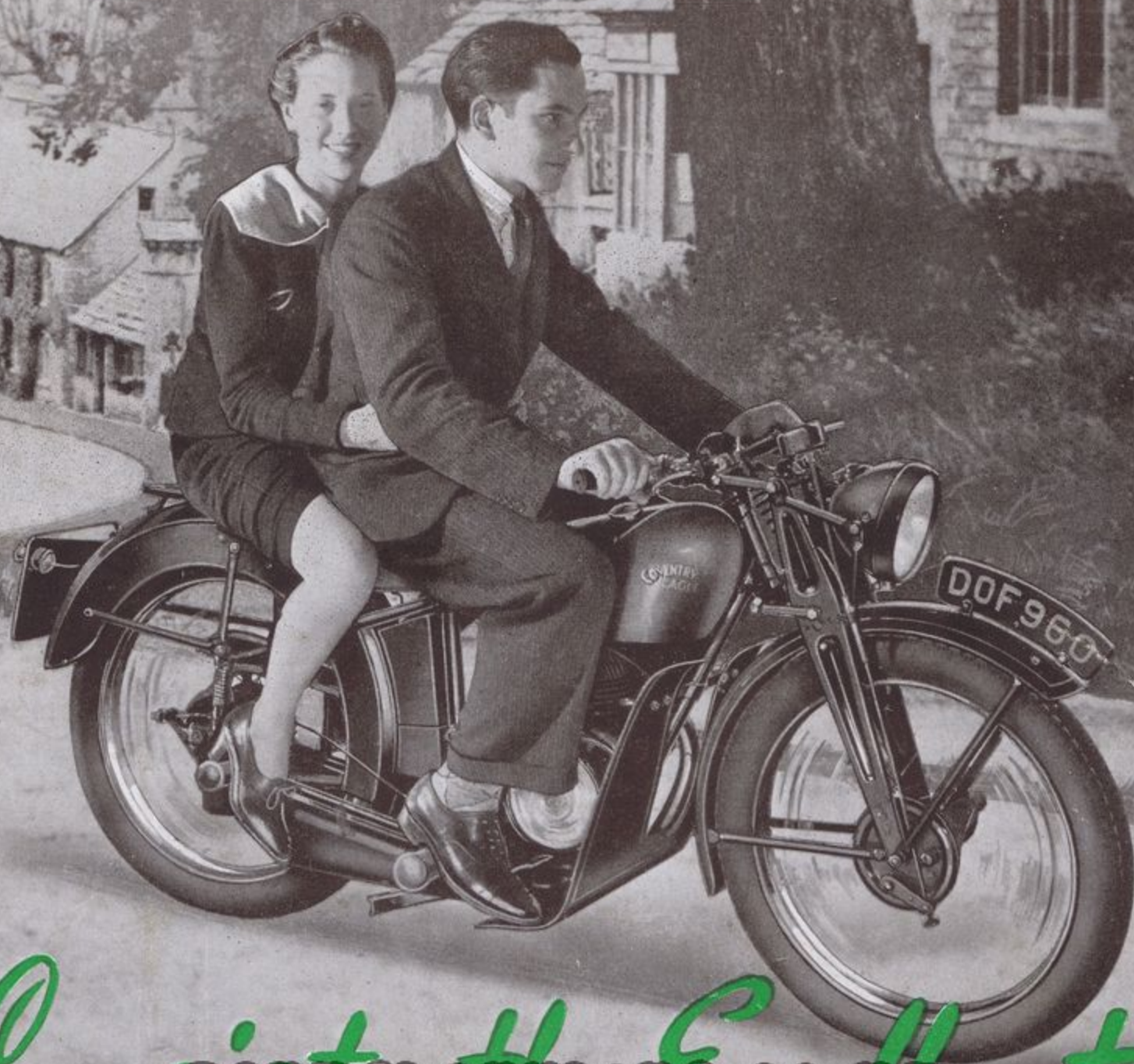


Coventry.

EAGLE

MOTOR CYCLES

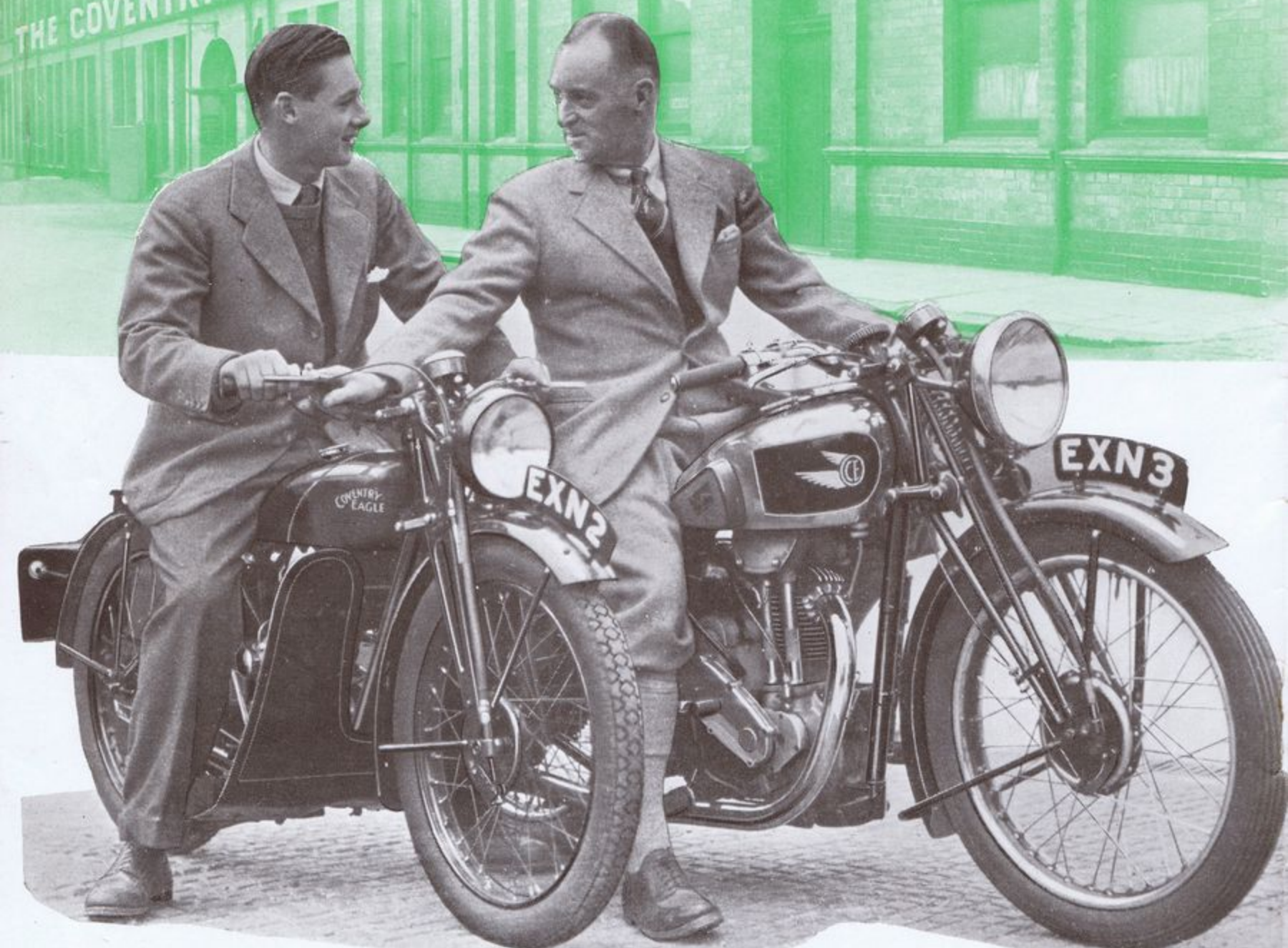


Consistently Excellent

Barnstoppers.co.nz

SIR MALCOLM CAMPBELL

THE COVENTRY-EAGLE CYCLE & MOTOR CO LTD



Photograph above shows Coventry-Eagle's additional factory—Lincoln Street Works, Coventry, purchased from the Singer Motor Co. Ltd.

BARNSTOCKMANS.CO.UK

HEAD OFFICE AND WORKS:
THE COVENTRY-EAGLE CYCLE & MOTOR CO. Ltd., BISHOPGATE GREEN WORKS, COVENTRY

'Grams: "EAGLE, COVENTRY"

'Phone: COVENTRY 4017, 4018 and 4019

NOTICE

We do not appoint agents for the sale on our behalf of our motor cycles or other goods, but we assign to motor cycle Dealers areas in which we supply to such Dealers exclusively for re-sale in such areas. No such Dealer is authorised to transact any business, give any warranty, make any representations, or incur any liability on our behalf.

CONDITIONS OF SALE AND GUARANTEE

We give the following guarantee with our motor cycles, motor cycle combinations and sidecars, including all accessories and component parts other than tyres, saddles, chains and lighting and electrical equipment, and other than accessories and component parts supplied to the order of the Purchaser and differing from those comprised in the standard specification supplied with our motor cycles, motor cycle combinations and sidecars, but including accessories and parts supplied by way of exchange as hereinafter provided. This guarantee is given in place of any implied conditions or warranties or any liability whatsoever statutory or otherwise; no guarantee except that hereinafter contained and no condition or warranty whatsoever statutory or otherwise is given or is to be implied, nor are we to be under any liability whatsoever except under the guarantee hereinafter contained. Any statement, description, condition or representation contained in any catalogue, advertisement, leaflet or other publication shall not be construed as enlarging, varying or overriding anything herein contained. In the case of machines (a) which have been used for "hiring out" purposes or (b) any motor cycle and/or sidecar used for any dirt track, cinder track or grass track racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition), or (c) machines from which the trade mark, name or manufacturing number has been altered or removed or (d) any machines in which parts have been used not supplied by or approved by the motor cycle manufacturer or (e) any machine from which the silencing system as fitted by the manufacturer has been partially or wholly removed or interfered with, no guarantee, condition or warranty of any kind statutory or otherwise is given or is to be implied nor are we to be under any liability whatsoever in respect of any such machine.

