

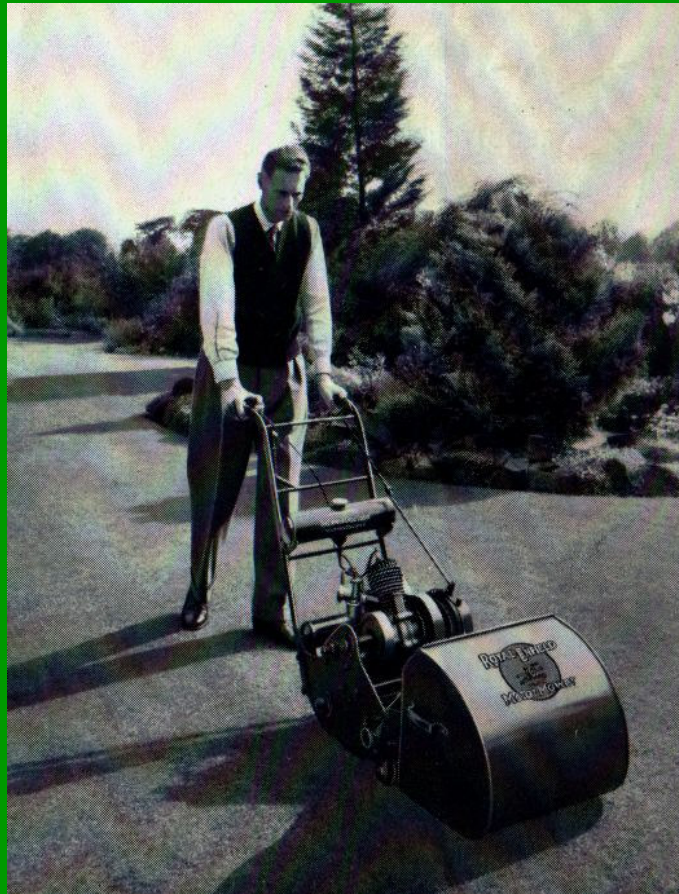
REVS

THE ROYAL ENFIELD MAGAZINE

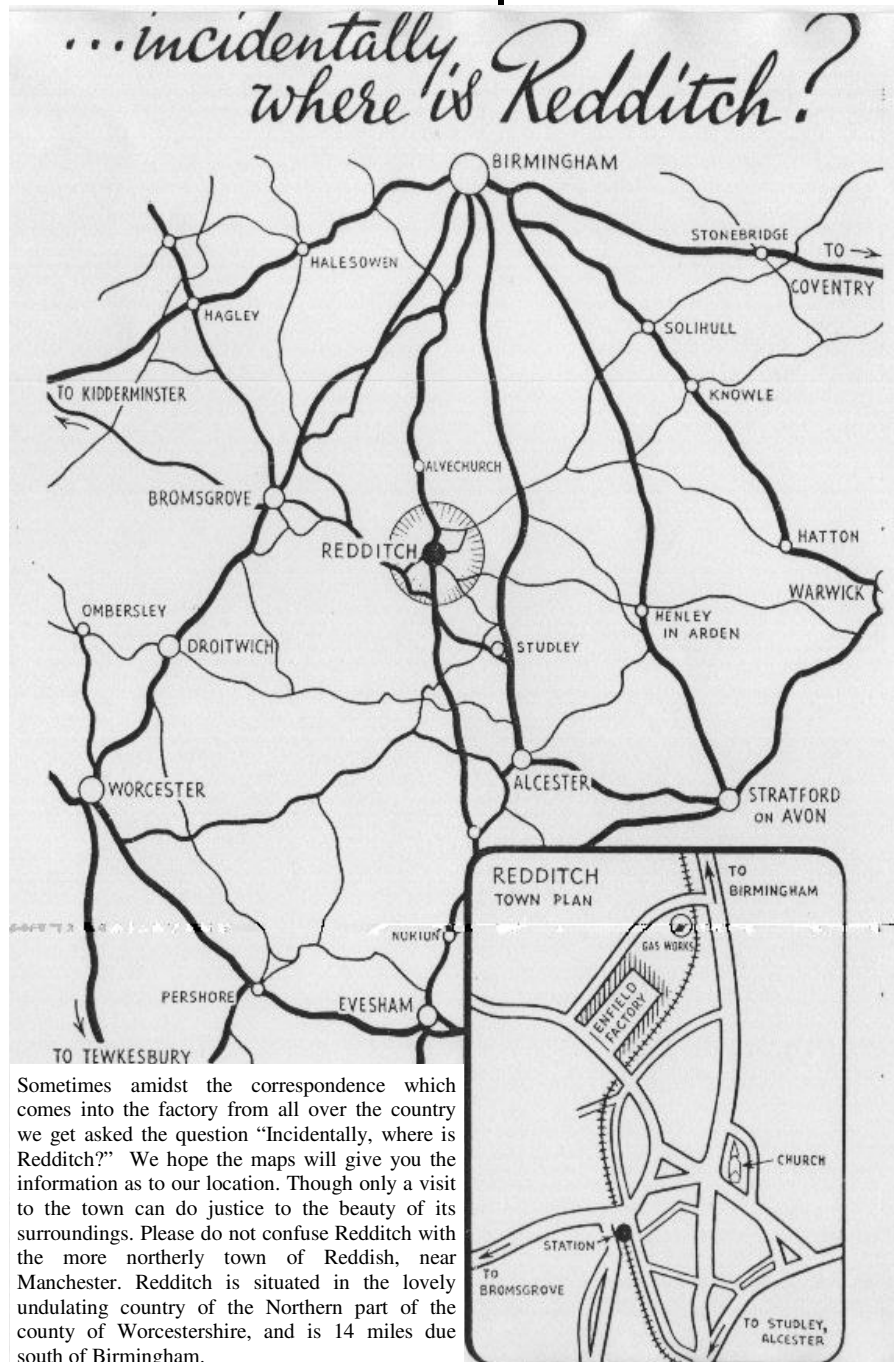
NUMBER 4

VOL. 1

OCTOBER 1947



REOC - Not For Sale





THE ROYAL ENFIELD MAGAZINE

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

OCTOBER 1947

VOLUME 1

No. 4

Foreword

THIS FREEDOM

Despite staggered holidays, August Bank Holiday saw the usual exodus of British workers and their families to the coast and country. Public transport was taxed to capacity and the crowds travelled often at inconvenient times and usually in uncomfortable conditions. Such is the holiday spirit however that these conditions are accepted as part of the annual holiday adventure.

On roads traffic was heavy and here it was that the freedom of the motor cycle and the bicycle was so readily demonstrated.

In the streams of slow-moving traffic the motor cyclist was able to wend his way easily and safely with the power and manoeuvrability at his command. During the holidays, by-ways and country lanes could be explored at will, giving riders the opportunity to get away from the crowds to the peace and quiet of the heart of the county. The cyclists too were able to enjoy similar advantages in slightly lesser range although the design and

workmanship of the present day British bicycle makes the task of touring light and pleasant.

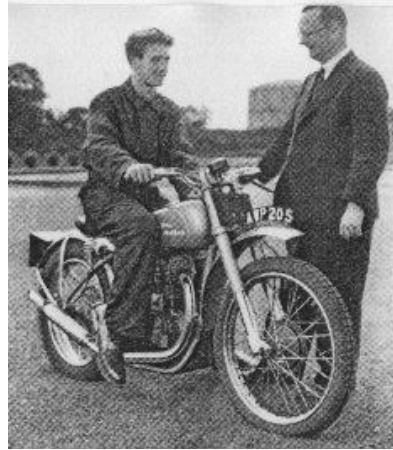
