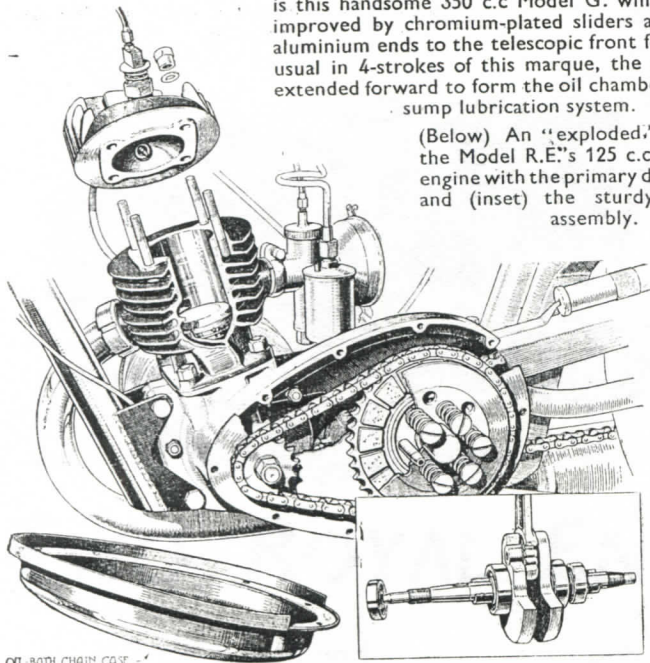


(Right) The bigger 1948 Royal Enfield is this handsome 350 c.c. Model G, which has been improved by chromium-plated sliders and polished aluminium ends to the telescopic front forks. As is usual in 4-strokes of this marque, the crankcase is extended forward to form the oil chamber of the dry sump lubrication system.

(Below) An "exploded" drawing of the Model R.E.'s 125 c.c. two-stroke engine with the primary drive exposed and (inset) the sturdy crankshaft assembly.



OIL BATH CHAIN CASE

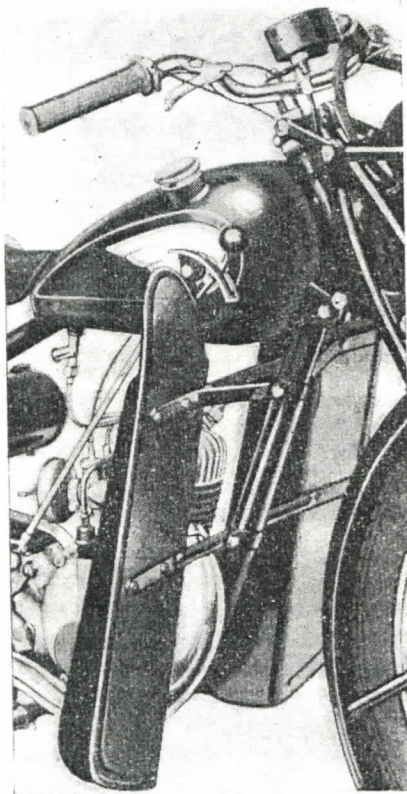
CONTINUATION of the existing favourites sums up Royal Enfield plans for the new season. Which means that the 125 c.c. Model R.E. and the 346 c.c. Model G. carry on with minor modifications, and production flow will not be affected. Present circumstances and the law of demand must necessarily dictate policy for some time, and certain of the improvements have already been standardized since the range was last reviewed.

A Popular Model

The popular little 125 c.c. two-stroke R.E. has been smartened up in performance by the adoption of a streamlined expansion chamber, which blends neatly into the pipe from the port. Ability to expand the exhaust gases at the earliest opportunity has always been looked upon as desirable in the interests of two-cycle efficiency, and in this case it has been found that power output shows definite improvement, whilst two-stroking remains much more even. As a direct result, it has been found possible to raise the top-gear ratio, by means of an extra tooth on the final-drive sprocket, to 7.6 to 1. Second- and bottom-gear ratios are, respectively, 12.4 and 22.4 to 1. Engine dimensions are 53.79 mm. bore by 55 mm. stroke, whilst the detachable cylinder head is of special aluminium alloy.

