

*"Internationally"*  
**FAMOUS**



**THE ENFIELD CYCLE CO. LTD.**  
**REDDITCH - ENGLAND**

Telegrams : "Cycles, Phone, Redditch" Telephone : Redditch 121 (8 lines)

2nd Ed. 193/10M/2/52

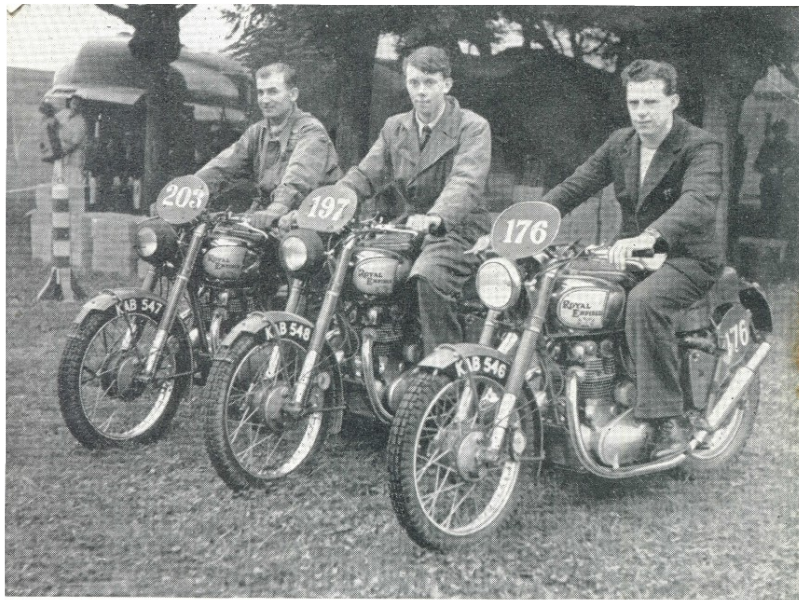
Printed in England



**Royal Enfield**

IN THE

*"International  
Six Days Trial"*



*The successful 1951 Team : Jack Stocker, Johnny Brittain and Stan Holmes, all mounted on "500 Twins," photographed at Varese before the start of the I.S.D.T.*

*We are indebted to "The Motor Cycle" and "Motor Cycling" for various photographs reproduced on these pages.*

### **Enfield's contribute to British prestige**

To the riders of these twenty machines, the faultless performance of their mounts was so obviously gratifying that it hardly calls for comment here. But in many cases the reliability and general performance of the Royal Enfields was no less gratifying to Great Britain as a whole—for in all four years (1948, 1949, 1950 and 1951) the Auto-Cycle Union selection committee pinned their faith in Royal Enfields to an extent where their riders were picked for the all-important British "Trophy" team. This team is composed of five riders, and the fact that Great Britain has won the coveted International Trophy on these four successive occasions (two of them on foreign soil) is something which stands to the everlasting credit of our men and machines.

The Royal Enfield riders thus entrusted with the upholding of British prestige were Vic Brittain, Charlie Rogers and Jack Stocker—all famous names in the world of motor-cycle sport. Both Vic Brittain and Charles Rogers had represented this country in pre-war "Internationals," and they were selected for our 1948 "Trophy" team on their "350 Bullets"—the inclusion of two three-fifties creating quite a stir. A year later, with Brittain now retired from active participation in the great game, Rogers was again selected as a "Trophy" teamster, and in 1950 it was Jack Stocker's turn to graduate from two highly successful years in our "Vase" teams.

Easily the fastest three-fifties in the British teams, these "Bullets" covered themselves with glory on all three occasions, but, for 1951, the Royal Enfield

contribution towards continued British prestige was the "500 Twin," and it was on one of these machines that Jack Stocker again acquitted himself right nobly as a member of the victorious British "Trophy" team and the victorious manufacturer's team (the latter achievement being in company with Stan Holmes and young Johnny Brittain—son of the famous Vic).

