

REVS

THE ROYAL ENFIELD MAGAZINE

VOL. 1

FEBRUARY 1948

No.5

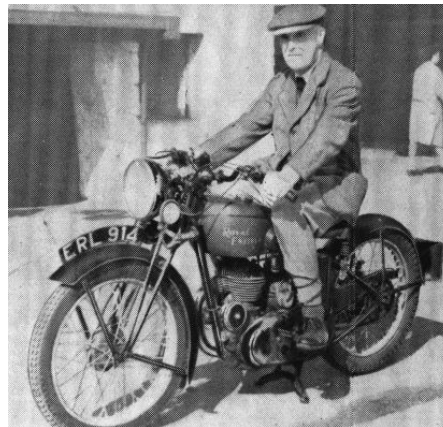


REOC - Not For Sale



Mr. S. T. Huggett, popular Secretary of the Auto Cycle Union, has bought a Model R.E. as a "runabout." Here he is seen outside the premises of Messrs. P. H. Sharam Ltd., who have for many years been Royal Enfield dealers in Torquay, chatting with Fred Hawken, who rode so well in the last two Manx Grand Prix.

This photograph of Mr. C. Welsh, of St. Ives, Cornwall was taken recently upon his 86th birthday. He did not adopt motorcycling as a hobby until he was 60 years of age but intends to make up for the years he missed by riding as long as he is allowed to do so. He stresses the fact that he is probably the oldest active motor cyclist. "In case", he says, "some upstart in the 70's tries to claim the record".



FRONT COVER. *The front cover shows a section of the Worcestershire County Constabulary (Mobile Division) mounted upon their Royal Enfield motor cycles.*



THE ROYAL ENFIELD MAGAZINE

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

Vol. 1

FEBRUARY 1948

No. 5

Foreword

During the past year British industry has undergone a testing time. Shortages of coal and raw materials as well as power cuts all had an adverse effect on production, to which can be added the basic petrol cut. However, 1948 comes in with a more cheerful outlook. The coal target has been realized, the output of steel is encouraging, and now comes the news that petrol is to be granted for this year's important reliability trials.

Thus the cycle and motor cycle industry starts the New Year with great hope that extra steel will be available to manufacturers of products that sell so well in the hard currency areas and the opportunity to try, test and prove their motor cycles in competitions, so letting the world know that British motor cycles are supreme.

There is more than a little optimism in certain quarters that the basic

petrol ration will return during the year. Let us say that we sincerely hope that this is so not only for the pleasure and health it brings, but because of the extreme importance of a sound home demand to the maintenance of the export market.

Overseas markets are continually fluctuating according to import licences, and the assessment of the market is difficult. Despite all these hindrances the Enfield Company is continuing a steady stream of exports overseas.

New machinery is being installed and this will increase the output of Royal Enfield cycles and motor cycles. An increase in output will mean more for the home trade as well as for our friends overseas. We are striving to do this and so back up our wish that 1948 will be a Happy and Prosperous New Year for our friends throughout the world.



OVERSEAS DEALERS

On the left is the photograph of an attractive window display at Haarlem, Holland, staged by our Dutch Distributors Messrs. Stokvis & Zonen. The machine featured is the Royal Enfield Model G.