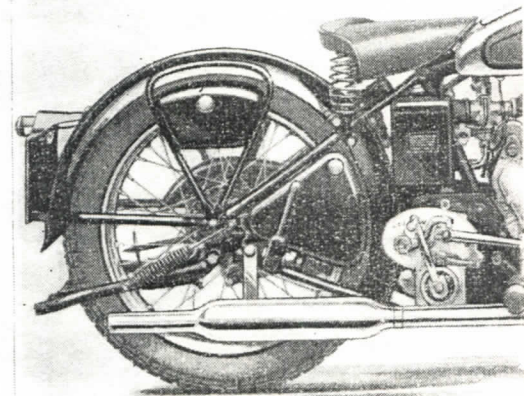
Rubber suspension and pressed steel fork blades continue to give full satisfaction and are retained, whilst the speedometer mounting bracket has been altered to bring the instrument into a much-improved angle for easy reading. A toolbox of more generous proportions now figures in the specification, and general appearance is greatly enhanced by chromium-plated wheel rims, handlebars and saddle springs. Legshields of sensible proportions are available separately for fitting on to the front down tube, forming a most desirable means of protection for utility riders.

B4



Available as an extra on the 125 c.c. machine these legshields are easily fitted and just as readily removed. They provide an excellent measure of weather protection on this essentially utility motorcycle.

On the right is shown the complete machine. Known as the model R.E. it has a very comprehensive specification and is capable of covering approximately 120 miles on a gallon of petrol mixture and attaining 45 miles per hour or over.

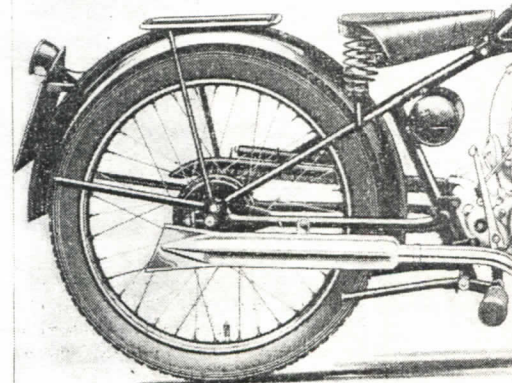


TWO ROYAL

A 350 c.c. o.h.v. and a 125 c.c. Two-stroke form Next Season's Range from Redditch

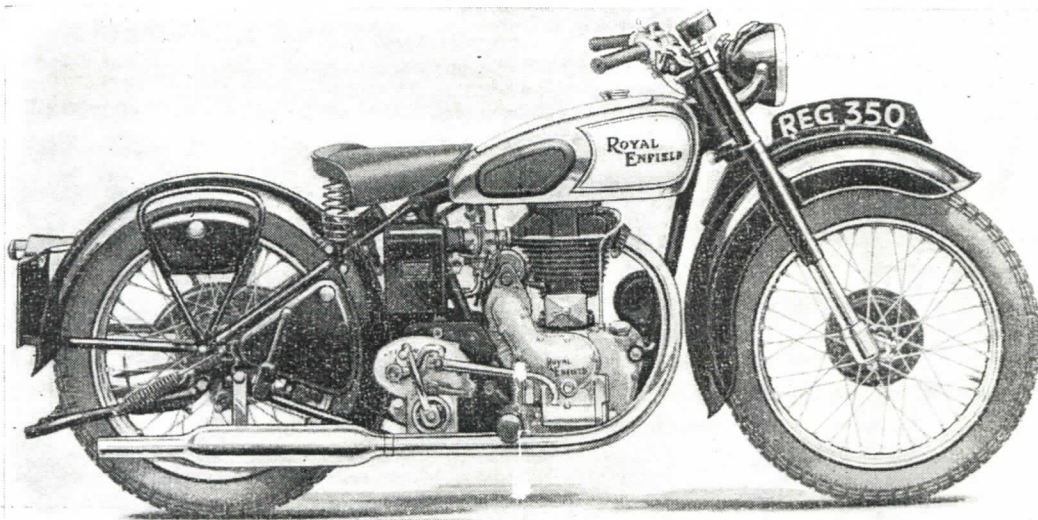
The appearance of the 346 c.c. Model G. is greatly enhanced by chromium plating the telescopic fork sliders and polishing the aluminium fork-ends. Plated wheel rims add a distinctive touch, and blend handsomely with the usual black finish of the deep mudguards, frame and fittings. Cleaning is aided by a polished timing case and gearbox end cover, and tank finish continues to be in the well-known frosted aluminium panelling.

