

58

SUPPLEMENTARY INSTRUCTIONS FOR THE NEW 1958 ROYAL ENFIELD "250 CLIPPER"

This Supplement must be used in conjunction with "Crusader 250" Instruction Book ref. 645.

ADDITION TO PARAGRAPH 42.

Chain adjustment on the "250 Clipper" is carried out by means of cam plates as described above, but since there is no chain enclosure it is not necessary to slacken any screws on the chain guard which, in this case, protects the top run of the chain.

ADDITION TO PARAGRAPH 47.

In the case of the "250 Clipper," which is not fitted with a quickly detachable rear wheel, the method of rear wheel removal is as follows.

Disconnect the driving chain at the spring link; remove the wing nut from the brake rod and slide the rod from the lever; disconnect the brake anchorage from the rear fork lug; unscrew the hexagon nut connecting the speedometer cable to the speedometer gearbox, withdraw the speedometer cable, undo the wheel spindle nuts and withdraw the wheel.

ADDITION TO PARAGRAPH 48.

The rear mudguard on the "250 Clipper" may be removed in exactly the same way as described above, but first of all the saddle nose anchorage must be disconnected. This is a single bolt passing through a lug on the main frame and it will be noted that this bolt is used to secure the cylinder head steady. The saddle springs are held by short bolts and nuts to brackets welded to the carrier.

**THE ENFIELD CYCLE CO. LTD.,
REDDITCH, WORCS.**



THE ENFIELD CYCLE COMPANY LIMITED

CYCLE & MOTOR CYCLE MANUFACTURERS



HEAD OFFICE AND WORKS:-
REDDITCH



CONTRACTORS TO HER
MAJESTY'S GOVERNMENT

CODES: A.B.C. 5TH & 6TH ED
BENTLEY'S 1ST & 2ND PHRASE

Our Reference:-
VTM/AK/127

TELEGRAMS:
CYCLES, PHONE, REDDITCH

TELEPHONE:
REDDITCH 121 (8 LINES)

18th July, 1958

Dear Sir(s),

Since the introduction of the "AIRFLOW" Models we have received an increasing number of enquiries regarding the possibility of fitting "AIRFLOW" enclosures to existing ROYAL ENFIELD motor cycles.

Until we were able to meet the demand we have been obliged to restrict the supply of "AIRFLOW" components to original equipment, but we have now increased production to a point where we are able to offer owners of existing ROYAL ENFIELD motor cycles the benefit of this new development in motor cycling.

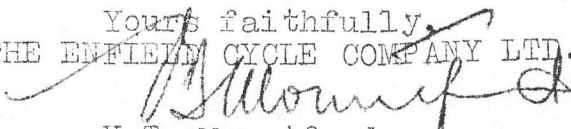
We are accordingly pleased to announce that we are now able to fit "AIRFLOW" components to existing "250 CLIPPER", "CRUSADER 250" and "METEOR MINOR" (standard and de luxe) Models, at a retail charge of £25, plus carriage charges.

The conversion will be treated as a "major assembly", and the trade charge will be £21.10s.0d, plus carriage charges.

The conversion is such that it can only be effected by us at these Works and as we expect a large response to this offer, it will be advisable for prior appointments to be made before machines are returned for conversion in order to avoid any inconvenience to your customers.

The conversion of existing machines will introduce more riders to the new thrill and pleasure of "AIRFLOW" motor cycling, and will, we are confident, further increase the demand for new "AIRFLOW" models.

We recommend you to publicise this offer amongst owners of the appropriate ROYAL ENFIELD models.

Yours faithfully,
THE ENFIELD CYCLE COMPANY LTD.

V.T. Mountford
General Sales Manager.



THE ENFIELD CYCLE COMPANY LIMITED

CYCLE & MOTOR CYCLE MANUFACTURERS

HEAD OFFICE AND WORKS:-

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CODES: A B C 5TH & 6TH ED
BENTLEY'S 1ST & 2ND PHRASE

Our Reference:-
VTM/PCM/125.

TELEGRAMS:
CYCLES, PHONE, REDDITCH

TELEPHONE:
REDDITCH 121 (8 LINES)

27th June, 1958.

Dear Royal Enfield Dealer,

As you will have noticed, we are concentrating our Press Advertising on the new 'Airflow' models so that no existing or prospective motorcyclist is unaware of this noteworthy advance in motor cycle design, which provides performance, safety and stability allied to weather protection, attractive appearance and low running costs.

The emphasis on these models may have caused the other attractive motorcycles in the ROYAL ENFIELD range to have been overlooked.

The demand for the recently announced "CONSTELLATION" has, quite frankly, exceeded our expectations. The very satisfactory performance of these models in the 500 mile race at Thruxton last Saturday, has excited the interest of the enthusiast. If you have not yet placed an order for one of these machines I would strongly recommend you to consider doing so at once. We are receiving an increasing number of retail enquiries about the "CONSTELLATION", which we like to refer to dealers who have received delivery of the model.

AND THEN - there's the '350 CLIPPER' - a fully equipped 350 c.c. O.H.V. Model that's second to none in price or performance - AND UNDER £200. including P.T.

Yours very truly,
THE ENFIELD CYCLE COMPANY LTD.

Royal Enfield

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.

V.F. Mountford
General Sales Manager.

THE
ENFIELD CYCLE COMPANY
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ROYAL ENFIELD
BICYCLES & MOTOR CYCLES.

HEAD OFFICE & WORKS
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CYCLE & MOTOR CYCLE MANUFACTURERS

ENFIELD WORKS

REDDITCH

ENGLAND



Ref. JJB/AK/13

30th May, 1958.

Dear Sir(s),

We are pleased to give you details of three models which can now be supplied fitted with "Airflow" fairings.

The 250 Clipper, which offers such wonderful value is now available fitted with "Airflow" protection, dual seat and pillion footrests at a price of £229-19-6 inclusive of Purchase Tax. It will be finished in attractive Surf Green and Black, with Maroon and Black optional. This "250" model gives wonderful performance and economy both in initial cost and running.

We have for some time been carrying out tests on larger machines fitted with "Airflow" fairings and we have now decided to market both the Meteor Minor Standard and de-Luxe machines so fitted. The de-Luxe version will have a luxury specification which includes totally enclosed rear chain, whilst the Standard model conforms to the standard specification except for the fitting of a 7 in. front brake, as on the de-Luxe machine.

The Meteor Minor de-Luxe "Airflow" will be available with three optional two-tone finishes - Black/Polychromatic Burgundy, Black/Polychromatic Wedgwood Blue and Black/Polychromatic Silver Grey - and the Meteor Minor Standard will be available in Surf Green with Maroon as an optional finish.

The prices are:-

Meteor Minor Standard "Airflow"	...	Basic £232-1-3 plus Purchase Tax £57-8-9 Total £289-10-0
Meteor Minor de-Luxe "Airflow"	...	Basic £256-1-5 plus Purchase Tax £63-7-7 Total £319-9-0

The "Airflow" type of machine appeals to the motor cycling public and the introduction of these three models opens up a much wider field for the sale of this very modern and attractive type of motor cycle. Limited supplies of all three models are available and an attractive folder will be distributed in the very near future.

THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No: 36

Date: 14th July, 1958

ROYAL ENFIELD "CONSTELLATION" MODEL

FRONT WHEEL BALANCE

For maintained high speeds it has been found desirable to fit balance weights on the front wheel to counter balance the security bolt, in order to eliminate vibration.

We are therefore making available balance weights which should be fitted as follows:-

- (1) Raise the front wheel so that it revolves freely.
- (2) When the wheel comes to rest (with the heaviest point at the bottom) attach balance weights to two spokes at the top of this wheel (i.e., opposite the heaviest point).

The heaviest point will normally be near the security bolt which is fitted opposite the valve. Therefore, the balance weights will normally be fitted one on either side of the valve.

If the addition of the weights make the valve side of the wheel the heaviest, the weights should be moved apart spoke by spoke, until the wheel stays in any position in which it is placed, without turning.

N.B. It is important that each balance weight is fitted over the spoke nipple, for which purpose it is recessed, and fits closely against the rim.

When balance of the wheel is completed the balance weights must be locked in position by means of the grubscrew.

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VTM/AK/126

CYCLE & MOTOR CYCLE MANUFACTURERS

ENFIELD WORKS

REDDITCH

ENGLAND



Ref.

1st July, 1958.

ROYAL ENFIELD "AIRFLOW" MODELS

Dear Royal Enfield Dealer,

We are pleased to announce that the demand for the "AIRFLOW" versions of the "CRUSADER", "250 CLIPPER" and "METEOR MINOR" models has been such that we have been obliged to rationalize production of the "AIRFLOW" components.

This has resulted in a considerable reduction in cost which enables us to announce the following new prices for the "Airflow" models.

250 CLIPPER "AIRFLOW"	...	£214. 19. 7.including purchase tax £42.13. 0.
CRUSADER "AIRFLOW"	...	£237. 1. 6.including purchase tax £47. 0. 8.
METEOR MINOR STANDARD "AIRFLOW"	...	£274. 10. 0.including purchase tax £54. 9. 2.
METEOR MINOR DE LUXE "AIRFLOW"	...	£299. 9. 0.including purchase tax £59. 8. 2.

The new prices will apply to all machines despatched from our Works on and after today's date.

If you had an "AIRFLOW" model in stock unsold at 30th June, we are prepared to issue credit for the difference in price if details of frame and engine numbers are submitted with a claim within the next fourteen days.

These new prices will further increase the demand for "AIRFLOW" models and we look to you to promote the sales of these models to assist us in maintaining production at the level which has made possible the new prices.

It has been the experience of many of our Dealers that the use of a demonstration model has been amply repaid by sales resulting from the new conception of motor cycling which follows a ride by prospective customers on one of these models.

Yours truly,

TECHNICAL DATA.

"CONSTELLATION" ENGINE.

