

THE ENFIELD CYCLE COMPANY LIMITED

From MAJOR V.T. MOUNTFORD.

To MR. J.J. BOOKER.  
✓ MR. R. THOMAS.

17th March, 1964

As noted in a recent Road Test Report it is difficult to adjust the rear brake of the 'TURBO TWIN' as the wing nut fouls the silencer.

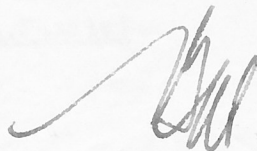
Will you please investigate what modification could be made.



V. T. Mountford.

I attach, hereto, a copy of a letter received from Smiths Motor Accessory Division, from which you will note that they are proposing to resume the fitment of a grease nipple to the speedometer hub gear boxes.

For Mr. Booker's information I have asked Mr. Maxsted to let me have two gear boxes incorporating a grease nipple as quickly as possible so that the machines undergoing test by F.V.R.D.E., can be exchanged.



V. T. Mountford.

# SMITHS

## MOTOR ACCESSORY DIVISION

The Motor Accessory Division of

S. Smith & Sons (England) Ltd

Cricklewood Works, London NW2

Phone: Gladstone 3333 Gramel Speedofac, London, Telex

Cables: Speedofac, London - NW2 Telex: 22871

Our ref: SMA/CS/HAM

16th March 1964

V.T. Mountford Esq.,  
The Enfield Cycle Co. Ltd.,  
Redditch, Worcs.

Dear

Further to my letter of the 9th instant concerning hub gear boxes, the following engineering instruction has been issued:-

- " Please implement a change replacing the 2 BA round head screw and lock washer by a Tecaletit lubricator type NC.6055 with 2 BA thread (40-372-204).

The drawing or data sheet should carry a note -

- " Gearbox may be greased with two shots from hand gun every 5,000 miles. Use grease to Spec.No.DEF.2261 (Esso Aviation General Purpose Grease No.1) Smiths Specification 1764326. "

I thought that this information will be of interest, especially as Mr.A.Wilson-Jones and I were discussing servicing details and he may wish to include this in your next service hand-book; perhaps you would kindly pass this to him.

I have noted the request in your letter of the 13th and will despatch modified gear boxes as soon as they are available.

Yours sincerely,

H.A. Maxsted

PP/16

*H.B. RAWL*  
*20w all*  
*DO*  
*C.A.R.B.*

THE ENFIELD CYCLE COMPANY LIMITED

From R.E.Thomas.

To Major V.T.Mountford.

27th February 1964.

FRONT FORKS for U.S.A. INTERCEPTORS.

I agree that the changing of FORK SPRING STUDS by COOPER MOTORS will have given a softer ride, the larger hole in W 38067 effects both bump and rebound movements. I do not agree, however, that it is right to change the Oil Control Collar to W 38075. This is only  $\frac{3}{8}$ " long where as W 41624 at present fitted is  $1\frac{1}{4}$ " long. W 41624 stops the fork movement on bump  $\frac{1}{4}$ " before the experimental spring W 48228 becomes coil bound. Therefore when W 38075 is fitted with this spring the fork will have  $\frac{1}{4}$ " more movement until the spring is coil bound and the control collar will not be working. Also the present bump position gives  $\frac{1}{2}$ " clearance between the mudguard and headlamp, and steering damper, increased movement could allow these parts to hit. The U.K. fork has even greater restriction i.e.  $1\frac{1}{4}$ " long Control Collar.

The present U.S.A. Spring W 41952 is  $21\frac{1}{4}$ " overall free length and gives a riding position with  $4\frac{3}{8}$ " to full bump and only about 1" to full rebound position. The experimental spring W 48228 is  $22\frac{1}{4}$ " overall free length and is intended to give same riding position as spring W 41952. I suggested to Mr. Wilson-Jones at the time he ordered these sample springs that they should be the same length as the existing ones but he did not agree. Being lower rated they would have given a shorter fork length in the riding position. The total fork movement is  $5\frac{1}{2}$ ", I consider this should be split into  $\frac{2}{3}$ rds bump movement and  $\frac{1}{3}$ rd rebound. The riding position of the U.K. fork is approximately 1" less than the U.S.A. fork. I suggest we build a sample set of springs into a U.S.A. fork and check the riding length after the machine has covered sufficient miles to allow the forks to work freely.

