

ROYAL ENFIELD



MADE LIKE A GUN



MOTOR CYCLES

Barnstormers.co.nz

ROYAL ENFIELD

MOTOR CYCLES

THE Royal Enfield programme for 1924 has been made more comprehensive by the introduction of two types of $2\frac{3}{4}$ h.p. machines, thus catering for every class of motor cyclist. The world-wide popularity of the $2\frac{1}{4}$ h.p. Two-Stroke and 8 h.p. Sidecar Combination machines, and their reputation for distinctive appearance and unfailing reliability, place them in a unique position in the motor cycle world.

Foot-operated control for the gears on the $2\frac{1}{4}$ h.p. machines has now been adopted. This is a distinct improvement, as it is now unnecessary to remove either hand from the handlebar when changing gear. An Open Frame model of $2\frac{1}{4}$ h.p. is introduced, suitable for the lady or gentleman who wishes to use a motor cycle for shopping, riding to golf, etc., without having to wear special clothing.

Entirely new $2\frac{3}{4}$ h.p. machines are described and illustrated on pages 8 and 9. These machines have been thoroughly tested and are entirely satisfactory. Both side valve and O.H.V. models are capable of high average speeds. Mechanical lubrication is common to both types of engine.

Detail improvements only have been carried out in the 8 h.p. motor cycle, but the Sidecar fitted to Model 180 is a new one of pleasing design. The De Luxe Model 190 includes Lucas "Magdyno" Lighting Set, Lamps, Horn, and large roomy Sidecar with Windscreen.

The prices of Royal Enfield motor cycles are as low as is consistent with the retention of that high quality for which they are justly famous. Carriage is paid on all Royal Enfield motor cycles.

THE ENFIELD CYCLE COMPANY LTD.

HEAD OFFICE & WORKS: REDDITCH, England

Showrooms and Gradual Payment Department:
48, HOLBORN VIADUCT, LONDON, E.C.1

Telephone:
121, 122, 123 Redditch.
424 Holborn.

TRADE MARK



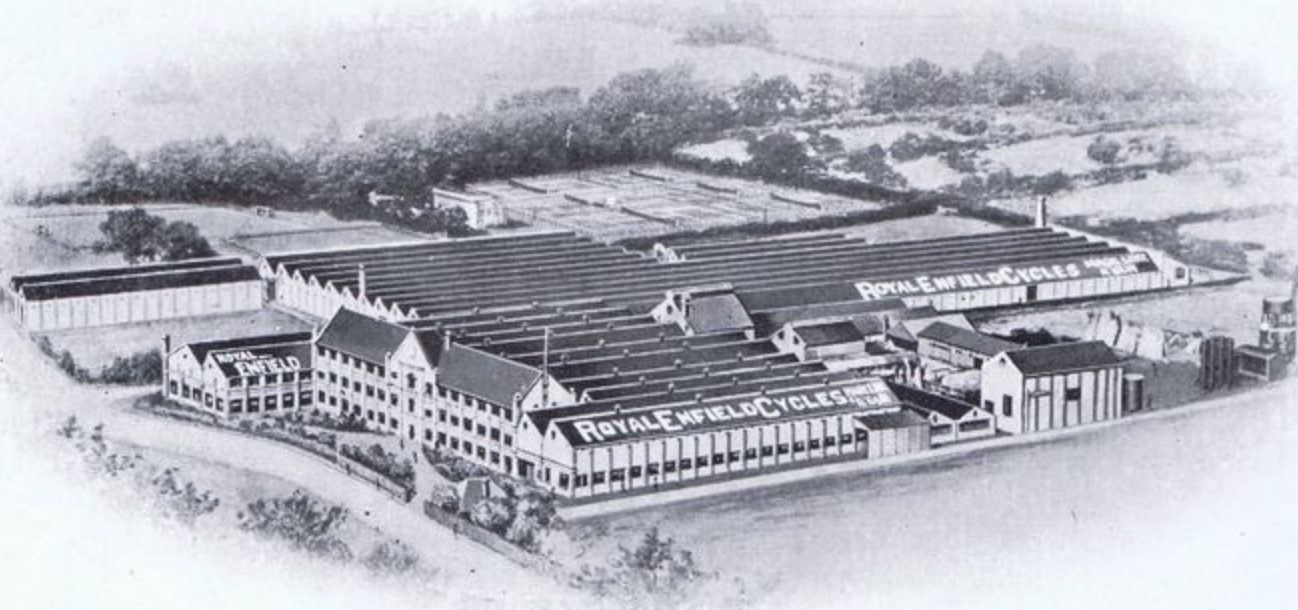
Telegrams:
"Cycles, Redditch."
"Jigger, Cent., London."

BARNSTOCKS.CO.NZ

ROYAL ENFIELD WORKS

ALL Royal Enfield Motor Cycles are manufactured in the large and up-to-date Works at Redditch. The roomy and well-lighted shops contain the most modern machinery, and are arranged to expedite production. All orders, however large, can accordingly be dealt with without delay. The very best quality materials only are used, and all parts to be enamelled are treated by the Coslett Rustproof process, while those to be nickel plated are first highly polished.

The Sidecars fitted to the 8 h.p. machines are made throughout in our own coachbuilding shops. All are roomy and comfortable, the single-seater ones having a locker and the two-seater a luggage grid at the rear. The doors are provided with a wallet for tools, each of the latter having its separate compartment. The sidecar chassis is exceptionally strong, yet, with the body in position, it can be detached from the motor cycle in a few moments.



AGENTS

Throughout Great Britain and Ireland, and in all parts of the world, accredited Royal Enfield Agents are to be found. We place our representation in the hands of experienced men, who will gladly give advice to potential buyers. We shall be pleased to furnish prospective purchasers with the name and address of the nearest Royal Enfield Agent.

THE 8 H.P. COLONIAL MODEL

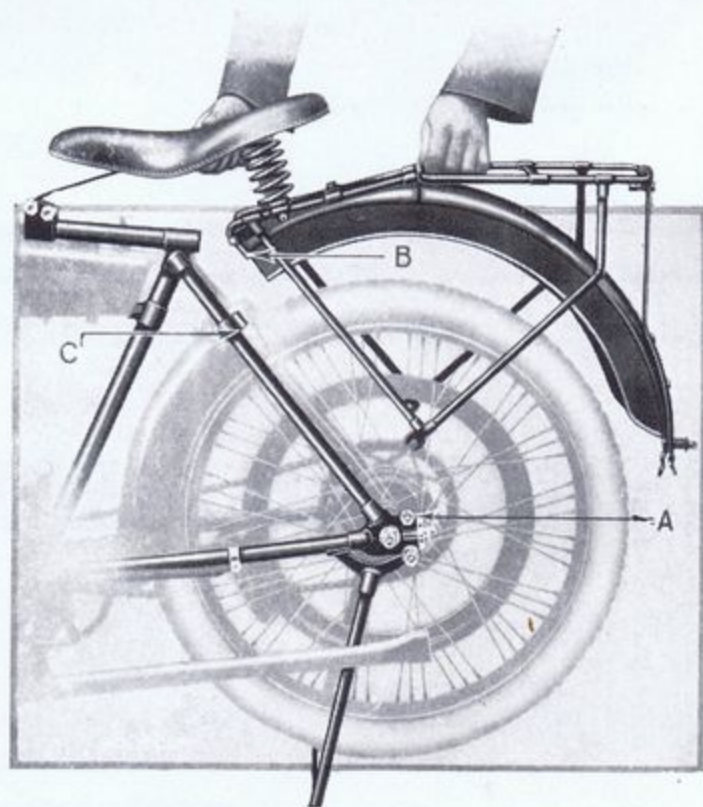
The exceptional strength of construction of Royal Enfield Motor Cycles makes them the most suitable and reliable machines for use overseas. The "Colonial Model" of our 8 h.p. Sidecar Combination has a specially designed frame, sidecar chassis, tank, etc., to provide additional ground clearance. Our machines are very popular overseas, and hundreds are giving the utmost satisfaction in all corners of the world, where the roads are often extremely rough.

CHAIN TRANSMISSION

ALL Royal Enfield motor cycles have chain transmission, the very best quality roller chains only being employed. The patent Cush Drive Hub, fitted to the rear wheel, takes up the drive from the countershaft with great flexibility and smoothness. By means of this device and the slipping clutch on the engine shaft, the shocks and jars usually associated with chain driven machines are entirely eliminated. We supply large quantities of these hubs to other manufacturers of motor cycles, which fact is a testimony to the efficiency of the device.

DETACHABLE MUDGUARD AND CARRIER

The Carrier and Rear Mudguard on all Royal Enfield models are made to detach in a few seconds, and give easy access to the rear tyre and wheel. To lift the guard clear, slacken the nuts A on either side of the back fork plate, tap the carrier sharply upward, and the prongs B will lift out of the sockets C. The Carrier, Mudguard and Saddle can then be hinged forward over the tank through the medium of the pin fastening the front of the saddle to the top tube of the cycle. Where the Terry Saddle is fitted it is necessary to withdraw the pin which fastens the front of the saddle to the top tube.

