ENFIELD'S TWO-MODEL POLICY

125 c.c. Two-stroke and 350 c.c. o.h.v. continued for 1948 with Improvements

CONTINUING for 1948 with the 125 c.c. two-stroke model R.E., and the 350 c.c. o.h.v. model G, Royal Enfield motor cycles, the Enfield Cycle Co., Ltd., have made many detail improvements to the machines and it can be said that no trace of austerity finish now remains. Both machines are well finished and comparable with any previously turned out by the factory.

Prices remain unaltered, the model R.E. retailing at £58 plus £15 13s 3d purchase tax, total £73 13s 3d, and the model G at £115 plus £31 1s, total £146 1s.

Based on the machine designed for and used by the airborne forces, the model R.E. has a welded-up diamond frame fitted with a 125 c.c. two-stroke Royal Enfield power unit with the three-speed gear box integral with the engine. A primary chain is used, running in an oil-bath case.

No deflectors are now used in the piston and the fitting of the new type has raised the compression ratio slightly. These deflectors were continued for a time to suit an earlier type cylinder used at the beginning of the war. The deflector-type piston can be used if necessary instead of the new type, but a reverse substitution cannot be made.

A streamlined expansion chamber is now incorporated in the exhaust pipe in the curve leading outwards and downwards from the exhaust port. This necessitates a clip being used to secure the pipe to the cylinder instead of a gland and fitting.

As a result of the adoption of this expansion chamber better two-stroking is obtained and the pulling power of the engine at speeds between about 20 and 30 m.p.h. improved. Due to the increased performance of the engine the rear wheel sprocket has been reduced by one tooth and gear ratio raised to 7.6 to 1 top, 12.4 to 1 second and 22.4 to 1 on bottom.

Handlebars are clean in layout and all levers welded on. An improved speedometer fixing is now used which raises the instrument face to an angle of about 45 degrees. This makes it easier to read and gives a better angle for the speedometer drive. A longer tool box is now standard.

Rims, handlebars, saddle springs and contact-breaker caps are all chromium plated. Frame and the usual parts are finished in black enamel. Petrol tank is black with a frosted silver motif.

On the model G 350 c.c. o.h.v. machine the main detail refinements are the fitting of rubbers to the kick-starter, gear-change lever and brake pedal in addition to those on the footrests.

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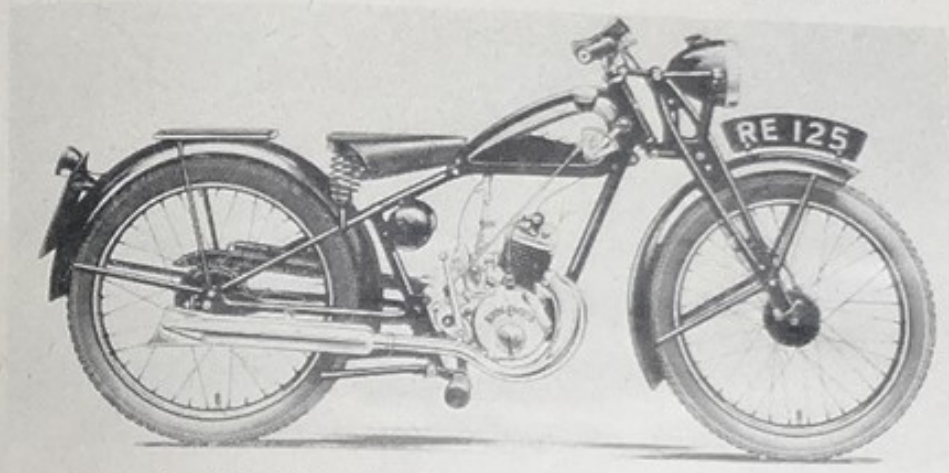

A popular utility lightweight—the 125 c.c. Royal Enfield two-stroke

Enfield's Two-model Policy—continued

Plated lower tubes are now used on the telescopic forks. This not only improves appearance but is more durable on the section which slides in the upper tube. Fork tops have been cleaned up by the fitting of snap-on caps over the nuts on top of the upper fork tube.

In order to prevent the voltage regulator being damaged, this is now laid over to give greater clearance under the saddle.

Rims are chromium plated with the outer edges polished. Saddle springs are also chromed. Timing box and gear case covers are polished aluminium. These additional finishes to the machine with its commanding tank chromium plated and finished with frosted aluminium panels go to make up an attractive machine.

In other respects the machine is unaltered. The 350 c.c. engine, with its totally enclosed valve gear and dry-sump lubrication, is carried in a stout cradle frame.

Dunlop tyres, 3.25 × 19, are fitted front and rear. The inner tube can be removed from the rear wheel without taking the wheel out. This is due to the special hub fitted.

Another good feature is the use of a large air-cleaner which is carried under the saddle and connected to the carburettor with a short flexible rubber tube.

Leg shields can be supplied as an extra, if desired.