.....  
R.E.Thomas.

THE ENFIELD CYCLE COMPANY LIMITED

From MAJOR V.T. MOUNTFORD.

To MR. R. THOMAS,  
DRAWING OFFICE.

20th January, 1964

Enfield India have received an enquiry for a certain number of '350 Bullet' Models which they manufacture, fitted with magnetos.

They ask us if from our experience magnetos can be fitted to this machine without any alteration to tooling, and if this is so we are asked to advise them of the component parts which would be required.

Would you please let me have this information.

  
V. T. Mountford.

THE ENFIELD CYCLE COMPANY LIMITED

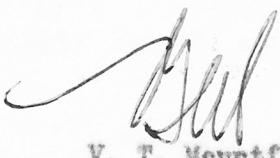
From MAJOR V.T. MOUNTFORD.

To MR. J.J. BOOKER.  
MR. R.M. BOSS.  
✓ MR. R. THOMAS.

17th January, 1964

It would seem from a road test report of the 'TURBO TWIN' that we supply the same toolkit with this Model as with four-stroke Models, reference being made to spanners suitable for adjusting valve tappets.

Will you please investigate and ensure that only essential spanners are provided in the toolkit of the two-stroke Model.

  
V. T. Mountford.

THE ENFIELD CYCLE COMPANY LIMITED

FROM R.E. Thomas

To Major V.F. Mountford.

22nd January 1964.

Previous to fitting coil ignition on our 350cc Bullet we used a Lucas Type S.R.I. flange-fitting Magneto. This is directly interchangeable with the distributor Type 15 D.1 of the coil ignition sets now in use by Enfield India.

The following parts now used with the distributor could not be required when a magneto is fitted :-

|       |                     |          |
|-------|---------------------|----------|
| 1 off | Distributor Adaptor | W 45304. |
| 1 off | " Clamp Pin         | W 37079. |
| 1 off | " Pinion-40T        | W 18575. |
| 1 off | " " Nut             | W 14538. |

When fitting the S.R.I. Magneto we used to machine the Magneto Pinion W 40535 and supply to Lucas for fitting to their auto-advance unit.

We have fitted Base Fixing Magnets e.g. Type ~~XXXX~~, N.I. Despatch No 42272B on 500 Fury and Woodsman and Type KNCl, Despatch No 42349A Wader type Racing Magneto on Trials models but to do this it is necessary to machine a platform and dowel holes in the crankcases and to machine differently the back of the timing case in the crankcase to house a seal for the magneto drive.

.....  
R.E. Thomas.

NOT REQD Distributor 15 D1  
9/4 Stentel 88 SA

ADDITIONS MAGNETO S R I  
CABLE HARNESS NEEDS CONSIDERABLE  
MODIFICATION

OTHER DIFFERENCES DO NOT CONCERN US OR LUCAS

# THE ENFIELD CYCLE COMPANY LIMITED

FROM R.E. Thomas.....

TO Major. V. T. Mountford.....

1st January ..... 19 64

Herewith please find attached list of all chains  
used on Motor-Cycles, Bicycles and Diesel Engines.