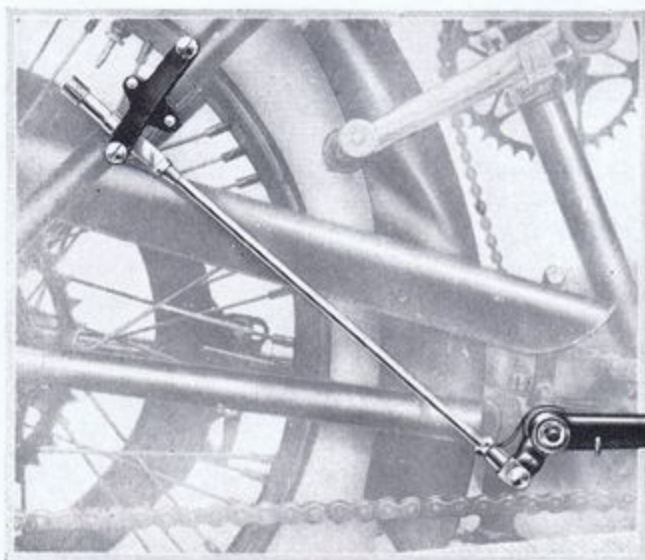


ROYAL ENFIELD MECHANICAL LUBRICATION

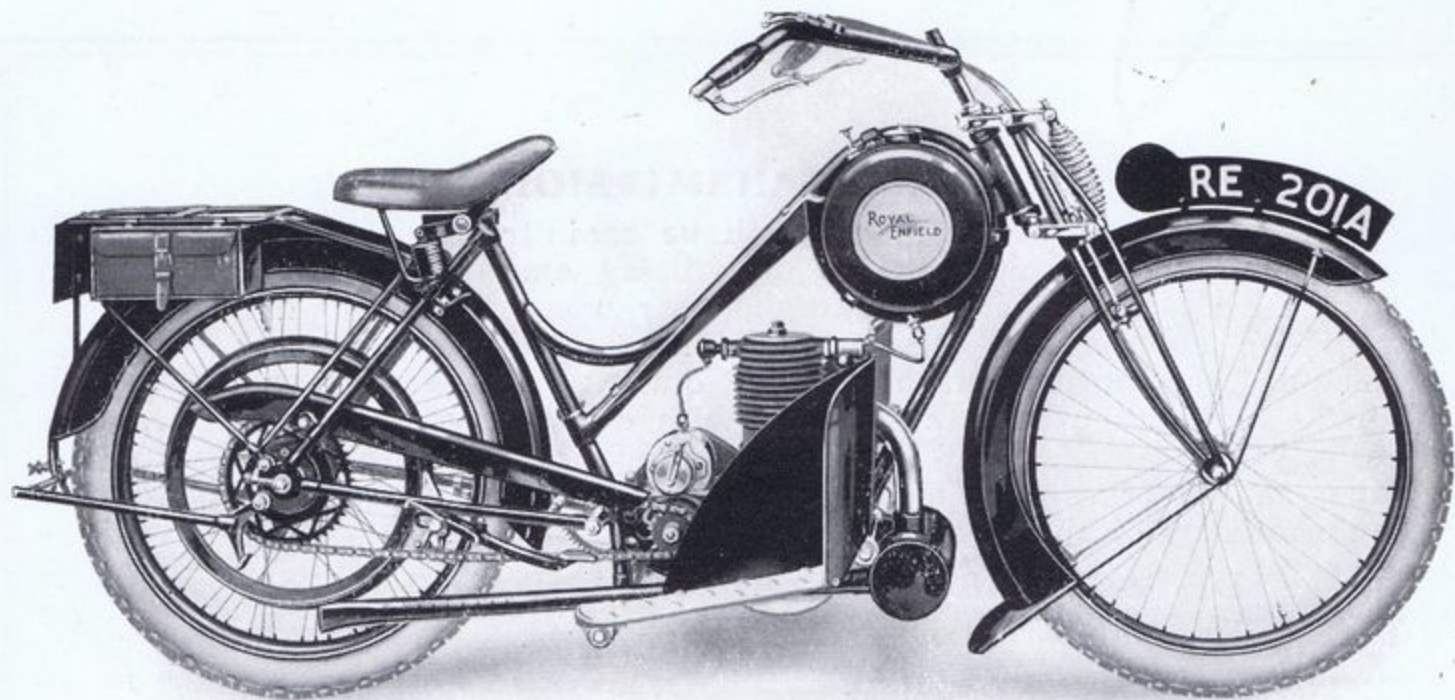
An important feature in both the 8 h.p. and 2½ h.p. engines is the system of mechanical lubrication. A pump driven by a spiral gear off the timing wheel delivers sufficient oil to the engine for ordinary running conditions. An auxiliary hand-pump is provided for use when it is necessary to supplement the supply from the mechanical pump.

BRAKE LOCK ON 8 H.P. MACHINES

Royal Enfield 8 h.p. Models are provided with an ingenious Lock for the Rear Brake. It can be operated from the saddle, and is a great



advantage when leaving a sidecar outfit standing, and for restarting on a gradient. When descending long and dangerous hills also, the brake can be locked in any desired position, and the pressure is maintained without effort. The device is quite a simple one. A rod connects the brake pedal to an arc on the back stays of the frame, which is eccentric with the brake-spindle. When the brake pedal is depressed by the foot, a handle on the end of the rod can be pulled upwards, and the brake is held on by pressure until released by the rider.



2 $\frac{1}{4}$ h.p. TWO-STROKE LIGHTWEIGHT

OPEN FRAME MODEL 201 A
(SUITABLE FOR LADY OR GENTLEMAN)

Fitted with Enfield Patent Foot-operated Gear, Cush Drive Hub, Chain Transmission and Kickstarter

SPECIFICATION

Engine.—Royal Enfield Two-stroke; bore and stroke, 64 × 70 m/m.; capacity, 225 c.c.

Lubrication.—Oil mixed with petrol.

Ignition.—High tension Magneto.

Carburettor.—Special two-lever type.

Gear.—Royal Enfield Patent; expanding clutch type. Direct drive on each gear. Kickstarter.

Transmission.—Roller Chains; Patent Cush Drive in rear hub.

Frame.—Low and comfortable riding position. Aluminium Footboards and protective Legshields. Royal Enfield Front Forks.

Tank.—New shape Tank of pleasing design; Combined Filler Cap and Oil Measure.

Handlebar.—Registered design; concealed cables.

Brakes.—Powerful Rear Wheel Brake, operated by foot pedal. Inverted Lever Front Brake.

Tyres.—Dunlop, 24 × 2 $\frac{1}{4}$ in.

Carrier.—Detachable Carrier. By unfastening two nuts, the Carrier and Rear Mudguard are lifted clear of the back wheel and tyre.

Tool Bag.—Strong Leather, containing a complete set of Tools.

Finish.—Enamelled in Best Black Enamel. Tank artistically panelled and lined. Bright parts heavily plated.

Price **£42** Net Cash

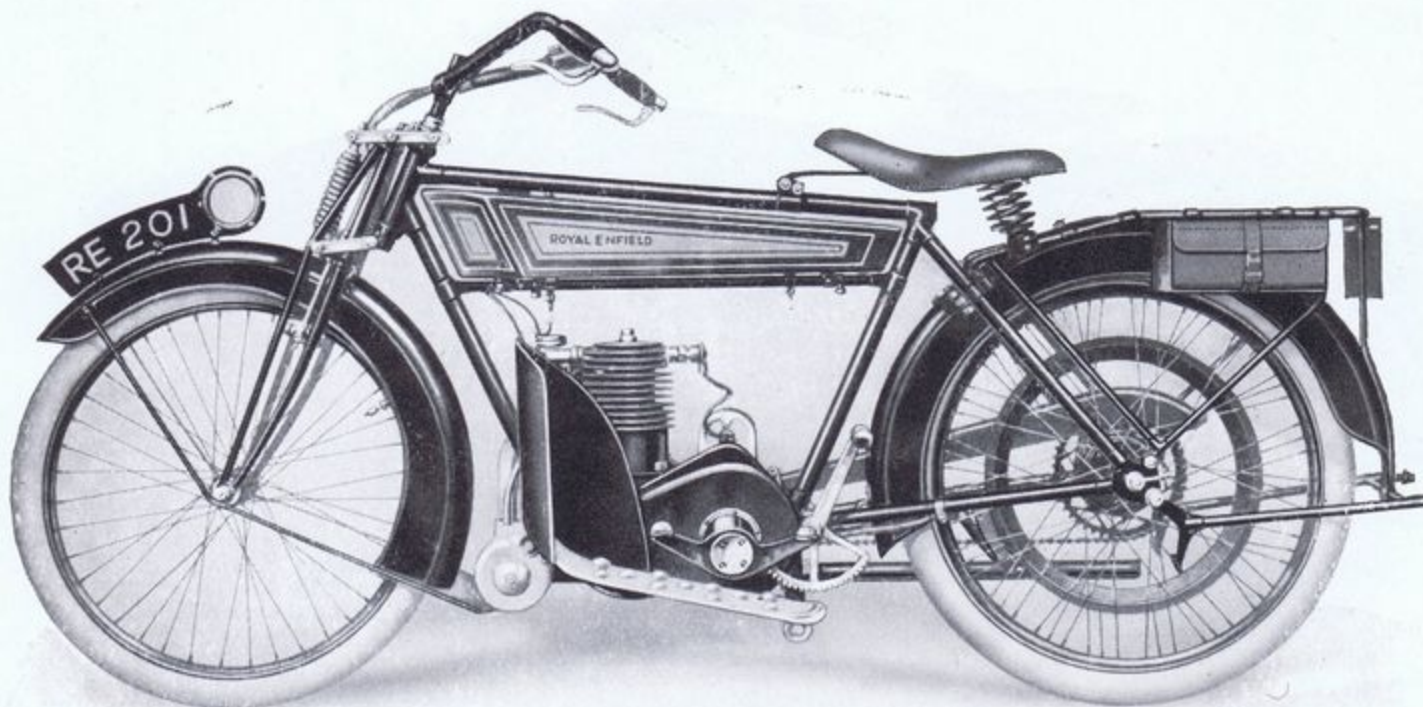
or **£11 12s. 6d.** down and twelve monthly instalments of **£3 1s. 1d.**, including Insurance.

This model can be supplied fitted with Electric Lighting Set at an extra charge of £8.