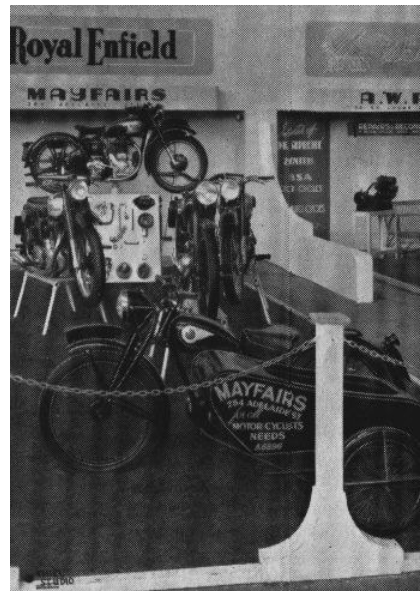
AUSTRALIA

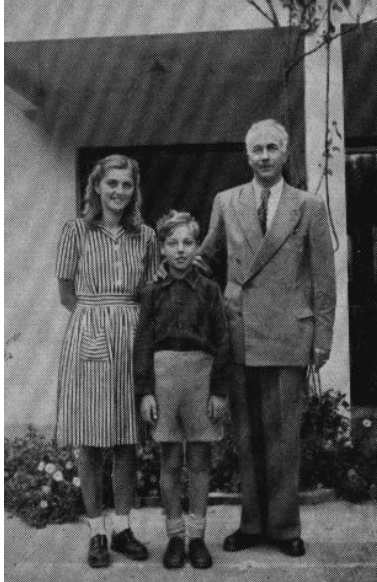
From L. B. Clarkson, our representative in Australia comes a story of how a model R.E. is upholding Royal Enfield prestige in that country. Riding a Model R.E. in the Six Hour Reliability Trial held at Brisbane on Sept. 9th, 1947, Mr. T. Graham, so Mr. Clarkson tells us, won the Novice Class and was only narrowly defeated in A grade section. Weather conditions were bad and the course lay over 140 miles of very mountainous country. Surfaces were slippery, rain having fallen for two days before the event and continuing throughout most of the trial.

A contributing factor to the R.E.'s success was its ability to negotiate the most treacherous part of the journey without the excessive wheel spin experienced by riders of some of the heavier machines.

R. Burton on his Model G Royal Enfield was third in the A Class section.

Below is a display arranged by Messrs. Mayfairs, Royal Enfield Dealers in Brisbane, Australia.





On the left— M. A. Breslau, of Brussels, with his small son and 17-year-old daughter, who rides a 125 c.c. Royal Enfield Model R.E.

Below— M. Lucien Jan with his wife and daughter. Madame Jan is a native of Redditch.

EUROPE

MR.R.BAKER, our much travelled Export Manager, recently journeyed by air to visit Royal Enfield distributors in Belgium, France and Switzerland.

He received a warm welcome everywhere he went and in Belgium met Mr. M.A. Breslau of Brussels M. Duval Tefrere of Antwerp, and visited Messrs. Donis & Pax of Liege.

In Switzerland, where Messrs. Jan S/A have been our distributors for over a quarter of a century, he renewed acquaintance with Dr. Louis Jan, son of the founder, M.C. Jan, and M. Lucien Jan. Madame Jan, the latter's wife first met her husband when she was on the staff of the Enfield Cycle Company, and he was gaining experience as a mechanic in the Enfield Works. In France, Mr. Baker was the guest of M. Pierre Psalty, our distributor in Paris, and spent some

time at the Paris Motor Show interviewing many overseas customers and dealers who called at the Royal Enfield stand





The above photograph shows Mr. Hoh Yoon Thin (on left) of the Blue Bird Trading Company, sub-agents to Mr.S.C. Chan the Royal Enfield Distributor in Malacca .

U. S. A.

Major Mountford, our General Sale Manager has recently visited the U.S.A. and has returned impressed by the efficient organization which has been established by our Distributors in that country-Whitehall Distributors Inc. of New York-for the sales and service of our products.



The above photograph shows Ted King, Service Manager of Whitehall Distributors, new York, discussing the "do's and don't's" of packing.

(Ted King is an Englishman and visited the works on several occasions recently whilst he was arranging for his wife and family to travel to New York to take up residence there. During his visits to Redditch he attended several social functions.)

Apart from visiting our distributors, where he conferred with the principals Messrs. Edward and John Stokvis he also made trips into the Mid-West , New England and Southern States, during which he met many Royal Enfield dealers, including Allen Benjamin of International Motorcycle Sales of Chicago, Edward Kehoe president of the Company which bears his name at Detroit; Joe Crans of the West Virginia Cycle Company Huntington, W. Va., D. Rogers of Island Motorcycle Sales of Floral Park, Long Island, and W. Wesidhan of Garwood, New Jersey.

All dealers were lavish in their praise of Royal Enfield Motor Cycles of which considerable quantities have been sold in the past year and were, without exception looking forward



Photograph on the left shows Mr. John Stokvis of Whitehall Distributors Inc., mounted on his Royal Enfield machine.