|  |         |                |  |
|--|---------|----------------|--|
|  |         | Rear Chain.    | 110056. 110 pitches. (including spring link).<br>.625"P x .4"R x .380"W. |
| U.K. 1128m.  | W.37556 | Rear Chain.    | 110056. 101 pitches. (including spring link).<br>.625"P x .4"R x .380"W. |
| Constellation.   | W.38584 | Rear Chain.    | 110056. 100 pitches. (including spring link).<br>.625"P x .4"R x .380"W. |
| Clipper, 1157m.<br>Crus. Sports. 1151m.<br>Continental 1150m.<br>350 Bullet 1148m. | W.37131 | Timing Chain.  | 114500. Duplex Endless.<br>38 pitches.<br>8m/mP x .197"R x .340"W.       |
| Clipper, 1157m.<br>Crus. Sports 1151m.<br>Continental 1150m.<br>350 Bullet 1148m.  | W.37132 | Primary Chain. | 110038. Endless 70 pitches.<br>.375"P x .25"R x .225"W.                  |
| Clipper 1157m.<br>Crus. Sports 1151m.  | W.43156 | Rear Chain.    | 110046. 120 pitches. (including spring link).<br>.5"P x .335"R x .305"W. |

MOTOR CYCLE CHAINS

| Model, Sanction No.<br>etc.  | Type of Chain<br>& Work No. |                   | Chain Details.<br>Renold Nos.   |
|--|-----------------------------|-------------------|---|
| Interceptor, 1161m.<br>U.S.A. 1159m.<br>U.K. 1128m.<br>Constellation.              | W.36143                     | Magneto<br>Chain. | 114500. Endless Duplex<br>44 pitches.<br>8m/m x 5m/m.                       |
| Interceptor, 1161m<br>U.K. 1128m<br>Constellation.<br>U.S.A. 1159m.                | W.38699                     | Primary<br>Chain. | 114038. Endless Duplex<br>92 pitches.<br>.375"P x .25R x .628"W.            |
| Interceptor, 1161m<br>U.S.A. 1159m.<br>U.K. 1128m.<br>Constellation.               | W.34396                     | Timing<br>Chain   | 110038. Endless 66 pitches.<br>.375"P x .25R x .225"W.                      |
| U.S.A. 1159m.  | W.39510                     | Rear<br>Chain.    | 110056. 110 pitches. (including<br>spring link).<br>.625"P x .4"R x .380"W. |
| U.K. 1128m.  | W.37556                     | Rear<br>Chain.    | 110056. 101 pitches. (including<br>spring link).<br>.625"P x .4"R x .380"W. |
| Constellation.   | W.38584                     | Rear<br>Chain.    | 110056. 100 pitches. (including<br>spring link).<br>.625"P x .4"R x .380"W. |
| Clipper, 1157m.<br>Crus. Sports. 1151m.<br>Continental 1150m.<br>350 Bullet 1148m. | W.37131                     | Timing<br>Chain.  | 114500. Duplex Endless.<br>38 pitches.<br>8m/mP x .197"R x .340"W.          |
| Clipper, 1157m.<br>Crus. Sports 1151m.<br>Continental 1150m.<br>350 Bullet 1148m.  | W.37132                     | Primary<br>Chain. | 110038. Endless 70 pitches.<br>.375"P x .25"R x .225"W.                     |
| Clipper 1157m.<br>Crus. Sports 1151m.  | W.43156                     | Rear<br>Chain.    | 110046. 120 pitches. (including<br>spring link).<br>.5"P x .335"R x .305"W. |