We guarantee, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for six months only from date of purchase or date of exchange in case of any accessory or part supplied by way of exchange as hereinafter provided, and damages for which we make ourselves responsible under this guarantee are limited to the free repair of or supply of a new part or accessory in exchange for the part of the motor cycle, motor cycle combination or sidecar or accessory which may have proved defective. We undertake, subject to the conditions mentioned below, to make good in manner aforesaid any part or accessory covered by this guarantee which has proved defective within the said period of six months. We do not undertake to replace or refix, or bear the cost of replacing or refixing any such new part of accessory in the motor cycle, motor cycle combination or sidecar. As motor cycles, motor cycle combinations and sidecars are easily liable to derangement by neglect or misuse this guarantee does not apply to defects caused by wear and tear, misuse or neglect. The term "misuse" shall include amongst others the following acts:—

1. The attaching of a sidecar to a motor cycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden.
2. The use of a motor cycle or of a motor cycle and sidecar combined, when carrying more persons or a greater weight than that for which the machine was designed by the manufacturers.
3. The attaching of a sidecar to a motor cycle by any form of attachment not provided, supplied, or approved by the manufacturers, or to a motor cycle which is not designed for such use.

We do not guarantee tyres, saddles, chains or lighting and electrical equipment, or any accessories or component parts supplied to the order of the Purchaser differing from those comprised in the standard specifications supplied with our motor cycles, motor cycle combinations or sidecars. As regards all such tyres, saddles, chains, lighting and electrical equipment, accessories and component parts, no guarantee, conditions or warranty of any kind statutory or otherwise is given or is to be implied, and we are to be under no liability whatsoever in respect thereof.

CONDITIONS OF GUARANTEE

If a defective part or accessory should be found in our motor cycles, motor cycle combinations or sidecars, or in any part of accessory supplied by way of exchange as before provided, it must be sent to us CARRIAGE PAID and accompanied by an intimation from the owner that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the date of the purchase or the date when the alleged defective part or accessory was exchanged as the case may be.

Failing compliance with the above, such articles will lie here at THE RISK OF THE OWNER, and this guarantee and any implied guarantee, warranty or condition shall not be enforceable.

REPAIRS

Any motor cycle, motor cycle combination or sidecar sent to us to be plated, enamelled or repaired will be repaired upon the following conditions, i.e., we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed, and this guarantee is in lieu and in exclusion of all conditions and warranties statutory or otherwise and all liabilities whatsoever and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

GENERAL INFORMATION

MODEL	Wheel Base	Overall Length	Saddle Height	Ground Clearance	Petrol Consumption	Compression Ratio	Gear Ratios				Net Weight	Net Weight
							Top	Third	Second	Bottom		
	ins.	ins.	ins.	ins.	m.p.g.						lbs.	Kilos.
Q.1	48½	76	26½	4½	100-120	5	6.9	—	10.8	19.1	174	78.9
Q.2	48½	76	26½	4½	100-120	5	6.9	—	10.8	19.1	184	83.4
Q.3	48½	76	26½	4½	90-100	5	5.5	—	8.6	15.3	184	83.4
Q.4	48½	76	26½	4½	90-100	5	5.5	—	8.6	15.3	198	89.7
Q.5	50	78	27½	5	85-95	5	5.5	—	8.6	15.3	243	110.1
Q.6	50	78	27½	6½	85-95	5	5.5	—	8.6	15.3	238	107.8
Q.7	46	73½	25½	6	120-140	5	7.8	—	12.6	22.7	128	58
Q.8	46	73	25½	6	120-140	5	7.8	—	12.6	22.7	129	58.5
Q.9	46	73½	25½	6	120-140	5	7.8	—	12.6	22.7	137	62.1
Q.10	46	73	25½	6	120-140	5	7.8	—	12.6	22.7	137	62.1
Q.25	52½	80	27	6	95-100	6.8	5.9	7.9	11.0	17.0	305	138.2
Q.35	52½	80	27	6	90-95	6.5	5.6	7.5	10.0	16.0	333	150.9
Q.50	52½	80	27	6	80-85	6.2	4.8	6.5	8.6	14.0	353	159.9

EXTRAS

Smith's Illuminated Speedometer (Lightweight, 55 m.p.h.), Non-Trip	£1 15 0	The "Pullman" Pillion Seat (adjustable) on all Models	15 6
Smith's Illuminated Speedometer (80 m.p.h.), Non-Trip	£2 5 0	The "Popular" (oblong) Pillion Seat (adjustable) on any Model	11 0
Smith's Illuminated Speedometer (80 m.p.h.), Trip	£2 10 0	Pillion Footrests (per pair)	4 9
Smith's Illuminated Speedometer (120 m.p.h.), Trip	£2 15 0	Stop Light in lieu of Rear Light	8 6

The Prices and Specifications in this Catalogue are subject to alteration without notice or advice.

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rides a *Coventry* · **EAGLE**

Imagine our
delight when
we received an
order from Sir
Malcolm
Campbell!

**This is what he wrote after taking
[delivery of two machines (one for
his own riding and one for his son) :**

169, Piccadilly, London, W.1.

20th April, 1938.

“ As I managed to cover about 150 miles during the week-end on the Coventry-Eagle Motor Cycle, my son accompanying me on his lightweight machine, my impressions might be of interest to you . . .

WHEN RIDING YOUR MACHINE, I WAS GREATLY IMPRESSED WITH ITS AMAZING STABILITY, COMFORT AND CONTROLLABILITY . . .

. . . . I still possess the “ speed-bug ” and motor cycling is such a sporting affair, as the exhilarating effect of flying through the air is great.

All my old zest has now come back, and I realize what fun

I have lost in the years that have gone by.

My boy is equally enthusiastic. He got on with the lightweight extremely well, and although he drives a car excellently, he likes motor cycling much better.

I have also ridden the lightweight and I must say that it is a rattling good little machine, and considering its small engine, it is capable of putting up a very fine performance . . .

It rather looks as if I shall have to order another model from you in the near future . .

I would like to compliment you upon producing a machine which possesses such a high factor of safety; it is an extremely fine motor cycle.”



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Coventry **EAGLE** Motor Cycles *for work or pleasure*

We, of the Coventry-EAGLE Company, want you to have the type of motor cycle that really suits you best, whether you are interested in motor cycling for work or pleasure ; so we have provided for the enthusiast as he progresses step by step from the Lightweight up to the "Speed Merchant's" mount. We are out first to make you a satisfied customer ; we are far less concerned with what you pay for your machine.

give yeoman service

Our Motor Cycles are daily giving yeoman service in all corners of the Globe, and because of this our Sales and Goodwill have increased each year.

Made in 2 Factories

We announced to you in our last Catalogue Edition our acquisition of the Singer Works in Lincoln Street, Coventry, and this addition to our original Modern Factory has enabled us to deal smoothly and efficiently with our increased business.

and sold by reliable dealers

We have had a surprising demand for Motor Cycles this last year and, in extending our appreciation to the Motor Cycle Public, we must not forget to thank our many loyal Dealers whose activities contributed to make this possible. We are proud of our Dealers. The majority of them have held our Agency for many, many years. They are our friends and through them we make you, Mr. Rider, a further friend.

who help and advise.

Any Coventry-EAGLE Dealer who is authorized to handle our Sales and Services for your district is ready to help and advise you in selecting the correct machine for your requirements from the following pages . . . just as, after you have acquired your machine, he will be on the spot to assist you in any way.

Finally,

Finally, we feel that our **Pressed Steel Frame** and our **Spring Frame** deserve special mention. The former has been proved by 10 years' service and is unbreakable. The latter is introduced on our famous Cadet model for the first time this year, and represents another great stride forward in lightweight design.

our Successes

The following Recent Successes in Speed Trials, etc., have been brought to our notice by private Coventry-EAGLE owners :—

Private Riders of Coventry-EAGLES have secured numerous successes in recent Reliability Trials, including a Silver Cup in the Scottish Six Days, the Francis-Barnett Cup in the Victory Trial, a Cup in the Ace M.D.T. Trial, the Bettman Cup and Jack Marshall Cup in the Ace Scramble, and a Silver Cup in the Newnham Grass Meeting, and First-class Awards in the Scott Trial, the Colmore Trial, the Cotswold Trial, the Alec Ross, the Sunbeam 200, the Manville Cup Trial, and other events of lesser importance.

barnstomiers.co.nz

How to choose your

THE "CADET" LIGHTWEIGHT MODEL

(Models Q.7, Q.8, Q.9, and Q.10)

The "Last Word" in Ultra Lightweight Motor Cycles. We introduced this model last year and it met with instantaneous success. We have now added the **New Sprung Rear Wheel**, Models Q.9 and Q.10, to this range, and we can assure you that wherever that little bit of extra Riding Comfort is desired, these two models more than adequately "Fill the Bill."