Below is a picture of Glendale Motorcycle Sales Depot, Glendale, California. Our friend Mr. Rolly Harper is just discernable on a motor cycle in front of the building.

Bottom right hand corner shows the stand of the West Virginia Cycle Supply Co. Huntington West Virginia at the Kyowva Tri-State Fair. Standing in the rear of the machines is Mr. Bill Jones, a Royal Enfield dealer in that area.

with confidence to an ever-increasing sale for our machines in the future,

Mr. Barry Smith son of the Managing Director, accompanied Major Mountford, and enjoyed a considerable amount of motor cycling in the States. He is full of enthusiasm for the ideal conditions provided by the sweeping parkways and State highways. The outward journey was made in the R.M.S. "Queen Elizabeth," and the return by air in a Constellation aircraft.

An amazing coincidence happened during this America trip- the meeting of Major Mountford and Barry Smith with Mr. Gilbert Smith, of Norton Motors on the railway station at Buffalo, New York.





Dealers

At

Home

*Photograph on left shows
Mr. J.R. Alexander.*

Scotland

One of the most outstanding personalities in the motor cycle and cycle industry is James Alexander of Edinburgh. The famous family, of whom James is one, have coloured the country and tinged it with a taste for locomotion, be it only human endeavour, or motor.

James (or Jimmy as he is known within the fold) has known the Enfield Company since 1910 and remembers the days when the dealer was first looked on as an essential link in the Enfield Organization, a link which has held throughout the years.

In the year 1910 says Mr. Alexander, the families of Smith of Redditch and Alexander of Edinburgh became as closely associated as the phrase "ham and eggs." A unison which has kept together throughout the time between.

Referring to the earlier years Mr.

Alexander says: "These were happy days, business was conducted in a more simple and personal way than is now possible. Since then two World Wars have played havoc with the World's happiness and I am afraid that we cannot enjoy the simplicity of life which was so much a part of those times".

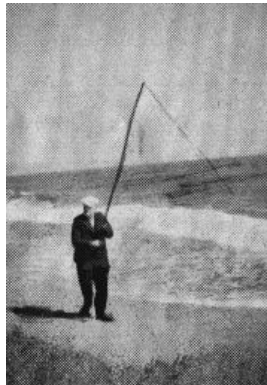
Amongst his memories are the first Enfield of which Alexanders took delivery and the 3 h.p. Twin with the first dry sump lubrication.

On top of this is the memory of being reminded when signing an agreement at Olympia that this formality had been omitted the year or two previously. "Truly a gentleman's agreement." laughed the Enfield representative. This trust has continued throughout the years.

Devonshire newsreel



Jack adjusts his waders



The line goes taught

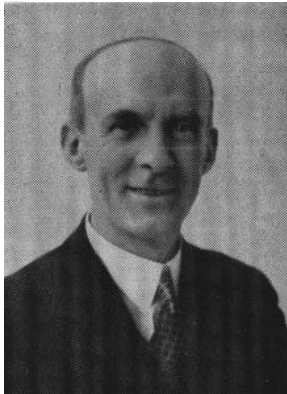
Fred Bladon took these snaps at Slapton Sands in September when



The catch

he and Leslie Young were visiting Devonshire. Jack expected to catch bass but hooked a conger ! Only when fishing can you get Mr. Eddy to take his mind off business.

Durham



Mr. W.M. White

Away up in the industrial north W.M. and O.W. White are in business together, trading as White Brothers at 205-209 Northgate, Darlington.

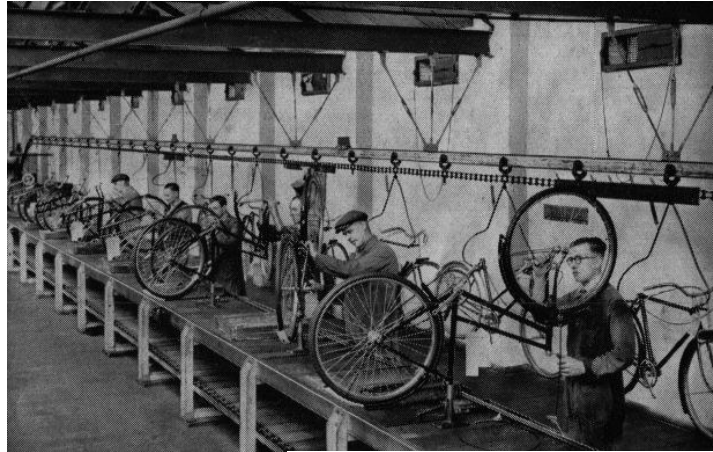
Despite the distance between the two towns there is a bond of friendship between the brothers White and ourselves built up through many years of trading together.

