



Manufacturers
of
Royal
Enfield
BICYCLES and
MOTOR CYCLES

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THE ENFIELD CYCLE COMPANY LIMITED

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HEAD OFFICE AND WORKS
REDDITCH
WORCS. ENGLAND

23rd January, 1964.

MOTOR CYCLE DEVELOPMENT MEETING HELD IN MR. J. J. BOOKER'S

OFFICE ON WEDNESDAY 21st JANUARY, 1964.

Present: Mr. J. J. Booker
Mr. T. C. Greenwood
Mr. R. E. Thomas
Mr. G. Bromley

Copy: Mr. L. H. Davenport
Major V. T. Mountford
Mr. R. A. Wilson-Jones

Design of Racing 250 Frame and Forks

The following points were taken into consideration when deciding how to arrive at the most suitable arrangement:-

- (1) Good steering
- (2) Low overall height
- (3) The frame and fork must be as light as possible.

Following visits by Mr. A. Reynolds and Mr. K. Sprayson for discussions at the works, it was agreed that as the steering of our production machine is so good, a lightened version of this frame would form a good basis to start with. If Reynold type leading link forks are fitted then the head lug of the machine can be dropped appreciably, also there is a considerable saving in weight by using the Reynolds fork.

Mr. Thomas considered that the front down tube on our standard machine, although made of chrome molybdenum tubing, was heavier than necessary. The recommendations by Reynolds of the same diameter reduced to 1 1/4 from 1 1/2 butted 12 is considered to be rather too drastic. The frame, therefore, is being designed with a 1 1/4 tube tapered from 1 1/2 inches at the top end to 1 1/8 inches at the lower end.

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CUSTOMERS MOTOR CYCLES, CYCLES OR PARTS THEREOF ARE RECEIVED AND HELD BY US ENTIRELY AT OWNER'S RISK AND WE ACCEPT NO RESPONSIBILITY FOR LOSS OR DAMAGE TO THEM ARISING FROM FIRE, THEFT, BURGLARY OR ANY OTHER CAUSE.

It is hoped that a saving of approximately 2 lb will be made over our standard frame which is, of course, much lighter than most frames. This, in conjunction with the estimated 8 lb saving by using the Reynolds fork, will provide a very light assembly.

Mr. Thomes hopes that he will be in a position to let Mr. Sprayson know the details of the tubes required by the end of this week as Mr. Sprayson has intimated that as soon as he can obtain his tube he will come over to the works and build the frame. As it is likely to take 7-10 days to produce the tubes we estimate that a complete frame should be finished by the 7th February.

As the promise for the special Villiers engine is for about the middle of February, assuming all goes well, the machine should be in being by the middle of March. When the machine is nearer completion we will make arrangements for a competent rider to carry out the preliminary tests for carburetion setting, gear ratios, etc.


J. J. BOOKER