Cubic Capacity	692 c.c.
Stroke	Nominal 90 m.m.
Bore	Nominal 70 m.m.
	Actual 69.877m.m./2.7521 in.
(Rebore to .020in. oversize when wear exceeds .0065in and again to .040in. oversize after further .0065 in wear)	
Compression Ratio	8 to 1
Piston Diameter-	
Bottom of Skirt - Fore and Aft	69.811 m.m.
Top Lands	69.40/69.35 m.m.
	Skirt is tapered and oval turned
Piston Rings-	
Width - Plain Rings	.0625/.0635 in.
Scraper Ring	.1550/.1560 in.
Radial Thickness	2.883/3.085 m.m.
Gap when in unworn Cylinder	.011/.015 in.
Clearance in grooves	.001/.003 in.
Renew Piston Rings when gap exceeds	1/16 in.
Oversize Pistons and Rings available +.020 and +.040 in.	
Piston Boss Internal Diameter	.7499/.7501 in.
Gudgeon Pin Diameter	.7499/.7501 in.
Con. Rod Small End Internal Diameter	.7507/.7505 in.
Big End Internal Diameter Con. Rod	2.0190/2.0185 in.
Big End Internal Dia. Bearing Shells	1.8760/1.8755 in.
Crank Pin Diameter	1.8750/1.8745
Driving Side Main Ball Bearing -	
Type	Hoffmann 145 or R and M - LJ45
Outside Diameter	85 m.m.
Inside Diameter	45 m.m.
Width	19 m.m.
Timing Side Main Roller Bearing-	
Type	Hoffmann R145 or R and M -LR45
Outside Diameter	85 m.m.
Inside Diameter	45 m.m.
Width	19 m.m.
Rocker Inside Diameter	.5627/.5622 in.
Rocker Bearing Inside Diameter	.5622/.5617 in.
Rocker Spindle Diameter	.5617/.5615 in.
Inlet Valve Stem Diameter	.3430/.3425 in.
Exhaust Valve Stem Diameter	.3410/.3405 in.
Valve Guide Internal Diameter	.3437/.3447 in.
Valve Guide External Diameter	.6275/.6270 in.
Valve Guide Hole in Cylinder Head Dia.	.625/.626 in.
Tappet Stem Diameter	.3743/.3740 in.
Tappet Guide Internal Diameter	.3755/.3745 in.
Tappet Guide External Diameter	1.0125/1.0130 in.
Tappet Guide Hole in Crankcase Dia.	1.011/1.010 in.
Tappet clearance with cold engine -	
Inlet	Nil
Exhaust	Nil

TECHNICAL DATA.

"CONSTELLATION" ENGINE.

Valve Spring Free Length-	
Inner	1 1/2 in.
Outer	1 11/16 in.
(Renew when reduced by 1/16 in.)	
Valve Timing with .012 in clearance-	
Exhaust Opens 83° before B.D.C.	
Exhaust Closes 35° after T.D.C.	
Inlet Opens 24° before T.D.C.	
Inlet Closes 73° after B.D.C.	
Camshaft Bearing External Diameter	.9095/.9085 in.
Camshaft Bearing Internal Diameter	.7505/.7495 in.
(Bored in position in crankcase)	
Cam Lift-	
Exhaust	.328 in.
Inlet	.344 in.
Valve Lift (approx)-	
Exhaust	.328 in.
Inlet	.344 in.
Timing Sprocket	12 Teeth
Camshaft Sprockets	24 Teeth
Magneto Sprocket	19 Teeth
Timing Chain- Type	Single No. 110038 endless
Length	66 Pitches.
Width	.225 in.
Pitch	.375 in.
Roller	.250 in.
Magneto Chain - Type	Duplex No. 114500 endless
Length	44 pitches
Width	8.64 m.m.
Pitch	8 m.m.
Roller	5 m.m.
Magneto Speed	Half Engine Speed.
Points	.015 in.
Timing - Retarded	1/32 in before T.D.C.
Timing - Advanced	3/8 - 7/16 in before T.D.C.
Engine Sprocket	29 Teeth
Clutch Sprocket	56 Teeth
Final Drive Sprocket	20 Teeth
Primary Chain - Type	Duplex No. 114038 endless
Length	92 Pitches.
Width	.628 in.
Pitch	.375 in.
Roller	.250 in.
Feed Oil Pump - Speed	$\frac{1}{6}$ 1/16 Engine Speed
Piston Diameter	.24975/.24950 in
Stroke length	.5 in
Return Oil Pump - Speed	$\frac{1}{6}$ 1/16 Engine Speed
Piston Diameter	.375/.3755 in.
Stroke length	.5 in.
Sparking Plug - Type	Lodge 3 HLN, or KLG. FE.100
Diameter	14 m.m.

The following are the correct carburettor settings :—

Main jet	480
Needle jet	109
Throttle valve	No. 7
Needle clip in third groove	from top.

Removing Camshafts.—When employing the machine for special purposes involving performances differing from the normal road performance, it may be desirable to employ different cams. On this engine it is comparatively easy to change the camshafts.

It will be noticed that opposite the end of each camshaft a cap is fitted to the side of the crankcase. To withdraw the camshafts, remove the engine oil filler, timing case cover, magneto sprocket, exhaust and inlet sprockets and the chain tensioner. Remove the three screws holding each of the camshaft end caps, compress the valve springs and withdraw the shafts. It will be necessary to rotate the shaft back and forth a little while withdrawing it since it will come out only when it is in a certain position. Also, when replacing the shafts, hold the inlet and exhaust tappets on the driving side out of the way.

Rear Suspension.—Each rear suspension unit may be adjusted for load by turning the knurled ring which is just above the sliding member.

Rear Wheel Removal.—Remove the wheel spindle from the right hand side of the machine ; remove distance pieces, speedometer drive and oil seal. Withdraw the wheel from the driving pegs.

Petrol Tank Removal.—Turn off the petrol, detach the petrol pipe, remove the front tank holding bolt. Pull up the rear end of the tank to free the clip which encircles the frame top tube.

THE ENFIELD CYCLE CO. LTD., REDDITCH, Wores.

668/11 M./4.58

Printed in England.

SUPPLEMENTARY INSTRUCTIONS for the 1958

Royal Enfield

“Made like a Gun”

“CONSTELLATION”

This Supplement must be used in conjunction with
“Super Meteor” Instruction Book, Ref. 521.

Basically, the design of the “Constellation” follows that of the “Super Meteor” and, except for the points mentioned here, the instructions given in the main instruction book will serve.

Controls.—Reference to the use of the controls and to the plan of the controls shown in Fig. 1 of the instruction book will reveal two omissions. In the “Constellation,” which has magneto ignition, the control of the ignition point is manual instead of being automatic. Therefore, a magneto control lever is added to the left handlebar. Again, in view of the superior performance of this machine and the uses to which it is likely to be put, a steering damper is included, operated by a wing nut from the top of the steering head above the instrument “Casquette.”

Lubrication.—Engine lubrication is in accordance with well known Royal Enfield practice in which twin pumps, one for delivery and one for return of lubricant, are employed. Oil is contained in a separate compartment of the crankcase.

In the removal of the oil filter element for cleaning, it is reached by removing the nut and the end cap from the casing when the element may be withdrawn.

Gearbox Lubrication.—A modification in gearbox design places the oil filler hole towards the top-front of the box and the level plug at the rear. To replenish with lubricant, pour the correct grade through the filler hole until oil

overflows from the level hole, the plug for which should first have been removed. Replace both plugs after the operation.

Grease Gun Lubrication.—Paragraph 12 of the main instruction book mentions, especially, the greasing of the clutch push rod.

This no longer applies with the newly designed clutch, neither is grease gun lubrication provided for the wheel hubs.

Clutch Control.—Precise adjustment of the clutch control must be maintained if drag or slip are to be avoided. The hand lever should move about $\frac{1}{4}$ in. away from its stop before clutch spring tension is felt.

Slackness in the control is taken up by removing the plug to be found towards the rear of the chain cover, this reveals a screw with a locknut. Slacken the locknut, turn the screw in an anti-clockwise direction to take up slack or clockwise to eliminate clutch slip and, afterwards, retighten the locknut and replace the chain cover plug. Stretch in the clutch cable may be remedied by operating the cable adjuster provided.

Removal of Valves.—No steel thimbles are fitted to the ends of the valve stems as in previous models, otherwise the instructions in the main book for valve removal may be followed.

Tappet Adjustment.—When adjusting the tappets, make certain that the appropriate valve is on its seat by turning the engine slowly until the other valve in the same head is fully open. Make the adjustment in the manner given in the main instructions.

Removal of Engine from Frame.—While following the general instructions for this, it may not be necessary to remove the footrest bar or to swing the lower engine plates down.

Ignition Timing.—To set the ignition timing, remove the engine oil filler and then the timing case cover, which is held by twelve screws. Remove the magneto sprocket nut and withdraw the sprocket. Set the contact points to

.012 in., fully opened. Remove the sparking plugs and set the piston in the left hand cylinder to $\frac{3}{8}$ in. before top dead centre on the compression stroke; i.e., both valves closed. Set the points to be just breaking with the ignition control fully advanced. Refix the driving sprocket, replace the timing case cover and oil filler.

Magneto Chain Adjustment.—Some adjustment may be obtained by removing the timing case cover and undoing the three bolts which hold the magneto and its adaptor plate to the timing case. The slots in the latter are slightly elongated and the magneto may be slid in the desired direction to give about $\frac{3}{8}$ in. up and down movement of the chain midway between the sprockets.

Sparking Plugs.—The following are the plugs most suited to this engine:—

LODGE 3HLN; KLG FE100; CHAMPION NA10.

Carburettor.—This is an Amal type 10TT, having a choke diameter of $1\frac{3}{16}$ in. It is flange mounted on a Y-shaped induction stub attached to the cylinder heads. The float chamber is attached to the mixing chamber body by a large hexagon which also forms the jet holder. Beneath this is a jet holder plug screw which must be removed to gain access to the jet.

On the side of the mixing chamber is formed the mixture control boss. Air is fed into this through a long slot and is controlled by a slide operated by a cable from a lever on the handlebar. An adjuster and a locknut are provided for this cable. Alongside the mixture control boss is a milled screw with a spring retaining catch and this is the pilot needle for adjusting the slow running.