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ROYAL ENFIELD

BARNSTORMERS.CO.NZ



2 $\frac{1}{4}$ h.p. TWO-STROKE LIGHTWEIGHT

MODEL 201

Fitted with Enfield Patent Foot-operated Gear, Cush Drive Hub, Chain Transmission and Kickstarter

SPECIFICATION

Engine.—Royal Enfield Two-stroke; bore and stroke, 64 × 70 m/m. (225 c.c.)

Lubrication.—Oil mixed with petrol.

Ignition.—High tension Magneto.

Carburettor.—Two-lever.

Gear.—Royal Enfield Patent; Direct drive on each gear. Kickstarter.

Transmission.—Roller Chains; Cush Drive in rear hub.

Tyres.—Dunlop, 24 × 2 $\frac{1}{4}$ in.

Frame.—Low and comfortable riding position. Aluminium Footboards and protective Legshields.

Handlebar.—Registered design; concealed cables.

Carrier.—Detachable Carrier. By unfastening two nuts, the Carrier and Rear Mudguard are easily removed.

Saddle.—Well sprung Saddle of best make and finish.

Tool Bag.—Strong Leather, containing a complete set of Tools.

Finish.—Best Black Enamel. Tank artistically panelled. Bright parts heavily plated.

Price **£42** Net Cash

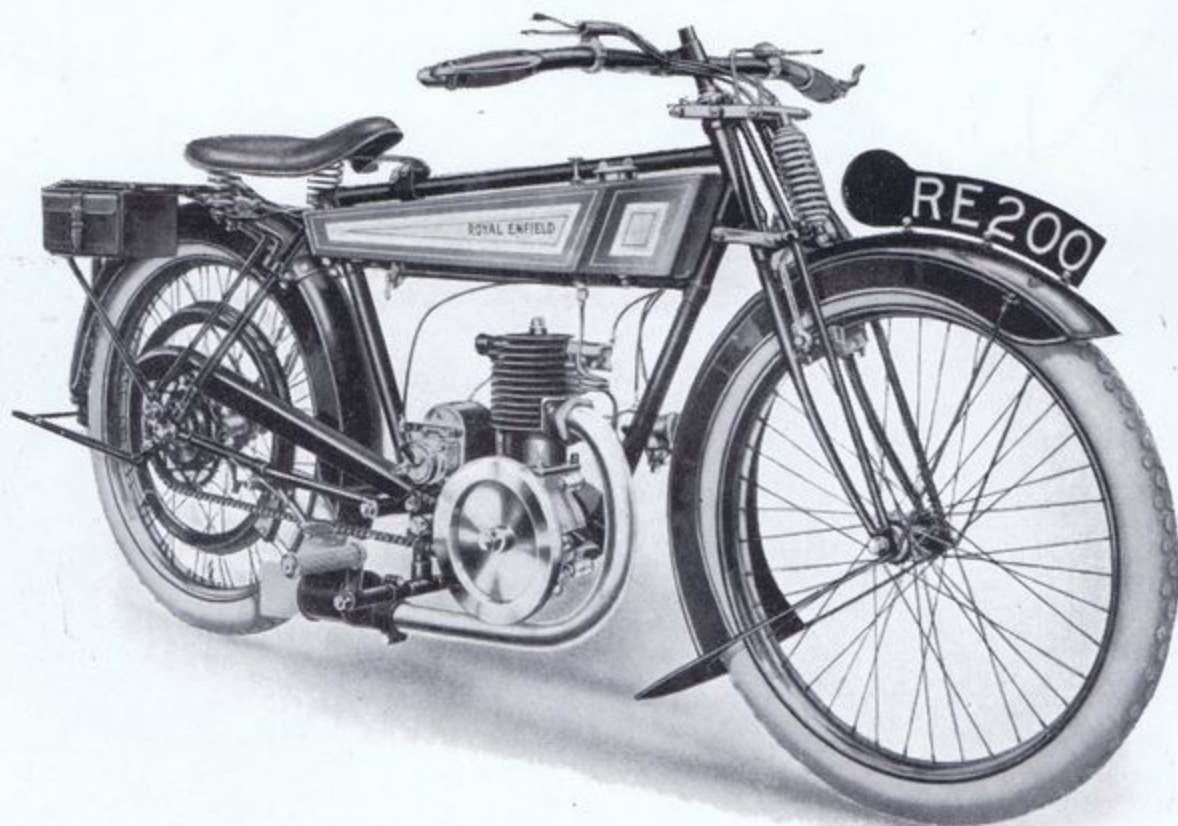
or **£11 12s. 6d.** down and twelve monthly instalments of **£3 1s. 1d.**, including Insurance.

This model can be supplied fitted with Electric Lighting Set at an extra charge of £8.

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ROYAL ENFIELD

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2 $\frac{1}{4}$ h.p. TWO-STROKE LIGHTWEIGHT

SPORTS MODEL 200

Fitted with Enfield Patent Foot-operated Gear, Cush Drive Hub, Chain Transmission and Kickstarter

SPECIFICATION

Engine.—Royal Enfield Two-stroke; bore and stroke, 64 × 70 m/m. (225 c.c.); fitted with large diameter exhaust pipe.

Lubrication.—Oil mixed with petrol.

Ignition.—Variable; High tension Magneto.

Carburettor.—"Senspray," Model B.

Gear.—Royal Enfield Patent; Direct drive on each gear, Kickstarter.

Transmission.—Roller Chains throughout; Cush Drive in rear hub.

Tyres.—Dunlop, 24 × 2 $\frac{1}{2}$ in.

Frame.—Low and comfortable riding position; Adjustable Footrests; Royal Enfield Front Forks.

Tank.—Sloping Tank of pleasing design; Combined Filler Cap and Oil Measure.

Handlebar.—Semi-T.T.; Rubber and Celluloid Grips.

Saddle.—Well-sprung Saddle of best make and finish.

Finish.—Enamelled in Best Black Enamel. Tank panelled and lined. Bright parts heavily plated.

Price **£42** Net Cash

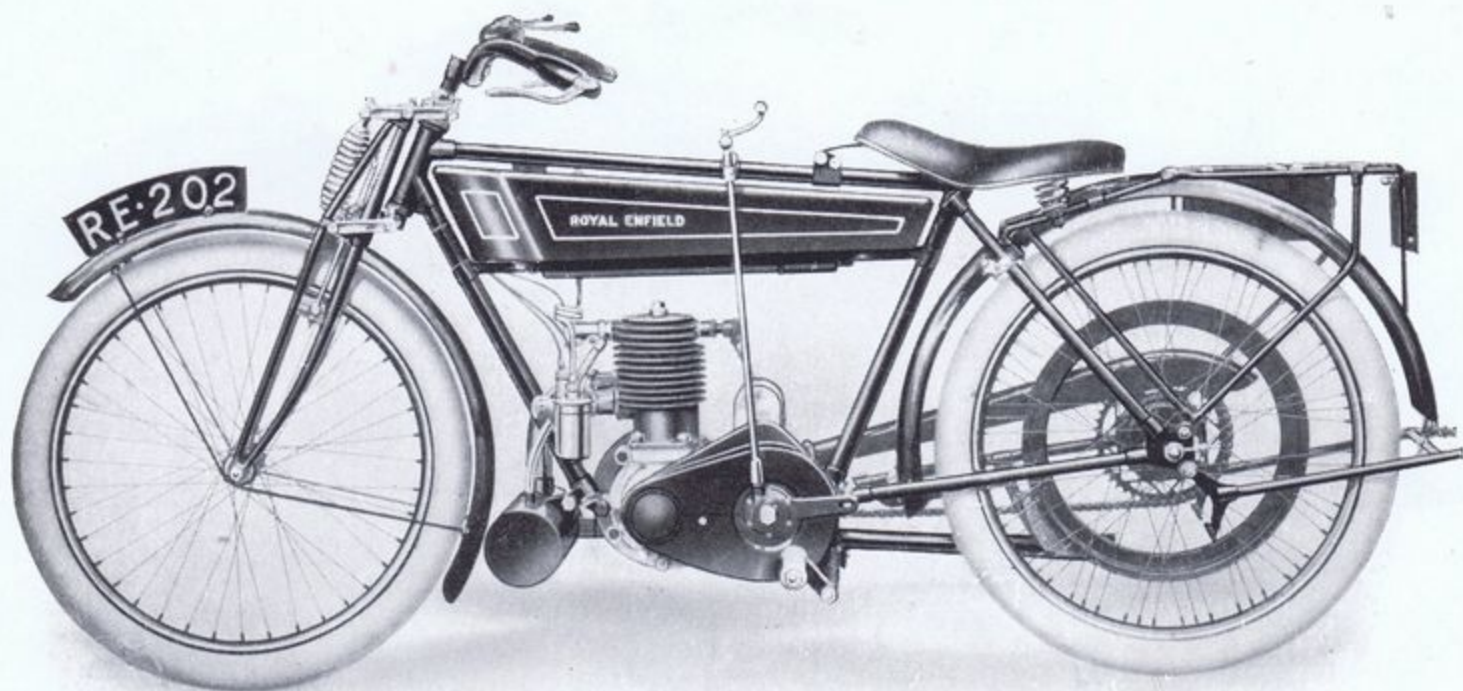
or **£11 12s. 6d.** down and twelve monthly instalments of **£3 1s. 1d.**, including Insurance.

This Model can be supplied fitted with Electric Lighting Set at an extra charge of £8.

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ROYAL ENFIELD

BARNSTORMERS.CO.NZ



2 $\frac{1}{4}$ h.p. TWO-STROKE LIGHTWEIGHT

MODEL 202

Fitted with Enfield Patent Gear, Cush Drive Hub and Chain Transmission

SPECIFICATION

Engine.—Royal Enfield Two-stroke ;
bore and stroke, 64 × 70 m/m.
(225 c.c.).