THE LIGHT UTILITY MODELS

(Models Q.1, Q.2, Q.3, and Q.4)

Embracing the famous 148 c.c. and 250 c.c. Villiers engine, this splendid range of Utility Models has stood the great test of time, and year by year we have made considerable improvements on them. This new season we are pleased to announce the incorporation of a redesigned Exhaust System, which now comprises two handsome chromium-plated pipes together with two chromium-plated final expansion chambers. These on test have proved increased silence, considerably increased power, and lower petrol consumption.

THE TOURING MODELS

(Models Q.5, and Q.6)

Incorporate the famous 250 c.c. Villiers engines, but have the advantage of the larger Channel Steel Frame and more comprehensive equipment, and they also have the advantage of the new Exhaust System mentioned in the Utility Range.

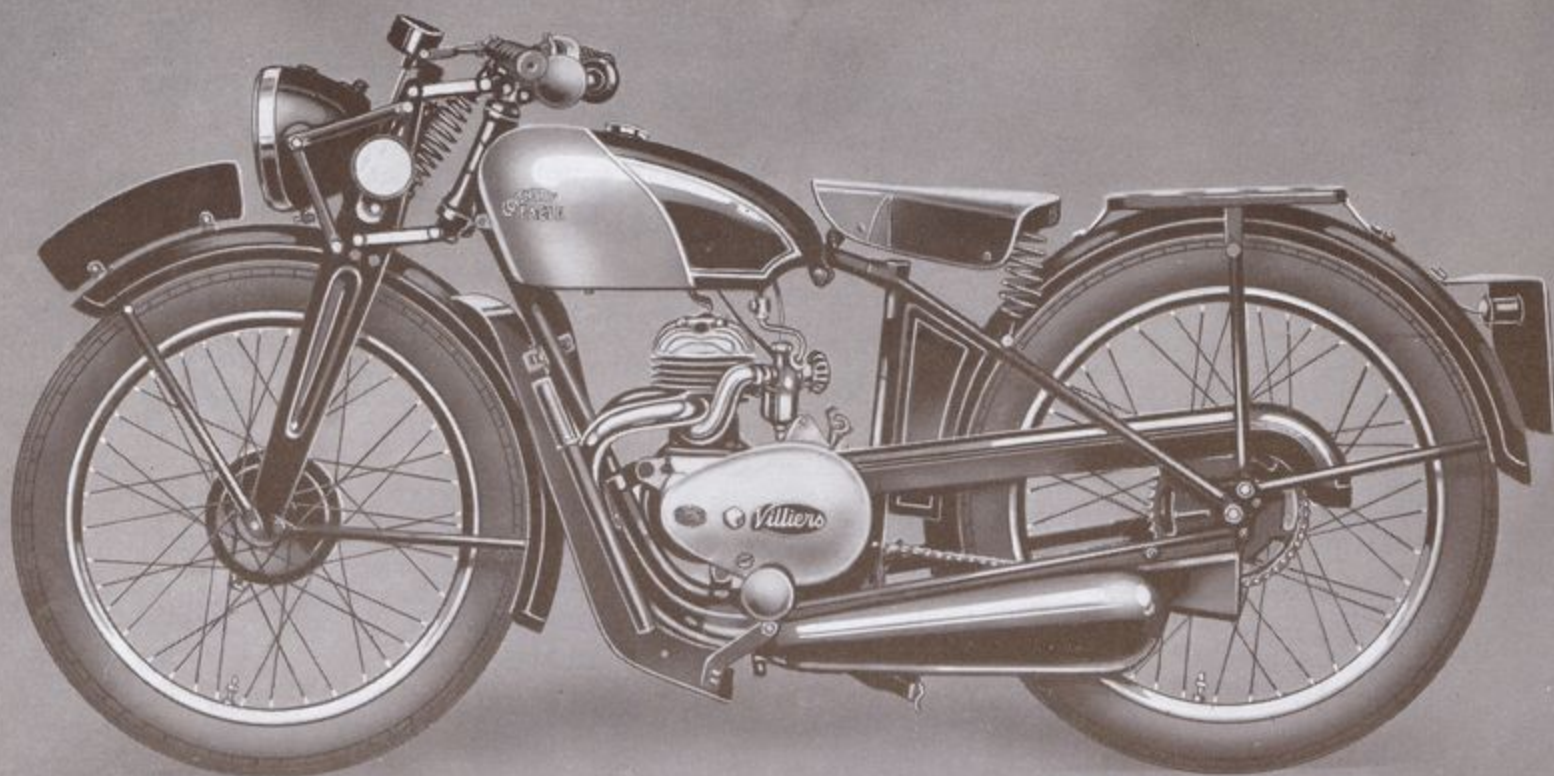
THE FAST TOURING SPORTS MODELS

(Models Q.25, Q.35, and Q.50)

Have also met with great success, and owners have repeatedly extolled their wonderful acceleration, speed, and road-holding performance. Not a detail in design or refinement has been omitted from these "Kings of the Road."