|  |         |                |  |
|--|---------|----------------|--|
| Interceptor, 1161m.<br>U.S.A. 1159m.<br>U.K. 1128m.<br>Constellation.              | W.36143 | Magneto Chain. | 114500. Endless Duplex<br>44 pitches.<br>8m/m x 5m/m.                    |
| Interceptor, 1161m<br>U.K. 1128m<br>Constellation.<br>U.S.A. 1159m.                | W.38699 | Primary Chain. | 114038. Endless Duplex<br>92 pitches.<br>.375"P x .25R x .628"W.         |
| Interceptor, 1161m<br>U.S.A. 1159m.<br>U.K. 1128m.<br>Constellation.               | W.34396 | Timing Chain   | 110038. Endless 66 pitches.<br>.375"P x .25R x .225"W.                   |
| U.S.A. 1159m.  | W.39510 | Rear Chain.    | 110056. 110 pitches. (including spring link).<br>.625"P x .4"R x .380"W. |
| U.K. 1128m.  | W.37556 | Rear Chain.    | 110056. 101 pitches. (including spring link).<br>.625"P x .4"R x .380"W. |
| Constellation.   | W.38584 | Rear Chain.    | 110056. 100 pitches. (including spring link).<br>.625"P x .4"R x .380"W. |
| Clipper, 1157m.<br>Crus. Sports. 1151m.<br>Continental 1150m.<br>350 Bullet 1148m. | W.37131 | Timing Chain.  | 114500. Duplex Endless.<br>38 pitches.<br>8m/mP x .197"R x .340"W.       |
| Clipper, 1157m.<br>Crus. Sports 1151m.<br>Continental 1150m.<br>350 Bullet 1148m.  | W.37132 | Primary Chain. | 110038. Endless 70 pitches.<br>.375"P x .25"R x .225"W.                  |
| Clipper 1157m.<br>Crus. Sports 1151m.  | W.43156 | Rear Chain.    | 110046. 120 pitches. (including spring link).<br>.5"P x .335"R x .305"W. |

|                    |         |             |  |
|--------------------|---------|-------------|--|
| Turbo Twin 1160m.  | W.45187 | Rear Chain. | 110046. 124 pitches. (including spring link).<br>.5"P x .335"R x .305"W. |
| Continental 1150m. | W.47007 | Rear Chain. | 110046. 119 pitches. (including spring link).<br>.5"P x .335"R x .305"W. |
| 350 Bullet 1148m.  | W.47007 | Rear Chain. | 110046 119 pitches. (including spring link).<br>.5"P x .335"R x .305"W.  |

DIESEL CHAINS.

| Work No. | Maker & No.   | Size.   | Remarks.                           |
|----------|---------------|---|------------------------------------|
| DE 806   | Renold 114038 | 58 Links including<br>Spring Link x .250"R.     | Duplex, Camshaft<br>Driving Chain. |
| DE 807   | Renold 110038 | 50 Links x .250"R.                              | Endless Oil Pump<br>Driving Chain. |
| DE 4073  | Renold 110038 | 37 Links x .250"R.<br>including spring<br>link. | Oil Pump Driving<br>Chain.         |
|          |               |   |                                    |

THE ENFIELD CYCLE COMPANY LIMITED

FROM MAJOR V.T. MOUNTFORD,

TO MR. R. THOMAS.

Copy to : Mr. J. Freeman.

30th September, 1963

I give below details of matters raised with me during my recent visit to the U.S.A.

- 1) We are requested to fit petrol tap 46895 to all machines supplied to the U.S.A. - please arrange accordingly as soon as present stocks of the special U.S.A. tap are liquidated.
- 2) Messrs. Shores of Warren, Michigan, require a complete Schedule for the 1963 'FURY' Model.
- 3) Motorcycle Sales & Service of Revere, Mass., require a complete set of Schedules, including Engine Schedule for 750 c.c. Model, for all 1963 Models.
- 4) Please let me have four sets of Schedules, including Engines, for 1964 Models for transmission to Distributors.
- 5) I understand that no amendments to Schedules have been made, describing the latest type of clutch fitted to 750 c.c. Models, i.e. the one incorporating the Neoprene bearing instead of ball bearing. Please let me have a Schedule covering this modification.
- 6) We are requested to omit security bolts from the front wheels of 750 c.c. Models although the wheels are still required to be fitted with balance weights. Please apply this modification to all 750 c.c. Models for the 1964 Season.

*V. T. Mountford*  
V. T. Mountford.

*In CAEBunker  
is attending to  
this*

*PTFE?*

*9*

C O P Y

Mr. R. Thomas.

VTM/MMcG

12th December, 1963

TO :-

Mr. F.H. Cooper - Los Angeles.  
Mr. G. Shillingford - Philadelphia.  
Mr. J. Schotthoefer - Warren.