O.W. White expressed his firm's feelings when in a recent letter. He said "I almost feel like one of the family." He also mentions how

much he values the spirit of goodwill which exists between his firm and ourselves. W.M. White still remembers when as a boy he saw a Royal Enfield and said to himself "I bet that's a good bike". Since that time he has sold many of our machines and maintains that his early impressions was a sound one.



Mr. O.W. White



*Photograph by courtesy
of "Export Trader"*

*The Assembly Section, into which parts are fed
continuously by means of an overhead conveyor.*

Reconversion

IT is not probably fully appreciated, what reconversion of a factory from wartime production to the manufacture of peacetime products has entailed. Nowadays factories generally are back to their normal duties, but a close inspection of their production methods shows that the lessons learned under the duress and stress of war have been appreciated and many alterations in the light thereof incorporated in post-war production. Such alterations are to the benefit of the product in increased efficiency of manufacture and to the customer in the form of an improved product.

In 1892 Robert Walker Smith chose to commence the Enfield Cycle Co. Ltd. in Redditch. His choice of this little Worcestershire town was wise, for the work people of that time were engaged in the manufacture of fine products such as needles and fishing tackle, and they formed an admirable labour force, able to undertake the manufacture of the new product—the bicycle.

Tradition plays a great part today, for eldest son of the founder is Chairman and

Managing Director of the firm, whilst among the employees are many who have been with the Company from the earlier days of its life.

When the manufacture of motor cycles and cycles was recommenced after the war, a manufacturing policy was adopted to meet the demands from all over the world. Instead of fifteen models in the motor cycle range these were cut to three in order to obtain quantity. Now the range consists of 125c.c, lightweight, a 350c.c. and a 500c.c., a choice covering a wide field of requirements. Owing to the call for big machines overseas the entire production of 500c.c. models is for export at the moment.

All-out production during the war years made heavy inroads in the life of the plant, and a lot of new machinery has been installed. This is particularly noticeable in the No. 1 or General Automatic Machine Shop where the absence of much line shafting indicates the installation of modern individually powered tools. This has increased production in the shop and it will go higher still

Gas furnaces form an impressive sight in the hardening shop. Installed just over a year ago increased output of high standard is the result.

Less space, but with extra concentration has increased the output of the 350c.c. and 500c.c. engine assembly shop. Heavy demands for 125c.c., units has resulted in instituting the provision of new accommodation, and the engine will eventually be built on a conveyor track.

Testing is rigorous, and before dispatch all machines are tested as a preliminary on the works track and finally proved on the road.

Special brazing hearths are used in the manufacture of the huge quantities of cycle and motor cycle frames, with the exception of the 125c.c. frame which is welded. Excessive heat is avoided

on the system and the joints require little cleaning on completion.

Cycles are assembled on a conveyor track, and parts are fed to the operatives by an overhead conveyor.

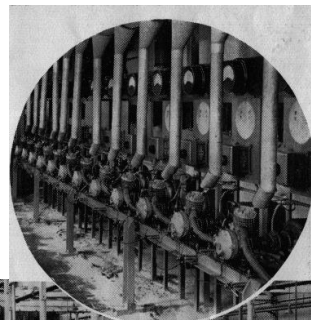
Re-arrangement of plant and the telescoping of two enamelling shops into one has increased output in this department. On completion, the bright nickel plant will increase plating shop production.

Enfields make their own roller bearings and an ingenious sorter gauges them to .0001 in.

A family atmosphere prevails throughout the fabric of the firm. Many worker spend their working life at Enfields and this continuity of interest and craftsmanship is an important factor in the maintenance of a steadily increasing stream of products to market all over the world.