The twist grip operates the throttle slide and the needle controlling the needle jet. The cable for this control also has an adjuster and locknut. Alongside this adjuster is a small, square headed screw which adjusts the lock plunger securing the screwed ring encircling the mixing chamber cap. Hexagon headed screws secure the float chamber lid, a tickler for flooding the carburettor is provided, and the nut holding the twin banjo to the float chamber has provision for a locking wire.



THE ENFIELD CYCLE COMPANY LIMITED

CYCLE & MOTOR CYCLE MANUFACTURERS

HEAD OFFICE AND WORKS:-

REDDITCH



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MAJESTY'S GOVERNMENT

CODES: A B C 5TH & 6TH ED
BENTLEYS 1ST & 2ND PHRASE

Our Reference:-

JJB/PCM/15.

TELEGRAMS:
CYCLES, PHONE, REDDITCH

TELEPHONE:
REDDITCH 121 (8 LINES)

18th August, 1958.

Dear Sirs,

We have pleasure in enclosing a leaflet describing our new "Works Replica" Trials model, production of which has commenced. This machine is a virtual replica of those used by Johnny Brittain, Peter Stirland and other Royal Enfield riders with such amazing success for a number of years. There will be an eager welcome for this new model by Trials enthusiasts all over the country.

We invite you to examine the specification given in the leaflet and we are sure that you will have no difficulty in convincing the Trials enthusiasts in your area that this is the machine for them. The experience gained during years of successful participation in Open Trials is embodied in the design of the ROYAL ENFIELD "Works Replica".

The retail price of the "Works Replica" is £242-10-0, inclusive of £48-2-3 purchase tax.

A description of the machine will appear in this week's motor cycling press and we invite your immediate orders, so that there will be no disappointment as a result of what we are sure will be a considerable demand.

Yours faithfully,
THE ENFIELD CYCLE CO. LTD.

J.J. Booken,
Motor Cycle Sales Manager.

Royal Enfield • 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.

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CYCLE & MOTOR CYCLE MANUFACTURERS

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ENGLAND



Ref. VTM/AK/128X

24th July, 1958

Dear Sir(s),

We are pleased to announce to our export customers the "AIRFLOW" range of ROYAL ENFIELD motor cycles.

The "AIRFLOW" enclosure is an exclusive ROYAL ENFIELD development which represents a marked advance in the evolution of motor cycle design. It combines stylish appearance and complete weather protection with ease of handling, safety and performance which has always been characteristic of our machines.

The "AIRFLOW" components consist of a deeply valanced front wheel guard and "dolphin" type frontal enclosure with wind-shield - made of glass fibre, a material which by reason of its ease of manipulation, light weight and strength is being increasingly widely used in the automotive industries.

Its streamlined form is the result of long experiment and development, which not only provides a very high degree of protection from the weather under all conditions, but has in fact improved performance and reduced petrol consumption.

We enclose herewith a folder illustrating and describing the "AIRFLOW" models, and give below the relative nett export prices.

250 CLIPPER "AIRFLOW"	...	£141. 0. 0.	nett ex Works
CRUSADER 250 "AIRFLOW"	...	£155. 0. 0.	" " "
METEOR MINOR STANDARD "AIRFLOW"	...	£179. 0. 0.	" " "
METEOR MINOR DE LUXE "AIRFLOW"	...	£195. 0. 0.	" " "

Export packing will involve a slightly larger case for the motor cycle, and the "AIRFLOW" components will be packed in a separate case measuring approximately 3' 5" x 2' 5" x 1' 11". The export charge for packing and carriage to U.K. Port will be £8 per machine.

We are in a position to give prompt delivery of all the "AIRFLOW" models, and we urge you to place sample orders for immediate shipment and to benefit from the interest and demand which these new models have created amongst all motor cyclists.

Yours faithfully,
THE ENFIELD CYCLE COMPANY LTD.

W. F. Mountford
W. F. Mountford,
General Sales Manager



THE ENFIELD CYCLE COMPANY LIMITED

CYCLE & MOTOR CYCLE MANUFACTURERS

HEAD OFFICE AND WORKS:-

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CODES: A B C 5TH & 6TH ED
BENTLEY'S 1ST & 2ND PHRASE

Our Reference:-
JJB/AK/14

TELEGRAMS:
CYCLES, PHONE, REDDITCH

TELEPHONE:
REDDITCH 121 (8 LINES)

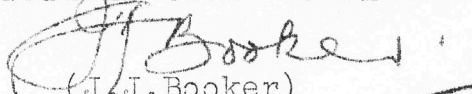
22nd July, 1958

Dear Sir(s),

Motorcyclists are insisting more and more on protection and cleanliness from their machines. For this reason the announcement earlier this year of the "Crusader Airflow" was hailed as a major step forward in motor cycle evolution and the subsequent introduction of the 250 Clipper "Airflow", and the Meteor Minor "Airflow", widened the field of appeal.

As a result of the public response to the "Airflow" models, we intend to announce in the near future that every ROYAL ENFIELD will be available fitted with "Airflow" fairing. The standard range of models will be unaffected by this announcement, which means that each ROYAL ENFIELD machine will have an Airflow version.

Yours faithfully,
THE ENFIELD CYCLE COMPANY LTD.


(J.J. Booker)
Motor Cycle Sales Manager

Royal Enfield • 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.



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TELEGRAMS:
CYCLES, PHONE, REDDITCH

TELEPHONE:
REDDITCH 121 (8 LINES)

Our Reference:-

JJB/AK/12

21st May, 1958

Dear Sir(s),

We are sure you will be interested to learn that on Saturday, 24th May, the Crusader "Airflow" will be prominently advertised in a Special Motor Cycle feature appearing in that day's issue of the National "Daily Sketch". A Crusader "Airflow" is the first prize in a Competition organised by this National Newspaper.

We feel you should be able to utilize this information in conjunction with your local publicity.

Yours faithfully,
THE ENFIELD CYCLE COMPANY LTD.


J.J. Booker,
Motor Cycle Sales Manager.

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INSTRUCTIONS FOR THE 1958 "350 CLIPPER" MODEL

The 1958 "350 Clipper" Model is a modification of the "350 Bullet", the accompanying Instruction Booklet for which applies with the following exceptions:-

Page 5, Paragraph 2:

In addition to the lighting switch there is an ignition key type switch mounted in the toolbox. When the key is in the central position the ignition is switched off, turning to the right gives the position for normal starting and running, and turning to the left gives the position for emergency starting when the battery is completely discharged. The ignition should always be switched off when the machine is left standing.

Page 16, Paragraph 17:

When checking for a spark at the plug or plug lead the ignition must be switched on. Failure to obtain a spark may be due to the battery being discharged, in which case a spark should be obtained if the ignition switch is set to the emergency start position.

Page 22, Paragraph 27:

The inlet tappet must be set so that the push rod is free to spin (.002" clearance) and the exhaust tappet with very slight up and down clearance (.004" clearance).

Page 28, Paragraph 32:

The automatic advance mechanism used is of a different type from that on the "350 Bullet" and the engine must be checked and set in the fully retard position.

Gap setting should be .015-.018" and the engine should be timed so that the contacts are on the point of opening when the piston is 1/16" before top dead centre.

The best way to check the opening point is to switch on the ignition and rotate the engine slowly until the ammeter needle returns to its central position.

To adjust the timing, slacken the clamping bolt on the contact breaker housing and rotate the housing. If the timing cover has been dismantled, start with the contact breaker housing so that the name on the cover is roughly horizontal.

Page 40, Paragraph 48:

The "350 Clipper" is not fitted with a quickly detachable rear wheel and this paragraph does not apply.

Ref. 1257.

February, 1958.

SUPPLEMENTARY INSTRUCTIONS FOR
1958
ROYAL ENFIELD CRUSADER "AIRFLOW"

The removal of the fairing and the front mudguard from the machine presents no particular difficulty and, in any case, there will be but few occasions on which their removal will be necessary.

Removal of the fairing cannot be carried out with the front mudguard in position. To remove it, disconnect the front brake cable, remove the end caps from the bases of the fork ends, take out the wheel.

Unscrew the two plug screws which are screwed through the "Casquette" casting into the fork spring tubes. Drop out the fork sliding members and internal parts of the fork.

From the top of the fairing the two clamp bolts holding the mudguard to the fork crown can be reached. Unscrew the nuts and push back the bolts clear of the fixing tabs. From underneath the mudguard, unscrew the centre screw securing the guard to the bottom of the steering stem. The mudguard may now be withdrawn.

Before removing the fairing, take off the exhaust pipe - it is held to one of the front engine plate bolts and to the pillion footrest stud at the rear.

Slacken the hose clips and remove the end caps from the ends of the cross tube to which the lower part of the fairing is anchored.

Disconnect the speedometer drive and the leads to the headlamp, instruments and switch. Unscrew the nuts and push out the stud which secures the upper part of the fairing to the forwardly extending tube welded to the steering head. The fairing is now free.

INSTRUCTIONS FOR THE REPAIR OF MINOR DAMAGE TO THE GLASS
FIBRE FAIRING OF THE ROYAL ENFIELD "AIRFLOW" MOTOR CYCLE.

1. Should a hole be formed in the fairing, do not wipe or touch the cut in any way; this will avoid contamination of the surfaces.

With a file, a chisel or a power driven sander, form a wide "V" around the damaged portion.

2. A mixture should be prepared as follows:

4oz. Beetle Polyester Resin 4128, 4116 or 4110
plus colour paste if required.
2oz. Beetle Thixotropic Paste 28T, 16T or 10T.
4cc. Catalyst 347.
2cc. Accelerator B.

Mix the resin, colour paste, if used, thixotropic paste and accelerator B together in stages and then add the catalyst 347. The polyester resin is now ready for use and work should be commenced immediately as the resin will harden within a very short period.

3. Lay pieces of glass fibre mat over the damaged area and, using a brush, apply the polyester resin to the mat with a stippling action; i.e. dab the brush downwards instead of using a stroking movement. Continue until the whole of the mat has lost its fibrous nature and is fully impregnated.

Sufficient mat should be used so that, when impregnated, it stands proud of the main surface.