Measurements of the overhead-valve engine are 70 mm. bore by 90 mm. stroke, and the dry-sump lubrication system is fed by a four-pint oil compartment cast integral with the crankcase. The exceptionally smooth power delivery of this engine is aided by a light alloy connecting rod and the well-



Royal Enfield
which has been
and polished
front forks. As is
the crankcase is
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25 c.c. two-stroke
ary drive exposed
sturdy crankshaft
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machine, legshields are
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Approximate perform
obtained from these mach
the Model G. is capable o
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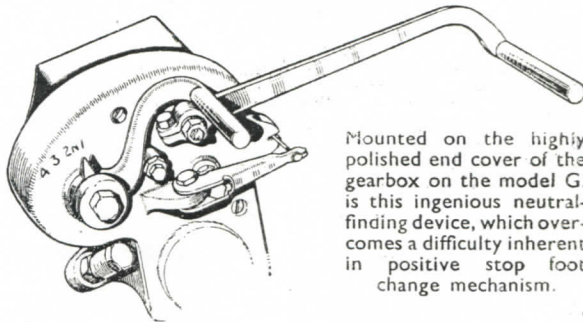
The telescopic front
forks on the 350 c.c.
model have amply
substantiated their
maker's claims for
navigation and road
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guard is fully sprung
and deeply valanced
while the alloy brake
reaction plate is ribbed
for additional strength.

TWO ROYAL ENFIELDS FOR 1948

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a 125 c.c. Two-stroke
form Next Season's
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Mounted on the highly polished end cover of the gearbox on the model G. is this ingenious neutral-finding device, which overcomes a difficulty inherent in positive stop foot change mechanism.

known Enfield patent cush drive embodied in the rear hub. Further refinements are the inclusion of a built-in air filter mounted on the saddle tube and a neat neutral finder positioned on the gearbox end cover.

A spring-up rear stand, prop stand and built-in folding pillion footrests are all standard fittings. In addition to the usual triangular seat-stay tool container there are two smaller pannier-type cases, whilst an upswept exhaust pipe is available at option. As with the smaller

5.6, 7.3, 10.1 and 15.6 to
capacity is 2½ gallons.

The Model R.E. poss
mum of 40-45 m.p.h. and

Royal Enfield

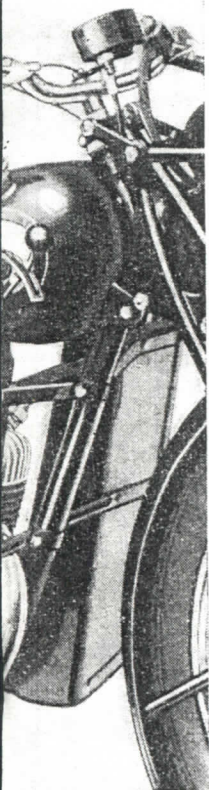
Model R.E. 125 c.c.
Model G. 346 c.c.
Extra
Legshields for Model R.E.
Legshields for Model G.
Lightweight Speedometer, M
Speedometer, Model G.