Coventry **FASTER**

BARNSTORMERS.CO.NZ



The *Coventry* **EAGLE** *Cadet*

MODEL Q.7 (98 c.c.)
Bore 50 m/m. Stroke 50 m/m

MODEL Q.8 (125 c.c.)
Bore 50 m/m. Stroke 62 m/m

£25 : 10 : 0

OR BY GRADUAL PAYMENTS

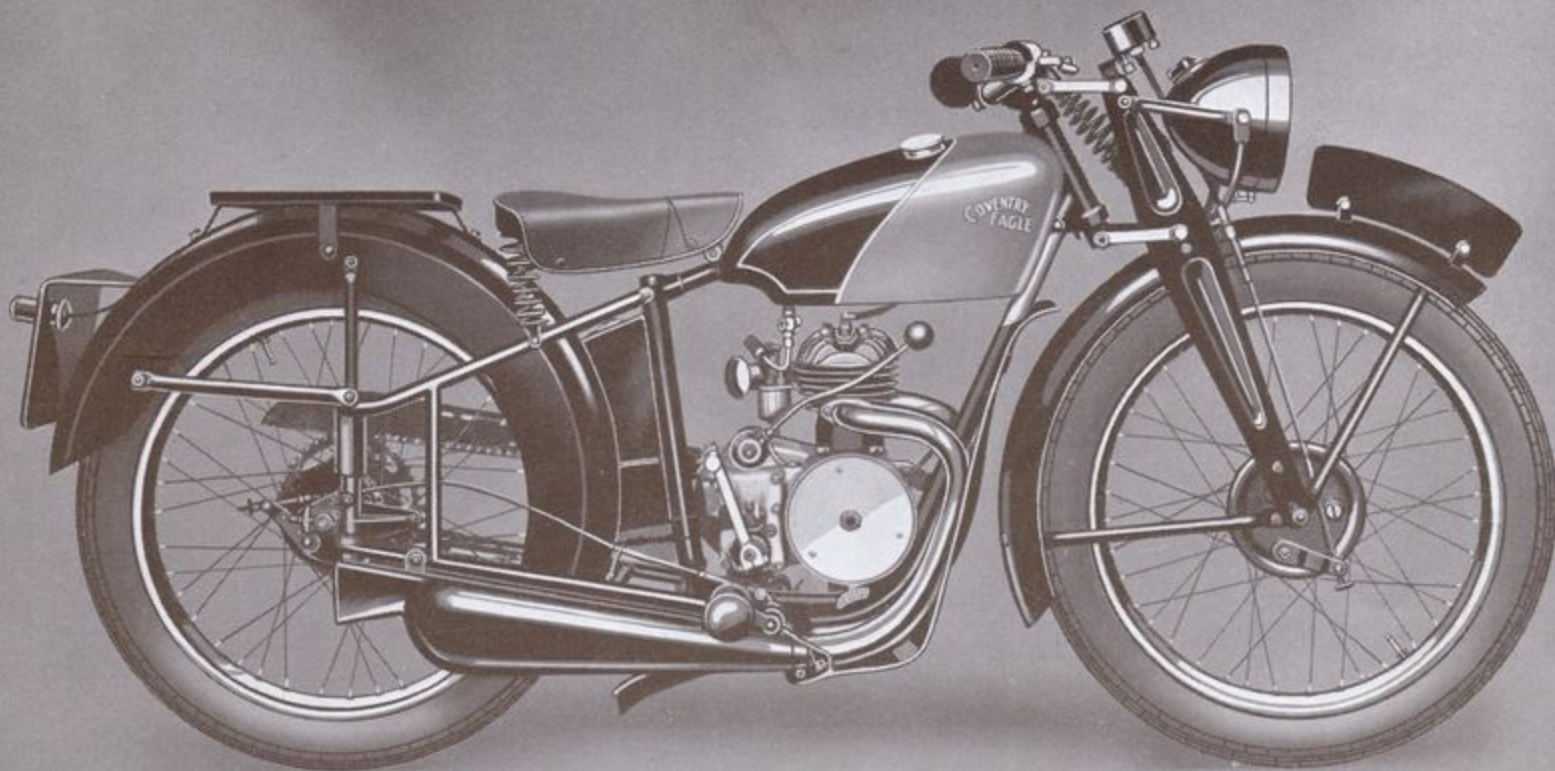
S P E C I F I C A T I O N

ENGINE.—Villiers 98 c.c. or 125 c.c. two-stroke two port engine unit with three-speed gear. The latest flat-top piston design. Ball and roller bearings throughout. Gearbox of the sliding dog type with smooth single-plate clutch. The primary chain is totally enclosed in aluminium case and runs in an oilbath. **TRANSMISSION.**—Very strong, $\frac{1}{2}$ in. \times $\frac{3}{16}$ in. rear chain. **EXHAUST SYSTEM.**—Two exhaust pipes with efficient silencers. Very quiet. **FRAME.**—Built of finest British tubing, brazed-up throughout. Designed to give low and comfortable riding position with easy steering. **FORK.**—Front forks registered design, with channel steel sides, connected by lugs, giving girder construction. **WHEELS.**—Built with strong spokes and rims and fitted with extra large and comfortable "Firestone" tyres, 25 in. \times 2.75 in. **TANK.**—Redesigned bulbous saddle tank, suitable for Petroil mixture, holding $2\frac{1}{4}$ gallons. **CARBURETTOR.**—Villiers automatic, with single lever control, with a really efficient air intake filter and fitted with a device for easy starting. **IGNITION.**—Villiers high-tension magneto ignition. **LIGHTING.**—Direct lighting from flywheel dynamo and cobalt steel magnets, giving large output. 7 in. headlamp with independent parking light, operated by instantly replaceable dry battery in headlamp. **BRAKES.**—Powerful internal expanding, front and rear. Finger adjustment provided in each case. **SADDLE.**—Lycett's comfortable spring seat. **HANDLEBARS.**—Adjustable for angle and reach. Comfortable rubber grips. **MUDGUARDS.**—Wide section steel guards with strong stays. **CARRIER.**—Strong steel carrier. **STAND.**—Strong spring-up centre stand. **EQUIPMENT.**—Toolkit, licence holder, celluloid pump, metal toolbox, and legshields. **WEIGHT.**—Approx. 135 lbs.

There is no need to fit a Speedometer to Model Q7.

N.B.—English and Scottish orders for Q.8, 125 c.c., are equipped with Smith's illuminated speedometer (lightweight, 55 m.p.h.), to comply with the law, at an extra cost of £1-15-0.

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MODEL Q.9 (98 c.c.)

Bore 50 m/m. Stroke 50 m/m

MODEL Q.10 (125 c.c.)

Bore 50 m/m. Stroke 62 m/m

£27 : 10 : 0

OR BY GRADUAL PAYMENTS

The *Coventry* **EAGLE** *Cadet* **SPRING FRAME**

A REVELATION
IN LIGHTWEIGHT
COMFORT

S P E C I F I C A T I O N

ENGINE.—Villiers 98 c.c. or 125 c.c. two-stroke two-port engine unit with three-speed gear. The latest flat-top piston design. Ball and roller bearings throughout. Gearbox of the sliding dog type with smooth single-plate clutch. The primary chain is totally enclosed in aluminium case and runs in an oilbath. **TRANSMISSION.**—Very strong, $\frac{1}{2}$ in. \times $\frac{3}{16}$ in. rear chain.

EXHAUST SYSTEM.—Two exhaust pipes with efficient silencers. Very quiet. **FRAME.**—Built of finest British tubing, incorporating rear fork ends, which reciprocate on large diameter spindles, acting with compression springs and indiarubber rebound buffers. So designed that the rear chain centres do not vary, and to give low and comfortable riding position with easy steering. **FORK.**—Front forks registered design, with channel steel sides, connected by lugs, giving girder construction. **WHEELS.**—Built with strong spokes and rims and fitted with extra large and comfortable "Firestone" tyres, 25 in. \times 2.75 in.

TANK.—Redesigned bulbous saddle tank, suitable for Petroil mixture, holding 2 $\frac{1}{4}$ gallons. **CARBURETTOR.**—Villiers automatic, with single lever control with a really efficient air intake filter and fitted with a device for easy starting. **IGNITION.**—Villiers high-tension magneto ignition.

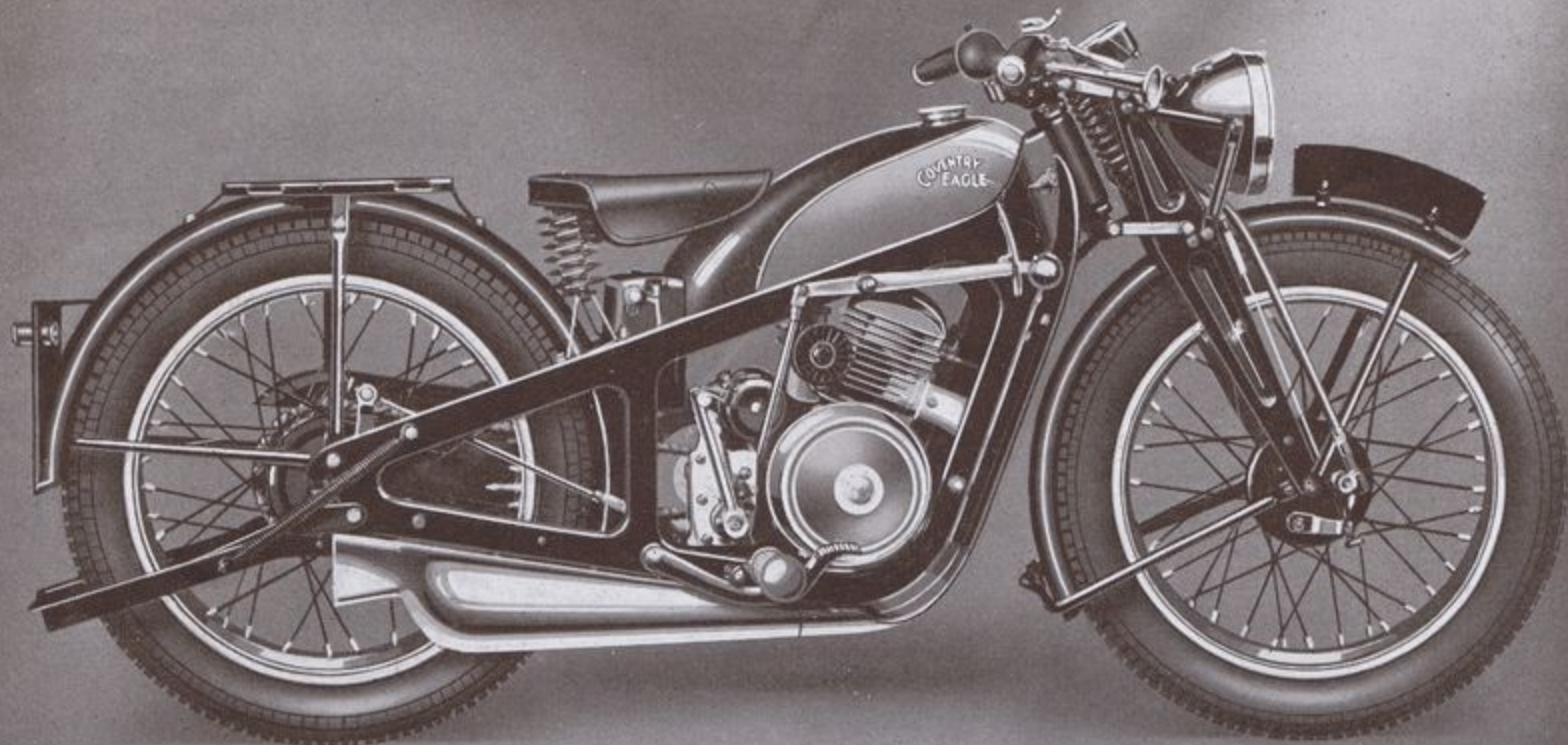
LIGHTING.—Direct lighting from flywheel dynamo and cobalt steel magnets, giving large output. 7 in. headlamp with independent parking light, operated by instantly replaceable dry battery in headlamp. **BRAKES.**—Powerful internal expanding, front and rear. Finger adjustment provided in each case. **SADDLE.**—Lycett's comfortable spring seat. **HANDLE-**

BAR.—Adjustable for angle and reach. Comfortable rubber grips. **MUDGUARDS.**—Wide section steel guards with strong stays. **CARRIER.**—Strong steel carrier. **STAND.**—Strong spring-up centre stand. **EQUIPMENT.**—Toolkit, licence holder, celluloid pump, metal toolbox, and legshields. **WEIGHT.**—Approx. 137 lbs.

MOST IMPORTANT.—This machine has been built for solo use. Should it be required for pillion riding, stronger rear springs, a comfortable pillion seat and footrests can be supplied at 17/6 extra.

There is no need to fit a Speedometer to Model Q9.
N.B.—English and Scottish orders for Q.10 125 c.c. are equipped with Smith's Illuminated Speedometer (Lightweight 55 m.p.h.), to comply with the Law (at an extra cost of £1-15-0).