Holidays are now things of the past. As motorcyclists returned from their vacations they were greeted with the grim announcement that the basic petrol ration was to be abolished and "this freedom" curtailed in consequence.

The cyclist is now the only member of the public to be allowed independent mobility... yet because there will be far fewer bicycles for the home market the numbers of cyclists will in no way increase with the demand for bicycles, although public transport-already overburdened-cannot cope with the additional strain.

Lucky is the man who owns a bicycle... luckier still the owner of a Royal Enfield bicycle, because Royal Enfield reliability means that he can look forward to many miles of trouble-free cycling, whereas his colleagues will have either to walk or stay home.

DEALERS OVERSEAS

Typical of the enthusiasm of overseas riders for British motor cycles is the recent visit to the Enfield factory of Bengt Furugard, son of the principal Motorkraft, Stockholm, the Royal Enfield distributors for Sweden.



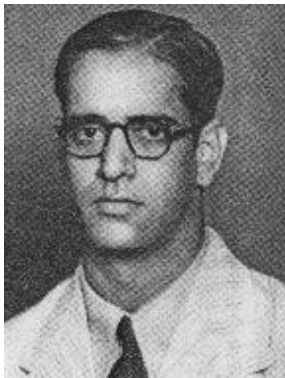
Bengt spent a month of his holidays at the works and worked in various parts of the factory. Before leaving he assembled an o.h.v. machine for his own use. He is seen in the picture astride George Holdsworth's 500c.c. trials model which he was discussing with Mr. R.H. Thomas of the Motor Cycle and Cycle Trader.