Dear

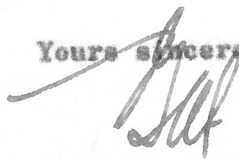
During my recent visit there were several comments regarding the stiff operation of front forks on 750 c.c. 'INTERCEPTOR' Models and upon my return to the Works, having investigated this, I find that this is not due to any mechanical stiffness but rather to the fact that as a result of recommendations made during the INDIAN regime, we fitted very strong fork springs.

It is our opinion that lighter springs would give a much smoother action to the forks without detriment to their performance.

Accordingly I have had some lighter springs manufactured and I am sending samples of these to you free of charge under separate cover. I would be glad if you would let me know if these are approved by you, and if they are satisfactory to all Distributors in the U.S.A. we could then arrange to fit them as soon as it is possible to change over production from the present type of spring.

Your early report following receipt of the springs would be appreciated.

Yours sincerely,





Telegrams  
CYCLES, REDDITCH

Telephone  
REDDITCH 4222 (9 Lines)

Manufacturers

of

**Royal**

**Enfield**

BICYCLES and  
MOTOR CYCLES

## THE ENFIELD CYCLE COMPANY LIMITED

Your Ref.

Our Ref. **VTM/McG**

HEAD OFFICE AND WORKS

REDDITCH

WORCS. ENGLAND

25th November, 1963

Mr. L.H. Davenport.

Mr. C. Greenwood.

Mr. J.J. Booker.

✓ Mr. R.T. Thomas.

Mr. G. Bromley.

Mr. G. Hunt.

Mr. G. Hill.

Mr. A. Brookes.

Buying Office.

### DIESEL SANCTIONS.

Further to my memo of the 18th November, we have now received the actual orders from the Admiralty for the 81 Engines referred to therein.

Will you please note that of the 25 VS.1. Mk.II.A. Single Cylinder '85' Engines - 20 are to be working engines and 5 spare. Running Hours Recorders are not required on the 5 spare Twin Cylinder Engines fitted with Parsons Gearboxes - please alter the list attached to my memo of the 18th November accordingly.

V. T. Mountford.



☐ Telegrams  
CYCLES, REDDITCH

☐ Telephone  
REDDITCH 4222 (9 Lines)

Manufacturers  
of  
**Royal**  
**Enfield**  
BICYCLES and  
MOTOR CYCLES

## THE ENFIELD CYCLE COMPANY LIMITED

Your Ref.  
Our Ref. **VTM/MMcG**

HEAD OFFICE AND WORKS  
REDDITCH  
WORCS. ENGLAND

**18th November, 1963**

Mr. L.H. Davenport,  
Mr. C. Greenwood,  
Mr. J.J. Booker,  
Mr. R.T. Thomas,  
Mr. G. Bromley,  
Mr. G. Hunt,  
Mr. G. Hill,  
Mr. A. Brookes,  
Buying Office.

---

### DIESEL SANCTIONS.

Further to my memo of the 31st October, I now enclose, herewith, a list giving details of orders which are expected in the immediate future from the Admiralty and the Sanctions which are affected.

It will, therefore, be necessary for these Sanctions to remain effective for the time being.

Actual orders have not yet been received, but in the meantime shortage lists should be prepared for components required.

V. T. Mountford,

## SANCTIONS.

H02.Mk.III A. with  
Parsons Gearbox.  
Qty. 30. 25 Wkg.  
5 Spare.

H02.Mk.III A. with  
Enfield Gearbox.  
Qty. 26. 21 Wkg.  
5 Spare.