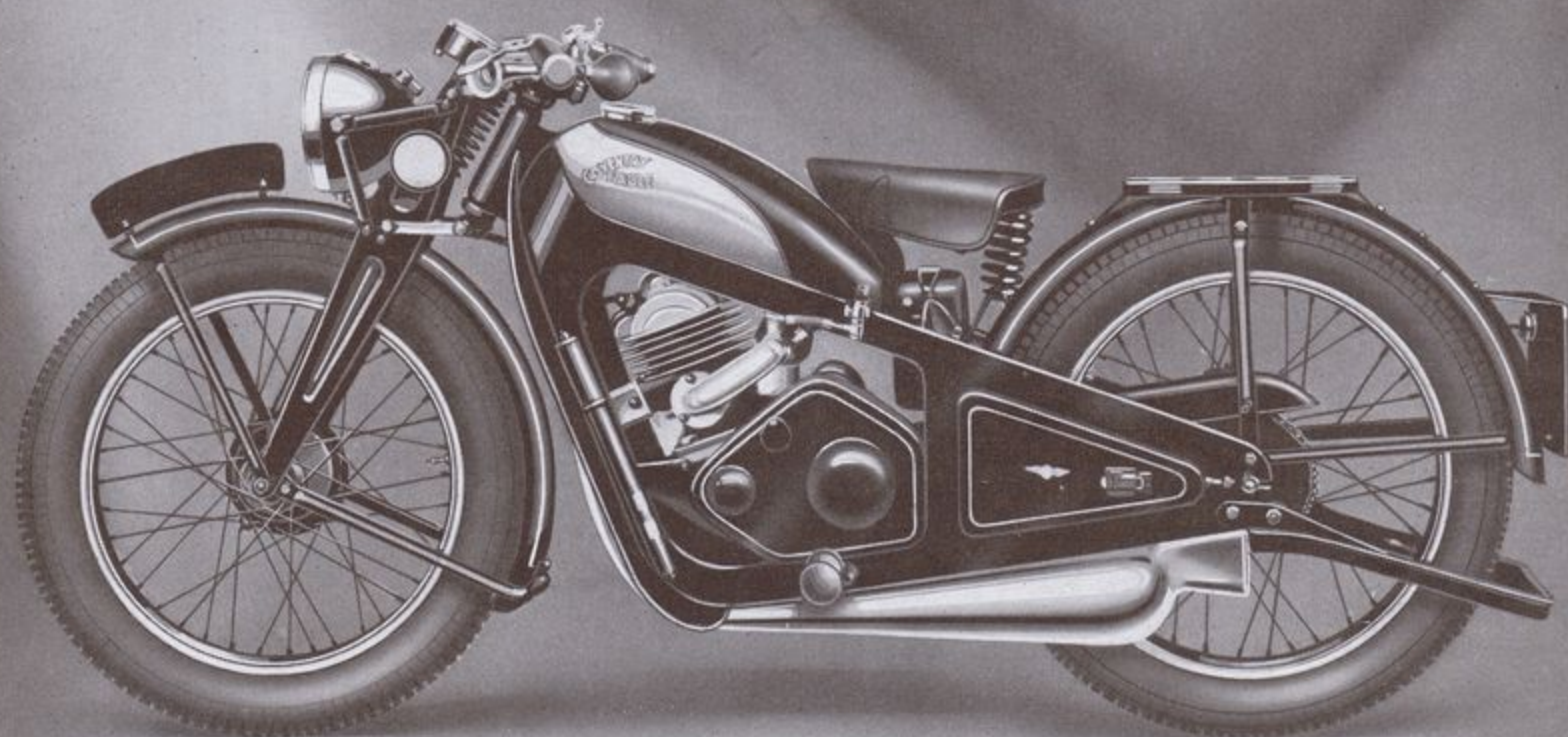
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The *Coventry* **EAGLE**
Silent Superb

MODEL Q.1
27 guineas

MODEL Q.2
(as illustrated)
29 guineas
OR BY GRADUAL PAYMENTS



MODEL Q.3
29 guineas

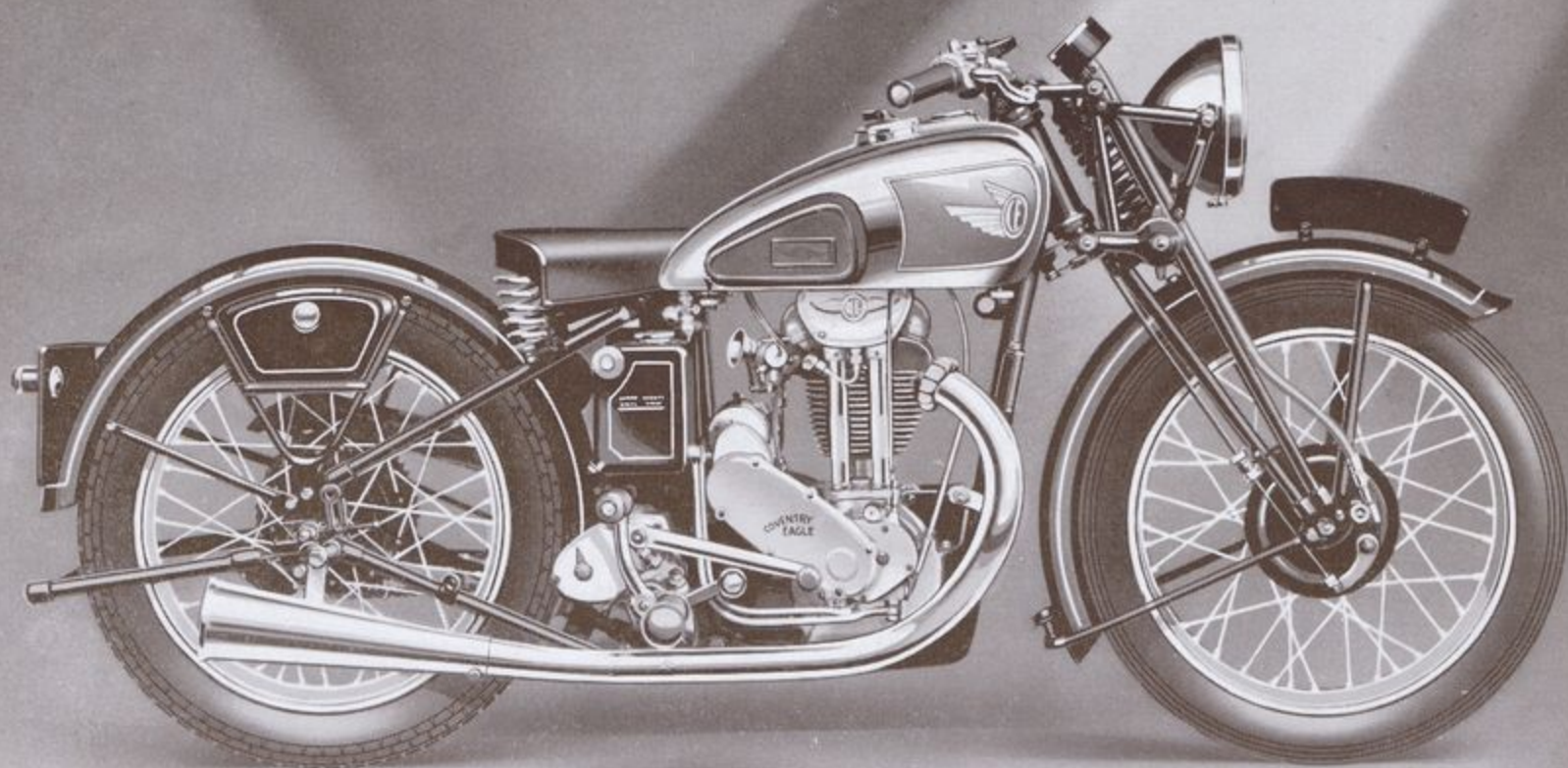
MODEL Q.4
(as illustrated)
31 guineas
OR BY GRADUAL PAYMENTS

The *Coventry* **EAGLE**
BARNSTORMERS.CO.NZ
Silent Superb

Specifications Silent Superb

ENGINE.—The famous Villiers two-stroke engine, noted for trouble-free performance, pulling power, and durability. Models Q.1 and Q.2, 148 c.c. Villiers long-stroke, double-port, two-stroke. Bore 53 m/m; stroke 67 m/m. Models Q.3 and Q.4, 250 c.c., Villiers two-stroke. Bore 67 m/m; stroke 70 m/m. **GEARBOX.**—The "Albion" gearbox is mounted behind the engine. The drive is taken by a $\frac{1}{2}$ in. pitch \times .205 in. wide roller chain through the clutch mounted on the mainshaft. **DYNAMO.**—(On Models Q.2 and Q.4 only). Mounted immediately behind the cylinder is a 6 volt, 24 watt Miller dynamo, driven by roller chain, adjustment being obtained by rotating dynamo on its seating. **BATTERY.**—(On Models Q.2 and Q.4 only) A 6 volt "Exide" battery, carried to a bracket inside the frame, is kept charged by a Miller 24 watt dynamo. **EXHAUST SYSTEM.**—Two handsome chromium-plated pipes, together with two chromium-plated final expansion chambers. **FRAME.**—The world-famous Coventry-Eagle patented channel steel unbreakable frame of exclusive registered design (Regd. No. 731166) is built on car chassis lines, giving a perfect riding position. The engine and gearbox unit, complete with dynamo, carburettor, etc., can be removed as a whole when the main fixing bolts to frame have been taken out. **FORK.**—A perfectly-designed unit, having sides of channel section pressings connected by lugs, giving a girder construction. **TYRES.**—3.00 in. "Firestone." **TANK.**—A tank, giving approximately two gallons capacity of Petroil mixture, is now fitted, finished with brilliant black enamel and lined gold, with carmine nose. Fitted with large filler cap. **CARBURETTOR.**—The "Villiers" carburettor is provided with two levers (one for throttle control by twist grip, the other for controlling needle jet size, giving easy starting), and with an air cleaner. **IGNITION.**—By a "Villiers" flywheel magneto, totally enclosed in a polished aluminium cover. **LIGHTING EQUIPMENT.**—Models Q.1 and Q.3, Villiers direct lighting; Models Q.2 and Q.4, Miller dynamo lighting set. On all Models: 7 in. diameter headlamp, fitted with large ammeter. **BRAKES.**—Both wheels are fitted with large internal expanding brakes. Finger adjustment provided in each case. **SADDLE.**—Large and very comfortable Lycett "Aero." **HANDLEBARS.**—Chromium-plated twist grip throttle. Large comfortable rubber grips are fitted, and dimmer switch for dipping headlamp. **MUDGUARDS.**—The hinged rear guard is one of the many Coventry-Eagle features for your convenience. It is fitted with a hinge which enables the rear portion of the guard to be raised and rear wheel taken from the machine single handed. Both guards are of domed section. A strong stay is fitted, making the machine suitable for carrying a pillion rider. **CARRIER.**—This is a steel pressing of exceptional strength and provided with four strap slots for securely fastening luggage, etc., the rear portion being made for use as a lifting handle when placing the machine on or off the stand. **STANDS.**—The rear stand is made of angle section steel, and is of the spring-up type, having buffers where suspended from frame. The front stand is of half-round section material and is fixed to the fork independently of the front wheel spindle. **EQUIPMENT.**—Complete toolkit, licence holder, grease gun, celluloid pump and one large metal toolbox fitting snugly into frame, with lock and key—handy, roomy, and smart. Legshields, fluted to give strength and prevent drumming.