A Flying Visit.



One of the quickest trips made to Redditch was the flying visit of Lucien and Louis Jan of Maison Jan, Lausanne, Switzerland, who handle Royal Enfield machines in that country. Recently they chartered a plane and landed at Elmdon Airport, Birmingham one morning. They had an hour or so in the works, had lunch and later in the day left for the return journey to Lausanne, taking with them two o.h.v. machines. Major F.W. Smith, Miss Jean Smith and Mr. R. Baker (Enfield Export Manager) saw them off from the aerodrome.

An interested reader of Revs is Mr. Pierre Psalty of Paris who tells us he looks forward to receiving each number. Mr. Psalty's interest in us is not confined to our literary efforts for he has had an association with the firm of over 20 years during which time he has been the Royal Enfield motor cycle distributor in Paris. He recently paid a visit to the works.



Another long association is between Mr. Eswaran and ourselves. Mr. Eswaran is a partner of Royal Cycle and Motor Company who distribute Royal Enfield bicycles in the area covering the Madras Presidency including the States of Travancore, Mysore and Cochin, and he is a director of Madras Motors Ltd. who distribute our motor cycles in the same area. Mr. Eswaran first started servicing Royal Enfield motor cycles as long ago as 1920.

Royal Cycle and Motor Company started over 20 years ago, and in 1945 the volume of motor cycle sales was so great that Madras Motors Ltd. was formed to handle this side of the business. It was in October 1945 that Mr. Eswaran first visited this country. He made his second visit this year.

Mr. H.G. Pellikaan, publicity manager of R.S. Stokvis and Zonen of Rotterdam visited the works earlier in the year and in a letter to Major Mountford written on his return to Holland, he said how impressed he was with the production methods and the cleanliness everywhere in our factories. Mr. Pellikaan hopes to make another journey with his wife to show her the hills, the lakes and the beautiful houses. We hope too that he will bring Mrs. Pellikaan to see our works and show her how we ensure Enfield quality is maintained.





A display of "Bicycles through the ages" recently staged in the showroom of our London Depot. The machines are part of a collection which is the property of Mr. John Miller of Dagenham.

Our Dealers form a most important link between the factory and rider. Coming in to close contact as they do with the owner, their comments are a useful yardstick with which to measure the extent to which we meet the needs of the motor cycling public.

Mr. North, director of Kings of Manchester, recently sent us a letter received from the riders of two "CO" Royal Enfields, who have returned from a 2,000 mile Continental tour. Mr Alan Tate of Richmond, Yorks, and his friend Mr. Duncan reported a wonderful trouble free trip with the two machines loaded down with camping kit, clothing, food, stove and "all the impedimenta one is normally obliged to leave behind when on a motor bike".

Bad roads were encountered and the machines stood out all night without giving any trouble, and despite overloading they handled easily.

In his covering letter. Mr. North says "May I trust that I shall have the pleasure of supplying many Enfields in the future, for there is not the slightest doubt that a new Enfield whatever the model, when sold to a customer, is a sure way of cementing good friendship between rider and dealer and, in turn, dealer and manufacturer.





Mr. Neale before he became a prisoner of war.



A photograph taken whilst he was in Japanese hands.

Contained in the London Gazette Supplement of November 28th 1946, was the announcement of the award of the British Empire Medal (Military Division) to H. Neale, of Oxford Cycle Dis. Co. Ltd. 38 Park End Street, Oxford. According to the citation the award was made in recognition of valuable service rendered by Mr. Neale as a prisoner of war in Japanese hands.

Do you remember the Royal Enfield Quad?

In a letter from Goodall Motor Cycles model, standing side by side. The Ltd. Epsom, Mr. G.W. Goodall tells us Enfield quad was discovered in an old that he has run a very successful loft in Brighton, was cleaned, exhibition in his showrooms with a reassembled and since done over 500 Model "G" Royal Enfield motor cycle miles in hill climbs, trials, etc. with the and a Royal Enfield quadricycle, 1901 Veteran Car Club of Great Britain.



To the left is the reproduction of an advertisement for the Royal Enfield Quad.



General Sales Manager.

Major V.T. Mountford has been appointed general sales manager of the company following the resignation of Mr. T.V. Hobbis who is going to South Africa.

A native of Redditch, Major Mountford joined the company straight from school in 1828, going on the motor cycle sales side.

He transferred to the motor mower side when manufacture commenced, and in 1933 he took over control of cycle sales.



Mr. T.V. Hobbis goes to South Africa.