Lubrication.—Oil mixed with petrol.

Ignition.—High tension Magneto.

Carburetter.—Latest type.

Gear.—Royal Enfield Patent ; Direct
drive on each gear.

Transmission.—Roller Chains
throughout ; Cush Drive in rear
hub.

Frame.—Low and comfortable riding
position ; Adjustable Footrests ;
Royal Enfield Front Forks.

Brakes.— Powerful Rear Brake,
operated by foot pedal ; Handlebar
controlled Front Brake.

Tyres.—Clipper, 24 × 2 in.

Saddle.—Well sprung Saddle.

Tool Bag and Tools.—Complete set
of Tools in strong leather bag.

Finish.—Enamelled in Best Black
Enamel. Tank lined bronze.
Bright parts heavily plated.

This Machine can be supplied with "Sports" Handlebar if required.

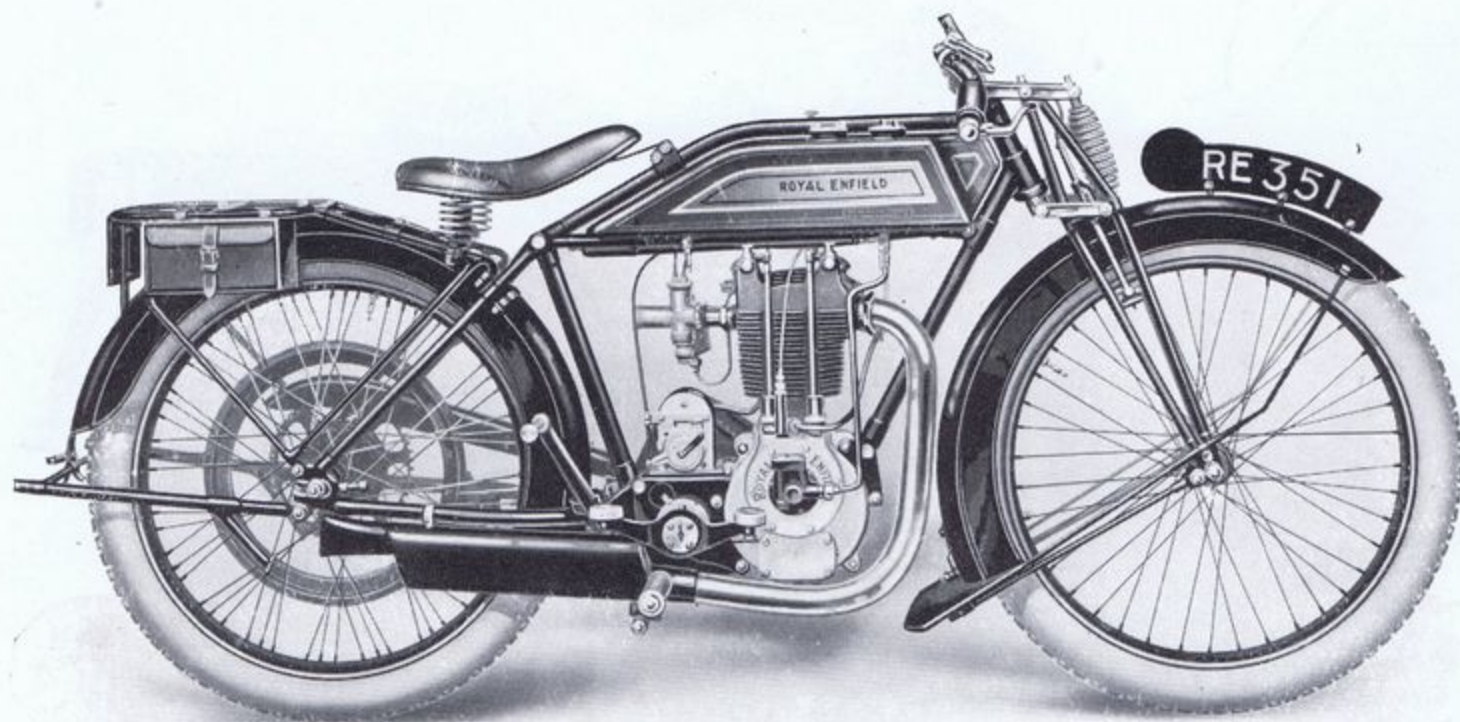
Price **£35** Net Cash

or **£9 17s. 6d.** down and twelve monthly
instalments of **£2 11s. 11d.**, including Insurance.

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ROYAL ENFIELD

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2 $\frac{3}{4}$ h.p. O.H.V. SPORTS MODEL 351

Fitted with Enfield Patent Foot-operated Gear, Cush Drive Hub, Chain Transmission and Kickstarter

SPECIFICATION

Engine.—O.H.V. 2 $\frac{3}{4}$ h.p. (547 c.c.) Single Cylinder; bore and stroke, 70 × 90 m/m, Aluminium Alloy Piston.

Lubrication.—Automatic Mechanical Pump and Auxiliary Hand Pump.

Ignition.—High tension Magneto.

Carburetter.—Racing type.

Gear.—Royal Enfield Patent; Direct drive on each gear. Foot-operated, with Kickstarter.

Transmission.—Roller Chains throughout; Cush Drive in rear hub.

Frame.—Low saddle position; Adjustable Footrests; Royal Enfield Front Forks.

Brakes.—Foot-operated Rear Brake and handlebar-controlled Front Brake.

Handlebar.—T.T. type, Rubber and Celluloid Grips.

Tyres.—Dunlop, 26 × 2 $\frac{1}{2}$ in.

Stands.—Front and Rear Stands fitted.

Tools.—Complete Tool Kit in two strong pannier bags on carrier.

Finish.—Best quality Black Enamel. Tank panelled green and gold. Bright parts heavily plated.

Price **£57** Net Cash

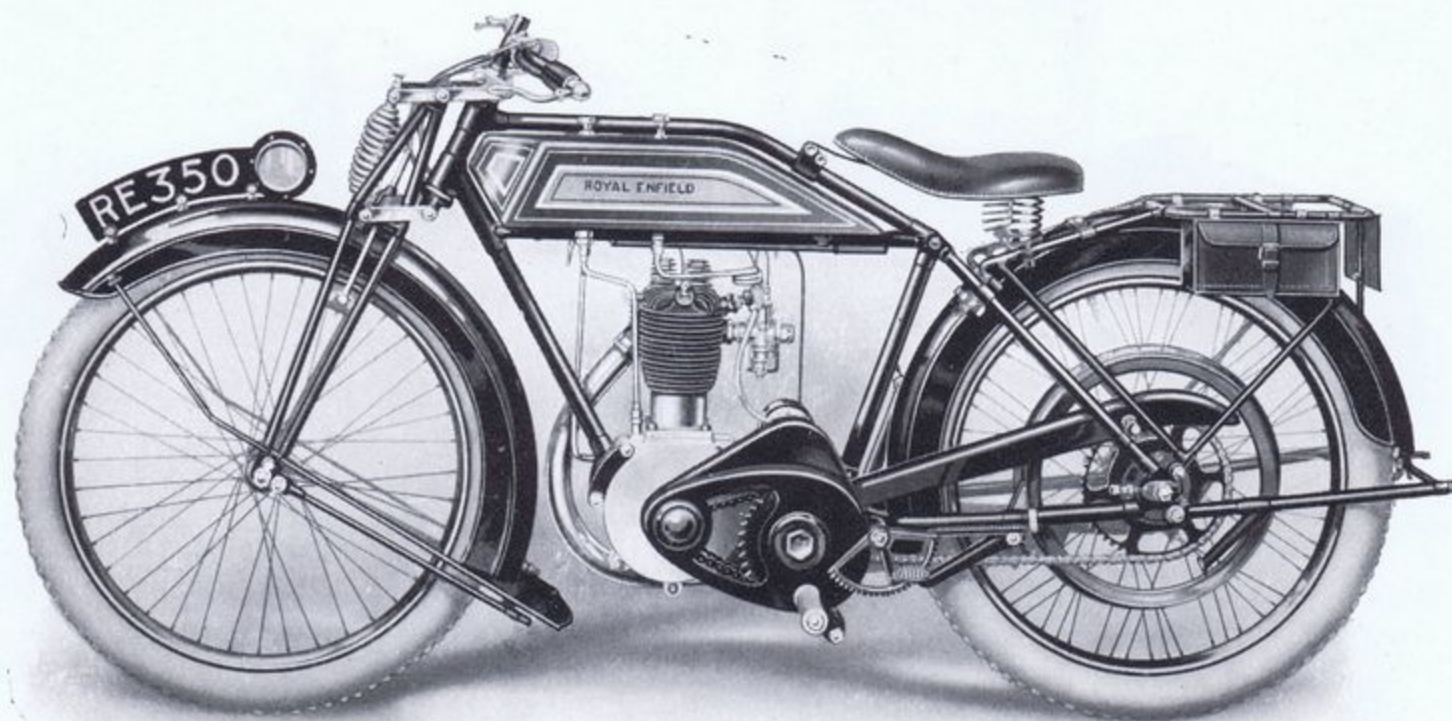
or **£15 7s. 6d.** down and twelve monthly instalments of **£4 0s. 9d.**, including Insurance.

This model can be supplied with Sturmey-Archer Three-speed Gear, Handlebar-controlled Clutch, Kickstarter and Expanding Front Brake, at an extra charge of £3. Electric Lighting Set, £8 extra.

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ROYAL ENFIELD

BARNSTORMERS.CO.UK



2 $\frac{3}{4}$ h.p. STANDARD MODEL 350

Fitted with Enfield Patent Foot-operated Gear, Cush Drive Hub, Chain Transmission and Kickstarter

SPECIFICATION

Engine.—2 $\frac{3}{4}$ h.p. (347 c.c.) Single Cylinder; bore and stroke, 70 × 90 m/m. Aluminium Alloy Piston.