"Grass" By

RIDING Tom Arter's 495
Roger, on Sept. 21, wound
M.C.C.'s 1947 grass season b
track records for both tou
the popular half-mile circuit o
the famous Channel port.
The club was lucky with the
morning of heavy rain the sun
hour before "zero"—2 p.m.
the strong breeze, dried the t
enable the championships to b
During the meeting the 24
officials and riders stood in s
in memory of J. Shenston, o
untimely death on the previous
infantile paralysis, had robbed
its most consistent performers
one of its most likeable person

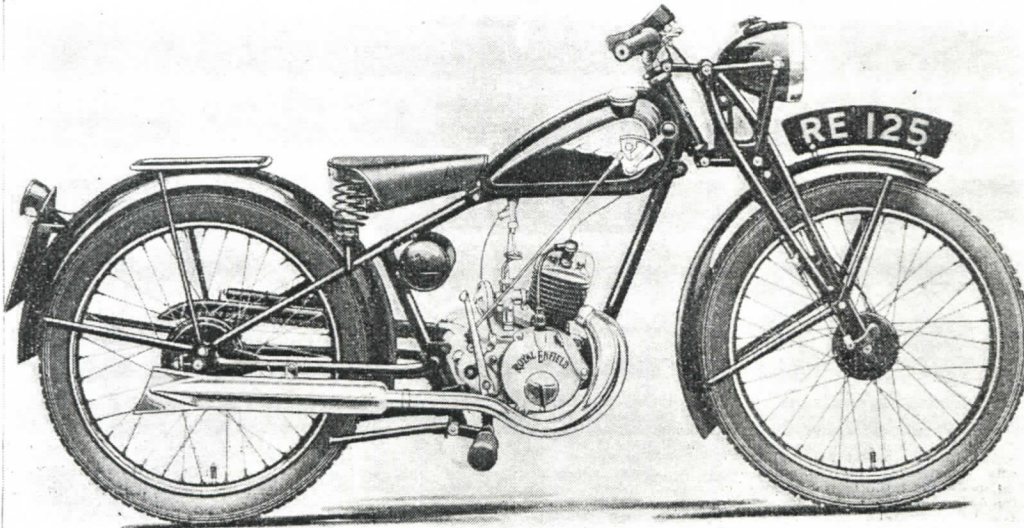
The meeting, open to the C
the heats for 250s., in th
Roger, on an Arter-assisted
furiously with J. H. Colver's
less. For half of the eight lap
A.J.S., faster on the bends,
Matchless on the straights. T
circuit, Colver came off on the
Paddock corner, and although
rode like a demon he could n
and had to be content with
second place. That Paddock c
edifying spectacle of the busm
Harolds—Daniell and Taylor—
for safety when J. Fisher (347
himself, and hardware, smart
entrance during the course of
Scratch Final!

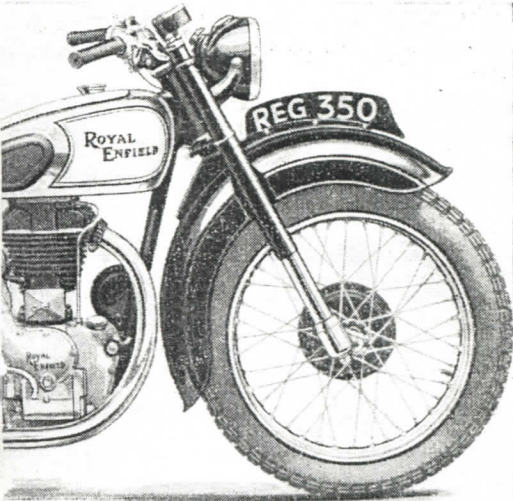
V. H. Harper (Matchless) se
up to half-distance in the 1
350 c.c. event. Leading the f
the fifth lap, he found D. H.
closing in on him, and the nex
was in front, where he appear
his lead. But at the end of t
put on a magnificent spurt. S
the banking, he almost snate
Gray's grasp—but not quite!
When the handicaps were re
though the handicapper's slide
for in the first heat Roger, le



extra on the 125 c.c.
legshields are easily
is readily removed,
excellent measure of
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capable of covering
0 miles on a gallon of
and attaining 45 miles
our or over.