His many friends in the trade will no doubt join with us in wishing Mr. T.V. Hobbis success on his relinquishing his position as general manager of the company on taking up an appointment with Ace Cycle and Engineering Company of Johannesburg, South Africa. Mr. Hobbis has been with us for 20 years.

New London Manager.

Mr. W.F. ("Bill") Moore has been appointed London Manager for the firm. For many years he has been the Royal Enfield representative in the London area and is well known to many London cycle and motor cycle dealers.



Annual Golf Match revived

On July 22nd, members of the Enfield staff competed in their annual golf match which has now been revived, the competition last being held in 1938. Playing over the 15 holes available at the Redditch golf course, Jack Phillips won the premier award with a round of 52 net. Major Frank Smith was runner-up with 54 and Graham Patchett third with 60.

Major Smith presented the Cup to the winner at a dinner held at the Unicorn Hotel in the evening.

JACK BOOKER'S VISIT TO U.S.A.

Recently, Jack Booker, trials exponent and superintendent of R.E. machines, returned from a visit to the U.S.A. which he undertook in order to organise service throughout the States in conjunction with Royal Enfield distributors, Whitehall Distributors Inc. of New York.

Jack's three main impressions are the keenness of the boys over there on the "know-how" of our machines, their premises and their amazing hospitality. He has not acquired an American accent, a Stetson skimmer (American for hat we are informed) or a liking for bubble gum but he has returned with a liking for the country, the folks and the fishing over there.

Leaving Heathrow airport on April 10th, the plane touched down at La Guardia, New York, the next day, where he was met by an Englishman, Ted King, who is service manager to Whitehall Distributors Inc.

Discussions on service matters with the Whitehall staff occupied the first week and many dealers visited the premises including Walter Grim of Chicago and the Ellis Brothers of Spartanburg and Forest City, South Carolina.



*Karl Grassow. Technical Rep. Of
Whitehall Distributors.*



Rolly Harper and Jack Booker.

On April 30th Jack flew the 3,000 miles to Los Angeles and met John Stockvis, vice-president of Whitehall Distributors. Within three hours of landing he called on Rolly Harper and Bill Thompson of Glendale Motors, Glendale, California, and spent the rest of the week with the staff, dealing with service matters. During this time he took on Rolly Harper on the speedway at Los Angeles. R.E.s were used, bikes and riders being stripped and machines fitted with mego exhausts, Jack upheld the honour of the factory.

A visit with John Stokvis to Frank Servetti of San Francisco started on May 4th and the surrounding district was covered from this point.

Kansas City via Los Angeles was the next aerial hop to meet Karl Grassow, Whitehall's technical representative and to visit Whitman Motors who handle Enfields in Kansas City. Peoria, Illinois and a visit to Lofthouse Motors in that town occupied May 14th, the next stay being spent with Preston Motors and Kinder Cycles at Fort Wayne where Jack visited the Lincoln Memorial.

Landing at Willow Run on May 18th, a visit was made to Edward Keogh of Detroit, and a trip across the lakes to Canada made in a 40ft. launch. Jack emplaned on a Clipper on May 29th and on May 30th he was back at Heathrow in this country.



THE LOOP OF DEATH

TORNADO SMITH

After careful consideration of points such as obtaining sufficient revs, power and speed, and satisfying himself that the frame, forks and wheels could take the enormous strain brought about by this unusual shape of track, Tornado Smith has selected a Royal Enfield 125 c.c. Model R.E. as his mount for the new Loop of Death act which he is preparing for presentation to the public shortly. Many readers will have seen Tornado in his Wall of Death Act.



Man with a Hobby

Meet George Frederick Rogers whose work time address is View room No. 2 Machine shop, a man with many hobbies who seems to manage to accomplish most of them. In his young days Freddy, as he is known to his many friends, drove an engine, later forsaking the iron road for one of the open type when he went as a showman with a travelling fair. This latter occupation must have made him weather-wise for he is somewhat of an amateur meteorologist and predicted a spell of Arctic weather during the early months of this year. Declaring it would last until mid-March he was only a week out on his reckoning. This undoubted flair of his as a weather prophet no doubt makes him a friend of all anglers and in this field he turns his hand to the intricate job of making fish bait, a job requiring patience, skill and a knowledge of the piscatorial art. Freddy has patent rights pending for an invention of his own in this sphere. However his chief hobby is that of watchmaking and he makes the tiny parts necessary on a lathe at home, working to limits of .0002 ins.



Just to show his friends that he could do it, Fred once made a sporting rifle. This was no model but a real job which shot pretty accurately. With ability to work so delicately and with such a keen mind, one can rest assured that everything examined and passed in Fred's view room must be up to the high quality demanded by the works.