The Royal Enfield record had not passed unnoticed by overseas riders, and for the 1951 event "350 Bullets" were selected as mounts for the Motor Cycle Union of Ireland's Vase team—Bill Clarke, Chick Gibson and Brian Strong—while the two Swedish Vase teams each included a Royal Enfield mounted

1951 : Rudolph Nystrom ("350 Bullet") arrives at the finish in time to fill up with oil and petrol before checking in.



## The World's Toughest Motor-Cycle Event

THE INTERNATIONAL SIX DAYS' TRIAL is acknowledged as the longest and most strenuous of all motor-cycle competitions, and the winning of a gold medal in this event (awarded for completing the course without loss of marks) is esteemed as the highest honour in the world of motor-cycle trials. And no wonder—for the main ingredients of the "International" have always been (since its inception in 1913) rough mountain tracks, water splashes, loose stones and rocks, steep hills, hairpin bends, slimy mud or choking dust—depending on the prevailing weather conditions—and a total distance of something well in excess of a thousand miles. To add to an already arduous week's work, the whole contest is run on a series of rigidly enforced time schedules which are so calculated as to allow insufficient time for anything but the very hastiest adjustments and maintenance if the competitor is to avoid loss of marks for lateness at the time checks.

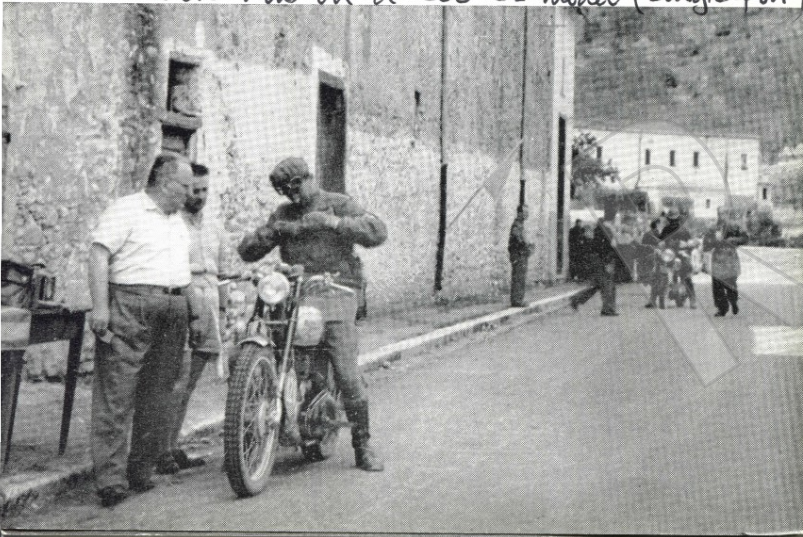
It needs no expert on the subject of motor-cycle sport to realise that any machine which proves itself capable of carrying its rider safely through to the



A welcome pause in Italy during the 1948 event. In the foreground is Vic Brittain.

1948, Italy: Jack Stocker ("~~350 Bullet~~") produces his control card for marking.

No-Jack was on a 500 J1 model (single-port)



Frank Carey and his passenger on his 11-year-old Royal Enfield outfit, the only 350 c.c. sidecar entrant to win a gold medal in 1949 by completing the trial without loss of marks.

was as successful as any in the history of motor-cycle sport. Four of these models were entered—and all completed the course without the slightest trouble of any kind. All four were competing at the higher speed schedule which is imposed on all members of National and Manufacturers teams; the same schedule—unfair though it may seem—also being set for 350 c.c. machines. There was another feather in the Enfield cap here, for, out of all the 350 c.c. machines competing at the higher speed schedule in the 1951 event, two Royal Enfield "Bullets" were alone in accomplishing this admittedly hard task.