Lubrication.—Automatic Mechanical Pump and Auxiliary Hand Pump.

Ignition.—High tension Magneto.

Carburettor.—Two-lever type.

Gear.—Royal Enfield patent; direct drive on each gear; foot-operated. Kickstarter.

Transmission.—Roller Chains; Cush Drive in rear hub.

Frame.—Low saddle position; Adjustable Footrests. Royal Enfield Front Forks.

Brakes.—Foot-operated Rear Brake; Stirrup Front Brake.

Handlebar.—Semi-T.T.

Tyres.—Dunlop, 26 × 2 $\frac{1}{4}$ in.

Tools.—Complete set in two pannier bags on carrier.

Finish.—Best quality Black Enamel. Tank panelled and lined. Bright parts heavily plated.

See page 15 for particulars of Touring Handlebars, Footboards, and Legshields.

Price **£49** Net Cash

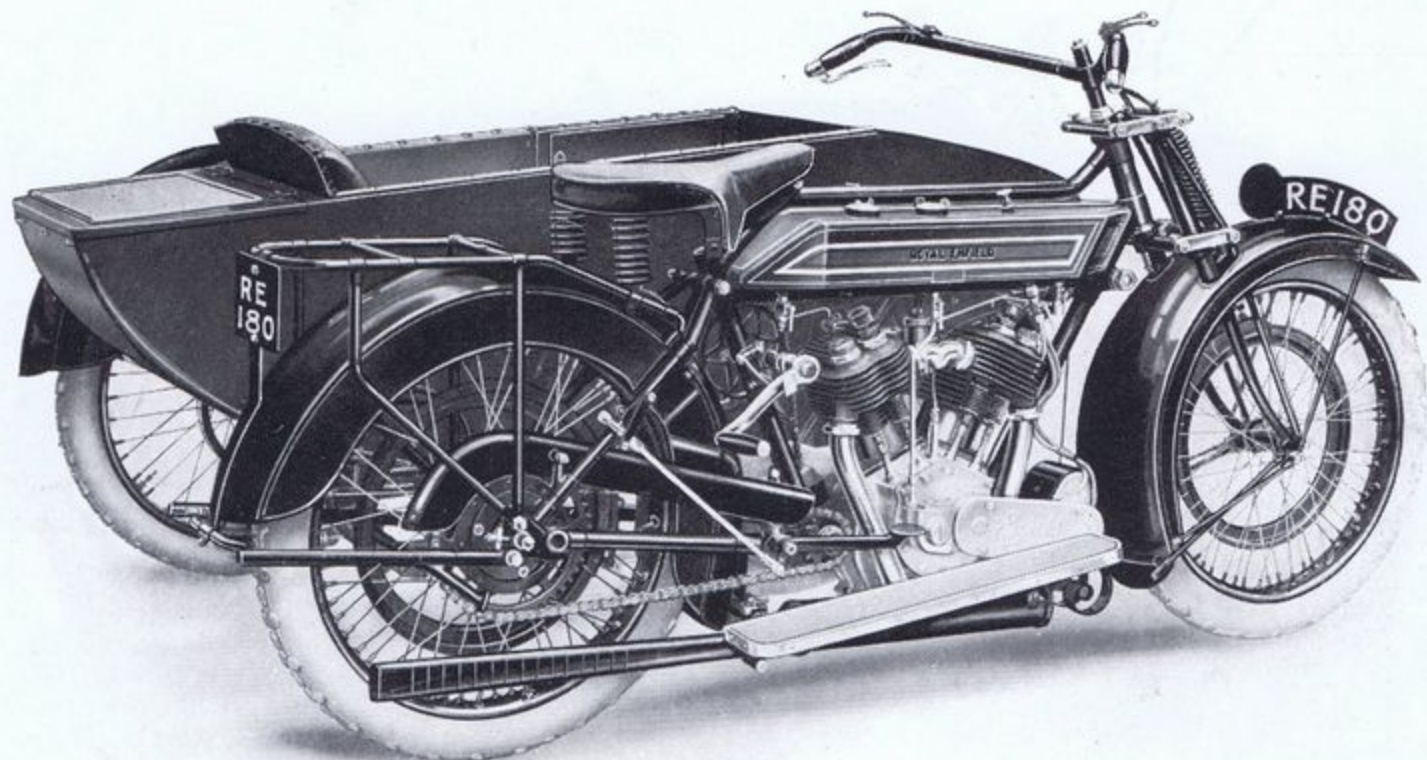
or **£13 7s. 6d.** down, and twelve monthly instalments of **£3 10s. 3d.**, including Insurance.

This Model can be supplied with Sturmey-Archer Three-speed Gear, Handlebar-controlled Clutch, and Kickstarter, at an extra charge of £2. Electric Lighting Set, £8 extra.

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ROYAL ENFIELD

BARNSTORMERS.CO.NZ



8 h.p. SIDECAR COMBINATION

STANDARD MODEL 180

SPECIFICATION

Engine.—Royal Enfield Twin Cylinder; bore and stroke, 85.5 × 85 m/m.; capacity 976 c.c.

Lubrication.—Automatic Mechanical Pump and Auxiliary Hand Pump.

Ignition.—Waterproof Magneto.

Carburetter.—Two-lever.

Gear.—Royal Enfield Patent. Direct drive on each Gear. Handle Starter.

Transmission.—Roller Chains; Cush Drive hub fitted to rear wheel.

Tyres.—Dunlop, 700 m/m. × 80 m/m.

Brakes.—Powerful Front and Rear Brakes operated by foot pedals.

Carrier.—Detachable Carrier. By unfastening two nuts the Carrier and Rear Mudguard are easily removed.

Handlebar.—Registered design; concealed cables.

Saddle.—Terry Patent Spring Saddle.

Tools.—Complete set in wallet on sidecar door.

Finish.—Best Black Enamel. Tank panelled in green. Bright parts heavily plated.

Sidecar.—Exceptionally strong and well sprung; coach built body with locker at rear. Coverall Apron supplied with each machine.

For particulars of Two-seater Sidecar, see page 14.

Price **£90** Net Cash

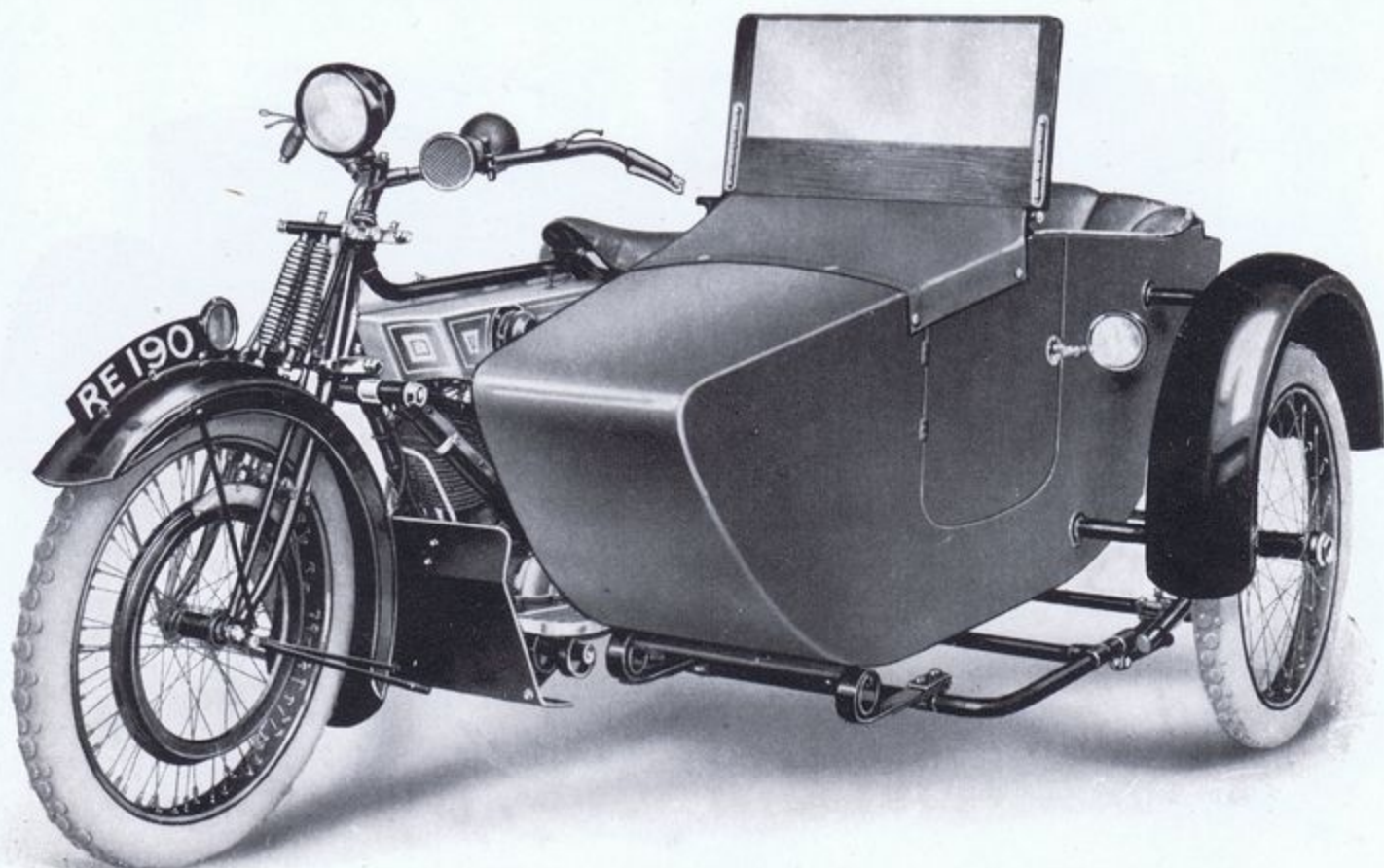
or **£24 15s. 0d.** down and twelve monthly instalments of **£6 10s. 0d.**, including Insurance.