VS.1. Mk.II.A.  
Qty. 25. 20 Wkg.  
5 Spare

|                                  |          |          |          |
|----------------------------------|----------|----------|----------|
| ENGINE.                          | 258 D.   | 258 D.   | 100 D.   |
| FLYWHEEL.                        | 93 D.    | 59 D.    | 62 D.    |
| FAN CASE.                        | 1638 C.  | 1638 C.  | 2524 C.  |
| RUNNING REC.                     | 118 D.*  | 118 D. * | 119 D.   |
| CAV STARTER ADAPTOR.             | 168 D.   | 168 D.   | 168 D.   |
| Start Pilot.                     | 173 D.   | 173 D.   | 174 D.   |
| AIR TRUNKS.                      | 194 D. * | 194 D. * | 86 D. *  |
| SUMP PUMP.                       | 43 D.    | 48 D.    | 32 D.    |
| FUEL PUMP.                       | 184 D.   | 184 D.   | 142 D.   |
| g. HANDLE.                       | 200 D. * | 200 D. * | 200 D. * |
| INST. PANEL.                     | 90 D. *  | 90 D. *  | 89 D. *  |
| GENER ETC.                       | 149 D.   | 149 D.   | 147 D.   |
| EX. ELBOW.                       | 51 D.    | 51 D.    | 120 D. * |
| MYG. FEET.                       | 47 D.    | 47 D.    | 87 D.    |
| O'R. CONTROL. <del>STARTER</del> | 124 D.   | 124 D.   | 88 D.    |
| O'R. CABLE.                      | 125 D.   | 125 D.   | 126 D.   |
| GEARBOX.                         | 217 D.   | 77 D.    | 76 D.    |
| HELL H'S'G.                      | -        | 64 D.    | 65 D.    |
| SPD. CONTROL.                    | -        | 58 D.    | 58 D. *  |

\* only on 25  
(not on 5 spare).

\* only on 21 - not  
required on 5 spare.

\* Not required on  
spare engines -  
qty. of working  
& spares order  
not known.



Telegram  
CYCLES, REDDITCH

Telephone  
REDDITCH 4222 (9 Lines)

Manufacturers  
of  
**Royal**  
**Enfield**  
BICYCLES and  
MOTOR CYCLES

## THE ENFIELD CYCLE COMPANY LIMITED

Your Ref.

Our Ref. **VTM/MMcG**

HEAD OFFICE AND WORKS  
REDDITCH  
WORCS. ENGLAND

8th November, 1963

Mr. J.J. Booker,  
Drawing Office,  
Mr. P. Gardner,  
Service Department,  
Mr. R.A. Wilson-Jones.

---

Copy to : Mr. M.V. Young.

With effect from Engine No. 15468, 750 c.c. 'INTERCEPTOR' Engines will be fitted with Inlet Cam No. 35344 and Exhaust Cam No. 35345.

The first of these Engines has been delivered by Westwood today.

V. T. Mountford.

RET/MM

8th November 1963.

To:- Major V.T. Mountford.

COMPARISON OF ENGLISH & AMERICAN INTERCEPTOR TELESCOPIC  
FRONT FORKS.

English Interceptors are fitted with .175" thick 'B' Quality Steel Main Tubes, the American version uses .106" thick Chrome Molybdenum.

The Lengths of Main Tubes, Fork Leg castings and lower spring Studs are the same on both models.

The Oil Control Collar inside the bottom end of the leg castings is  $\frac{1}{4}$ " shorter on the American fork than the English fork.

Thus the extended lengths of the forks are the same but the compressed length of the American is  $\frac{1}{4}$ " shorter than the English. The total movement for the American fork is  $5 \frac{7}{16}$ " and for the English it is  $5 \frac{3}{16}$ ".

The various spring rates are as follows:-

|                            |         |                  |  |
|----------------------------|---------|------------------|--|
| English Interceptor (Solo) | W.46615 | 30 lb/in.        | Free length = 21"                        |
| "                          | "       | (Sidecar)W.46901 | 47 to 51 lb/in. Free length=21"          |
| American                   | "       | W.41952          | 45 to 50 lb/in. " " = $21 \frac{1}{4}$ " |

Because of a different Spring Guide Nut the spring fitted to the American fork is pre-loaded  $\frac{7}{16}$ " more than that fitted to the English fork.