On the right, photograph shows Royal Enfield 125c.c. power units being run in on a stationary bed .

Bottom picture shows assembly line for the power units of 350c.c. and 500c.c. Royal Enfield motor cycles.

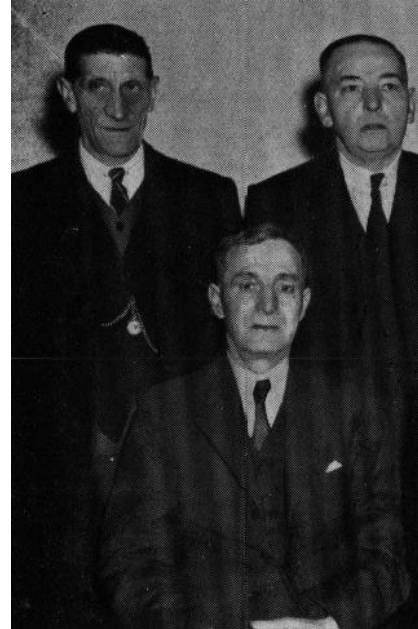


Photograph by courtesy of "Export Trader"

**50
GLORIOUS
YEARS**

*Back Row (left to right)
E. Keyte, S.J. Plesters, W. Benton,
G.T. Savery, R. Baker, J.E. Masters.*

*Front Row (left to right)
E.J. Masters, E. Hack, C. Baker,
E. Hewins, F. Watton.*



Major F.W. Smith presenting a certificate, in acknowledgment of twenty-five year's service, to his brother, Mr. George Smith.



TUESDAY, November 25th 1947, marked another Red Letter day in the history of the Enfield Cycle Co. Ltd. for on that day Major F.W. Smith, Chairman and Managing Director, performed the pleasant task of presenting suitably inscribed gold watches to eleven employees of the firm who each had fifty years' service to their credit.

Two others received certificates for twenty-five years' service, one of whom was Mr. G. H. Smith, Director and Secretary to the firm and the other, Mr. H. Goodall.

The names of the "fifty year men" are given above.

Robert Baker, Export Manager, and

Callow Baker, Foreman of the Maintenance Department, each of whom had fifty years' service recognized, are brothers.

The presentations were made after high tea in the Canteen, which all the recipients and the management attended.

Sum total of this year's employees who were recognised came to 600 years which, added to last year's recipients, makes a grand total of 9,115 years' service.



The above photograph show the party immediately before tea. At the top table are, from left to right:- Mr. and Mrs. G. H. Smith, Major and Mrs. F. W. Smith, Mr. And Mrs. S. H. Smith. The Canteen Staff, under Mrs. Wilcox provided an excellent meal and the table. were attractively decorated with fresh flowers.

As can be seen from the photographs on this and the preceding pages a delightfully intimate atmosphere prevailed throughout the proceedings. Everyone present had a lengthy association with the Company, and many memorable events in its history

were recalled.

This was a gathering in which friendship and loyalty blended into a background of tradition which extended over half a century.



Mr. Bladon chats with Miss Jean Smith and Miss Gross (Managing Director's Secretary).

Royal Enfield men who have Returned From the Services

Back in the Cycle Frame Building Shop after five years in the army is Ray Onions. As a sergeant in the infantry, Ray took part in the invasion of Italy, landing at Salerno. Later his regiment switched to Anzio. Stubborn defence by the Germans hemmed in the K.S.L.I., after which they broke out and pushed north with the 5th Army to capture Rome and advanced to Bologna. Before enlisting, Sergeant Onions was a keen footballer in the Enfield team. After the cessation of hostilities he represented his Battalion at soccer and cricket.



Recently returned from the Royal Artillery is Jerry Craddock, who is now operating an automatic machine in No. 1 Machine Shop.

As a gunner he saw action with six pounders in the 11th Anti-tank Regiment and 20th Indian Division. Later he fought with twenty-five pounders with the 114th Field Regiment.

Fighting with the 14th (Forgotten) Army in Burma his unit advanced to French Indo-China to "mop up" and disarm the Japanese. Jerry's remaining service was on garrison duty in Malaya. He holds the 1939-45 and Burma stars as well as the Defence and Victory medals.