Mr. Barry Smith negotiating the floods, earlier in the year, on his Royal Enfield after leaving Kington Battle Camp where he is stationed with the Worcestershire Regiment. Barry is the only son of the Managing Director of the Enfield Cycle Company.



WYE VALLEY OUTING

With the sun shining and a cloudless blue sky, three coach loads of Enfield employees and their families visited the Wye Valley on Whit Tuesday. The Entertainments Committee made the necessary arrangements and “looked after” the party on the

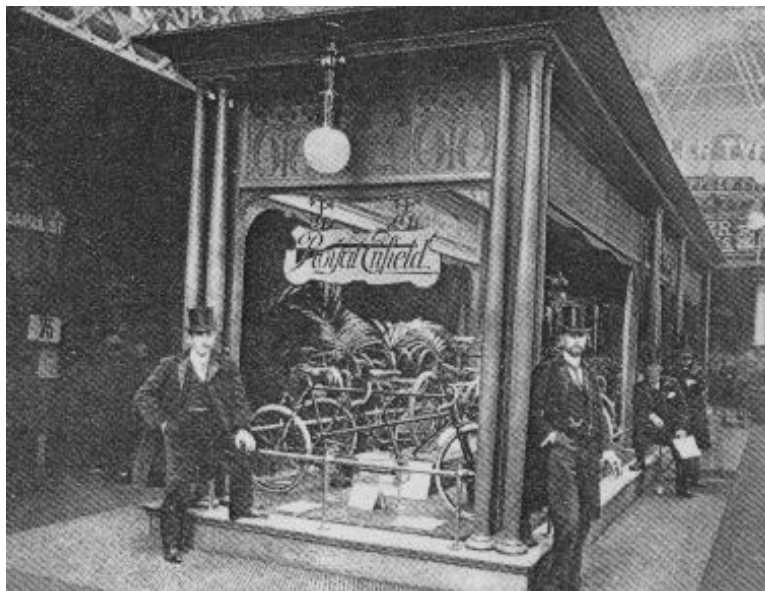
day. Leaving Redditch at 10 a.m. the party travelled via Worcester and Malvern to Ross-on-Wye where lunch was taken. Monmouth was visited and a fresh salmon tea partaken of at Tintern. Home was reached at 11.00 p.m. after a grand day out



Shows

The Royal Enfield Stand at the 1947 British Industries Fair, Castle Bromwich, attracted considerable attention. Amongst the thousands of visitors were an Enfield Works party of 230-representing every Dept., which was arranged under the Organized Works Party Scheme.

Below is a picture of another Enfield exhibit, this photograph was taken in 1898 and shows an exhibit at the Dublin Cycle Show of that year. Mr. Andrew Percy-then our Irish Representative-is standing on the left.





**Some
TRIALS RIDING
Experiences
Of
W.F. Bicknell**

PART TWO

Four years after his experience in winning the Arctic medal in 1922 Fred Bicknell went over to "the" Island as reserve rider to the Royal Enfield team in the 1926 T.T. races.

His chance came when Charlie Young crashed his model in the Junior event. Fred stepped into the breach and took over Charlie's Lightweight mount.

Only sufficient time was available for Fred to get in five practice laps but despite this he finished in fifth position on race day.

Fred says that the most strenuous trial in which he ever took part was the Swedish Three Days Trial 1928, in which he and Miss Betty Lermite were the only British competitors. Miss Lermite was riding a 350c.c. solo machine while Fred and two Swedish riders formed a team driving Royal Enfield big twin combinations.

The course of nearly 1,300 miles was over unmade roads which consisted almost entirely of deep sand.

In these days of short trials, Fred's riding time for three days was worth noting.

First day, start 1 a.m., finish 10 p.m. Second day, start 3 a.m. finish 11 p.m. Third day, starting from West to East, finishing at Stockholm at midnight. For this, with other awards, he received the cup presented by the Motor Club of Upsala, the Swedish University Town.

Scottish 6 Days Trials are recalled by five silver cups in the six years 1926 to 1931.

At that time, the name Bicknell became widely known amongst Continental motorcyclists, for whilst four of the International Trials in which he rode were held in this country, the others were in France, Italy and Germany.

(to be continued)

LATEST TRIALS SUCCESSSES

In the period under review, there have been few Open Trials. But Royal Enfield riders have continued to win awards in all classes of these events. In addition to the "Works" Team we have had the assistance of that very popular veteran rider V.N. Brittain, who did remarkably well in the two events in which he has ridden a Royal Enfield. A further cup in the small machine class has been won by A.B. Lailey, the young Cheltenham rider of an ex-W.D. Model R.E.



