

means you have a system where it's either all on or all off — the neatest way. It also means that you can risk not using the expensive zener. Load enough lights into the circuit and you can soak up enough to avoid frying the battery when it's on; when it's off the system is inert, so the battery just gets used for the mercury switch stop lamp. Bulb horns are increasingly replacing the complex and unreliable electrical type these days, so the battery should have an easy life, sitting on the rubber mounts you've cunningly made up.

The hallucination is completed by the addition of rear-sets and clip-ons,

while a cheap racing seat will butt up to the MSS tank very nicely. Fitting clip-ons can seem a problem considering the unique Royal Enfield alloy steering head thing. No sweat — below the top yoke it's unstressed, so you can cut out a suitably shaped piece to take the clip-ons. Rear-sets screw neatly into the sidecar lugs, thoughtfully provided on both sides of the bike, and the pillion footrests lugs double up really well as rear brake lever pivots and so on.

Purists would, of course, paint the whole thing Valspar yellow and terrorise small villages, but if you're not into all this nostalgia stuff and just

want to use the bike in 1978, all the performance improvements can be incorporated at any stage that you choose without actually altering its appearance. The Norton forks, remember, were Enfield's idea. The result will be a Royal Enfield Bullet that goes faster, sounds nicer, handles better and doesn't leak oil. The lights will work and you'll be able to do huge journeys on it with a complete lack of paranoia. All the bits are being made, they still cost less than the equivalents for an MZ, and it's an English four-stroke single. Yeah, no doubt about it, definitive English Working Bike.

# Race-Proven...



STILL not a believer? You just can't picture the homely Bullet as a brisk and reliable all-round runner? Then take note of the achievements of one Steve Linsdell, of Westoning, Bedfordshire.

Steve bought a 1950 Bullet for ten quid some three years ago, and has so transformed the bike that he has become the hot man to beat in the pre-1953 350cc class at vintage race meetings. In two seasons he's claimed 11 victories, and on one occasion on the long circuit at Cadwell finished second to Mick Broom's ultra-quick 650 Triumph in an unlimited event. 'In that race there were 22 bikes with engines larger than mine,' reports Steve.

Most of the £150 Steve has spent on his bike was absorbed by new tyres and alloy rims. Running a 9.3:1 compression ratio, the engine is revved to a maximum of 7000, which means the bike is almost certainly capable of an honest ton-plus. 'At Silverstone the other day I got it up to 7000 in top, which represented 107 mph on the gearing I was running,' said Steve.

While only small sums have been spent on the engine itself, many man-hours have been invested in setting it up. Mods include a larger inlet valve and an opened-up inlet port, a skimmed head, and home-ground cams. A pre-war solid-skirt Enfield piston is used to reach that higher compression, while the big end bushing has been replaced by a caged-roller affair which is believed to have originated from a 500 Bullet.

Next season Steve intends to continue to embarrass 7R Ajays and 350 Manx Nortons with the Bullet, and also hopes to upset the Vincent-Triumph domination of the



Above: Steve Linsdell and the racing Bullet renovated from a £10 hack.

Top: writer Royce Creasey says Bullets can be quick: racer Steve Linsdell proves the point.

open class in vintage racing. 'I'd like to put together one of the 700 twins for post-vintage events,' he revealed. As the larger Enfields were basically doubled-up Bullets, Steve's expertise with the marque could shake a few reputations in '79.