Clean brushes, whilst still wet, with acetone and remove all traces of this before bringing the brushes into contact with the resin again.

4. Protect the repair whilst it is setting by placing over it a sheet of transparent cellulose. Roll this thoroughly to remove all traces of air from the impregnated mat. Secure the cellulose with adhesive tape.
5. Although the resin will set sufficiently in approximately four hours, if it can be left overnight so much the better. The cellulose may be stripped off readily after the repair has hardened.
6. Smooth down the repair by sanding, filing and flatting to bring the repaired surface flush with the main body. Paint or cellulose stoppers and fillers will fill any pits or scratches.
7. Stored in a cold place, resin should remain usable for six months.



THE ENFIELD CYCLE COMPANY LIMITED

CYCLE & MOTOR CYCLE MANUFACTURERS

HEAD OFFICE AND WORKS:-

REDDITCH



CONTRACTORS TO HER
MAJESTY'S GOVERNMENT

CODES: A B C 5TH & 6TH ED
BENTLEY'S 1ST & 2ND PHRASE

TELEGRAMS:
CYCLES, PHONE, REDDITCH

TELEPHONE:
REDDITCH 121 (8 LINES)

Our Reference:-
JJB/DAT/11.

28th March, 1958.

Dear Sir,

On Thursday, 3rd April, the motor cycle journals will publish full details of two very attractive additions to the ROYAL ENFIELD range of larger capacity motor cycles - the "Meteor Minor" and "Constellation" models. We have great pleasure in letting you have advance information of these machines.

The "Meteor Minor" is a brand new 500 c.c. twin machine having an over-square 30 b.h.p. engine fitted into a frame similar in dimensions to that of the "Crusader 250" - the result, as will be seen from the enclosed folder, is a strikingly compact machine with a low riding position having the outstanding steering and handling characteristics of the "Crusader" but with a performance which is phenomenal for a "500". Two versions of the "Meteor Minor" - Standard and De Luxe - are available. The De Luxe version has a quickly detachable rear wheel, total rear chain enclosure, dual seat, pillion footrests, etc., and will provide luxury high performance motorcycling, whilst the Standard gives the same performance and handling at a more modest price.

	Trade	P.T.	Retail	Retail inc.P.T.
"Meteor Minor" De Luxe	£181-10-0	£54-9-0	£220-0-0	£274-9-0
"Meteor Minor" Standard	£165-0-0	£49-10-0	£200-0-0	£249-10-0

The second of the new models - the "Constellation" - gives performance which is breathtaking and will have tremendous appeal to the enthusiastic rider who seeks a machine which will be the envy of his fellow clubmen both in looks and performance. The power unit is a modified and 'hotted-up' "Super Meteor" engine and has been supplied overseas for some considerable time.

Continued

Royal Enfield

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.

The "Constellation" has a bold and impressive appearance and the 4½ gallon all chromium plated tank, chromium plated mudguards and "two into one" exhaust system give a vivid impression of terrific potential.

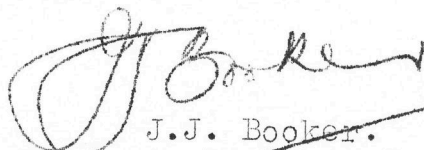
The price of the "Constellation" is:-

Trade	P.T.	Retail	Retail inc. P.T.
£195-1-10	£58-10-6	£236-9-6	£295-0-0.

The "Meteor Minor" and "Constellation" will create considerable interest and as both are now in production we invite your orders at an early date so that you may be sure of obtaining delivery at the time when the selling season is opening up.

Our Publicity Department will be able to supply you with catalogues and other sales aids for these two brilliant new Royal Enfield models.

Yours faithfully,
THE ENFIELD CYCLE CO. LTD.



J.J. Booker.
Motor Cycle Sales Manager.

THE ENFIELD CYCLE COMPANY LIMITED

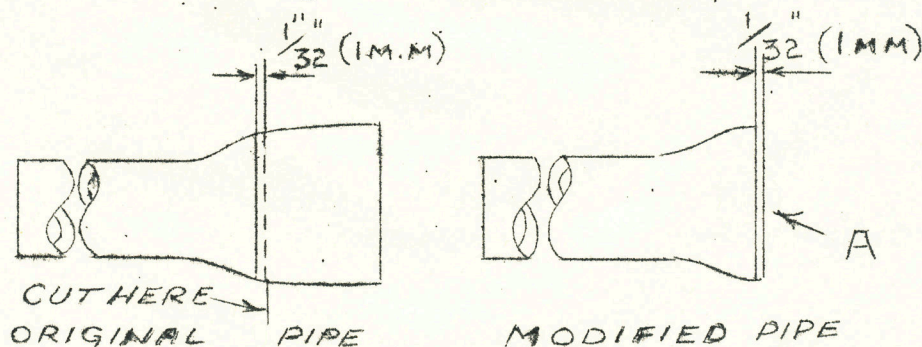
HEAD OFFICE & WORKS: REDDITCH

ROYAL ENFIELD SERVICE BULLETIN No: 35

Date: 1st Jan., 1958

NEOPRENE BREATHER PIPE. Part No. 41224

It has been found that the effectiveness of this breather is increased considerably by shortening the flat end (which is the non-return valve) to approx. $1/32"$ (1 m m). This improvement is especially effective on CRUSADER models and it is recommended that all breather pipes of this type on machines in stock, in service or in spares stock should be modified.



If the pipe shows a small air gap at point 'A' after shortening, this is immaterial as the gap closes under suction.

THE
ENFIELD CYCLE COMPANY

LIMITED

ROYAL ENFIELD
BICYCLES & MOTOR CYCLES.



CONTRACTORS TO
HIS MAJESTY'S GOVERNMENT

REDDITCH 121 (5 LINES)
HEAD OFFICE & WORKS
REDDITCH



JJB/AK/16
Ref.

CYCLE & MOTOR CYCLE MANUFACTURERS
ENFIELD WORKS · REDDITCH
ENGLAND



7th October, 1958.

Dear Sir(s),

We have pleasure in making available to you advance details of our 1959 programme (which is being announced in the Technical Press on 9th October).

As the pioneers of "built-in" weather protection on motorcycles, we are now offering the desirable and increasingly popular "Airflow" as an optional extra on every 1959 ROYAL ENFIELD model.

With regard to the actual models for the 1959 season, the "150" class is catered for by the continuation unchanged of the popular Ensign 111, and the introduction of an entirely new model, the Prince, which has a completely re-designed frame incorporating swinging arm and rear suspension with hydraulically damped spring units.

A new deep tank, generously valanced rear mudguard and three-quarter rear chain enclosure give the Prince very handsome lines. The engine-gear unit for this new model, whilst similar to that used in the Ensign 111, has strengthened gears and gearbox shafts, and a cush drive incorporated in the gearbox sprocket. The engine also has improved power output.

The 250 Clipper remains unchanged as regards specification but the Crusader goes forward to 1959 with the added attraction of a light alloy cylinder head and an improved silencer. A brilliant newcomer, the Crusader Sports, will we are confident, prove a best seller. This model has terrific performance for a "250" and its looks, with fully plated $3\frac{3}{4}$ gallon tank, and mudguards, will make it an "eye catcher" everywhere.

The 350 Clipper remains unchanged and offers unrivalled value as an economical and dependable 350c.c. machine.

Following the style of the Crusader Sports, the 350 Bullet enters the 1959 season in new form, with fully plated tank and mudguards and with the engine performance improved by the fitting of new form cams, a higher compression ratio and larger bore carburettor.

The 500 Bullet, which for many years has maintained the reputation of being one of the fastest and yet most docile of road going 500c.c. machines, has for 1959 a brand new look - plated four gallon petrol tank, plated mudguards and a massive new light alloy cylinder head with downdraught large-bore carburettor. With a maximum speed in excess of 95 m.p.h., the 500 Bullet has performance to match its looks.

The two Meteor Minors, Standard and De-Luxe, which have gained such popularity since their introduction earlier this year are unchanged except for the fitting of the new silencer on the De-Luxe model.

In the 700c.c. class, the Super Meteor remains unchallenged as the ideal fast, powerful touring machine. ~~or~~ the predominant heavy duty sidecar model, whilst the Constellation remains supreme in providing sheer performance for the enthusiast. The new silencer is fitted to both of the 700's for 1959, and, in addition, the Meteor is provided with a magneto when supplied in sidecar trim. This permits the whole of the generator output to be available for the extra lights, etc., which are fitted to a combination. No extra charge is to be made for sidecar specification on the Meteor during the 1959 Season.

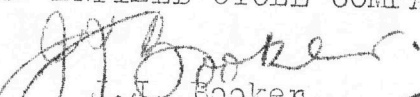
All the De-Luxe models, viz: Crusader 250, Crusader Sports, 350 Bullet, 500 Bullet, Meteor Minor De-Luxe, Super Meteor, and Constellation are offered in either Polychromatic Burgundy or Polychromatic Peacock Blue, whilst the Prince, 250 and 350 Clippers and Meteor Minor Standard are available in Cherry Red. The finish for the Ensign 111 remains either Black or Surf Green.

For the Airflow range, the standard models, i.e. Ensign 111, Prince, 250 and 350 Clippers and Meteor Minor Standard may be ordered in either Cherry Red or Surf Green, and the remainder of the range in either Polychromatic Burgundy or Peacock Blue.

We are sure you will agree that the ROYAL ENFIELD range for the coming season offers a choice of machines which must cover every requirement, and the examination of the attached price list will convince you that we and you can look forward to an excellent season.

You may rest assured that we will assist you in every way possible and our Publicity Department will, on application, provide literature and sales aids. A fully descriptive folder will be available shortly and in the meantime we look forward to receiving your orders for machines for which there is sure to be considerable demand.

Yours faithfully,
THE ENFIELD CYCLE COMPANY LTD.


J. I. Booker.
Motor Cycle Sales Manager.

RETAIL & TRADE PRICES - 1959 SEASON.