Vic. Brittain.

The following are details of recent successes:-

Best 350 Cup (Mitchell Memorial Trial).

Frances Barnett Cup, Perrey Cup, Team Prize (Victory Cup Trial)

Best 250 Cup (Sunbeam M.C.C. Exmoor Trial).

Watson Cup, The Motor Cycle Trophy, Zimmerman Cup, Team Prize (Wye Valley Trial).

Bradford Trophy (Allan Jeffries Trial).

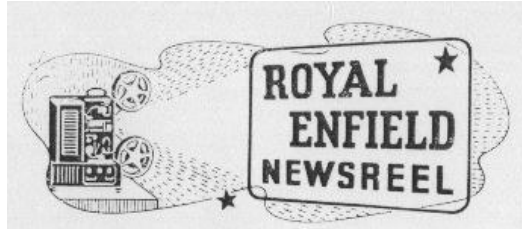
Anerley Challenge Trophy, Team Prize (Red Rose Trial).

John Bull Trophy, Gaflac Cup (Cambrian Trial).

The three Team Prizes mentioned bring the total of such awards to six since the beginning of the year.



A.B. Lailey.



A works Theatre Party visited Stratford-on-Avon Memorial Theatre on August 21st to see "The Merchant of Venice". The outing was arranged by our Entertainments Committee and the party saw Beatrix Lehman heading a polished cast which was generally recognised as one of the best ever to visit this famous theatre. As this issue goes to press a further outing has been arranged, this time to Weston-Super-Mare.

Major F.W. Smith. J.P.,T.D., has recently been elected a founder-member of the newly formed Redditch Rotary Club.

Major Victor T. Mountford, who has been actively associated with the Territorial Army for several years has been appointed Second-in-Command of the 639 Heavy Regt. Royal Artillery (T.A.) a new unit of the Territorial Army which is to have its headquarters and two batteries stationed at Redditch.

Major Mountford was recently awarded the Territorial Efficiency Medal.

Mr. R.A.Wilson-Jones spent his recent holiday in the Scandinavian countries. Motor cycles and all that goes with them are a big attraction to Tony, whether at home or abroad, at work or at leisure. And he took the opportunity of calling upon S. Furugard of Motorkraft, Stockholm, Sweden and Nymans of Upsala in that country.

Coming through Denmark he met Preben Nellemann and P.A. Sorenson of Vilh Nellemann A.S. Copenhagen, and in South Norway he visited Christian Gran-Henrikson of Oslo.

On the 12 th April Mr. H.T. Seviour, Manager of our Industrial Engines Department, married Miss Barbara M. Laeland, a former Redditch Carnival Queen and late of our Technical Dept. The ceremony took place at the Congregational Church, Redditch. Incidentally the bride's father Mr.F.S.Lealand is in the Buying Office



Mr. And Mrs. Harold Seviour.



Pte. Gerald Ingram and Mrs. Ingram

Private Gerald Ingram (Worcestershire Regiment) was married to Miss A.D. Crook on the 17th May at St. Stephen's Church, Redditch. Before being called up, Gerald was employed as a capstan operator at one of our branch works and was a regular member of the Enfield Football Team. The bride is a niece of Mr. W.H. Crook, Service Department.

Miss Hazel Day, a comptometer operator in our G.P. Department was married on 7th June to Mr. Harry Bird at St. Matthew's Church, Salford Priors. Hazel has been with the Company for eight years.

The wedding took place recently at Feckenham Church of Gunner Leonard Bather and Miss Jean M. Barford who is a capstan operator at our branch works at Feckenham.

During Easter, Miss Edna Horne, Buying Office, was married to Mr. L.E. Goddard at Church of St. Lawrence, Bidford-on-Avon.



Mr. and Mrs. Harry Bird.

ROYAL ENFIELD MEN and WOMEN



Just returned after four years in the forces with the Royal Warwickshire Regiment is Bill Moss, a milling machine operator in No. 2 Machine Shop. As an Infantryman Bill landed with the Allied invasion armies at Arromanches on the Normandy coast at the opening of the second front. Fighting under Field Marshal Montgomery his regiment engaged in the long grim battle for Caen, pushing on through Belgium to Nijmegen in an effort to relieve the heroic Airborne Division.

After wintering in Holland, Bill's regiment was once again in the thick of the fighting, when crossing the Rhine and assisting in the capture of Bremen. After V.E. day, Bill was flown out to Egypt and then to Palestine from whence he returned to England for demobilisation. He saw much action against the Jewish gangsters at present responsible for the strife in the Holy Land.