N.B.—English and Scottish orders are equipped with Smith's illuminated chronometric speedometer (to comply with the Law) at an extra of £2-10-0.



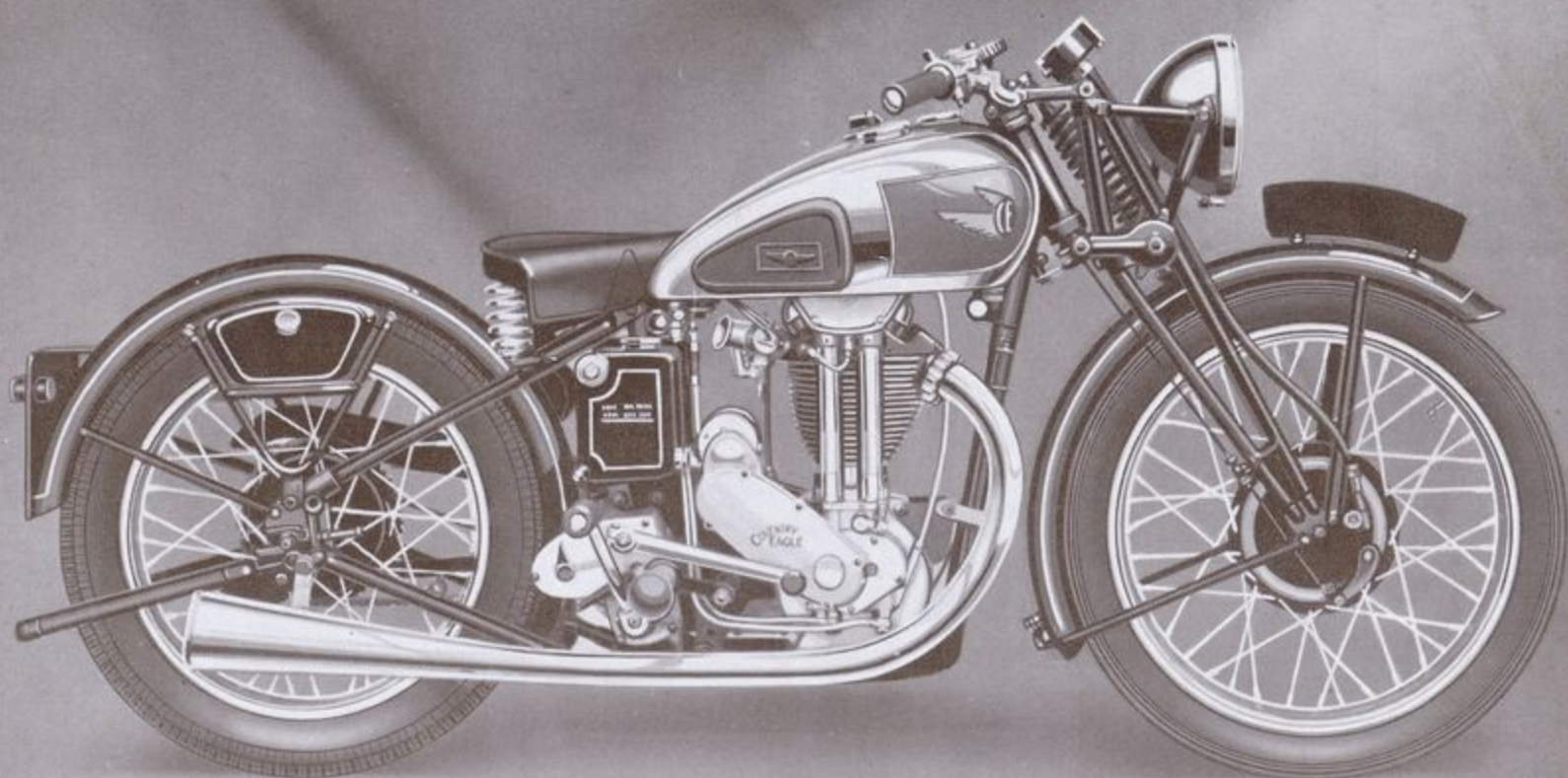
The *Coventry* **EAGLE**
Flying "250"

MODEL Q.25/1
(as illustrated)

MODEL Q.25/2
(up-swept exhaust)
249 c.c. O.H.V.

51 guineas

OR BY GRADUAL PAYMENTS



MODEL Q.35/1
(as illustrated)

MODEL Q.35/2
(up-swept exhaust)
349 c.c. O.H.V.

56 guineas

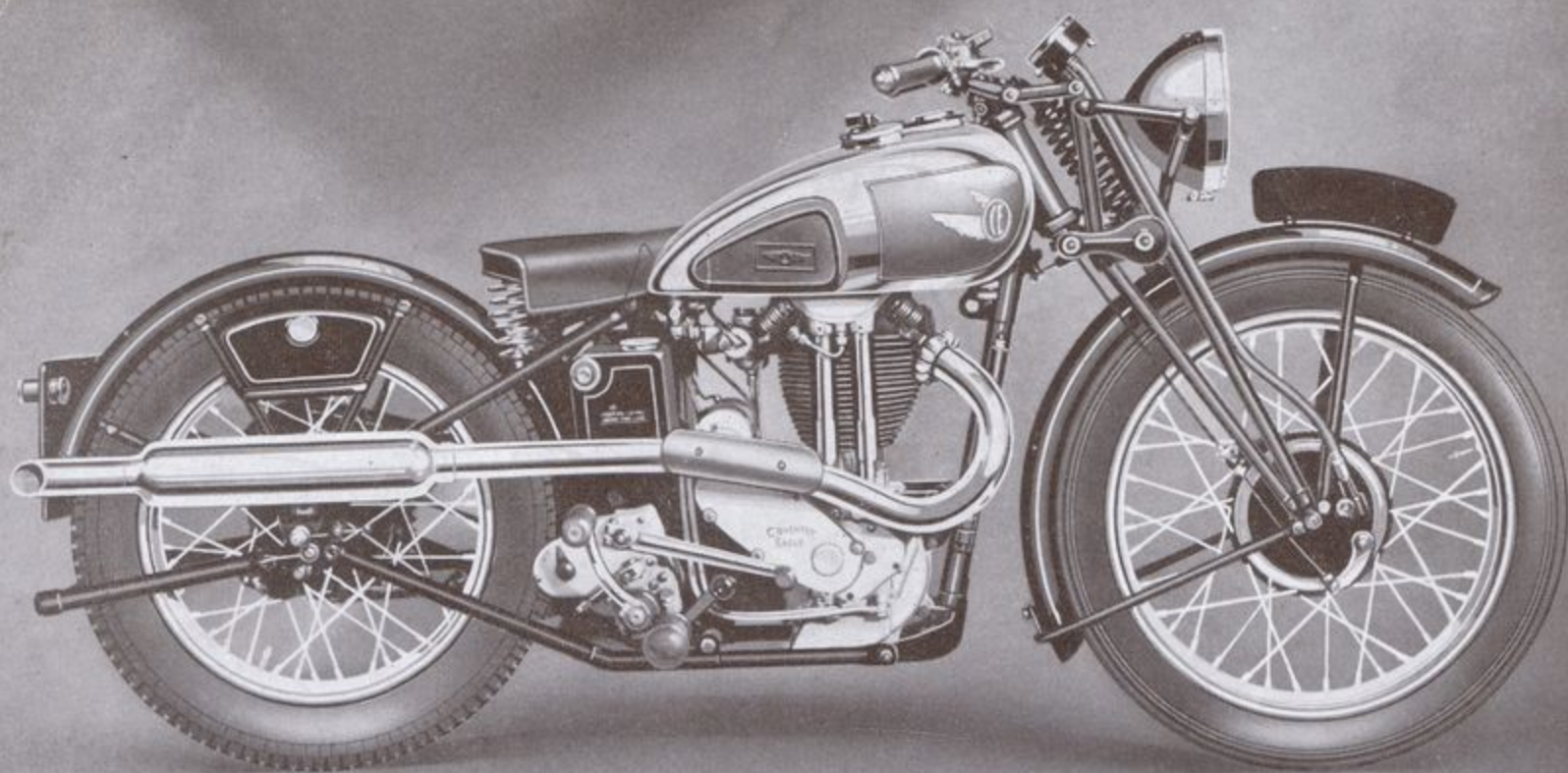
OR BY GRADUAL PAYMENTS

The *Coventry* **EAGLE**
BARNSTORMERS.CO.NZ
Flying "350"

