

have never really impressed. Team Linsdell has gone about changing the 700's reputation in characteristic fashion. Rather than try and make an already powerful motor go faster, they have concentrated largely on making it stay in one piece. Thus the top end of the machine is almost standard. You can imagine that ports and seats, valves and guides, are carefully cleaned with just the right amount of polish in just the right places, but nothing more. There are no oversize valves or reshaped ports. Pistons are from Triumph, but not especially for higher compression, it's just that they are solid-skirt and thus don't break up like the originals tend to. Breathing arrangements are also virtually standard, although Steve has modified the inlet cams.

Why is it so fast then? Well, the big Enfields were always rapid, it's just that they went bang. It's when you start talking about how this engine has been prevented from going bang that Team Linsdell get a bit evasive and start smiling at the sky. But you get a clue by looking at the transparent window where the oil filler used to be. Questions about the lubrication arrangements didn't get me very far. 'It's a pretty much completely different oil system' said Steve — smiling at the sky. Only other clues are that it produces a genuine 60lb of pressure during a race and uses standard pumps — well, Enfield pumps anyway. Apparently

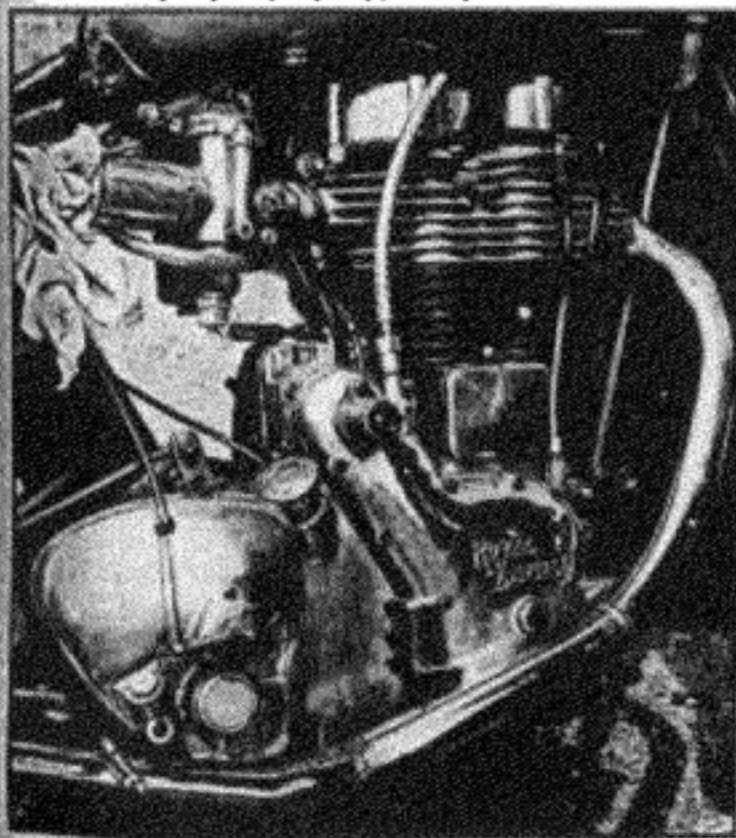
the usual big Enfield snag, overheating of the oil, isn't a problem on short circuits, where the engine doesn't run long enough to cause any problems, but an oil cooler may be fitted for longer distances. The rest of the motor looks totally standard.

I was surprised to find that the Meteor uses the old clutch, rather than the splined unit fitted to the Series 2 Interceptor tested in *Classic Bike* recently. But the original parts prove quite suitable for racing and in fact the 350 clutch, with one less plate, has been successfully used on the 700. Primary chain adjustment is taken care of on the big bike by shimming the gearbox away from the engine, as it was felt that the normal slipper adjustment was unreliable and likely to pull out of the case, something I've had happen myself. It's clear wherever you look on these bikes that major effort has been expended on making them completely reliable, ensuring that the available potential can be used to the full without disaster; you have to finish to win!

This equipte is a real encouragement to the would-be post-vintage racer, mainly 'cos the effort wasn't put together with huge quantities of money. By choosing a cooking bike, rather than an ultra-temperamental 20-year-old racer that only about three people in the world know how to set up, and then concentrating on making it reliable. Steve

and Simon have taken the nearest route to the silverware. When I asked about the costs of the operation, it soon became clear that what really hurt were the alloy wheels and Michelin tyres, a minute amount of money in real racer terms, but the sort of bread that ordinary humans have to work hard and save up for. Even the rear struts are the old oil type rather than the latest gas-operated gadgets, and really what has gone into these bikes is a tremendous amount of hard and thoughtful work. 'A winter's effort,' as Steve puts it.

These Enfields go a long way to proving that anyone who can ride as well as Steve and find a tech man as good as Simon can win races on an ordinary bike like the 700 Enfield. All it'll take is that small but significant amount of money, several months of unremitting labour, and an intimate understanding of the chosen bike. Maybe you think you're in this category, and that you know as much about Enfields as anyone, and maybe it's true. In which case I guess Steve will just have to drag out his next secret weapon. You didn't know that Enfield made an 800cc prototype? They built just one engine and a couple of sets of cases. L & D Motors in Bristol, who incidentally supplied the close-ratio box used on the 700, had some of the bits, Steve had some more. Guess who is currently in possession of what is almost certainly the world's only 800cc Enfield twin?



Above: Behind the Bullet externals lurks a steel con rod. Note installation of flexible oil lines. Above right: Steve unwinds the 700. Right: The Linsdell stable at rest.