Henry J. Inwood who is now employed as a grinding machine operator in the Industrial Engine Shop, has recently been demobilised from the B.A.O.R.

As an infantryman in the 2nd Battalion, The Gloucestershire Regiment, he saw action in Belgium and Holland, and was in the final attack on Arnhem in 1945, being one of the first across the river Ijssel. The remainder of his service was with the occupational forces in Germany. Ex-private Inwood holds the 1939-45 France and German Stars as well as the Defence and Victory medals. Prior to his service he was with Enfield for eight years.



Cycling in Normandy



by

MARTIN LINDSAY

D.S.O. M.P.

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

We crossed in "Falaise" Britain's first Post-war passenger ship, arriving at St. Malo at daybreak. By the coast road in blazing sunshine we came to Mont St. Michel. Then leaving Brittany for Normandy we climbed a long steep hill and passed the scene of a massacre.

A German column, withdrawing south from Avranches, had been ambushed by the Maquis. Their burned out tanks and trucks still lie there piled up at a bend in the road.

That night we got to Granville, famous for its sunsets and lobsters.

Next day we passed through St. Lo, fiercely fought for by the Americans and almost totally destroyed. Life still goes on there in prefabricated shops and wooden huts.

Bayeux is no longer crowded out by sweating, excited soldiers back for a day from the murderous fighting in the bocage. In the cathedral one small plaque commemorates the dead of one infantry brigade the only sign I could see in the town that a British army had passed that way. Outside it in the cemetery lie 4,000 of our dead buried as they happened to be brought in from beach or hedgerow they lie serried.

Naval officer by the side of driver R.A.S. C., pilot alongside tank crew, name number regiment and date of death is

painted in black on white on a metal cross. Or there is perhaps just "An Unknown British Private,"

Returning by the museum we visited the famous tapestries, recording, in 79 scenes, the Norman invasion of 1066.

It pictures William's lancers riding down Harold's foot soldiers at Hastings.

As usual, the English were unprepared for war. For we had refused to equip ourselves with the new cavalry arm, already in use on the Continent, on the ground that it was un-English.

Just as in 1939 when asked to approve my proposals for a small paratroop cadre, the C.I.G.S. replied: "I decline to ask Englishmen to do that."

Truly from the Battle of Hastings to Bayeux cemetery, is not so very far. At Arromanches the Mulberry harbour remains impressive. We cycled eastwards along the sands, past children playing in twisted, rusting landing-craft and tanks.

So to the beach upon which I myself had landed showing it with pride to my son.

The little seaside resorts are very little damaged the bitterest fighting having taken place inland. But all take great pride in the part they played in world history.

Hence the commemorative monuments, the many roads "des Anglais," the cafes "de Debarquement" or "de 6 Juin."

(To be continued)



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

PART 111

In this issue we finish the saga of Fred Bicknell, but though his story is finished, Fred goes on from strength to strength.

Nineteen twenty-nine saw Fred enjoying (?) an enforced holiday somewhere in the middle of Europe. The "International" started from Munich and passed through Germany, Austria, Italy, France and finished in Switzerland. In order to avoid delay passports went in bulk by car while the competitors emulated the goats over the surrounding countryside. A good idea till failure kept a rider in one country while his passport sailed gaily on to the next. Trouble developed for Fred soon after leaving Pallange on Lake Maggiore in a remote corner of Northern Italy.

Miss Edith Foley gallantly offered a tow over the St. Bernard Pass into France. Many spills occurred through the tow rope fouling the front wheel. Eventually with Fred and the

machine somewhat battered, and both brakes "non est," our friend decided to call it a day.

Without luggage or passport Fred watched his fellow competitors fade into the distance. A week's sojourn at the local inn was necessary before he could bale out of the country with the necessary papers.

Arriving at Lausanne several hours before the train time for Paris, Fred dropped in on the Enfield distributors in Switzerland, Maison Jan and saw Lucien Jan and his wife, who, as mentioned elsewhere in this issue at one time was a member of the Enfield staff.

In 1934 Fred engaged in the "International" in Germany. This was his last big trial.

After riding some 70,000 machines over countless thousands of miles, Fred still admits to getting a kick out of riding a motor cycle-and does so every day!