After three years in the W.A.A.F., Betty M. Strain has returned to our Service Department. She served at a number of R.A.F. stations in Coastal and Bomber Commands, reaching the rank of Corporal. During a period of service at Honeybourne, near Stratford-on Avon, Betty was chosen as a member of the physical training team which gave displays at R.A.F. units in the group during 1945.



Jim Freeman, Drawing Office, has returned to us after almost four years in the R.A.F. Prior to enlistment he was a cadet in the A.T.C. for three and half years, passing his examination for the proficiency certificate. Enthusiasm for the air led him to take the course organized by the Ministry of Home Security in Birmingham. As a result of this course at the age of seventeen, he became qualified as a class "A" instructor to the Royal Enfield Spotters Club which was affiliated to the National Association of Spotters Clubs.

Joining the R.A.F. as a pupil pilot he completed twelve months training before being declared redundant as he was about to leave for Canada on the final stages of his course for the coveted "wings".

WHO HAVE RETURNED from the SERVICES

One leave at home during three years in the R.A.F. was the lot of Cyril Farmer, who is in the Motor Cycle Assembly Shop.

On completion of his course as a despatch rider he was at once posted overseas, serving in India, Malaya and Singapore with a bomber-fighter squadron. Finishing with the rank of L.A.C. Cyril holds the 1939-45 Star and the Burma Star.



After seven years in Khaki, Dora Mogg of our Service Stores has been demobilised from the A.T.S. Dora joined the Territorial Army in the summer of 1939 and was called to the colours at the out-break of war. For her work as a supervisor of M.T. Stores she was awarded the Certificate of Good Service. Major-General E.P. Readman C.B.E. T.D. presented Dora with the certificate at Sandhurst on March 15th 1945. Miss Mogg was stationed at Chilwell R.A.O.C. Depot, Nottinghamshire throughout the whole of her service career.



Frank Masters, who is again a Motor Cycle Road Tester, was a signaller M.T. Fitter in the Army during the War. His unit was engaged on communication duties between the Army and R.A.F. Frank was called to colours with the Territorial Army at the outbreak of hostilities and took part in the European campaign in France and Germany. His decorations comprise Territorial Army Long Service Medal, 1939-45 Star, France and German Star. Defence and Victory medals.





**“Made
Like a
Gun”**

No doubt the sight of the 25 pounder above, so reminiscent of the Enfield slogan “Made like a Gun”, must have brought a feeling of nostalgia to Bert Wedgbury who is in the middle of the group. Bert and his two mates were, at the time, with the 33rd Field Regiment R.A. on the edge of the Sinai Desert in Egypt, guarding the Suez Canal Zone, Bert as Bombardier being in charge of the gunlaying. Joining the Territorial Army in 1936 he saw service in Italy as well as the Middle East and is glad to be back at his job as Motor Cycle Tester at Enfields and indulge in his pastimes of rabbit shooting (not with a 25 pounder) and angling.



**Royal
Enfield
Catches
The Post**

The above photograph appeared in the “Daily Mirror” recently. It shows how villages at Keston, Kent were without a Post Office because the sub-postmaster resigned and goes on to say that the “Bright Spot” was the Mobile P.O. seen doing a brisk trade. Personally we think the bright spot was the Royal Enfield Motor Cycle which is so much in the foreground.

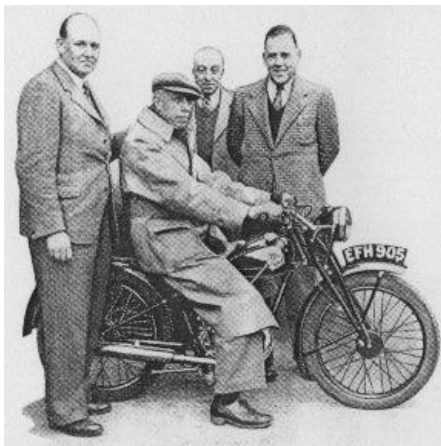


Keenness and efficiency brought their reward to the Enfield Works Fire Brigade who, on June 28th, under the Leadership of Mr. S. Parsons, won the League Shield of the Redditch and District Fire Brigades Association for the second year in succession. Eight local works teams entered for this competition and efficiency was of a high standard all round.

At the conclusion of the competition the Enfield Works Fire Brigade were also presented with the Aggregate Shield and four other awards, a fitting tribute to this splendid team. The four awards were the Oliver Wythes Trophy for Hydrant drill, The Entaco Cup for light trailer pump drill, the Britannia Trophy for ladder drill and the B.S.A. Cup for large trailer pump drill.