Specifications Flying 250 and 350

FRAME.—New design cradle frame, providing exceptionally rigid mounting for power unit and lateral rigidity to ensure perfect steering qualities. **FORKS.**—Webb tubular spring forks of exceptionally strong and graceful design, with steering damper and shock absorbers. **LUBRICATION.**—Full dry sump system, oil pressure fed to all working parts, including cylinder wall, big-end bearing, mainshaft bearing and camshaft bearing, by duplex horizontal reciprocating rotary plunger pump. Surplus oil sucked from crankcase sump and returned to oil tank through fabric filter, which entirely removes all impurities. **GEARBOX.**—Four-speed constant mesh pivot-mounted ; positive stop foot gear change with indicator for gear position. **GEAR RATIOS.**—Model Q.25, 5.9, 7.9, 11.0, 17.0. Model Q.35, 5.6, 7.5, 10.0, 16.0. **TRANSMISSION.**—By chain throughout. The front chain is enclosed in oilbath gearcase, and the rear chain well protected by guard. Shock absorber is fitted on engine shaft. Chains, $\frac{1}{2}$ in. \times .305in. on primary drive. Final drive on Model Q.35 is $\frac{5}{8}$ in. \times $\frac{3}{8}$ in. **EXHAUST SYSTEM.**—Large diameter down-swept exhaust pipe with efficient megaphone silencer. **STANDS.**—Spring-up rear stand, also front wheel stand and prop stand. **TANK.**—Large bulbous chromium-plated steel petrol tank of latest design ; capacity 3 gallons approximately. Artistically picked out in green enamel. Separate oil tank is fitted below saddle, of half-gallon capacity. **HANDLEBARS.**—1in. diameter, adjustable ; very comfortable and strong, with twist grip control for throttle and long T.T. brake lever. **BRAKES.**—Large internal expanding brakes on both wheels, with finger adjustment. Model Q.25, 6in. front and rear ; Model Q.35, 7in. front and rear. **SADDLE.**—Lycett "Aero" spring seat. **TYRES.**—"Firestone," 26in. \times 3.25in. studded, rear ; 26in. \times 3in. ribbed, front. **CARBURETTOR.**—"Amal" two-lever, semi-automatic. Throttle operated by twist grip. **IGNITION.**—Miller mag-dynamo. **MUDGUARDS.**—Deep section with flared ends, quickly detachable. Hinged rear guard to facilitate quick wheel removal. **LUGGAGE CARRIER.**—Detachable luggage carrier fitted, 15/- extra. **ELECTRICAL EQUIPMENT.**—Lighting is provided by Miller mag-dynamo, mounted in well-protected position behind engine. Instrument panel is fitted on top of tank and is so built as to allow the tank to be removed without disconnecting the wiring system. Large 8in. headlamp with parking light and dipping device controlled from handlebar. **HORN.**—High-frequency electric horn operated by button switch on handlebar. **FINISH.**—Black, with chromium-plated rims and chromium-plated steel tank. Beautifully panelled in green. **EQUIPMENT.**—Metal tool boxes, complete with tool kit. Large inflator. Licence holder, etc. Wheelbase, 52 $\frac{1}{2}$ in. Ground clearance, 6in. Saddle height, 27in.

N.B.—English and Scottish orders are equipped with Smith's illuminated chronometric trip speedometer (to comply with the Law), £2-10-0 extra (80 m.p.h.)

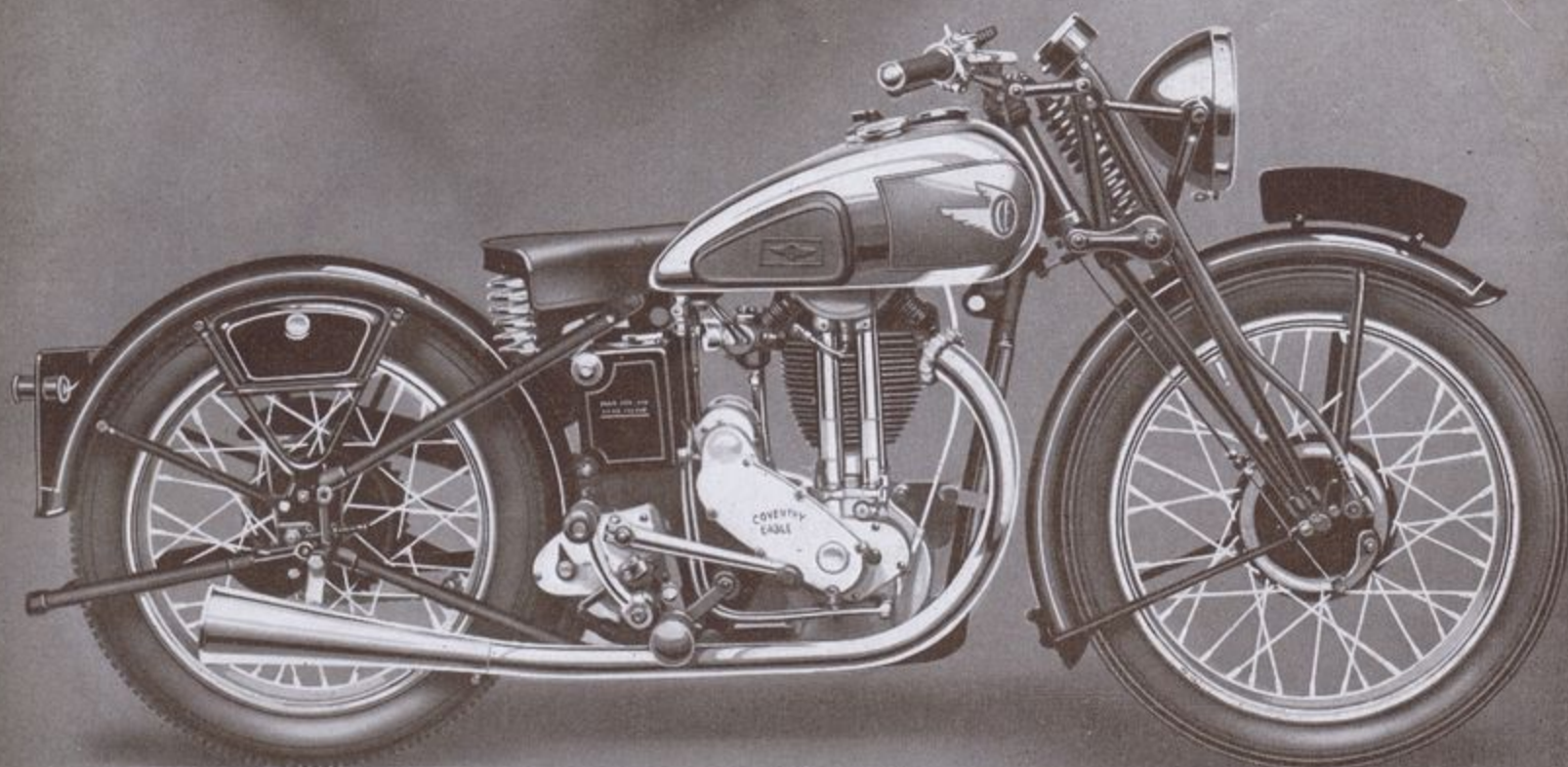


The *Coventry* **EAGLE**
Flying "500"

MODEL Q.50/2
(as Model Q.50/1 but with
upswept exhaust pipe)

