

RET/LB

20.2.61.

Major. V.T. Mountford.

The speedometer gearbox passed to me by Mr. Neale of the Motor Stores was obtained for the earlier type of Q.D. Rear Hub. It is similar in general dimensions to the new box which we shall be fitting in the future except for the diameter of the centre hole. On the obsolete boxes this is $\cdot848$ " / $\cdot844$ " dia whereas on the new boxes we shall be having a $\cdot641$ " dia hole. A special spacing collar, with a spigot to fit the larger hole, would be necessary. This does not seem to be justified for the small quantity, viz 92, we have in stock.

The box as fitted to "Indian" motor cycles is the same in appearance to the afore mentioned box but the gear ratio is 8:3 to suit the "Indian" speedometer head whereas the ratio necessary to suit "Smiths" speedometer heads is 2:1. The quantity of these boxes in stock is 490.

R. E. Thomas.



Telegrams
CYCLES, PHONE, REDDITCH

Telephone
REDDITCH 121 (9 Lines)

Manufacturers

of

Royal

Enfield

BICYCLES and
MOTOR CYCLES

THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE AND WORKS

REDDITCH

WORCS. ENGLAND

Your Ref. Our Ref.
VTM/MMcG

17th February, 1961

Mr. R. Thomas,
Drawing Office.

Ref: THE NEW OIL FILTER BODY - Part No. 46668.

It is agreed that we will adopt the fitment of this on 250 c.c. machines as soon as the supplies of the new oil filter with all associated parts can be made available.

Will you please arrange for the body to be ordered from H. Gill Stampings Ltd.

Of the present oil union, which the new filter will replace, we shall only machine enough of these to last until the new one comes into use, and thereafter we should dispose of the present stampings.

Will you please let me know when this comes into effect.

1000 Bodies ordered 21/2/61

V. T. Mountford.

Cruisador. SUPER "5"

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Cruisador



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VTM/MMcG

16th February, 1961

Mr. R. Thomas,
Drawing Office.

Copies to : Mrs. Ford - Buying Office.
 Mr. Neale - Motor Stores.

We have in stock a supply of Speedometer Drives, which were originally obtained for fitment to 'INDIAN' Motor Cycles fitted with the American Speedometers and which are now obsolete.

It has been suggested to me by Mr. Maxted of Smiths, that we might be able to use these when we have made the necessary alteration to our hubs to accommodate the new type of Smiths Gearbox, on which you are at present engaged.

I have asked Mr. Neale of the Motor Stores to let you have one of these gearboxes and I would be glad if you would let me have your comments.

V. T. Mountford.



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VIM/MMcG

23rd January, 1961

Mr. R. Thomas,
Drawing Office.

SMITHS SPEEDOMETERS.

Messrs. Smiths have just announced an increase in the price of speedometers, at the same time they inform us that they will be obliged to make a further increase if we continue to call for the old pattern gearbox.

They are sending me a sample of their current gearbox, together with drawings, and we must then investigate if this can be accommodated in our machines, so as to avoid the further addition in cost. Please speak to me if I have not given you the sample gearbox and drawings within the next 7 to 10 days.

They inform me that as a long term project they intend to produce in due course a magnetic type speedometer, which will be cheaper than the current one, but that the magnetic type instrument will be deeper than the present one. I give you this information so that you may bear this point in mind in any future designs affecting speedometer heads.

Furthermore, the cable is attached to the centre of the underside of this instrument instead of towards the circumference, and it is essential that the cable has a straight run for several inches after leaving the speedometer head.

V. T. Mountford.



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VTM/MMcG

8th March, 1961

Mr. J.J. Booker,
Mr. R. Thomas.

CONSTELLATION AIRFLOWS SUPPLIED TO BUNBURY
TRAFFIC POLICE - AUSTRALIA.

The following is an extract of a letter received from Ken George Pty.Ltd.,

"AIRFLOW BODY :

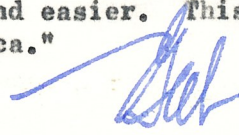
Unit No. 10150 has had several falls and the Airflow is damaged and been badly repaired; in fact it looks just terrible and is no credit to the Traffic Force or the repairman. This is really no concern of the Factory but allows me to offer the following suggestion :-

Protector pad - If the bottom Airflow mounting was made to allow a separate chrome plated or alloy pad to be slid into a hole in the fibre glass and over the steel support bar, there would be no need for the fairing to take the load on a fall, e.g. overbalancing when rolling on or off-stand. Those bikes are heavy. The pads being cheap could be easily replaced and so appearance could be maintained.

"LOWER SECTION REMOVEABLE :

In our hot weather I have had several riders enquire how to remove the fairing. At the present time to do so means new headlamp assembly etc.