Therefore, when supporting an equal load, the American fork would be slightly longer than the English fork fitted with the sidecar spring.

Although both forks have leg castings of the same length, those fitted to the American model are the older type with mudguard fixing bosses at the rear; those fitted to the English model have bosses on the inside.

Conclusion.

The English Interceptor fork fitted with Sidecar spring W.46901

C/finued.

C/tnued.

and Head Bracket and Long Cover Tubes in place of the Casquette, could be used on the American models but there may not be sufficient clearance between the Fork Cover Tubes and the 3-50 x 19 tyre to use the latest leg castings with the mudguard brackets coming between the cover tubes and the tyre. There is very little clearance here with the 3.25 tyre.

The Sidecar spring W.46901 has never been used in production, a sample pair were given a short test two or three years ago but the results are now forgotten. As this spring is fairly highly stressed I suggest we get another pair tested before any decision is made.

COMPARISON OF ENGLISH & AMERICAN INTERCEPTOR TELESCOPIE FRONT FORKS.

English Interceptors are fitted with .175" thick 'B' Quality Steel Main Tubes, the American version uses .106" thick Chrome Molybdenum.

The Lengths of Main Tubes, Fork Leg castings and lower spring Studs are the same on both models.

The Oil Control Collar inside the bottom end of the leg castings is  $\frac{1}{4}$ " shorter on the American fork than the English fork.

Thus the extended lengths of the forks are the same but the compressed length of the American is  $\frac{1}{8}$ " shorter than the English.

The total movement for the American fork is  $5 \frac{7}{16}$ " and for the English it is  $5 \frac{3}{16}$ ".

The various spring rates are as follows:-

|                                    |                 |                        |
|------------------------------------|-----------------|------------------------|
| English Interceptor (Solo) W.46615 | 30 lb/in.       | Free length = 21"      |
| " " (Sidecar) W.46901              | 47 to 51 lb/in. | Free length = 21"      |
| American " W.41952                 | 45 to 50 lb/in. | " = 21 $\frac{1}{4}$ " |

Because of a different Spring Guide Nut the spring fitted to the American fork is pre-loaded  $\frac{7}{16}$ " more than that fitted to the English fork.

Therefore, when supporting an equal load, the American fork would be slightly longer than the English fork fitted with the sidecar spring.

Although both forks have leg castings of the same length, those fitted to the American model are the older type with mudguard fixing bosses at the rear; those fitted to the English model have bosses on the inside.

Conclusion.

The English Interceptor fork fitted with Sidecar spring W.46901

C/tnued.



1 Telegrams  
CYCLES, REDDITCH

1 Telephone  
REDDITCH 4222 (9 Lines)

Manufacturers  
of  
**Royal**  
**Enfield**  
BICYCLES and  
MOTOR CYCLES

## THE ENFIELD CYCLE COMPANY LIMITED

Your Ref. **VTM/MMcG**  
Our Ref.

HEAD OFFICE AND WORKS  
REDDITCH  
WORCS. ENGLAND  
28th October, 1963

Mr. G.H. Baker,  
Mr. J.J. Booker,  
Mr. G. Bromley,  
Mr. C. Greenwood,  
Mr. G. Hill,  
Mr. R. Thomas.

I give below an extract from a letter received from The Birco Motor Cylinder Co., Ltd., which refers to the cast iron Diesel Cylinder Barrels :-

"We are at this moment producing castings to your Part No. DE.5439, from wooden pattern equipment and we consider it essential if this casting is to remain in regular production that metal patterns be provided at the earliest possible moment. We also recommend that a batch of approximately 50 castings which we have already produced against the outstanding order for 250 be machined as a preproduction batch before we proceed with completion of the order."

Would you please let me have your comments.

V. T. Mountford.



Telegram  
CYCLES, REDDITCH

Telephone  
REDDITCH 4222 (9 Lines)

Manufacturers  
of  
**Royal**  
**Enfield**  
BICYCLES and  
MOTOR CYCLES

**THE ENFIELD CYCLE COMPANY LIMITED**

Your Ref.  
Our Ref. **VTM/MMcG**

HEAD OFFICE AND WORKS  
REDDITCH  
WORCS. ENGLAND

4th October, 1963

The Drawing Office.

