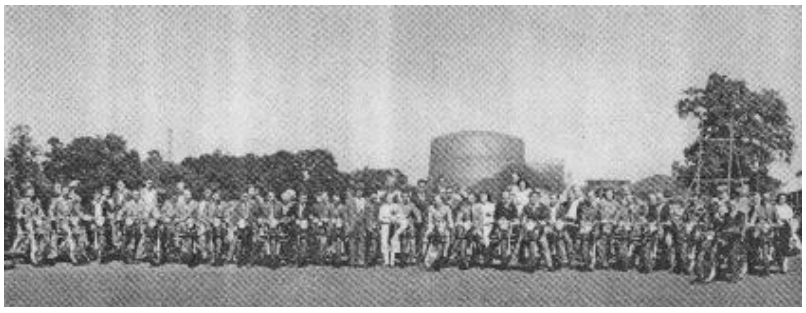
VISITORS FROM SHROPSHIRE

An impressive array of Royal Enfield Motor Cycles drew up in the Canteen grounds on Sunday afternoon August 14th, when our Dealer in Wellington, Mr. Owen, brought a large party of 70 of his customers, all "Royal Enfield" riders, to the Works. They proceeded on a conducted tour of the Factory, which was very much enjoyed. Arriving back at the Canteen, they were entertained to tea.

In the absence, due to illness, of Major Mountford, Mr. E. Hollier welcomed them and Mr. Kirkham in reply said that what most impressed them was the extreme cleanliness of the whole Factory, and the efficiency of the layout.

One of their number, Mr. H. Savage, was mounted on his ninth Enfield machine, a 500c.c J2. He was high in his praise of Enfield products.

It reflects a great credit on Mr. Owen's organisation that he retains such intimate touch with his customers.



Mr. Owen's party photographed at the Works.

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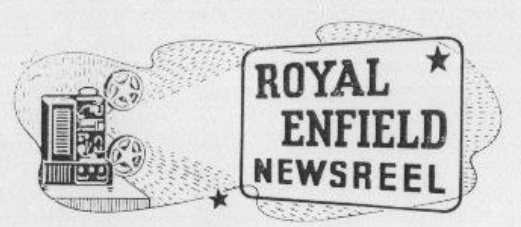

Major F.W. Smith C.B.E.

Major F.W. Smith, Chairman and managing Director of the Enfield Cycle Company, was appointed a Commander of the most Excellent Order of the British Empire in the King's Birthday Honours List. Major Smith subsequently attended at Buckingham Palace, accompanied by Mrs. Smith and their daughter Jean, when he was invested with the Insignia of the Order by His Majesty.

National Fire Brigades Competitions

The competitions of the National Fire Brigades Association (Midland District) were held this year on the sports ground of the Enfield Cycle Company . . .a site specially selected for this purpose. Fifty three brigades competed and the excellence of the organisation was commented upon by many. The prizes were presented by Mrs. F.W. Smith.

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The canteen was well filled during the recent dinner hour visit of artistes from the "(K)nights of Joy" variety show at the Palace Theatre Redditch. The show was introduced to the audience by Mr. C.K. Wilson, of the Entertainments Committee, who arranged this interlude of comedy and singing by some talented performers consisting of Elsie Windsor, Lesley Romney, Archie Craig, Charles Swain, Jerry Jerome and Roberta Pett.

Wedding

On May 21st last, at St Stephen's Church, Redditch, Miss Thelma Simmonds of the Drawing Office was married to Mr. Derek Griffin who was employed for some time in the Tool Room. Thelma is a very well known personality at the Enfield Works, as she takes an active interest in the Sports Section and is responsible for the organisation of such things as Tennis Tournaments, etc.

A handsome cheque was received from her fellow employees, as well as many other valuable presents.

After the ceremony, Mr. And Mrs. Griffin left for Windsor, where the honeymoon was spent.

OBITUARY

John P. Burney, Irish representative of the Enfield Cycle Co. Ltd. Since 1902, has, we regret to record, died at his residence in Dublin after a prolonged illness. His son, G.D. Burney, now becomes the Company's representative.

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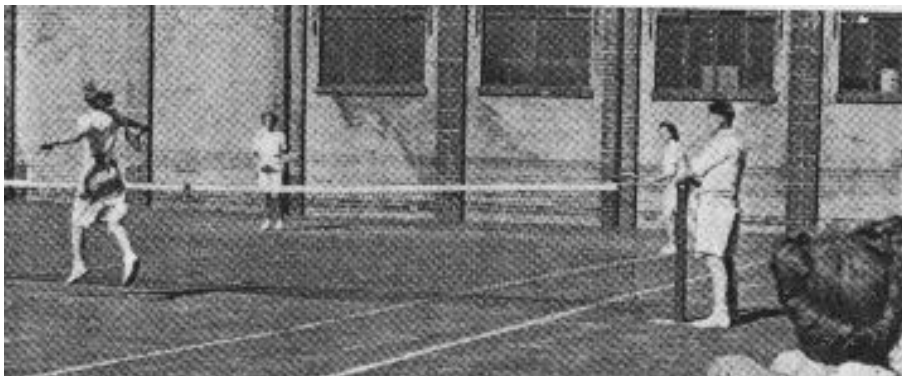
SPORT

CRICKET

From the players point of view, the First Eleven have not had such a successful Season as last year, having lost more matches than in the previous year, although some very fine Cricket has been enjoyed. This is perhaps offset by the fact that Second Eleven have lost but two games during the whole season. The highlight of the programme was a visit by the First Eleven to play the Chippenham Cricket Club, in which a much stronger team was held to a praiseworthy draw.



TENNIS

Play this season has been mainly confined to Club Matches, although several games have been played against local industrial houses, with very satisfying results. Enthusiasm remains as high as ever, and next year's season is eagerly awaited.

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ANGLING

This still remains, as usual, a very large and enthusiastic Section of the Enfield Athletic Club, as is only to be expected in a town in which many names famous in the Fishing Tackle world are to be found.

This year, the Enfield Cup was won by Mr. George Read of the Motor Assembly with an aggregate weight over three matches of 14lbs. 6oz. 8dr. Runners-up were: H. Watton. 11-9-5 and A. Brookes 11-6-5.

Members of the section have been very active during the season in clearing swims and generally making them more accessible in which to fish. Later on this year, a party of 20 members will compete in the Birmingham Anglers Open Match for which over 8,000 entries have been received. It is hoped that they will put up a credible performance.

SHOOTING

The results of the Redditch and District League have now been issued and it is noted with pleasure that Enfield "A" Team have taken second place and that "B" Team are fourth. The range is to be re-opened in the near future now that the new season is approaching, and some interesting sport and practice is in view.

BOWLS

An attractive programme has been fulfilled and bowlers and their wives have had many very pleasant outings to places in the district.

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ROYAL ENFIELD
BICYCLES
MOTOR CYCLES
MOTOR LAWN MOWERS
ENFIELD
INDUSTRIAL ENGINES

THE ENFIELD CYCLE CO. LTD. REDDITCH

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