MODEL	BASIC RETAIL			TRADE			PURCHASE TAX			RETAIL INC. PURCHASE TAX.		
	£	s	d	£	s	d	£	s	d	£	s	d
"ENSIGN 111"	92	17	6	76	12	6	22	19	9	115	17	3
"PRINCE"	97	7	11	80	7	0	24	2	1	121	10	0
"250 CLIPPER"	144	5	4	119	0	5	35	14	2	179	19	6
"CRUSADER"	164	6	7	135	11	5	40	13	5	205	0	0
"SPORTS CRUSADER"	168	6	9	138	17	7	41	13	3	210	0	0
"350 CLIPPER"	160	5	0	132	4	2	39	13	3	199	18	3
"350 BULLET"	188	7	6	155	8	3	46	12	6	235	0	0
TRIALS"WORKS REPLICA"	194	7	9	160	7	5	48	2	3	242	10	0
"500 BULLET"	196	7	10	162	0	6	48	12	2	245	0	0
"METEOR MINOR STD"	200	0	0	165	0	0	49	10	0	249	10	0
"METEOR MINOR DE-LUXE"	216	8	8	178	11	2	53	11	4	270	0	0
"SUPER METEOR" Solo or S/car	220	8	10	181	17	3	54	11	2	275	0	0
"CONSTELLATION"	236	9	6	195	1	10	58	10	6	295	0	0

EXTRA EQUIPMENT

(Prices when supplied as original equipment on new machines)

LEGSIELDS	3	10	0	2	17	9	x			3	10	0
"AIRFLOW" ENSIGN 111	18	0	8	14	17	7	4	9	4	22	10	0
"AIRFLOW" PRINCE	19	4	9	15	17	5	4	15	3	24	0	0
"AIRFLOW" all 4- stroke Models	20	0	10	16	10	8	4	19	2	25	0	0
PANNIER SET 4- stroke Models	7	10	0	6	3	9	1	17	1	9	7	1
AIRCLEANER "250 CLIPPER"	16	10		13	11		4	2		1	1	0
AIRCLEANER "350 CLIPPER" and "METEOR MINOR STD"	1	7	3	1	2	6		6	9	1	14	0
PROP STAND "250 CLIPPER" "CRUSADER", "350 CLIPPER" and "METEOR MINOR STD"	1	10	0	1	4	9		7	5	1	17	5
TOTAL REAR CHAIN ENCLOSURE ON ALL 4-STROKE MODELS EXCEPT "350 CLIPPER" "CRUSADER" and "METEOR MINOR DE-LUXE"	4	0	2	3	6	2		19	10	5	0	0

x TAX FREE - SUPPLIED SEPARATELY.



THE ENFIELD CYCLE COMPANY LIMITED

CYCLE & MOTOR CYCLE MANUFACTURERS

HEAD OFFICE AND WORKS:-
REDDITCH



CONTRACTORS TO HER
MAJESTY'S GOVERNMENT

CODES: A.B.C. 5TH & 6TH ED
BENTLEYS 1ST & 2ND PHRASE

TELEGRAMS:
CYCLES, PHONE, REDDITCH

TELEPHONE:
REDDITCH 121 (8 LINES)

Our Reference:-
VTM/AK/133

13th November 1958

Dear Sirs,

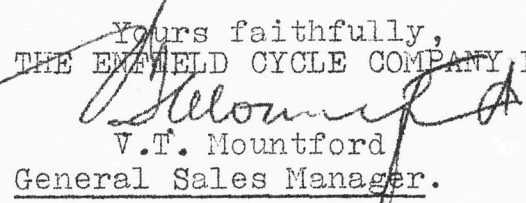
Hire Purchase Facilities for ROYAL ENFIELD
Motor Cycles

We are pleased to announce that we have been able to make special arrangements with a well established Finance House to provide exclusive hire purchase facilities for the sale of new ROYAL ENFIELD Motor Cycles.

The scheme has been specially designed to assist you in increasing your sales of ROYAL ENFIELD machines - it is simple and speedy in operation and we are confident that it will compare more than favourably with any scheme which you are operating at the present time. Repayments may be spread over 3 years. You are assured of your immediate profit on accepted proposals plus a commission based on the finance charge, payable quarterly, and a further special commission payable annually.

We strongly recommend you to take advantage of the facilities offered by this new scheme, and if you will return to us the enclosed business reply postcard, we will arrange for full details to be sent to you.

A Representative of the Finance House operating the scheme will be in attendance at our Office O2 at the Earls Court Show, where he and our Representative will be pleased to give full details of the scheme and its operation.

Yours faithfully,
THE ENFIELD CYCLE COMPANY LTD.

V.T. Mountford
General Sales Manager.

TRADE MARK
MADE LIKE A GUN

THE ENFIELD CYCLE COMPANY LIMITED

CYCLE & MOTOR CYCLE MANUFACTURERS

HEAD OFFICE AND WORKS-

REDDITCH



CONTRACTORS TO HER
MAJESTY'S GOVERNMENT

CODES: A B.C. 5TH & 6TH ED
BENTLEY'S 1ST & 2ND PHRASE



TELEGRAMS:
CYCLES, PHONE, REDDITCH

TELEPHONE:
REDDITCH 121 (8 LINES)

Our Reference:-

VIM/PCM/130.

12th September, 1958.

Dear Sir(s),

We have pleasure in announcing that we have made arrangements for the storage and distribution of ROYAL ENFIELD Bicycles in your area from The Enfield Stores Depot, Fore Street Hill, EXETER (Phone EXETER 72079).

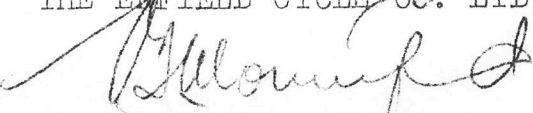
A representative stock of machines will be maintained from which prompt delivery of all models to standard specification can be made at a minimum of expense and by the most convenient transport services.

All machines supplied will be invoiced from our Works at Redditch.

The arrangements are under the personal control of our Representative - Mr. R. Boss - who will be calling upon you to explain the details and to give you full particulars of our new season's programme.

We sincerely hope you will avail yourself of the service we offer, which will enable you to increase the sales of ROYAL ENFIELD Bicycles in your district.

Yours faithfully,
THE ENFIELD CYCLE CO. LTD.


V.T. Mountford,
General Sales Manager.

CYCLES. PHONE. REDDITCH. THE ENFIELD CYCLE COMPANY LIMITED

CONTRACTORS TO HIS MAJESTY'S GOVERNMENT

ROYAL ENFIELD BICYCLES & MOTOR CYCLES.

HEAD OFFICE & WORKS REDDITCH



CYCLE & MOTOR CYCLE MANUFACTURERS

ENFIELD WORKS

REDDITCH

ENGLAND



VTM/AK/131X

Ref.

24th. October 1958.

ROYAL ENFIELD MOTORCYCLES 1959 Season

Dear Sir(s),

We have pleasure in announcing our 1959 range of ROYAL ENFIELD motorcycles, which are illustrated and described in detail in the enclosed six-colour Folder.

As the pioneers of "built-in" weather protection on motorcycles, we now offer the desirable and increasingly popular "AIRFLOW" as an optional extra on every 1959 ROYAL ENFIELD model.

Two-Stroke Models

The 150c.c. class is now catered for by the continuation unchanged of the popular ENSIGN III, and an entirely new model, the PRINCE, which has a completely re-designed frame incorporating swinging arm rear suspension with hydraulically damped spring units. A new deep tank, generously valanced rear mudguard and three-quarter rear chain cover give the PRINCE very handsome lines. The engine-gear unit for this new model, whilst similar to that used in the ENSIGN III, has strengthened gears and gearbox shafts, and a cush drive incorporated in the gearbox sprocket. The engine also has improved power output. Delivery of the PRINCE model will commence early in the New Year.

250c.c. O.H.V. Models

The 250 CLIPPER is fitted with Dual Seat and Pillion Footrests as standard equipment, and remains unchanged otherwise, but the CRUSADER now has the added attraction of a light alloy cylinder head and an improved silencer. A brilliant newcomer, the CRUSADER SPORTS, will, we are confident, prove a best seller. This model has terrific performance for a "250" and its looks, with fully plated petrol tank and mudguards, 7" full width front brake, will make it an "eye-catcher" everywhere.

350c.c. O.H.V. Models

The 350 CLIPPER has Dual Seat and Pillion Footrests as standard equipment and offers unrivalled value as an economical and dependable 350c.c. machine.

Following the style of the CRUSADER SPORTS, the 350 BULLET enters the 1959 season in a new form, with fully plated tank and mudguards. The engine performance has been improved by the fitting of new form cams, a higher compression ratio and larger bore carburettor.

500c.c. O.H.V. Single Cylinder Model

The 500 BULLET, which for many years has maintained the reputation of being one of the fastest and yet most docile of road going 500c.c. machines, has a brand new look for 1959 - plated four gallon petrol tank, plated mudguards and a massive new light alloy cylinder head with downdraught large-bore carburettor. With a maximum speed in the region of 95-100 m.p.h., the "500 BULLET" has performance to match its looks.

500c.c. Twin Cylinder Models

The two METEOR MINORS, Standard and De-Luxe, which have gained such popularity since their introduction earlier this year are unchanged except for the fitting of the new silencer on the De-Luxe model.

700c.c. O.H.V. Twin Cylinder Models

In the 700c.c. class, the SUPER METEOR remains unchallenged as the ideal fast, powerful touring machine or the predominant heavy-duty sidecar model, whilst the CONSTELLATION remains supreme in providing sheer performance for the enthusiast. The new silencer is fitted to both of the 700's for 1959, and, in addition, the METEOR is provided with a magneto when supplied in sidecar trim. This permits the whole of the generator output to be available for the extra lights, etc., which are fitted to a sidecar. No extra charge is made for sidecar specification on the METEOR during the 1959 season.