Major Smith is the President of the Local Association for the current year.

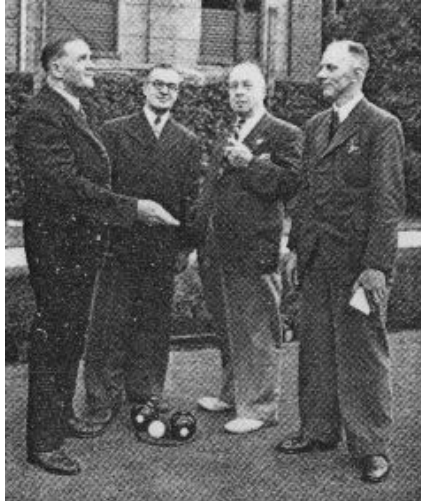
Presentation to Mr. H.P. Baughan.



After the announcement of the winners of the Cotswold Cup Trial, H.P. Baughan was presented with a Royal Enfield Model R.E. to commemorate the 50th open event organized by him personally.

The presentation was made by Mr. D.K. Mansell on behalf of the Western Centre of the A.C.U. and the riders, manufacturers and others whose gift it was.

Mr. Baughan, in accepting the new mount, said it was just the very machine to get about the Cotswold area and caused much amusement when he said that with the combined efforts of himself and the machine he anticipated much more difficult routes in future.



The toss-up at the commencement of the Bowls Match with High Duty Alloys. On the extreme left is Jack Clements, second from right Charlie White.

SPORT

CRICKET.

There has been a notable increase in membership of the Cricket Section this season. Because of this it has been possible to run two teams.

A very satisfying feature is to see so many men who have returned from the Services "getting their eye in" at the nets once again.

The final First X1 cricket results are as follows:

Played 20; won 9; lost 10; drawn 1.

E. Butts has taken 56 wickets this season, and has a bowling analysis of 8.16 runs per wicket.

W. Pinfold tops the batting average with 18.5 runs per innings for 12 innings, and has been "not out" three times.

Some promising new players are reported by the coach of the Second X1, and there appears to be no lack of "up and coming" players to keep the first team up to strength.

TENNIS.

Owing to the excellent membership of 60, the Tennis Section of the Athletic Club has enjoyed a very successful season.

There is a great atmosphere of keenness in this section and it is quite a usual thing to see enthusiasts, racquets under arms, on their way to the sports ground for a game during lunch hour. With interest at its present high level, the secretary is actively engaged in arranging a fixture list with local clubs for next year.

ANGLING.

A team has been entered in the Competition organized by the Redditch and District Anglers Federation at Fladbury. The twelve anglers from sixteen clubs with the best weight of fish recorded in three contests under varying conditions of water between August and October will qualify for inclusion in the Redditch Team for the All England Championship this season

As a result of his prowess in this series of matches, Mr. Harman has qualified for a place in the Redditch Team.

Already holders of the Midland Business Houses Championship, the Angling Section entered a team for the 1947 event, and it is pleasing to report that they were again successful ... winning the Championship for the second time running.

RIFLE CLUB.

After going to press with the previous issue of Revs, a telephone call was received saying that Enfield "A" team were winners, not runners-up in the Redditch and District Miniature Rifle League Championship for 1946-7. The error was spotted by the Committee when cross checking the percentage of gun scores.

The Collier Cup Trophy and League Badges were presented to the team on Wednesday, September 17th, by Brigadier Burke with a very hearty

commendation for their efforts.

Eric Harris, the Captain of the First Team, was invited to Worcester to take part in an eliminating shoot to qualify for his County Badge, which would enable him to shoot in the Western Counties Bowl. Out of a hundred odd participants he is now in the last twenty to qualify for a place.

BOWLS.

With the green relaid and levelled, the bowling section offers many hours relaxation to exponents of the rink game. Besides the relaying of the green, much new equipment has been obtained, including twenty-four sets of woods and six jacks.

With membership on a pre-war footing, home and away fixtures were arranged. The matches with High Duty Alloys, the Redditch Gas Company and the Worcestershire Brotherhood resulted in a win, a draw and a loss.

FOOTBALL.

During the coming Season the Committee propose to run two teams. The "First" being entered in the Birmingham Alliance League and the "Second" in the Redditch and District League.

The Enfield "First" Team has also been entered for the English Amateur Cup.



ROYAL ENFIELD
BICYCLES
MOTOR CYCLES
MOTOR LAWN MOWERS

THE ENFIELD CYCLE CO. LTD. REDDITCH

Reproduced by Doug Young, 2007

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