This Model can be supplied with Sturmey-Archer Three-speed Gear, Handlebar-controlled Clutch, and Kickstarter, at an extra charge of £5.

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ROYAL ENFIELD

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8 h.p. SIDECAR COMBINATION

DE LUXE MODEL 190

ABOVE is illustrated the fully-equipped 8 h.p. Royal Enfield Sidecar Combination. The lighting and ignition system fitted is the Lucas "Magdyno" Set, which is recognised as the most efficient and reliable electric lighting system for motor cycles. Electric lighting is admittedly the ideal means of illumination for motor cycles owing to its cleanliness, ease of manipulation, and unvarying efficiency. All three lamps can be switched on without leaving the saddle, and it is possible, owing to the incorporation of two distinct filaments in the Head Lamp, to have either a powerful or a subdued light. The general specification of this Model is somewhat similar to that of the Standard Combination described on page 10, but is supplied ready for the road, complete with Dynamo, Switchbox, Battery (in the Sidecar), Head Lamp, Sidecar Lamp, and Rear Lamp, Ebony Black Bulb Horn and Mudshields to protect the Dynamo. The sidecar is more luxurious and is fitted with a Windscreen.

We send out Makers' Instructions relating to the "Magdyno" with each Model. The instructions for keeping the Lighting Set in order are simple, but it is necessary that clients should carefully follow them out.

For particulars of Hood, Legshields, etc., see pages 14 and 15.

Price £110 Net Cash

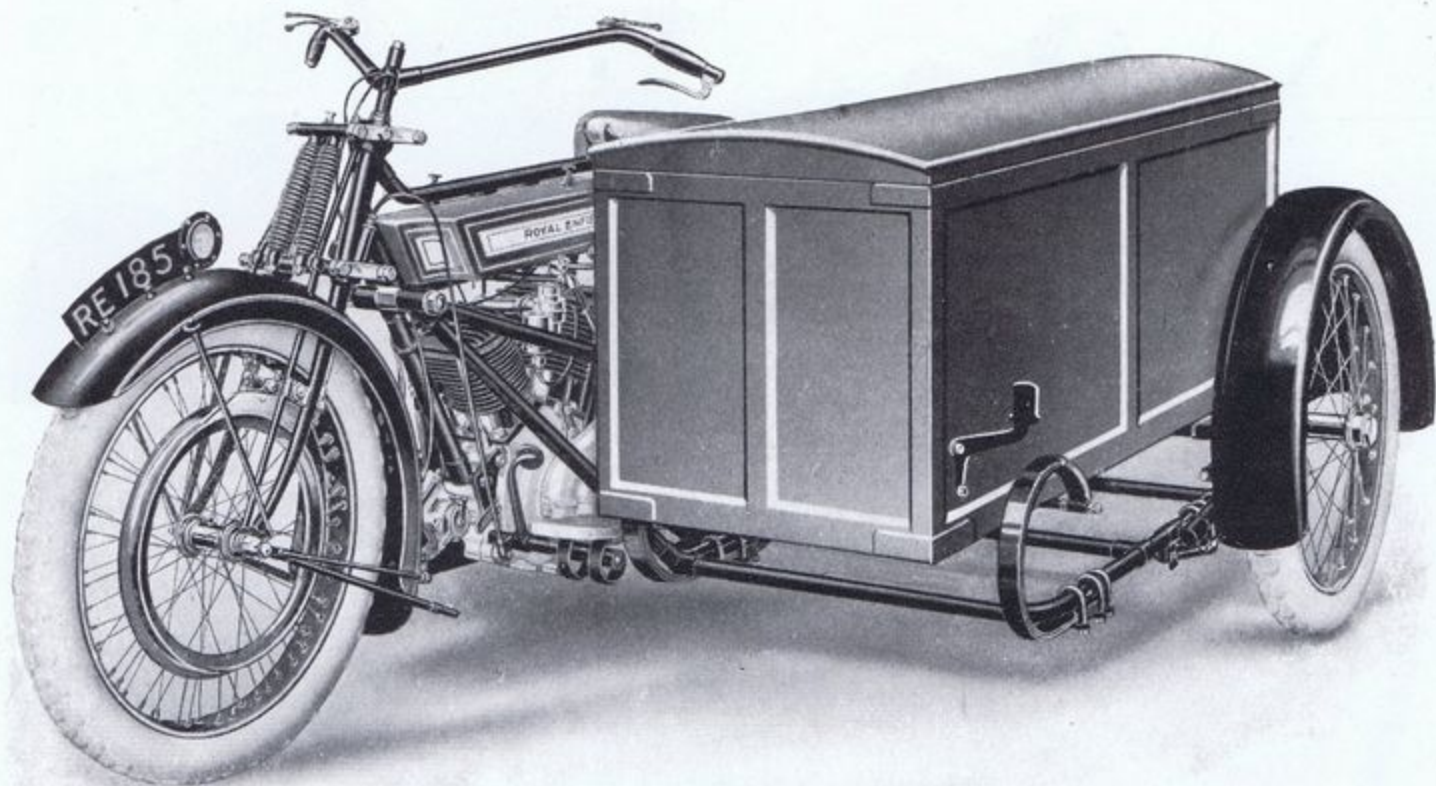
or **£29 18s. 9d.** down and twelve monthly instalments of **£7 17s. 2d.**, including insurance.

This model can be supplied with Sturmey-Archer Three-speed Gear, Handlebar-controlled Clutch and Kickstarter, at an extra charge of £5.

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ROYAL ENFIELD

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8 h.p. TRADE DELIVERY COMBINATION

MODEL 185

THIS Model is the Standard 8 h.p. Royal Enfield Motor Cycle, fitted with a coach-built box carrier, for trade delivery purposes. The box is made in our own factory of best quality timber, and has a hinged top. It is handsomely painted in green to match the motor cycle, highly finished throughout, and is mounted on a strong chassis similar to that which carries the Royal Enfield passenger sidecar body. We have supplied this form of carrier to many of the leading business houses in this country, and it is also in use by the New Zealand Postal Authorities for the collection of mails in the outlying districts.

The dimensions of the Box Carrier are as follows:—

Length, 4 ft. 6 in. Depth, 1 ft. 9 in. Width, 1 ft. 8 in.

Capacity, approximately 13 cubic feet.

Lettering on the panels of the box will be inscribed at a nominal extra charge, according to the work involved.

Attention is directed to the fact that the 8 h.p. Royal Enfield Combination is a double purpose vehicle. A Standard Passenger Body can be fitted to the chassis of the Trade Delivery Combination with very little trouble, a separate set of springs and shackles only being necessary.

Price £90 Net Cash

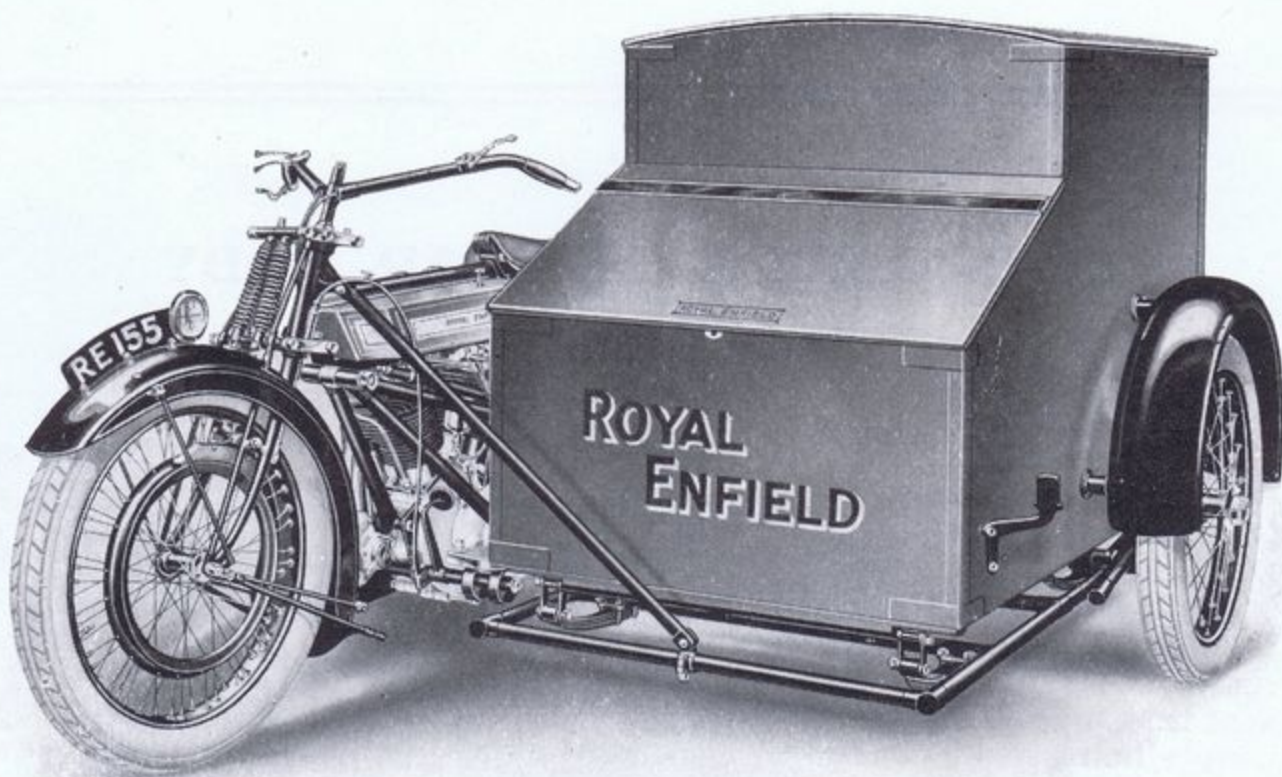
or **£24 15s. 0d.** down and twelve monthly instalments of **£6 10s. 0d.**, including Insurance.