#### Over 60,000 trouble-free miles

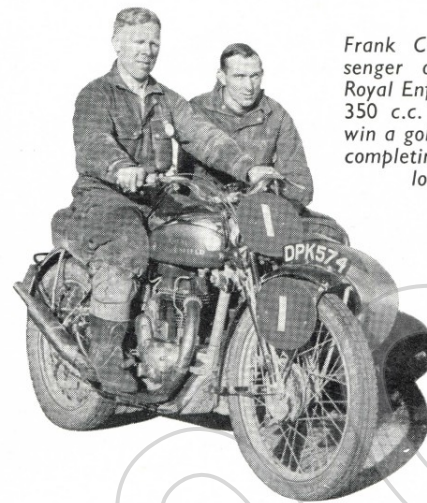
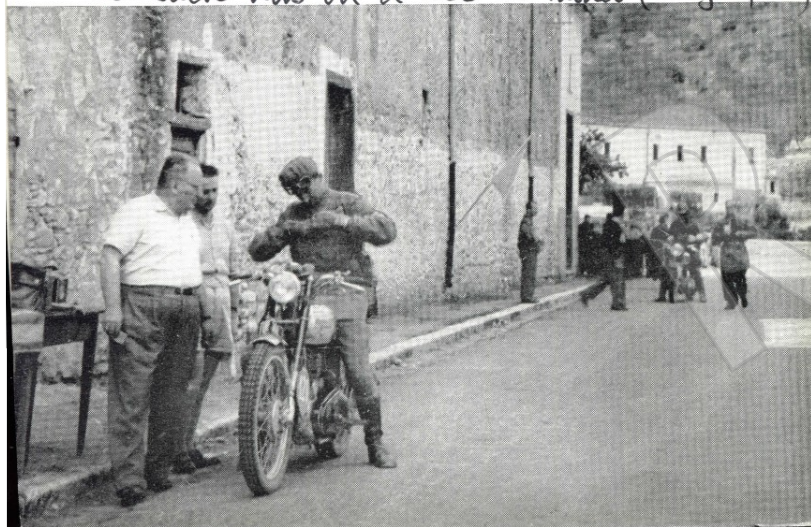
In 1948, when the event was held in the Italian Alps, a trio of Enfields completed the course un-



A welcome pause in Italy during the 1948 event. In the foreground is Vic Brittain.

1948, Italy : Jack Stocker ("~~350 Bullet~~") produces his control card for marking.

No-Jack was on a 500 J1 model (single-port)



Frank Carey and his passenger on his 11-year-old Royal Enfield outfit, the only 350 c.c. sidecar entrant to win a gold medal in 1949 by completing the trial without loss of marks.

was as successful as any in the history of motor-cycle sport. Four of these models were entered—and all completed the course without the slightest trouble of any kind. All four were competing at the higher speed schedule which is imposed on all members of National and Manufacturers teams; the same schedule—unfair though it may seem—also being set for 350 c.c. machines. There was another feather in the Enfield cap here, for, out of all the 350 c.c. machines competing at the higher speed schedule in the 1951 event, two Royal Enfield "Bullets" were alone in accomplishing this admittedly hard task.

#### Over 60,000 trouble-free miles

In 1948, when the event was held in the Italian Alps, a trio of Enfields completed the course un-

penalised. A year later, with the scene shifted to Wales, five of the Redditch machines finished with no marks lost. Again in 1950, five Royal Enfields got through with "clean sheets" (despite conditions so appalling as to see a mere 38 gold medals awarded in an event with 213 starters!). Enfield's 1951 achievement was even greater, for on this occasion—with the trial now reverted to Italy—no less than seven of these machines enabled their riders to collect the coveted gold medals.

Including the final speed tests of one hour's duration—a feature of each "International"—**these twenty Royal Enfields have between them covered close on 61,000 miles without the loss of a solitary mark.**

1949 : Stan Holmes resets his clock in company with Continental entrants at the Trecastle time check.



1950 : J. V. Brittain ("350 Bullet") in the speed test at Eppynt.