FINISHES

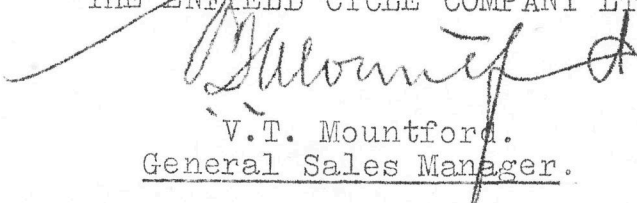
All the De-Luxe models, viz: CRUSADER 250, CRUSADER SPORTS, 350 BULLET, 500 BULLET, METEOR MINOR DE-LUXE, SUPER METEOR and CONSTELLATION are offered in either Polychromatic Burgundy or Polychromatic Peacock Blue, whilst the PRINCE, 250 and 350 CLIPPERS and METEOR MINOR STANDARD are available in Cherry Red. The finish for the ENSIGN III remains either Black or Surf Green.

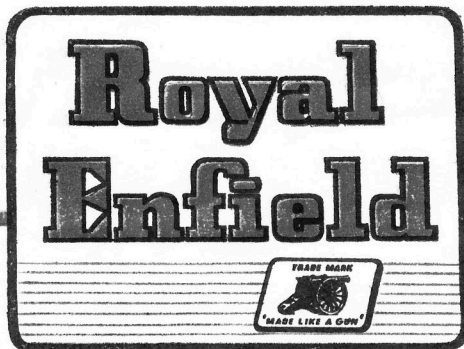
For the AIRFLOW range, the standard models, i.e., ENSIGN III, PRINCE, 250 and 350 CLIPPERS and METEOR MINOR STANDARD may be ordered in either Cherry Red or Surf Green, and the remainder of the range in either Polychromatic Burgundy or Peacock Blue.

PRICES

The 1959 ROYAL ENFIELD range offers unrivalled value at the extremely competitive prices quoted in the enclosed Export Price List and we invite you to advise us of your immediate requirements, of which we shall be pleased to arrange prompt shipment.

Yours very truly,
THE ENFIELD CYCLE COMPANY LTD.


V.T. Mountford.
General Sales Manager.



Dear Sir,

This is a chance you can't miss!
On the 14th and 15th March we shall have at our premises two of the most outstanding of modern motor cycles - the Royal Enfield "Crusader 250" and the "Crusader Airflow".

We cordially invite you to visit us during the above period when you may examine these two most attractive machines and also ride them if you wish.

A Representative of The Enfield Cycle Company will be in attendance continuously to answer any questions you may have regarding the machines, or any other matters, such as service, about which you may care to ask him.

We are certain that you will not miss this unique opportunity of being able to form your own opinion of machines about which you have read so much.

Come along and see us on the 14th or 15th March.

Yours faithfully,
E.S. MOTORS LTD.

H. Wilson.
Sales Manager

THE ENFIELD CYCLE COMPANY

LIMITED

CONTRACTORS TO
HIS MAJESTY'S GOVERNMENT

ROYAL ENFIELD
BICYCLES & MOTOR CYCLES.

HEAD OFFICE & WORKS
REDDITCH



CYCLE & MOTOR CYCLE MANUFACTURERS

ENFIELD WORKS

REDDITCH

ENGLAND



Ref. JJB/DAT/9.

6th February, 1958.

Dear Sirs,

We are proud to give you advance information of a ROYAL ENFIELD machine which marks a step forward in the evolution of the motor cycle. This model, which will be called the "Crusader Airflow", has built-in weather protection consisting of an elegant front wheel guard and "Dolphin" type front enclosure with windscreen. The fairing and wheel guard are constructed of fibre-glass and are styled to conform to the proportions of the machine.

In introducing this new model, which has all the appeal of scooter weather protection plus the performance, outstanding handleability and safety of the modern motor cycle, we are making a major contribution to the advance of motor cycle design.

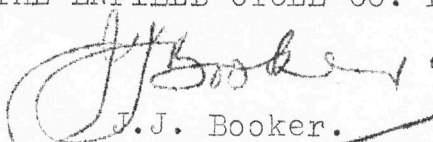
The new model is to be shown to the Press on February 18th and a general announcement will be made in both the National and Technical papers on Thursday, 20th February, by which date a limited initial quantity of machines will be available for despatch to Dealers. An attractive folder giving full particulars of the "Crusader Airflow" will be available in the very near future.

The "Crusader Airflow" has an absolutely complete luxury specification with no extras and the price will be:-

<u>TRADE</u>	<u>RETAIL</u>	<u>PURCHASE TAX</u>
£170.0.2.	£206.1.5.	£51.0.1.

This machine will attract enormous interest and to have one in your Showrooms near the announcement date will ensure that your premises are the centre of attraction. We therefore invite you to place an initial order immediately.

Yours faithfully,
THE ENFIELD CYCLE CO. LTD.


J.J. Booker.
Motor Cycle Sales Manager.

THE

ENFIELD CYCLE COMPANY

LIMITED

ROYAL ENFIELD
BICYCLES & MOTOR CYCLES.

CONTRACTORS TO
HIS MAJESTY'S GOVERNMENT

HEAD OFFICE & WORKS
REDDITCH



CYCLE & MOTOR CYCLE MANUFACTURERS
ENFIELD WORKS · REDDITCH
ENGLAND



Ref. JJB/DAT/10

28th February, 1958.

Dear Sir,

The successful sales which followed the introduction of the Royal Enfield "250 Clipper" have prompted us to further modernize its construction and appearance.

We now have pleasure in announcing to you the NEW "250 Clipper" and a leaflet describing this attractive machine is enclosed with this letter. It will be seen that we have adopted in its construction many of the attractive features of our popular "Crusader" model. In particular we would draw your attention to the clean lines of the unit construction engine and gearbox, the 17" wheels, which give a low seating position and ensure comfort, stability and safety. Economy of operation is also one of the outstanding features of the engine. A petrol consumption figure of better than 100 m.p.g. at normal speeds may be expected.

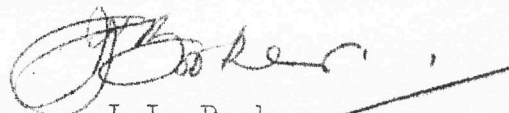
The NEW "250 Clipper" is finished in black and chrome and provides a machine bristling with modern features at a popular price.

<u>TRADE</u>	<u>RETAIL</u>	<u>PURCHASE TAX</u>	<u>RETAIL INC.P.T.</u>
£125.12.9	£152.5.9	£37.13.10	£189.19.7

Production of the model has commenced and we look forward to receiving your orders at an early date.

Further supplies of leaflets and other sales aids may be obtained on application from our Publicity Department.

Yours faithfully,
THE ENFIELD CYCLE CO., LTD.


J.J. Booker,
Motor Cycle Sales Manager.

Your Directors were pleased to have been able to submit accounts for the year ending July 31st, 1957, which show a marked improvement over the results of the previous year, and to recommend a small increase in the rate of dividend. The profit before charging tax is £73,339, compared with £27,955, an increase of £45,384.

The improvement in trade in the latter half of the year is at present maintained, and gives your Board confidence in recommending the increased dividend. Together with the amount brought forward from previous years, there is now available for allocation £67,305. The payment of the preference dividend and a dividend of 7% less tax on the Ordinary and B. Preference Shares, will leave a balance to go forward of £46,174.

During the year considerable reductions in expenditure were effected, and a substantial reduction made in stocks. Additions to fixed assets were £4,519, and consequently the charge for depreciation on written down values is a reduced amount. The charge for repairs and maintenance is also less, but this is accounted for by a much lower charge for jigs and tools written off. In 1956 this item was unusually heavy.

The Company's investment in the Australian Subsidiary has been sold, as it had ceased to serve the purpose for which it was originally made.

From the Balance Sheet it will be seen that the margin of current assets over current liabilities has increased by approximately £72,000, and with the reduction in stock there was a greatly improved liquid position. The overdraft has been eliminated and investments and cash now amount to £169,579.

The manufacture and sale of Motor Cycles and Bicycles account for the major part of the Company's turnover, and anything affecting their sale has an outstanding influence on the Company's fortunes. In the first part of the Company's trading year the increase in Hire Purchase deposits and petrol rationing seriously curtailed sales of Motor Cycles and Bicycles throughout the Industry. The removal of these restrictions brought an immediate improvement in trade, and in the latter part of the year under review the Motor Cycle Department was in full production and the year ended with lower stocks and none of finished machines.

The new " Crusader 250 " Model Motor Cycle, introduced a year ago, has brought important business and continues in popular demand. In connection with this machine we have developed a form of streamlining and weather protection, which is being put into production, and we propose to market a Model incorporating this important feature within the next few months.

This will be a vehicle having the protection and low riding position of the now popular scooter, but in addition will retain the distinct advantages which are inherent in our up-to-date " Crusader " Motor Cycle. I refer in particular to this machine's exceptionally good performance and to its stability and perfect steering, which make it much safer to ride.

The demand for the other machines in our range of Motor Cycles remains satisfactory, in spite of some reduction in foreign sales other than those for the U.S.A. The falling off in demand from overseas countries is due to increasing competition from the Continent, and to currency and licensing restrictions. This loss of business with the countries concerned is something largely outside our control and to regain it suitable action is required on the part of the Government when negotiating Trade Treaties. I refer in particular to the South American countries which were at one time very good markets for both our Motor Cycles and Diesel Engines.

Our business with the Indian Company of America has given us a satisfactory proportion of the exports to that market, and we expect this business to show an increase in the current year.

The Enfield India Company continues to increase its sales in India. This Company is now manufacturing or having manufactured in India, approximately a third of the parts of the Motor Cycles it constructs. It has built an entirely new and up-to-date factory, which is now being fully equipped with the object of taking over complete production within the next three years. The only check likely to occur would be by the present financial position of India, causing a curtailment in the issue of licences for the importation of those parts they are not yet able to manufacture themselves.

In the early part of the year, Mr. Wythes, our Works Director, and Major Mountford, our Sales Manager, visited India at the time of the opening of the new Factory. They were most favourably impressed with the progress made and the quality of the motor cycles being produced.

Our Bicycle sales declined during the year, owing to a falling off in demand from overseas markets, which affects the Bicycle Industry generally. On the other hand sales in the Home Market increased and are now on a more satisfactory basis than for several years. The present quality of our products and the introduction of several new Models have had a marked effect on our sales.