This Model can be supplied with Sturmey-Archer Three-speed Gear, Handlebar-controlled Clutch, and Kickstarter, at an extra charge of £5.

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ROYAL ENFIELD

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8 h.p. TRADE DELIVERY COMBINATION

MODEL 155

MODEL 155, with specially large Box Carrier, was originally designed for the G.P.O. Authorities, and after exhaustive tests the latter have placed orders for and taken delivery of a number of these machines. They have emerged successfully from strenuous trials as the most efficient and economical means of transporting parcels, etc., **up to 3 to 4 cwt.**

The 8 h.p. motor cycle is as previously described, but the chassis is a specially wide one to accommodate the large Box Carrier, and has a five-point attachment. Quarter-elliptic springs support the front of the Box, and semi-elliptic springs the rear.

The Box is strongly made from finest quality timber, and has a lid at the front, and double doors at the back. It can be painted any colour, and be lettered at a small charge, similar to the outfit described on page 12.

Dimensions of the Box Carrier:—

Length, 4 ft. 9 in. Depth, 3 ft. 3 in. Width, 2 ft. 9½ in.

Capacity, approximately 31 cubic feet.

A complete kit of tools is provided, and an easily-operated jack accompanies each outfit.

Dunlop Magnum Cord, 26 in. × 3 in. Light Car Tyres are fitted on all three wheels.

Price £120 Net Cash

or **£32 8s. 9d.** down and twelve monthly instalments of **£4 17s. 9d.**, including insurance.

This Model can be supplied with **Sturmey-Archer Three-speed Gear, Handlebar-controlled Clutch, and Kickstarter.** at an extra charge of **£5.**

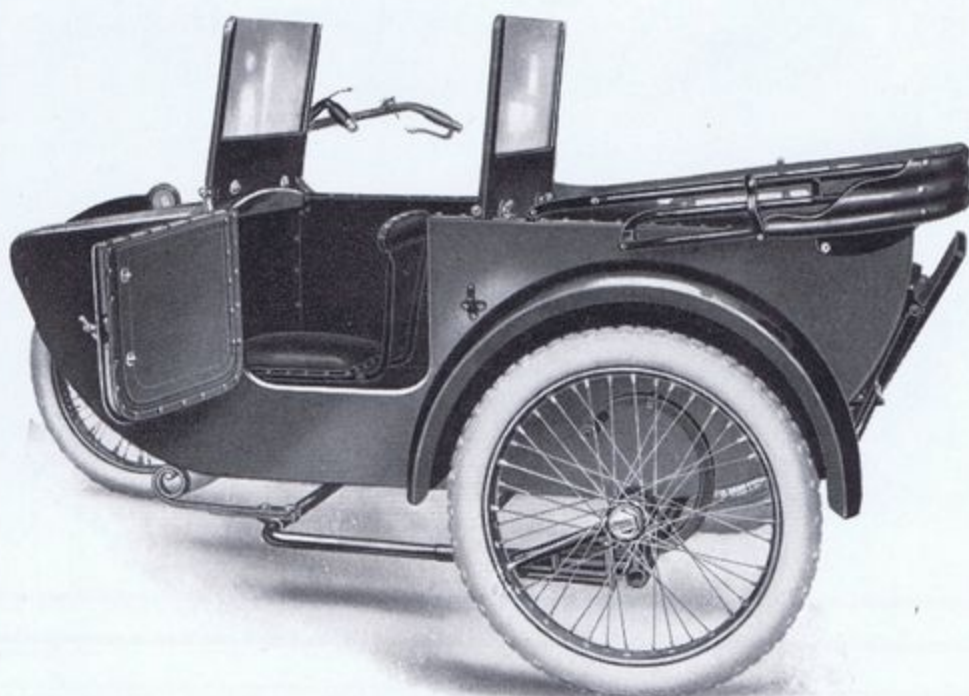
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ROYAL ENFIELD

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TWO-SEATER SIDECAR BODY

THE attractively designed and comfortable Two-Seater Sidecar Body illustrated is provided with an additional seat placed tandem fashion. The back-rest of this front seat folds out of the way when passengers are entering or leaving the sidecar. A strong metal luggage grid is placed at the rear of the body.

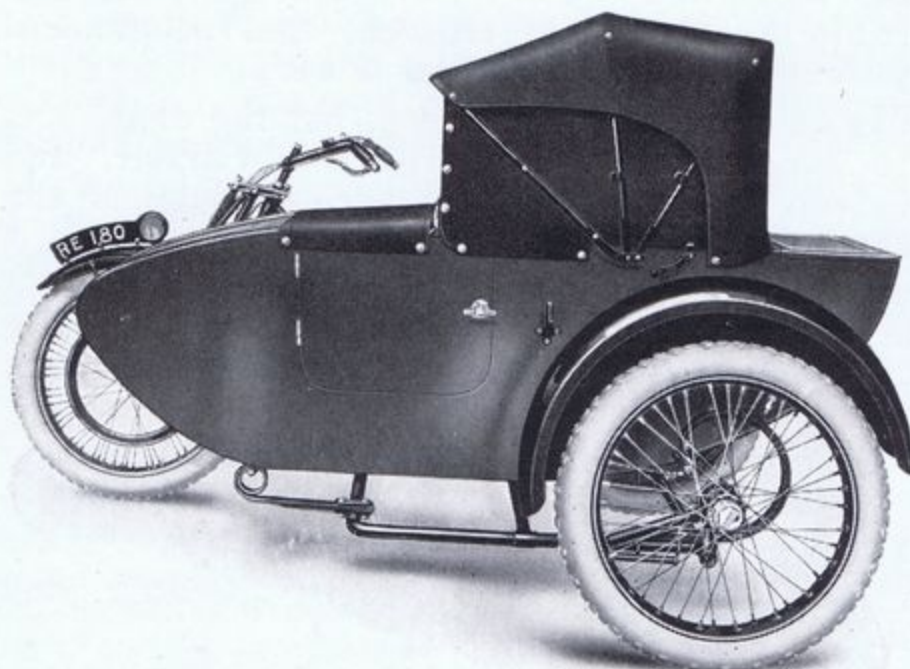


The Two-seater Sidecar can be fitted to either Model 180 or Model 190 if desired.

Price **£4** extra, without Hood and Windscreens in the case of Model 180, but including one Screen for Model 190.

ROYAL ENFIELD HOOD & WINDSCREEN

A collapsible Hood and Windscreen specially designed for use with our machines are supplied, when required, at an extra charge. The



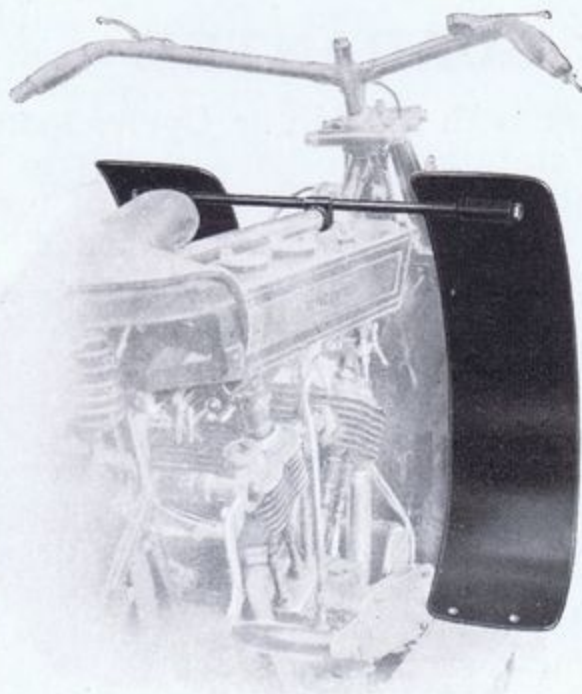
Screen is adjustable, and the Hood can be raised or lowered in a few seconds. Side Curtains are attached to the Windscreen, making an absolutely enclosed compartment for the passenger in wet weather. The lower illustration shows the single seater sidecar fitted to Model 180, with Hood, Screen, and Side Curtains in position.

Hood, Windscreen and Side Curtains with	£	s.	d.
Model 180	7	0	0
Hood with Model 190	3	0	0
Hood, Windscreen and Side Curtains, Two-seater Sidecar, Model 180	7	10	0
Rear Windscreen for ditto	4	0	0
Hood with Two-seater Sidecar, Model 190	3	10	0
Rear Windscreen for ditto	4	0	0
Windscreen and one Side Curtain with Model 180	4	0	0

LEGSHIELDS

8 H.P. MACHINES

THE illustration shows Legshields which have been specially designed for use with the Royal Enfield 8 h.p. motor cycle.