If the fairing was made in two main pieces, joined below the steel support from the frame, bolted through rubber grumets and finished with plastic or rubber moulding, it would be possible to remove the lower half without interference with control wiring etc. If the lower half were made in right and left sections, the replacement cost and also freight costs would be much cheaper and easier. This heat problem for the rider must also apply in America."


V. T. Mountford,

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THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE AND WORKS

REDDITCH

WORCS. ENGLAND

Your Ref. Our Ref. **VEM/MP.**

16th February 1961.

Mr. G. H. Baker.
Mr. A. Brookes.
Drawing Office.
Buying Office.
Mr. J. J. Booker.

With reference to my memo of the 17th August last relating to Sanction 1132M for 1,000 Crusader Sports machines, orders may now be placed for those parts which are common to the 250 Clipper Model.

Factored parts are only to be delivered in accordance with Assembly Programme which is estimated will be at the rate of 100 per week, commencing in approximately 12 weeks.

Mr. Brookes will advise Miss Ford what delivery is required for the parts which are to be machined.

Managing Director.



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REDDITCH
WORCS. ENGLAND

Your Ref. Our Ref.
 VFM/MMcG

17th January, 1961

Mr. R. Thomas,
Drawing Office.

Copy to : Mr. J.J. Booker.

I acknowledge receipt of your Report dated 12th January, regarding the design for a 346 c.c. O.H.V. Model, based on the present 'CRUSADER' engine.

Will you please proceed with the production of a prototype, based on this design, with the following modifications :-

- 1) The compo bush on the driving side of the crankcase is to be omitted.
- 2) The compression ratio is not to exceed 7,5 : 1.
- 3) No provision is to be made for using a Duplex chain or for an additional clutch plate.

V. T. Mountford.

VTM/MMcG

13th December, 1960


Mr. G. Baker,
Works Manager.

Copies to : Mr. J.J. Booker,
Mr. R.A. Wilson Jones,
Mr. B. Thomas.

SILENCERS.

Mr. Wilson Jones' Report of the 7th December indicated that the best results from the performance point of view are obtained by fitting the standard single spiral at about $9\frac{1}{2}$ " from the front of the centre rod.

Will you please arrange for all silencers to be made accordingly as soon as possible.


V. T. Mountford.

VTM/McG

13th December, 1960

Mr. G. Baker,
Works Manager.

Copies to : Mr. J.J. Booker.
Mr. R. Thomas.

As you know I have been considering the possibility of fitting alloy cylinder heads to the '250 CLIPPER' Models in place of the cast iron one, but our stocks of associated parts are at the moment so unbalanced that this is not possible.

We shall, therefore, continue to fit cast iron heads (without altering the rockers and bearings) until the end of the first 1,000 machines on Saction No. M.1099.

Thereafter we will consider fitting alloy heads with the new rockers to 'CLIPPER' Models.



V. T. Mountford.



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WORCS. ENGLAND

VTM/MMcG

Your Ref.

Our Ref.

20th September, 1960

Mr. O. Wythes,
Mr. G.D. Baker,
Mr. R.A. Wilson-Jones,
Mr. R.H. Thomas.

Subject : Airflow Enclosure of Four-Stroke Models.

Our Patent Application has now been accepted and has been allotted number 846,420. Therefore Airflow components should in future bear this number.

V. T. Mountford.

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HEAD OFFICE AND WORKS

REDDITCH

WORCS. ENGLAND

Your Ref.

Our Ref.

VEM/MMK

26th October, 1959.

TO: MR. O. WYTHES
DRAWING OFFICE
MR. J. FREEMAN

Messrs. Tozer, Kemsley & Millbourn Limited are ordering Galaxy Models with Airflows for the U.S.A. but we have informed them that we can only supply the Airflow enclosure on machines fitted with 40 brake h.p. engine.

As I understand it, therefore, in execution of orders for Galaxy Airflow Models we shall supply Super Meteor Airflow Models, as the only difference between the Galaxy and Super Meteor is that the former has the Constellation engine and the latter the standard Meteor engine.

If you will confirm to me that this is so I will advise Messrs. Tozer, Kemsley & Millbourn to order Airflow Models in future as Super Meteor Airflows.

V.T. MOUNTFORD.



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)

YOUR REF.

VIM/BOB.

OUR REF.

9th October, 1958.

To: Mr. O. Wythes.
Mr. R. A. Wilson-Jones.
Drawing Office.

Indian Three-wheeler

We are informed by Brockhouse in their letter dated 29th September, that a three point attachment for the gear change lever gate is required on the tanks of this model.

Messrs. Fashley have converted the 20 tanks recently supplied to them, and have returned to us a sample so that in future we may supply with the three point attachment.

We are furthermore informed that the front mudguards supplied with these units are required in black enamel in future.

We are asked to return to Fashley the sample tank as soon as possible - may I please be informed when we have finished with this.

V. T. Mountford

Royal Enfield.