Our subsidiary Company, Enfield Industrial Engines Ltd., experienced a satisfactory trading year and has made an increased contribution to the trading balance. This Company has recently introduced to the Market a small air cooled diesel engine of 350 c.c. capacity of new design. It has been put into production and deliveries will commence in about four months time. This engine has created great interest and we expect it to make a useful addition to our turnover.

There was a continuing demand for our air cooled diesel engines until nearly the end of the year, when there was a setback in the agricultural industry, whose activities were adversely affected for a number of reasons, but particularly by the present credit position. As a large part of our business is with this industry, our sales in recent months have been affected accordingly.

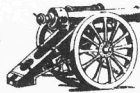
Our Westwood Factory has been fully employed in spite of the curtailment of Government Orders. The largest part of the production in this factory is now in respect of sub-contracts from the Aircraft Industry.

In considering our prospects for the current year, I am pleased to say that we have made a good start and our sales for the first three months are substantially in excess of those for the same period last year, although there has been some falling off in the demand for diesel engines, purchases of which are normally in the nature of a capital expense.

Prospects at present are favourable and can remain so unless or until we are faced by increased costs or until further restrictions of credit affect hire purchase. In just over a year we experienced three changes in the rate of hire purchase deposits. Such constant changes are disturbing to industry and inimicable to our interests.

However, looking further forward one must have regard to the reduction of capital expenditure now being forced on industry by the restrictions of credit, which if continued will ultimately, of course, have far reaching effects on the retail trade.

TRADE MARK



MADE LIKE A GUN

THE ENFIELD CYCLE COMPANY LIMITED

CYCLE & MOTOR CYCLE MANUFACTURERS

HEAD OFFICE AND WORKS:-

REDDITCH



CONTRACTORS TO HER
MAJESTY'S GOVERNMENT

CODES: A B C 5TH & 6TH ED
BENTLEY'S 1ST & 2ND PHRASE

TELEGRAMS:
CYCLES. PHONE. REDDITCH

TELEPHONE:
REDDITCH 121 (8 LINES)

Our Reference:-

VTM/DAT/122/X.

6th March, 1958.

Dear Sirs,

The successful sales which followed the introduction of the ROYAL ENFIELD "250 Clipper" have prompted us to further modernize its construction and appearance.

We now have pleasure in announcing the NEW "250 Clipper" which is illustrated and described in the enclosed leaflet.

It will be noted that this very attractive model incorporates many of the exclusive features of the popular "Crusader" machine. Your particular attention is drawn to the clean lines of the engine-gear unit and the 17" wheels, which give a low seating position and ensure comfort, stability and safety.

The export price of the NEW "250 Clipper" is £122 net, ex Works - a price at which it offers unrivalled value; packing and carriage to English port - £7 extra.

The new model is in full scale production and we invite your orders, of which we shall be able to arrange prompt shipment.

Assuring you of our best attention at all times,

We are,

Yours faithfully,
THE ENFIELD CYCLE CO. LTD.

V.T. Mountford.
General Sales Manager.

Royal Enfield •

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.

THE
ENFIELD CYCLE COMPANY

LIMITED

ROYAL ENFIELD
BICYCLES & MOTOR CYCLES.



CONTRACTORS TO
HIS MAJESTY'S GOVERNMENT

HEAD OFFICE & WORKS
REDDITCH



VTM/AK/131X

Ref.

CYCLE & MOTOR CYCLE MANUFACTURERS

ENFIELD WORKS

REDDITCH

ENGLAND



24th October 1958.

ROYAL ENFIELD MOTORCYCLES

1959 Season

Dear Sir(s),

We have pleasure in announcing our 1959 range of ROYAL ENFIELD motorcycles, which are illustrated and described in detail in the enclosed six-colour Folder.

As the pioneers of "built-in" weather protection on motorcycles, we now offer the desirable and increasingly popular "AIRFLOW" as an optional extra on every 1959 ROYAL ENFIELD model.

Two-Stroke Models

The 150c.c. class is now catered for by the continuation unchanged of the popular ENSIGN III, and an entirely new model, the PRINCE, which has a completely re-designed frame incorporating swinging arm rear suspension with hydraulically damped spring units. A new deep tank, generously valanced rear mudguard and three-quarter rear chain cover give the PRINCE very handsome lines. The engine-gear unit for this new model, whilst similar to that used in the ENSIGN III, has strengthened gears and gearbox shafts, and a cush drive incorporated in the gearbox sprocket. The engine also has improved power output. Delivery of the PRINCE model will commence early in the New Year.

250c.c. O.H.V. Models

The 250 CLIPPER is fitted with Dual Seat and Pillion Footrests as standard equipment, and remains unchanged otherwise, but the CRUSADER now has the added attraction of a light alloy cylinder head and an improved silencer. A brilliant newcomer, the CRUSADER SPORTS, will, we are confident, prove a best seller. This model has terrific performance for a "250" and its looks, with fully plated petrol tank and mudguards, 7" full width front brake, will make it an "eye-catcher" everywhere.

350c.c. O.H.V. Models

The 350 CLIPPER has Dual Seat and Pillion Footrests as standard equipment and offers unrivalled value as an economical and dependable 350c.c. machine.

Following the style of the CRUSADER SPORTS, the 350 BULLET enters the 1959 season in a new form, with fully plated tank and mudguards. The engine performance has been improved by the fitting of new form cams, a higher compression ratio and larger bore carburettor.

500c.c. O.H.V. Single Cylinder Model

The 500 BULLET, which for many years has maintained the reputation of being one of the fastest and yet most docile of road going 500c.c. machines, has a brand new look for 1959 - plated four gallon petrol tank, plated mudguards and a massive new light alloy cylinder head with downdraught large-bore carburettor. With a maximum speed in the region of 95-100 m.p.h., the "500 BULLET" has performance to match its looks.

500c.c. Twin Cylinder Models

The two METEOR MINORS, Standard and De-Luxe, which have gained such popularity since their introduction earlier this year are unchanged except for the fitting of the new silencer on the De-Luxe model.

700c.c. O.H.V. Twin Cylinder Models

In the 700c.c. class, the SUPER METEOR remains unchallenged as the ideal fast, powerful touring machine or the predominant heavy-duty sidecar model, whilst the CONSTELLATION remains supreme in providing sheer performance for the enthusiast. The new silencer is fitted to both of the 700's for 1959, and, in addition, the METEOR is provided with a magneto when supplied in sidecar trim. This permits the whole of the generator output to be available for the extra lights, etc., which are fitted to a sidecar. No extra charge is made for sidecar specification on the METEOR during the 1959 season.

FINISHES

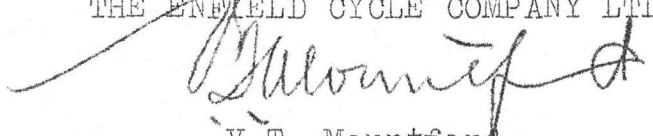
All the De-Luxe models, viz: CRUSADER 250, CRUSADER SPORTS, 350 BULLET, 500 BULLET, METEOR MINOR DE-LUXE, SUPER METEOR and CONSTELLATION are offered in either Polychromatic Burgundy or Polychromatic Peacock Blue, whilst the PRINCE, 250 and 350 CLIPPERS and METEOR MINOR STANDARD are available in Cherry Red. The finish for the ENSIGN III remains either Black or Surf Green.

For the AIRFLOW range, the standard models, i.e., ENSIGN III, PRINCE, 250 and 350 CLIPPERS and METEOR MINOR STANDARD may be ordered in either Cherry Red or Surf Green, and the remainder of the range in either Polychromatic Burgundy or Peacock Blue.

PRICES

The 1959 ROYAL ENFIELD range offers unrivalled value at the extremely competitive prices quoted in the enclosed Export Price List and we invite you to advise us of your immediate requirements, of which we shall be pleased to arrange prompt shipment.

Yours very truly,
THE ENFIELD CYCLE COMPANY LTD.


V.T. Mountford.
General Sales Manager.

CYCLES. PHONE. REDDITCH. THE ENFIELD CYCLE COMPANY

LIMITED

ROYAL ENFIELD
BICYCLES & MOTOR CYCLES.



MADE LIKE A GUN.

CONTRACTORS TO
HIS MAJESTY'S GOVERNMENT

HEAD OFFICE & WORKS
REDDITCH



CYCLE & MOTOR CYCLE MANUFACTURERS
ENFIELD WORKS · REDDITCH



JJB/AK/16

ENGLAND

7th October, 1958.

Dear Sir(s),

We have pleasure in making available to you advance details of our 1959 programme (which is being announced in the Technical Press on 9th October).

As the pioneers of "built-in" weather protection on motorcycles, we are now offering the desirable and increasingly popular "Airflow" as an optional extra on every 1959 ROYAL ENFIELD model.

With regard to the actual models for the 1959 season, the "150" class is catered for by the continuation unchanged of the popular Ensign 111, and the introduction of an entirely new model, the Prince, which has a completely re-designed frame incorporating swinging arm and rear suspension with hydraulically damped spring units.

A new deep tank, generously valanced rear mudguard and three-quarter rear chain enclosure give the Prince very handsome lines. The engine-gear unit for this new model, whilst similar to that used in the Ensign 111, has strengthened gears and gearbox shafts, and a cush drive incorporated in the gearbox sprocket. The engine also has improved power output.

The 250 Clipper remains unchanged as regards specification but the Crusader goes forward to 1959 with the added attraction of a light alloy cylinder head and an improved silencer. A brilliant newcomer, the Crusader Sports, will we are confident, prove a best seller. This model has terrific performance for a "250" and its looks, with fully plated $3\frac{3}{4}$ gallon tank, and mudguards, will make it an "eye catcher" everywhere.

The 350 Clipper remains unchanged and offers unrivalled value as an economical and dependable 350c.c. machine.

Following the style of the Crusader Sports, the 350 Bullet enters the 1959 season in new form, with fully plated tank and mudguards and with the engine performance improved by the fitting of new form cams, a higher compression ratio and larger bore carburettor.