62 guineas

OR BY GRADUAL PAYMENTS



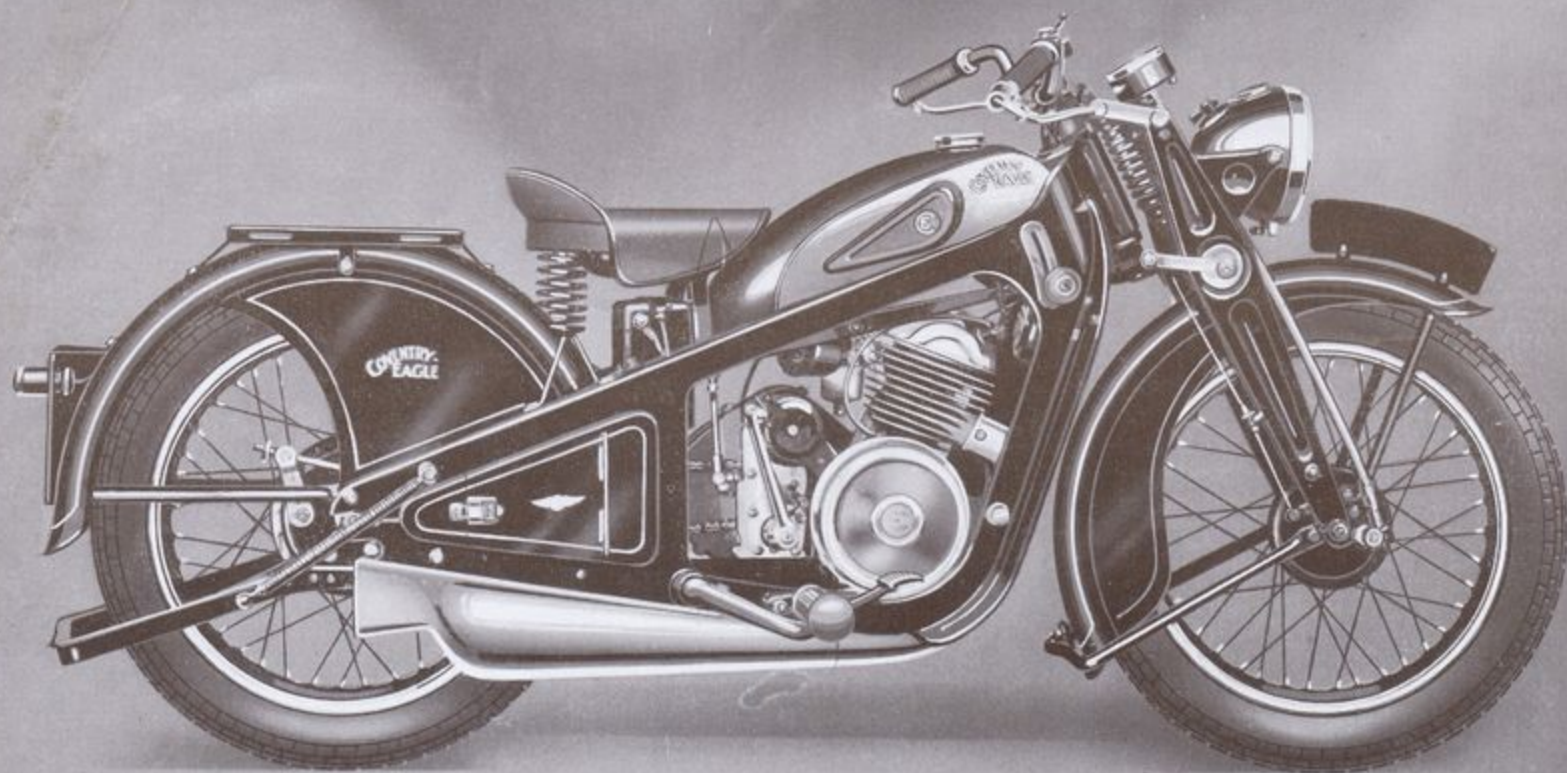
MODEL Q.50/1
498 c.c. O.H.V.
62 guineas
OR BY GRADUAL PAYMENTS

The *Coventry* **EAGLE**
Barnstimmers.co.nz
Flying "500"

Specifications Flying 500

FRAME.—New design cradle frame, providing exceptionally rigid mounting for power unit and lateral rigidity to ensure perfect steering qualities. **FORKS.**—Webb tubular spring forks of exceptionally strong and graceful design, with steering damper and shock absorbers. **LUBRICATION.**—Full dry sump system, oil pressure fed to all working parts, including cylinder wall, big-end bearing, mainshaft bearing and camshaft bearing, by duplex horizontal reciprocating rotary plunger pump. Surplus oil sucked from crankcase sump and returned to oil tank through fabric filter, which entirely removes all impurities. **GEARBOX.**—Four-speed constant mesh pivot-mounted ; positive stop foot gear change, with indicator for gear position. **GEAR RATIOS.**—4.8, 6.5, 8.6, 14.0. **TRANSMISSION.**—By chain throughout. The front chain is enclosed in oilbath chaincase, and the rear chain well protected by guard. Shock absorber is fitted on engine shaft. Chains : $\frac{1}{2}$ in. \times .305in., on primary drive ; final drive is $\frac{5}{8}$ in. \times $\frac{3}{8}$ in. **EXHAUST SYSTEM.**—Large diameter downswept exhaust pipe with efficient megaphone silencer. **STANDS.**—Spring-up rear and prop stand ; also front wheel stand. **TANK.**—Large bulbous chromium-plated steel petrol tank of latest design ; capacity 3 gallons approximately. Artistically picked out in green enamel. Separate oil tank is fitted below saddle, of $\frac{1}{2}$ gallon capacity. **HANDLEBARS.**—1in. diameter, adjustable ; very comfortable and strong, with twist grip control for throttle and long T.T. brake lever. **BRAKES.**—Large internal expanding brakes on both wheels, with finger adjustment. (7in. front and rear). **SADDLE.**—Lycett "Aero" Spring Seat. **TYRES.**—"Firestone," 26in. \times 3.25in. studded, rear ; 26in. \times 3in. ribbed, front. **CARBURETTOR.**—"Amal" two-lever semi-automatic. Throttle operated by twist grip. **IGNITION.**—Miller mag-dynamo. **MUDGUARDS.**—Deep section with flared ends, quickly detachable. Hinged rear guard to facilitate quick wheel removal. **LUGGAGE CARRIER.**—Detachable luggage carrier fitted, 15/- extra. **ELECTRICAL EQUIPMENT.**—Lighting is provided by Miller mag-dynamo, mounted in well-protected position behind engine. Instrument panel is fitted on top of tank and is so built as to allow the tank to be removed without disconnecting the wiring system. Large 8in. headlamp with parking light and dipping device, controlled from handlebar. **HORN.**—High-frequency electric horn, operated by button switch on handlebar. **FINISH.**—Black, with chromium-plated rims and polished tank. Beautifully finished. **EQUIPMENT.**—Metal tool boxes, complete with tool kit. Large inflator. Licence holder, etc. Wheelbase, 52 $\frac{1}{2}$ in. Ground clearance, 6in. Saddle height, 27in.

N.B.—English and Scottish orders are equipped with Smith's illuminated chronometric trip speedometer (to comply with the Law), £2-15-0 extra (£20 m.p.h.).



The *Coventry* **EAGLE**
Silent Superb
 "250"
 DE-LUXE

MODEL Q.5
MODEL Q.6
 (as Model Q.5 but with
 upturned exhaust pipes)
36 guineas
 OR BY GRADUAL PAYMENTS

S P E C I F I C A T I O N

ENGINE.—250 c.c. Villiers. Bore 67 m/m. Stroke 70 m/m double port. The chain, being totally enclosed in the polished aluminium cover, is provided with an inspection plug for testing chain tension. Primary chain is adjusted by a draw bolt situated between engine plates. **GEARBOX.**—The "Albion" gearbox is mounted behind the engine and connected by the aluminium chaincase. The drive is taken by a $\frac{1}{2}$ in. pitch \times .205 in. roller chain. **DYNAMO.**—6 volt, 24 watt Miller dynamo, driven by roller chain, which is also totally enclosed in the chaincase. **BATTERY.**—A 6 volt "Exide" battery, carried on a bracket inside the frame is kept charged by a Miller 24 watt dynamo. Driven by enclosed chain inside oilbath cover. **EXHAUST SYSTEM.**—Two handsome chromium-plated pipes, together with two chromium-plated expansion chambers. **FRAME.**—The world-famous Coventry-Eagle patented channel steel frame of exclusive registered design (Regd. No. 731166) is used and is absolutely unbreakable. The frame is built on car chassis lines, giving a perfect riding position. The engine and gearbox unit, complete with dynamo, carburettor, etc., can be removed as a whole when the main fixing bolts have been taken out. **FORK.**—Sides of channel section pressings connected by lugs, giving a girder construction. Built-in shock absorbers and a steering damper are fitted. **TYRES.**—"Firestone" 25 in. \times 3.00 in. front, 25 in. \times 3.25 in. rear. **TANK.**—Giving over two gallons capacity of Petroil mixture, finished with brilliant black enamel and lined gold with the well-known Coventry-Eagle carmine nose. Fitted with large, quick-release filler cap. **CARBURETTOR.**—Villiers carburettor is provided with two levers (one for throttle control by twist grip, the other for controlling proportion of air, giving easy starting), and with an air cleaner. **IGNITION AND LIGHTING EQUIPMENT.**—By a Villiers flywheel magneto, which is totally enclosed in a polished aluminium cover. Miller dynamo lighting set. 7 in. headlamp, fitted with large ammeter. **BRAKES.**—Both wheels are fitted with internal expanding brakes. Shoes 5 in. diameter front, and 6 in. diameter rear, the drums being made from a steel stamping. Finger adjustment provided in each case. Cush drive is fitted to rear hub. **SADDLE.**—Large and very comfortable Lycett "Aero." **HANDLEBARS.**—On the handlebar is a dimmer switch for dipping headlamp, a horn push, and twist grip throttle. Chromium-plated. Large comfortable rubber grips are fitted. **MUDGUARDS.**—The hinged guard is one of the many Coventry-Eagle features for your convenience. Both guards are $4\frac{1}{2}$ in. domed section, the ends being flared. A strong mudguard stay is fitted, making the machine suitable for carrying a pillion rider. **CARRIER.**—This is a steel pressing of exceptional strength and provided with four strap slots for securely fastening luggage, etc., the rear portion being made for use as a lifting handle when placing the machine on or off stand. **STANDS.**—The rear stand is made of angle section steel and is of the spring-up type, having buffers where suspended from frame. The front stand is of half-round section material and is fixed to the fork independently of the front wheel spindle. **EQUIPMENT.**—Complete tool kit, grease gun, licence holder, celluloid pump, and two large metal tool boxes, fitting snugly into frame, with locks and keys—handy, roomy, and smart. Knee grips, 6 volt high-frequency horn. Legshields (on Model Q.5 only).

N.B.—English and Scottish orders are equipped with Smith's Illuminated Chronometric Trip Speedometer (to comply with the Law) at an extra cost of £2-10-0.

DAVID BROWN LTD. COVENTRY