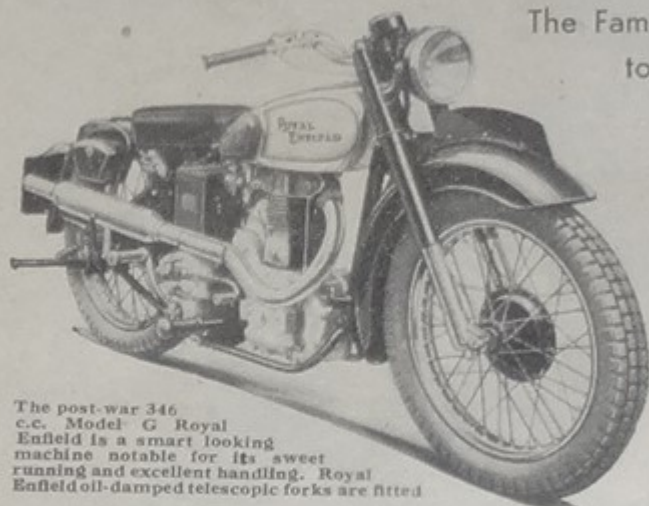


TWO ROYAL ENFIELDS

The Famous "Flying Flea" and the Well-tried Three-fifty to be Marketed with Minor Improvements



The post-war 346 c.c. Model G Royal Enfield is a smart looking machine notable for its sweet running and excellent handling. Royal Enfield oil-damped telescopic forks are fitted

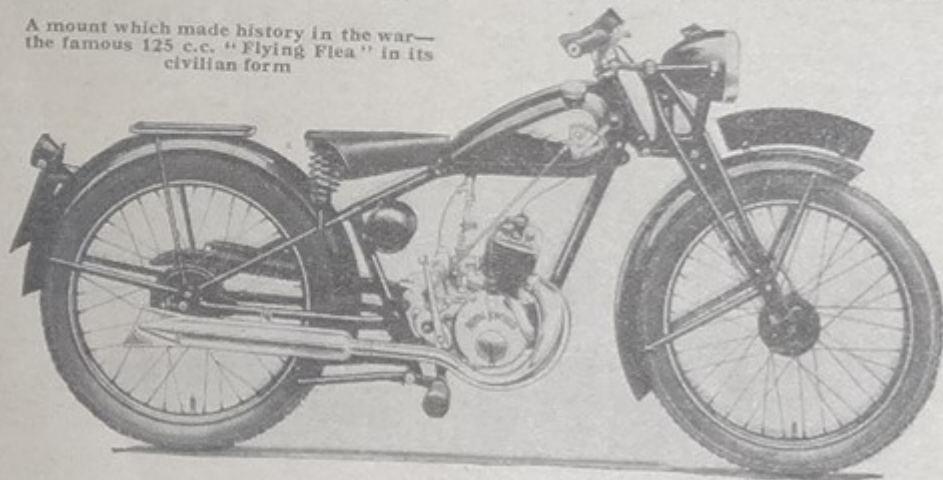
THE two Royal Enfield models already available are being continued for 1948, but with a number of minor modifications. In detail, these are as follows:—On the one-two-five, wheel rims, handlebars, saddle springs and contact-breaker cover are now chromium plated. The exhaust pipe, at its port end, incorporates a streamlined expansion chamber, which has the effect of improving two-stroking at low revs and of increasing the pulling power between 20 and 30 m.p.h. So much more power is noticeable that it has been found possible to use a rear sprocket containing one fewer teeth, thus raising the gear ratios. This new expansion chamber necessitates a clip type fitting on the exhaust port, which is thus no longer threaded.

Deflectors Removed

Now arranged at an angle on its bracket, the speedometer is easier for the rider to read; there is also a better sweep for the cable.

The only alteration to the power unit is that deflectors in the piston are now absent. These deflectors had been carried

A mount which made history in the war—the famous 125 c.c. "Flying Flea" in its civilian form



on to suit an old type of cylinder in use at the beginning of the war. They are now redundant, and their removal has no effect, except perhaps to raise the compression ratio by a fraction.

A longer tool box is fitted. This, however, is of the same canister shape as before and is situated in its former position beneath the saddle.

The three-fifty has its rims, saddle springs and lower telescopic fork tubes chromium plated, and its timing and gear-box covers are polished. Rubber is now fitted to the brake pedal, foot-change lever and kickstarter crank.

Beneath the saddle, the voltage control box is now canted forward to a position parallel with the seat stays. In this less obtrusive position, the assembly is invulnerable even if the saddle bottoms on its springs.

A snap-on, chromium-plated cap has now been fitted to the top of each fork leg. These rounded covers are neat and give the forks a more streamlined appearance.

The one-two-five, single-port two-stroke has a bore and stroke of 53.79×55 mm. Compression ratio is 5.5 to 1. With its unladen weight of only 135lb, ground clearance of 6½in, petrol consumption of 100–120 m.p.g., and its maximum speed of 40–45 m.p.h., this little machine is a handy, economical, go-anywhere mount that has been tried out and proved thoroughly sound under arduous battle conditions. In peace the model has

astounded many by its capable fund of power.

A piston of heat-treated aluminium alloy is used with two compression rings and a fully-floating gudgeon pin. There is a detachable, aluminium-alloy cylinder head. The needle-jet type carburettor is fitted with a small air filter.

In unit construction with the engine, the gear box has ratios of 7.6, 12.4 and 22.4 to 1. Gear changing is by a hand lever.

Ignition and lighting are by flywheel magneto, giving a 6-volt, 27-watt output.



Useful legshields for the rider who must keep clean even in the dirtiest weather are obtainable for the 125 c.c. model

A diamond pattern, welded frame is used. And the forks are of the parallel ruler, pressed-steel type, sprung with four rubber bands in place of a fork spring. Rebound is also controlled in this manner, but by a single band.

An oil-bath chain case encloses the primary chain. Enfield hubs with deep-groove, non-adjustable journal bearings are used. The brakes are 4in in the front and 5in in the rear. Dunlop tyres size 2.50–19 are fitted.

Finish is black and chromium, with a frosted silver motif on the petrol tank—which, incidentally, holds 1½ gals.

Bore and stroke of the three-fifty o.h.v. model are 70×90 mm. Valves, rocker gear and push rods are totally enclosed and automatically lubricated. A piston of heat-treated aluminium alloy is used and gives a compression ratio of 5.75 to 1. The cylinder head is, of course, detachable. The timing gear runs in an oil-bath.

Lubrication is on the dry-sump system.