Let us take another look at those figures before we move on, shall we ? And, whilst doing so, let us bear in mind that those were no **ordinary** 61,000



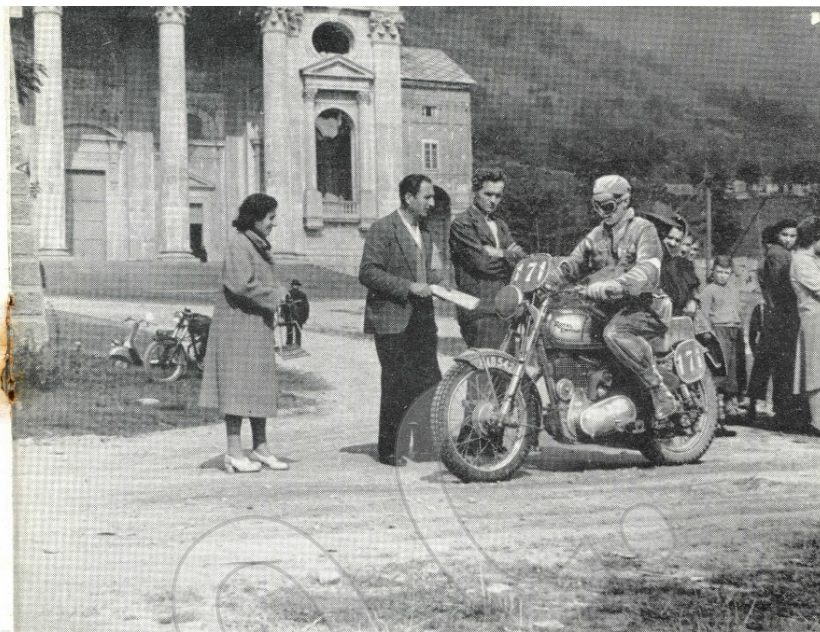
*A vivid impression of B. Nystrom, the Swedish rider, who won a gold medal in the strenuous 1950 Trial.*



# Royal Enfield

miles : For a start, they were crammed into a space of twenty-four days—with little or no opportunity for overhaul or adjustment. Every mile, of necessity, was covered at high speed, and the vast majority were along precipitous mountain roads and cart tracks—with the additional handicap of volumes of choking dust in Italy, and seemingly limitless mud and water in Wales. Steep hills, loose surfaces, punishing rock outcrops, deep fords, blind bends. . . . How many gear changes—how many sudden brake applications—in those 61,000 strenuous miles ?

1950 : Stan Holmes ("350 Bullet") checks in at the end of another arduous day, under the watchful eyes of Allan Jefferies, and a check marshal.



1951 : Chick Gibson ("350 Bullet"), Irish Vase Team, leaving one of the checks.

Twenty Royal Enfields, ranging from Frank Carey's 12-year-old 350 c.c. sidecar outfit to the powerful new "500 Twins" ridden so successfully last year by Jack Stocker, Johnny Brittain, Stan Holmes, and the popular Swedish enthusiast, Borje Nystrom. Twenty machines, some of them pukka "Works" entries and some of them no more than a reliable means of every-day transport for the private owner. A mixed bag, certainly, yet all possessed of that same vital factor—100 per cent. dependability.



1951 : Jack Stocker ("500 Twin") on one of the many sections which really tested front and rear suspension.



1951 : British Trophy Team member, Jack Stocker ("500 Twin") races against time on the loose dusty roads.

... rider. Borje Nystrom on a "500 Twin" was in the Swedish Vase "A" and Alvar Strandberg on a "350 Bullet" in the Vase "B."