Mr. Lee looks through some of his collection.

Hobbies .. Philately

STAMPS are the hobby of Eric A. Lee, Accounts Department, who started his philatelic pursuits in 1915 due to his interest in foreign ways and customs. Mr. Lee found that stamp collecting was a great help when at school in the study of geography.

How his hobby grew is well illustrated by the fact that when he disposed of his first collection of some 20,000 stamps at Bournemouth in November 1947, it realized the sum of £200.

Since starting his second collection he has accrued 1,000 stamps. Although new regulations hamper his hobby, Mr. Lee adds to his collection by the exchange of "covers", i.e. stamps on envelopes, used stamps removed from envelopes, and obsolete issues. He has contacts in many foreign countries, including France, Belgium, Luxembourg, Italy and Bulgaria. European and British Colonial stamps

command his greatest interest. Over 700 different kind by Belgian issues from 1900 to 1947 were included in his collection recently sold.

In his opinion Mr. Lee awards the pride of place for the most beautiful stamps to present day Colonial issues which depict the scenery and pursuits of the countries concerned.

Amongst his luckiest purchases he puts that of a Belgian two franc "tin-hat" stamp depicting King Albert in war-time uniform with the appropriate headgear. Bought in 1918 for 1/6, the present-day value is £5.

To those interested in the hobby Mr. Lee recommends joining a good club. He himself is a member of the Bentley Philatelic Exchange Club.

No doubt he would be a source of information to anyone embarking on this interesting hobby.



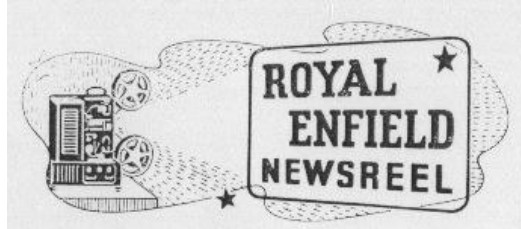
Above is shown the Enfield Cycle Company's mobile exhibit which attracted a great deal of interest at the last Redditch Carnival, Members of the firm in costume are from left to right, Joyce Griffen (Accounts Dept.), Tom Hunt (Carpenter), Terry Voyle Carpenter, Elsie Kings (Viewer).

The tableau was designed and produced by Vic Bott and Eddie Wright. As usual in these events the lorry was driven by Charlie Jordan.

The photograph on the right was taken during the Carnival Dance held In the Enfield Cycle Company's canteen Hall.

Left to right are:- Councillor J. E. Wilkinson, J.P. (Chairman of the Carnival Committee), Miss Lynetta Joy Spencer (1947 Carnival Queen), Councillor H. D. Spencer (Secretary of the Carnival Committee), Mrs. M. Wareham (Entertainments Committee).





The Fifth Annual Enfield Children's Party, held in the canteen on Dec. 20th, commenced when Mrs. F. W. Smith opened the show, and was presented with a bouquet by Valerie Stockley, daughter of Mrs. Stockley, No. 2 Machine Shop. Once again this popular gathering proved a complete success.

The entire function for the children of the Company's employees, was organized by the Entertainments Committee, and was made possible by the generous contributions of Enfield personnel.

Two hundred and sixty kiddies made a responsive audience and were delighted with the entertainment which included a conjuror and a dancing troupe; equally obviously enjoying the tea which followed. Proceedings ended



Santa Claus hands a present to little Margaret Wright.

with community singing and before going home each guest received a present from Father Christmas.

ROYAL ENFIELD NEWSREEL - continued

Harry Anderson, Plating Shop Foreman, attended the third International Conference of Electro-deposition held at the Hyde Park Hotel, London, in September. Mr. Anderson, a member of the Midland branch of the Electro-depositors' Technical Society since its formation in 1931, was able to add some valuable notes to his store of knowledge on this particular subject as a result of his participation in the discussions on modern developments and a visit to the accompanying exhibition.



The Enfield Fire Brigade are to be congratulated upon winning the Goodyear Tyre and Rubber Trophy in the four men hose-cart drill in the Midland Industrial and Private Fire Brigades' Competitions at Oldbury. The combined Industrial Fire Brigade Association Trophy was won by the Redditch and District Association, of which the Enfield Brigade is such a prominent member.