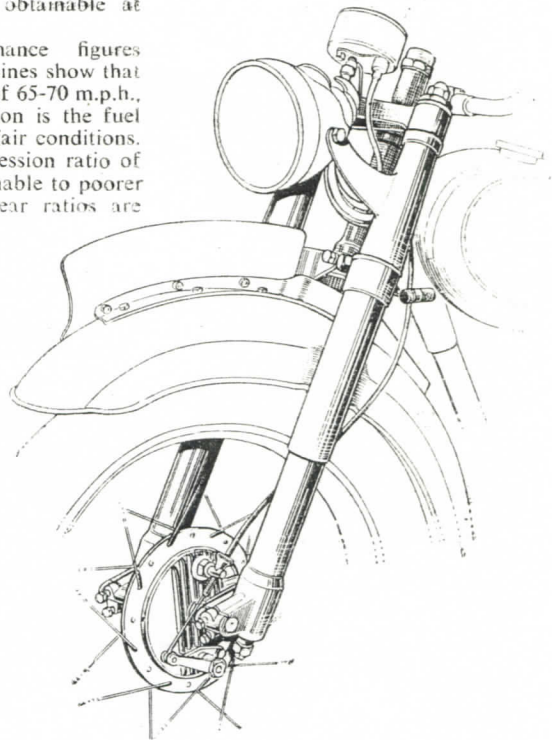




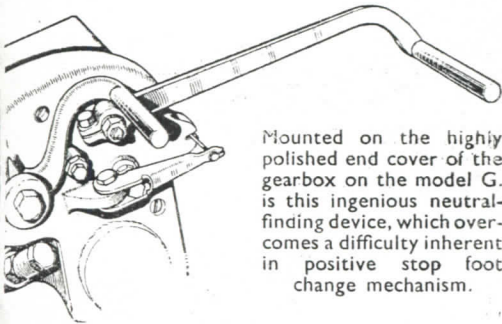
machine, legshields are obtainable at extra cost.

Approximate performance figures obtained from these machines show that the Model G. is capable of 65-70 m.p.h., and 75 miles to the gallon is the fuel consumption rate under fair conditions. With its moderate compression ratio of 5.75 to 1 the unit is amenable to poorer grades of petrol, and gear ratios are

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ENFIELDS FOR 1948



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5.6, 7.3, 10.1 and 15.6 to 1. Petrol-tank capacity is 2 3/4 gallons.

The Model R.E. possesses a maximum of 40-45 m.p.h. and a possible fuel

consumption rate of 100-120 m.p.g., although even this latter figure has been bettered on frequent occasions. The unladen weight is 135 lb.

Royal Enfield 1948 Prices		Price	Purchase Tax	Total
		£ s. d.	£ s. d.	£ s. d.
Model R.E. 125 c.c.	.. .. .	58 0 0	15 13 3	73 13 3
Model G. 346 c.c.	.. .. .	115 0 0	31 1 0	146 1 0
Extra				
Legshields for Model R.E.	.. .. .	1 5 0	*	1 5 0
Legshields for Model G.	.. .. .	1 10 0	*	1 10 0
Lightweight Speedometer, Model R.E.	.. .. .	3 3 6	17 2	4 0 8
Speedometer, Model G.	.. .. .	4 0 0	1 1 7	5 1 7

* Tax free—supplied "loose."

"Grass" By the Sea

RIDING Tom Arter's 495 c.c. A.J.S., A. O. Roger, on Sept. 21, wound up the Folkestone M.C.C.'s 1947 grass season by establishing new track records for both four laps and one lap of the popular half-mile circuit on the heights above the famous Channel port.

The club was lucky with the weather. After a morning of heavy rain the sun came out about an hour before "zero"—2 p.m.—and, helped by the strong breeze, dried the track sufficiently to enable the championships to be run off.

During the meeting the 2,000-odd spectators, officials and riders stood in silence for a minute in memory of J. Shenston, of Brighton, whose untimely death on the previous Wednesday, from infantile paralysis, had robbed the track of one of its most consistent performers and the sport of one of its most likeable personalities.