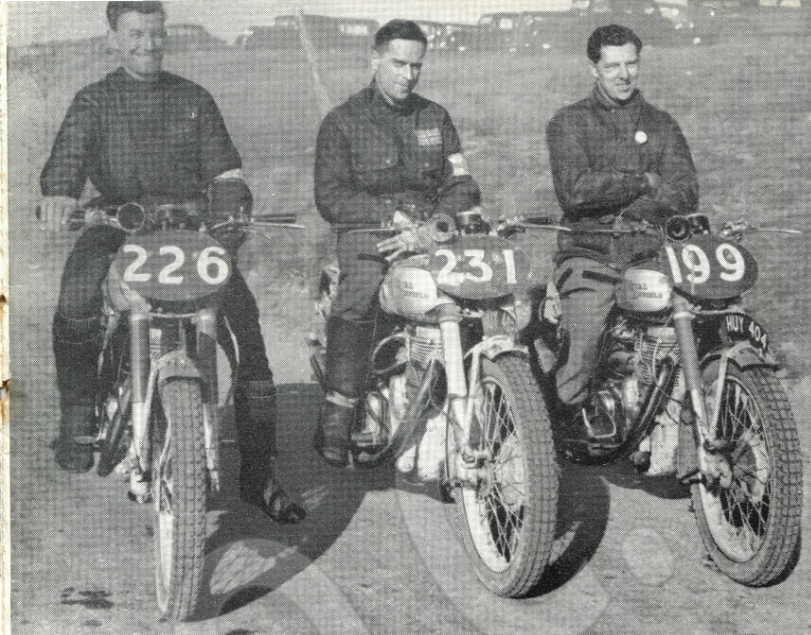
#### **Proved reliability**

One might pardonably expect the "Works"-prepared machines of these famous competition riders to complete their arduous tasks without a falter—even at the higher speed schedules which they were called upon to maintain. But when the non-professional competitor also gains his objective with flying colours, then, to the ordinary man in the street, it becomes



1951 : Altitude 2,000 ft.—with Johnny Brittain ("500 Twin") making very sure over this tricky section.

abundantly clear that a motor-cycle which will stand up to the punishing conditions imposed in an International Six Days' Trial will obviously be more than equal to any normal requirements. Nobody in their right minds would embark upon 61,000 miles of rough mountain track at break-neck speeds—but what enormous satisfaction and reassurance is there in the knowledge that one's Royal Enfield is fully capable of meeting these freak requirements. The most fastidious and exacting owner could scarcely seek a greater safety margin than that !



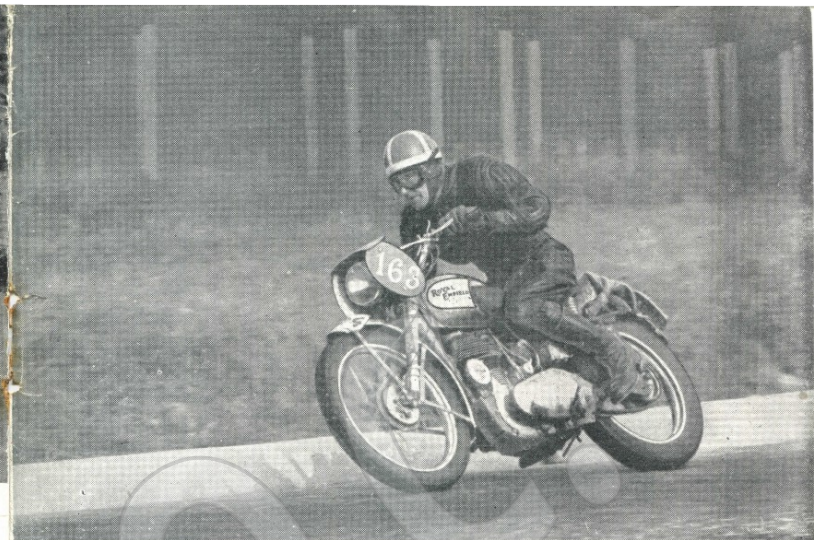
The 1949 Royal Enfield team—riding "350 Bullets"—winners of the Manufacturers' Team Prize. Jack Stocker (Vase team), Charlie Rogers (Trophy team) and Stan Holmes.

finish of an International Six Days' Trial is, to say the very least, possessed of a reliability far in excess of normal requirements—the sort of reliability which can come only from many years of practical experience, and which affords the owner the comforting knowledge that for ordinary every-day use his machine has a "safety margin" second to none.

The performance of Royal Enfield machines in the post-war "Internationals" is outstanding, and the debut of the new "500 Twins," in the 1951 event,



1949, Wales : Charlie Rogers ("350 Bullet") negotiating the Abergweswyn water splash in the heart of the Welsh mountains. The approach to the stream is typical of the rough going encountered throughout the trial.



1951 : Alvar Strandberg, Swedish Vase Team, in the process of putting up a very fast '350' time at Monza.

1951 : Brian Strong, Irish Vase Team, cruises over flagstones into loose gravel looking extremely confident and comfortable.



Jack Stocker at speed on his "350 Bullet" on the Eppynt circuit at the end of the 1949 trial.