WEDDINGS

Two sisters in our Drilling Machine Section, Anne and Dorothy Wakeman, were each married recently. Anne's wedding took place at St. Stephen's Church, Redditch, when she became the bride of Horace Rees, and Dorothy was married at Bromsgrove Registry Office to Walter Bousfield.

Johnny Wheelock wages clerk in No. 2 Machine Shop, was married to Miss Muriel Pitman, Assistant Matron of Evans Children's Hospital, Solihull. The wedding took place at Troedyrhwi, South Wales.

Lilian M. Linvell, acetylene welder, who has been at Enfield since she left school eight years ago, was a short time ago married to Mr. R. A. Laight, of Redclitch, at St. George's Church, Redditch.

On 13th December, 1947, Cynthia Merry, Accounts Department, was married at Bromsgrove Registry Office to Arthur Williams.

Obituary

It is with deep regret that we have to record the death of Mr. F. C. Finney, Hardening Shop, on 17th September, 1947. Mr. Finney was sixty years of age, and had been in the Company's employ for twenty-seven years ..

In December we lost two other valued employees, who both died during the same week. They joined the Company within a few months of one another in 1911. Harry Cartwright, Tool Room and Len Boyden, Enamelling Shop.

SPORT

Captains of Sections



*Jack Andrews
(Football)*



*Jack Clements
(Bowls)*

GENERAL MEETING

ON November 19th, 1947, Major F. W. Smith presided over the annual general meeting of the Enfield Athletic Club. The meeting was held in the canteen. In all sections a steady increase in membership was reported, a very satisfactory indication as to the present and future health of the Club. Particularly pleasing was the membership of 60 in the Rifle Club which is a comparatively new section formed only in January, 1945, on the "stand down" of the Home Guard.

Much equipment was acquired during the year to replace that worn out during the war years when none was purchased. This made the expenditure for last season somewhat higher than usual but the equipment was an immediate necessity which will be of benefit to all members.

During the meeting Major Smith presented the Enfield Angling Cup to H. Harman. This trophy is competed for annually, the winner being the member gaining the highest aggregate weight in three matches.

C. Butts and W. Pinfold of the Cricket Club 1st XI were both awarded replicas for the highest bowling and batting averages during the 1947 season.

FOOTBALL

Up to the time of writing, the football 1st XI have played in twelve matches in the Birmingham Alliance League. Out of these they have won ten games, drawn one and lost one. In addition to this very fine feat, the team has fought its way through to the semi-final of the competition for the cup presented by the President of the Birmingham Alliance League, and have also reached the fifth round of the Birmingham F.A. Junior Cup and Aston Villa Cup contests.

Some disappointment was felt when the team lost to Rugby Town in the English Amateur Cup Championship, but four reserves had to be included in the team for that match and the side was not the strongest which could have been fielded.

RIFLE-SHOOTING

Individual performances of "A" team members of the rifle club is probably the most satisfactory feature of this section. At present the average is 94% to 96%. Not a match has been lost on gun score, but with the operation of the handicap system two matches were lost by narrow margin of .06 and .1. The team found the concession of 28 and 24 points respectively just a little beyond their capabilities. So far four matches have been won this season.

Division "B" are to be congratulated on having won four out of five matches shot.

ANGLING

The Angling Club have joined the newly-formed Redditch and District Business Houses Angling Association. Major F. W. Smith has very kindly presented a cup for annual competition and the first contest was held at Pershore in November. The Enfield Team were runners up on this occasion, H. Watton gaining third place in the individual class.

On December 14th, thirty members of the club hired a coach and fished the club's water at Marden. Those who braved the drizzly weather that morning were well rewarded later when the weather cleared and the rain was superseded by a clear cold atmosphere. Altogether a very good day's fishing was enjoyed.

Captains of Sections—cont.



Charlie Wright (Angling)



Eric Harris (Rifle-Shooting)



Jack Smith (Cricket)



ROYAL ENFIELD
BICYCLES
MOTOR CYCLES
MOTOR LAWN MOWERS

THE ENFIELD CYCLE CO. LTD. REDDITCH

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