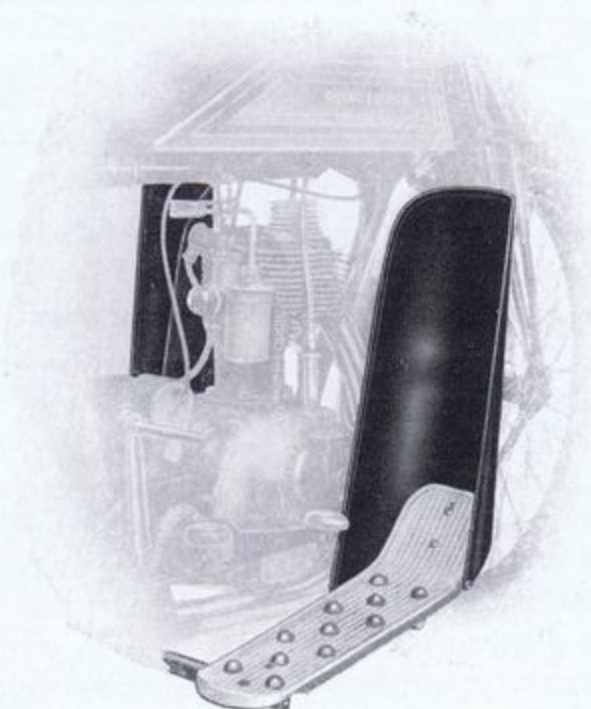
They are extremely useful for motor cyclists who use their machines regularly, especially in the winter. In addition to their usefulness, they add to the appearance of the machine. All necessary fittings are provided for attaching the Legshields to the top tube and footboards. Legshields and fittings are enamelled black.

Price **21/-** the set complete.

2½ H.P. MACHINES

Model 350 can be supplied as a touring mount fitted with handlebars similar to those of the 8 h.p. machines, aluminium footboards with rubber studs, and Legshields, instead of the sports' handlebars and footrests illustrated on page 9. The Footboard and Legshield assembly is shown in the accompanying photograph.

An extra charge of **£1** is made for these fitments when supplied on a new machine.



APPROXIMATE WEIGHTS OF ROYAL ENFIELD MOTOR CYCLES

2½ h.p. Two-stroke Models	..	..	..	..	..	155 lbs.
2¾ h.p. Standard Model	..	..	..	..	..	189 „
2¾ h.p. Touring	„	..	..	..	..	196 „
2¾ h.p. Sports	„	..	..	..	..	206 „
8 h.p. Standard Combination	..	..	..	..	..	476 „
8 h.p. Standard Solo	..	..	..	..	..	296 „



MOTOR CYCLE GUARANTEE

WE give the following guarantee with our Motor Cycles instead of the guarantee implied by statute, or otherwise, as to the quality or fitness of such machines for the purpose of motor cycling; any such implied guarantee being in all cases excluded. In the case of machines which have been used for "hiring out" purposes, or from which our trade mark or manufacturing number has been removed, no guarantee of any kind is given, or is to be implied.

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 three months only from the date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the replacement of any part which may have proved defective, but not to the cost of any work involved in effecting such replacement. We undertake, subject to the conditions mentioned below, to make good at any time within three months any defects in these respects. As motor cycles 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 the 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.

Any motor cycle sent to us to be plated, enamelled or repaired, whether the repairs are required for the purpose of making good the defect before referred to or otherwise, 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 material 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 any common law or statute warranty, 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.

CONDITIONS OF GUARANTEE

If a defective part should be found in our motor cycles, or in any part replaced, it must be sent to us carriage paid, and accompanied by an intimation from the sender that he desires to have it repaired free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the name of the agent from whom he purchased and the date of the purchase, or the date when

the alleged defective part was replaced, as the case may be. Failing compliance with the above, no notice will be taken of anything which may arrive, but such articles will lie here at the risk of the senders, and this guarantee, and any implied guarantee, shall not be enforceable. We guarantee only those machines which are bought either direct from us, or from one of our duly appointed agents, and under no other conditions.

We do not guarantee the specialities of other firms, such as Tyres, Saddles, Chains, Lamps, etc., or any component part supplied with our motor cycles, or otherwise.

THE TERM "AGENT" is used in a complimentary sense only, and those firms whom we style our "agents" are not authorised to advertise, incur any debts, or transact any business whatsoever on our account, other than the sale of goods which they may purchase from us; nor are they allowed to give any warranty or make any representation on our behalf other than those contained in the above Guarantee.

CONDITIONS OF SALE

The prices appearing in this catalogue are **STRICTLY NET**. All goods are sold subject only to the conditions of guarantee given above. The Royal Enfield Motor Cycle and Sidecar Combination is sold subject to the further condition that we cannot accept responsibility if used with any sidecar other than the one supplied by us. The 2½ h.p. Model is sold subject to the further condition that we cannot accept responsibility if it is used with a sidecar, of whatsoever make or type. The prices and specifications in this list are subject to alteration at any time without previous notice.

PAYMENT.—One-third deposit must be paid on our acceptance of the order, and the balance upon receipt of our advice that goods are ready for despatch.

CARRIAGE.—1. All machines are sent Carriage Paid to the nearest railway station.

2. Notwithstanding payment of carriage, all goods are to be considered as delivered to the customer when put on rail at Redditch Station, and all orders are accepted and executed upon this understanding.
3. Upon receipt of goods by customer, it is essential that the Railway Company's Delivery Sheet should in all cases be signed "not examined." The goods should then be carefully inspected, and in the event of any damage, notice should at once be sent to the Carriers, and claim made from them.
4. We reserve the right to despatch either by Goods or Passenger Train, but when machines are sent by Goods Train in Crates, the Crates are charged, and half the amount charged is allowed when returned in good condition.
5. Cases and Crates for shipment abroad are charged at Cost Price.

REPAIRS AND SUNDRIES.—These cannot be booked; our terms are net cash on receipt of pro forma invoice. Machines or parts for repair must be sent carriage paid, and the name of the sender attached, or they cannot be received. Full instructions, with advice as to mode of despatch, should be posted same day. When ordering spare parts or sundries, customers are respectfully requested to quote our identification number for each part required; it is also necessary that the number of the machine and number of engine should in all cases be given. Please mark any communication relating to repairs or sundries:—"Motor Repairs and Sundries Department."



GRADUAL PAYMENT PLAN

SIMPLICITY ITSELF

FOR some considerable time past our mail has reflected an ever-increasing demand for ROYAL ENFIELD MOTOR CYCLES on deferred terms, and almost without exception our correspondents stipulate that they want the arrangement to be **only** with ourselves. It is not difficult to see their reason. They want the actual makers behind the arrangement, so that the Enfield reputation and Enfield service are part and parcel of the transaction. We have, therefore, inaugurated a new department (registered as Enfield Cycle (Gradual Payments) Ltd., for convenience), especially to provide facilities for those who desire to purchase their ROYAL ENFIELD out of income, and our clients can rest assured that not only will all details be strictly confidential, but that throughout the whole period of payment they will receive that same prompt attention and sympathetic consideration which has always been such a prominent feature of the Enfield programme.

Briefly, our offer is this—you can obtain any Royal Enfield Model, delivered to the nearest railway station, equipped with suitable Lucas accessories, insured for one year with the London Assurance, for a deposit of one-quarter of the total list price; the balance, plus five per cent. only, being spread over twelve months, with a rebate *pro rata* to the amount of interest charged if the account is paid earlier. Insurance is, of course, essential for our mutual protection.

ALL YOU HAVE TO DO:—

Decide on the Model and Accessories you require.

Obtain two letters of reference from friends or relatives and send them with your application. There is no need for your friends to know the details; they need only say how long they have known you and that you are a trustworthy and reliable person.

If you are under 21 years of age, or if you are not a householder, obtain the signature of someone who is willing to act in the capacity of a guarantor for you.

State clearly what your requirements are and fill in the details called for on page 20, including names and addresses where indicated. Tear out the last page and send it, together with deposit and reference letters (registered if containing notes) to the address given.

DELIVERY,—Everything being satisfactory your machine will be put on rail within ten days.

GRADUAL PAYMENT APPLICATION FORM

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DEAR SIRs,

I desire a ROYAL ENFIELD MOTOR CYCLE and ACCESSORIES as detailed overleaf in accordance with the terms you offer. I enclose a deposit of £....., and I will pay the appropriate payments at their due date. I understand you will embody these figures in an agreement and send this to me for my approval and signature. If I do not desire to complete the transaction you will return my deposit in full.

Yours faithfully,

Send this form when completed to:—

**The Enfield Cycle Co., Ltd. (Dept. J.),
48, Holborn Viaduct,
London, E.C. 1.**

All remittances payable to Enfield Cycle (Gradual Payments) Ltd.

ACCESSORIES

The following Accessories only can be included above:—

ANY MODEL.—Cowey Speedometer, **£4 15 0**; Electric Lighting as per Catalogue.

ANY COMBINATION.—Legshields, **£1 1 0**; Hood, Windscreen and Side Curtains at Catalogue prices.

MODELS 200, 201, 201a, 202.—

Lucas No. 331 Head Light and Generator	- -	£1 7 6
Lucas No. 344 Rear Light and Generator	- -	13 0
Lucas No. 63 E.B. Bulb Horn	- -	10 6

MODELS 180, 185, 155.—

Lucas No. 462 Head Lamp and Generator	- -	3 10 0
Lucas No. 354 Sidecar Lamp and Generator	- -	1 2 6
Lucas No. 344 Rear Light and Generator	- -	13 0
Lucas No. 60 E.B. Bulb Horn	- -	15 6

INSURANCE

A London Assurance Comprehensive Tariff Policy costs:—

£4 10 0 for Models 200, 201, 201a, 202, 350, 351.

£9 0 0 for Models 180, 185.

£9 15 0 for Models 190, 155.

£10 7 0 approximately, for delivery vans when used in London.

Applicant's Name and Address

(Block Letters please)

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Occupation

Are you a householder ?.....

Guarantor's Name and Address

(If necessary, that is, if you are under 21 years of age
or are not a householder)

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Occupation

Are you a householder ?.....

References' Names and Addresses :

(Their letters should accompany this form to save delay)

(1).....	(2).....
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Machine Required Model.....Enfield

Accessories :

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Specially note I require:—

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