The 500 Bullet, which for many years has maintained the reputation of being one of the fastest and yet most docile of road going 500c.c. machines, has for 1959 a brand new look - plated four gallon petrol tank, plated mudguards and a massive new light alloy cylinder head with downdraught large-bore carburettor. With a maximum speed in excess of 95 m.p.h., the 500 Bullet has performance to match its looks.

The two Meteor Minors, Standard and De-Luxe, which have gained such popularity since their introduction earlier this year are unchanged except for the fitting of the new silencer on the De-Luxe model.

In the 700c.c. class, the Super Meteor remains unchallenged as the ideal fast, powerful touring machine or the predominant heavy duty sidecar model, whilst the Constellation remains supreme in providing sheer performance for the enthusiast. The new silencer is fitted to both of the 700's for 1959, and, in addition, the Meteor is provided with a magneto when supplied in sidecar trim. This permits the whole of the generator output to be available for the extra lights, etc., which are fitted to a combination. No extra charge is to be made for sidecar specification on the Meteor during the 1959 Season.

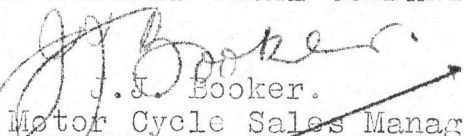
All the De-Luxe models, viz: Crusader 250, Crusader Sports, 350 Bullet, 500 Bullet, Meteor Minor De-Luxe, Super Meteor, and Constellation are offered in either Polychromatic Burgundy or Polychromatic Peacock Blue, whilst the Prince, 250 and 350 Clippers and Meteor Minor Standard are available in Cherry Red. The finish for the Ensign 111 remains either Black or Surf Green.

For the Airflow range, the standard models, i.e. Ensign 111, Prince, 250 and 350 Clippers and Meteor Minor Standard may be ordered in either Cherry Red or Surf Green, and the remainder of the range in either Polychromatic Burgundy or Peacock Blue.

We are sure you will agree that the ROYAL ENFIELD range for the coming season offers a choice of machines which must cover every requirement, and the examination of the attached price list will convince you that we and you can look forward to an excellent season.

You may rest assured that we will assist you in every way possible and our Publicity Department will, on application, provide literature and sales aids. A fully descriptive folder will be available shortly and in the meantime we look forward to receiving your orders for machines for which there is sure to be considerable demand.

Yours faithfully,
THE ENFIELD CYCLE COMPANY LTD.


J.J. Booker.
Motor Cycle Sales Manager.

ROYAL ENFIELD MOTOR CYCLES.

RETAIL & TRADE PRICES - 1959 SEASON.

MODEL	BASIC RETAIL			TRADE			PURCHASE TAX			RETAIL INC. PURCHASE TAX.		
	£	s	d	£	s	d	£	s	d	£	s	d
"ENSIGN 111"	92	17	6	76	12	6	22	19	9	115	17	3
"PRINCE"	97	7	11	80	7	0	24	2	1	121	10	0
"250 CLIPPER"	144	5	4	119	0	5	35	14	2	179	19	6
"CRUSADER"	164	6	7	135	11	5	40	13	5	205	0	0
"SPORTS CRUSADER"	168	6	9	138	17	7	41	13	3	210	0	0
"350 CLIPPER"	160	5	0	132	4	2	39	13	3	199	18	3
"350 BULLET"	188	7	6	155	8	3	46	12	6	235	0	0
TRIALS"WORKS REPLICA"	194	7	9	160	7	5	48	2	3	242	10	0
"500 BULLET"	196	7	10	162	0	6	48	12	2	245	0	0
"METEOR MINOR STD"	200	0	0	165	0	0	49	10	0	249	10	0
"METEOR MINOR DE-LUXE"	216	8	8	178	11	2	53	11	4	270	0	0
"SUPER METEOR" Solo or S/car	220	8	10	181	17	3	54	11	2	275	0	0
"CONSTELLATION"	236	9	6	195	1	10	58	10	6	295	0	0

EXTRA EQUIPMENT

(Prices when supplied as original equipment on new machines)

LEGSIELDS	3	10	0	2	17	9	x			3	10	0
"AIRFLOW" ENSIGN 111	18	0	8	14	17	7	4	9	4	22	10	0
"AIRFLOW" PRINCE	19	4	9	15	17	5	4	15	3	24	0	0
"AIRFLOW" all 4- stroke Models	20	0	10	16	10	8	4	19	2	25	0	0
PANNIER SET 4- stroke Models	7	10	0	6	3	9	1	17	1	9	7	1
AIRCLEANER "250 CLIPPER"	16	10		13	11		4	2		1	1	0
AIRCLEANER "350 CLIPPER" and "METEOR MINOR STD"	1	7	3	1	2	6		6	9	1	14	0
PROP STAND "250 CLIPPER" "CRUSADER", "350 CLIPPER" and "METEOR MINOR STD"	1	10	0	1	4	9		7	5	1	17	5
TOTAL REAR CHAIN ENCLOSURE ON ALL 4-STROKE MODELS EXCEPT "350 CLIPPER" "CRUSADER" and "METEOR MINOR DE-LUXE"	4	0	2	3	6	2		19	10	5	0	0

x TAX FREE - SUPPLIED SEPARATELY.

APPROXIMATE SHIPPING SPECIFICATIONS.

	Cwts	grs	lbs	Kilos	Measurements	Cubic Feet	Cubic Metres.
ENSIGN & PRINCE (1 per case)	2.	1.	8.	117.93	4'7" x 1'5" x 2'5"	15.8	0.447
ENSIGN & PRINCE (2 per case)	4.	1.	18.	224.07	4'7" x 2'8" x 2'5"	29.5	0.840
GRUSADER SPORTS GRUSADER 250 & 250 CLIPPER	4.	0.	4.	205.02	5'7" x 1'8" x 2'8"	24.85	0.703
350 CLIPPER	4.	2.	20.	237.68	5'10" x 1'8" x 2'9"	26.7	0.758
350 BULLET & TRIALS WORKS RIFLE	4.	3.	13.	247.20	-do-	-do-	-do-
500 BULLET	4.	3.	14.	247.66	-do-	-do-	-do-
METEOR MINOR (STD or DE-LITE)	5.	0.	16.	261.26	-do-	-do-	-do-
SUPER METEOR & CONSOLIDATION	5.	0.	27.	266.25	5'10" x 1'10" x 2'9"	29.5	0.834

AIRFLOW MODELS.

Approx 2" longer than above measurements PLUS Additional case measuring 3'5" x 2'5" x 1'11".

APPROXIMATE SHIPPING SPECIFICATIONS.

	Cwts	grs	lbs	Kilos	Measurements	Cubic Feet	Cubic Metres.
ENSIGN & PRINCE (1 per case)	2.	1.	8.	117.93	4'7" x 1'5" x 2'5"	15.8	0.447
ENSIGN & PRINCE (2 per case)	1.	2.	3.	77.56			
GRUSADER EFFORTS GRUSADER 250 & 250 CLIPPER	4.	0.	4.	205.02	5'7" x 1'8" x 2'8"	24.85	0.703
	2.	3.	2.	140.61			
350 CLIPPER	4.	2.	20.	237.68	5'10" x 1'8" x 2'9"	26.7	0.758
	3.	1.	12.	170.55			
350 BULLET & TRIALS WORKS RIFLE	4.	3.	13.	247.20	-do-	-do-	-do-
	3.	1.	13.	171.00			
500 BULLET	4.	3.	14.	247.66	-do-	-do-	-do-
	3.	1.	14.	171.45			
METEOR MINOR (STD or DE-LITE)	5.	0.	16.	261.26	-do-	-do-	-do-
	3.	2.	16.	185.06			
SUPER METEOR & CONSOLIDATION	5.	0.	27.	266.25	5'10" x 1'10" x 2'9"	29.5	0.834
	3.	2.	27.	190.05			

AIRFLOW MODELS.

Approx 2" longer than above measurements PLUS Additional case measuring 3'5" x 2'5" x 1'11".

Agreement of Apprenticeship

This Agreement made the.....day of.....19...
between

(Hereinafter called "the Apprentice") a minor of.....years of age on the.....
day of.....19..... of.....
and(hereinafter called "the Guardian")
of and
THE ENFIELD CYCLE Co. Ltd., (hereinafter called "the Employer") of ENFIELD
WORKS, REDDITCH, WORCESTERSHIRE.

Witnesseth that with the consent of the Guardian testified by the latter's execution of
this Agreement the Apprentice has agreed to serve the Employer, and the Employer has agreed
to accept and pay for such service upon the conditions hereinafter contained.

1. The Apprentice and the Guardian severally agree with the Employer as follows:—

- 59
- (1) The Apprentice will as from the..... day of.....19...
serve the Employer for a total period of..... years of service, each year to consist of
fifty-two working weeks calculated in accordance with the provisions of this Agree-
ment, which total period is hereinafter called "the period of service."
 - (2) The Apprentice will during the period of service:—
 - (a) observe and be subject to the conditions of employment contained in the schedule
annexed hereto;
 - (b) obey the lawful orders of the Employer of his representatives
 - (c) promote to the best of his ability the interests of the Employer.
 - (d) attend regularly and work diligently at approved Technical Classes.
 - (3) The Apprentice will not during the period of service:—
 - (a) reveal the secrets of the Employer's business;
 - (b) do or suffer to be done any damage or other injury to the property of the Em-
ployer or his customer's;
 - (c) absent himself, except in the event of sickness, from the service of the Employer
without his permission or consent.
 - (d) take part in any labour dispute which may arise between the Employer and
any of his employees, or in which the Employer and any of his employees may
be involved, nor during the continuance thereof refuse to do any work which
the Employer may lawfully require him to perform.

2. In consideration of the said obligations undertaken by the Apprentice and the Guardian,
the Employer agrees with the Apprentice and the Guardian that, subject to the provisions of
this Agreement, he will for and during the period of service:—

- (1) receive the Apprentice into his service and, subject to the fulfilment by the Appren-
tice of the said obligations, allow the Apprentice to continue therein until the expiration
of the period of service;
- (2) observe the conditions of employment and pay to the apprentice in respect of his