---

I confirm having requested you to make the following alterations to present Sanctions :

SANCTION 1159 - 1964 U.S.A. 'INTERCEPTOR' :

Increased by 150, making a total of 450.

SANCTION 1128 - 1964 U.K. 'INTERCEPTOR' :

Reduced by 100, making a total of 59. *54*

The following Sanctions may be regarded as cancelled and balanced items arising taking into consideration in the above alterations.

SANCTIONS NOS : 1155, ~~1097~~ & 1130.

*1096*

  
V. T. Mountford.

c.c. Mrs. M. Ford - Buying Office.  
Mr. G.H. Baker - Works Manager.

---

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**

FROM.....Mr. R.E. Thomas.....

TO...Major...V.T. Mountford.....

.....Chief Designer.....

.....Thursday, August 1st, .....19 63.

Mr. Firth on his visit to the works, requested us to replace the decompressor assembly in the cylinder head of "Pashley" engines by a plug. I have made a drawing W.48058 of a plug which will replace the decompressor assembly on the last 45 sets. The decompressor lever will not be fitted on the handlebars.

.....

THE ENFIELD CYCLE COMPANY LIMITED

From MAJOR V.T. MOUNTFORD.

To MR. C.A.E. BOOKER,

✓ MR. R. THOMAS.

14th August, 1963

We have been advised by Mr. V.L. Young, Westwood, that the first Alternator Adaptors, Part No. 46188, have now been fitted to the Constellation Sidecar and Meteor Minor Models, details of the engine numbers are given below :-

Constellation Sidecar.  
Meteor Minor.

SCA. 11205.  
EB. or EBX. 35580.  
(E.B. = Home Market).  
(EBX. = U.S.A. Market).

As the alteration does not make any difference to Interceptor Engines, the number to which 46188 is fitted does not need to be recorded.

P.P. *M.T.M.*  
V. T. Mountford.

THE ENFIELD CYCLE COMPANY LIMITED

From MAJOR V. T. MOUNTFORD.

To MR. R. THOMAS.

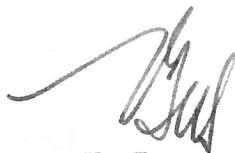
29th July, 1963

The following is an extract from a letter received from Shores Motors, Warren, Michigan, U.S.A.

"In your specification sheet of July 3rd, 1963, you make no mention of an air cleaner on the INTERCEPTOR Models. We are experiencing carburettor slide hanging open due to excessive dust. Here again I realize this presents a problem to you, the manufacturer, in keeping down costs. But, by the same token if we are to be able to sell a less troublesome and a more efficient machine it is necessary to change the compact to incorporate an air filter. Would it not be possible fitting a manifold close to the very top using two spigots with a short rubber connector to the carburettors? Or, would it incur a great expense to possibly lever the compact and fit the filter right in the left cover? It occurs to me that a large area element would work in the cover using a sponge rubber seal, that when tightening the cover down it would seal off any possible entrance of dirt etc."

Would you please investigate this.

*Not possible without alterations to  
toolbox*



V. T. Mountford.

THE ENFIELD CYCLE COMPANY LIMITED

FROM... MAJOR V. T. MOUNTFORD.....

TO MR. J. J. ROOKER.....

✓ MR. R. THOMAS.....

MR. R. A. WILSON-JONES.....

Copy to :

Mr. G.H. Baker.

15th July, 1963

19

As a result of the sound level tests carried out at M.I.R.A. last week, it is confirmed that the new silencer referred to as 'Police type' will be fitted to all Models, except the 250 CLIPPER, on which the present Burgess silencer gives the desired effect.

*Americans.*

*R & L Hand & Newby Ltd. Ex. Pipes*



V. T. Mountford.

7