The meeting, open to the Centre, began with the heats for "250s.", in the final of which Roger, on an Arter-assisted "Ajay", scrapped furiously with J. H. Colver's quick little Matchless. For half of the eight laps they fought, the A.J.S., faster on the bends, giving way to the Matchless on the straights. Then, on the fifth circuit, Colver came off on the still rather slippery Paddock corner, and although he remounted and rode like a demon he could not catch his rival, and had to be content with a not very good second place. That Paddock corner provided the edifying spectacle of the busman's-holiday-making Harolds—Daniell and Taylor—leaping like stags for safety when J. Fisher (347 A.J.S.) deposited himself, and hardware, smartly into the pits entrance during the course of the Class B riders' Scratch Final!

V. H. Harper (Matchless) set a cracking pace up to half-distance in the 10-lap final of the 350 c.c. event. Leading the field at the end of the fifth lap, he found D. H. Gray (350 J.A.P.) closing in on him, and the next time round Gray was in front, where he appeared to be lengthening his lead. But at the end of the last lap Harper put on a magnificent spurt. swooping down off the banking, he almost snatched victory from Gray's grasp—but not quite!

When the handicaps were run off it looked as though the handicapper's slide-rule had seized up, for in the first heat Roger, from scratch, scored

a runaway win well ahead of the limit man, J. Clark (250 Clark Special), to whom he conceded 20 secs. He was later, with Gray, who also rode in this heat, called up by the A.-C.U. steward who read them a lecture on track tactics.

Scratch men continued to win the heats easily until in the fourth round, Colver finished level with D. A. Martin (500 J.A.P.), who had started 12 secs. before him.

It was in the handicap final that Roger, riding from scratch, put in four laps at an average speed of 49.31 m.p.h. in 2 mins. 12 secs., thereby cracking his own record set up less than a month ago. But he was not quite fast enough to beat N. F. Tucker (B.S.A.), who had had a 12 secs. advantage at the start.

Roger's second record came in the final of the 650 c.c. championship event. Right from the drop of the flag he took the lead and gradually increased it as lap after lap of the 20 circuits were reeled off. His speed over the fifth lap was 51.25 m.p.h., later to be increased to 51.72 m.p.h., which constitutes a new track record.

For three laps F. H. Wood (495 Veloette) lay second; then Gray took his place and Harper fell into third position. On the eleventh lap the last-named retired, letting in Colver, who meanwhile had been making good progress in the van.

The first three men were never challenged, and with the end of the race came the end of Folkestone's grass meetings this year.

RESULTS

SOLO CHAMPIONSHIP RACES. 250 c.c. (8 laps): 1, A. O. Roger (A.J.S.); 2, J. H. Colver (Matchless); 3, R. Hall (O.K. Supreme). **Winner's time,** 3 mins. 38 secs. **Speed,** 42.35 m.p.h. **350 c.c. (10 laps):** 1, D. H. R. Gray (J.A.P.); 2, V. H. Harper (Matchless); 3, W. J. Keel (J.A.H.P.). **Winner's time,** 6 mins. 22 secs. **Speed,** 47.12 m.p.h. **650 c.c. (20 laps):** 1, A. O. Roger (A.J.S.); 2, D. H. R. Gray (J.A.P.); 3, J. H. Colver (Matchless). **Winner's time,** 11 mins. 52 secs. **Speed,** 50.42 m.p.h. **Scratch Race (Class B) 650 c.c. (4 laps):** 1, A. S. Reynolds (500 A.J.S.); 2, T. P. O'Connor (350 Matchless); 3, H. C. Bumstead (500 J.A.P.). **Winner's time,** 2 mins. 52 secs. **Speed,** 41.86 m.p.h. **Unlimited Handicap (4 laps):** 1, A. W. Tucker (350 Ariel); 2, V. H. Harper (350 Matchless); 3, W. J. Keel (350 A.H.P.). **Winner's time,** 2 mins. 34 secs. **Speed,** 46.75 m.p.h.