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CYCLE & MOTOR CYCLE MANUFACTURERS



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YOUR REF.

OUR REF. **VTM/BCR.**

TELEGRAMS:
CYCLES, PHONE, REDDITCH

TELEPHONE:
REDDITCH 121 (8 LINES)

25th September, 1958.

To: Mr. C. Wythes.
Mr. G. Hay.

Mr. Wilson-Jones.
Drawing Office.

Reference 1959 Indian Specifications

Apache Model - This machine will now be required with coloured parts in Metallic Red and not all Black as previously.

Hounds Arrow Model - This machine will now be required with coloured enamel parts in Chinese Red enamel and not in Metallic Red as the proto-type originally supplied.

V. S. Huntford

Royal Enfield •

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TELEGRAMS:
CYCLES, PHONE, REDDITCH

TELEPHONE:
REDDITCH 121 (8 LINES)

YOUR REF.

OUR REF. **VTM/ECB.**

24th September, 1958.

To: Mr. O. Wythes.
Mr. G. Hay.
Drawing Office.

Brockhouse Trading Facilities,
have specified that G type gearboxes, fitted
to single cylinder Indian motor cycles for
the 1959 Season, shall incorporate bushed sleeves
on the final drive.

Will you please arrange for the
specifications to be altered accordingly.

V. T. Mountford.

Royal Enfield.

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

YOUR REF.

OUR REF. **VTM/BOB.**

TELEGRAMS:
CYCLES, PHONE, REDDITCH

TELEPHONE:
REDDITCH 121 (8 LINES)

24th September, 1958.

To: Mr. O. Wythes.
Mr. G. Hay.
Drawing Office.

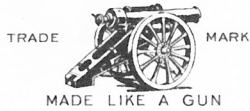
Brockhouse Trading Facilities
have specified that larger capacity oil
pumps shall be fitted to both Apache and
Chief models for the 1959 Season.

We may supply ^{a limited quantity of} these models with
the current type of oil pump until the
larger capacity pumps are available.

V. T. Mountford.

Royal Enfield.

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CYCLE & MOTOR CYCLE MANUFACTURERS



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

YOUR REF.

OUR REF. **VTM/BCB.**

TELEGRAMS:
CYCLES, PHONE, REDDITCH

TELEPHONE:
REDDITCH 121 (6 LINES)

18th July, 1958.

To: Major F. W. Smith. Copies to: Mr. O. Wythes.
Mr. R. A. Wilson-Jones.
Drawing Office.
Cost Office.

In a letter dated 14th July, Brockhouse
(Trading Facilities) Ltd., inform us that the
following type of gearboxes are required on the
1959 Indian models.

- 1) All twin cylinder models, i.e. Apache, Trailblazer,
Tomahawk, 'M' type gearboxes incorporating gears
having the scrambler type tooth form.
- 2) 500 c.c. single cylinder models, i.e. Woodsman,
and Westerner, 'H' type gearboxes with gears
of scrambler type tooth form.

automatic

*awaiting
RAW.J.*

*Completed
Super Motor*

V. T. Mountford.

Royal Enfield.

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THE ENFIELD CYCLE COMPANY LIMITED

HEAD OFFICE & WORKS

REDDITCH

OUR REF. *WLY/DCJ.*

YOUR REF.

FACTORY NO. 2

UPPER WESTWOOD

NR. BRADFORD-ON-AVON

WILTS

TELEPHONE

BRADFORD-ON-AVON
2166-7-8

TELEGRAMS

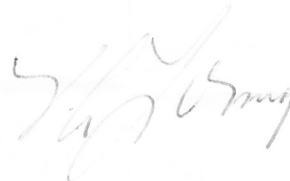
CYCLES. PHONE
BRADFORD-ON-AVON
-TROWBRIDGE

14th July, 1958.

R. A. Wilson-Jones, Esq.,
Redditch.

TWIN ENGINES.

Will you please issue instructions to the
Works to have the lower push rod ends tapered by approximately $1/8''$.



Enfield Cycle Co. Ltd.,
No. 2 Factory.

37839
8154M



THE ENFIELD CYCLE COMPANY LIMITED

CYCLE & MOTOR CYCLE MANUFACTURERS

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CODES: A B C 5TH & 6TH ED
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YOUR REF.

OUR REF.

VTM/18168

TELEGRAMS:
CYCLES, PHONE, REDDITCH

TELEPHONE:
REDDITCH 121 (8 LINES)

11th January, 1957

Mr. O. Wythes,
Mr. H.A. Wilson-Jones,
Drawing Office.

Messrs. Brockhouse (Trading Facilities) Ltd., advise us that all APACHE Models are to be supplied with dual seats as standard equipment, and that none of these Models will be required with saddles.

It will be recalled that their original demand was for machines fitted with dual seats or saddles as optional extra equipment.

General Sales Manager.

Royal Enfield.

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