

# Century Eagle

**MOTOR  
CYCLES**



BARNES

# Introduction

## “FLYING - 8” RANGE.

**F**EW riders who have tried the Coventry-Eagle “Flying-8” have failed to fall under the spell of the Big Twin.

These monsters have a charm all their own, which even light weight enthusiasts cannot but appreciate. They are so very docile and gentlemanly as they thread their way through traffic, ticking over so slowly that you may count the barely audible deep throbs of the exhaust; so very willing to respond to the gentlest touch of the throttle in open country; and so thrillingly breathtaking to those hardy riders who dare approach a three-figure speed. “Motor-Cycling’s” critical commentator refers to the Coventry-Eagle “Flying-8” as the “Pullman Express” and indeed, to cruise along on an absurdly small throttle opening at the speed of the railroad expresses, is an experience which it is not easy to forget.

That is the whole secret of the “Flying-8”—it is so effortless in its speed, 8 m.p.h. or 80, it seems to matter little to these wonderful engines, how very different from the clatter, fuss, and bother of a small engine, doing a similar speed!

The “Flying-8,” too, makes a wonderful combination, for with a really comfortable sidecar there is speed and to spare, hills cease to exist, and driver and passenger may taste such joys of sweet and speedy travel that no light car at anywhere near the price could give.

In full touring trim a perfectly standard “Flying-8,” with a heavy and luxurious sidecar complete with passenger, windscreen and luggage, is quite capable of forcing the speed indicator up to 80 m.p.h.

## *Introduction (Contd.)*

### **Light and Medium Weight Range.**

**T**HE Coventry-Eagle light and medium weight range for 1927 has been entirely redesigned with a view not only of "improving the breed," but also of giving owners of Coventry-Eagle Machines unique advantages with regard to spare parts and replacements.

For the 1927 season it will be possible for agents to stock one set of spare parts only and yet cater for six models!

This seeming paradox has been brought about by a bold step in standardisation, for the Frames, Guards, Tanks, Saddles, Wheels, Brakes, and, in fact, practically all the component parts, with the exception of the Engines and certain minor fittings, are interchangeable; a feature of inestimable benefit to the Private Owner.

At first sight, and bearing in mind the light weight of the lower-powered models, this policy might be thought to argue a lack of strength in the case of the more powerful machines, but in actual fact the frames were designed for the 350 c.c. O.H.V. Sports Model, the fastest of all, and a type well capable of sidecar work.

It is only due to scientific design and distribution of weight that the frame has proved light enough to bring two of the models within the 30/- tax limit.

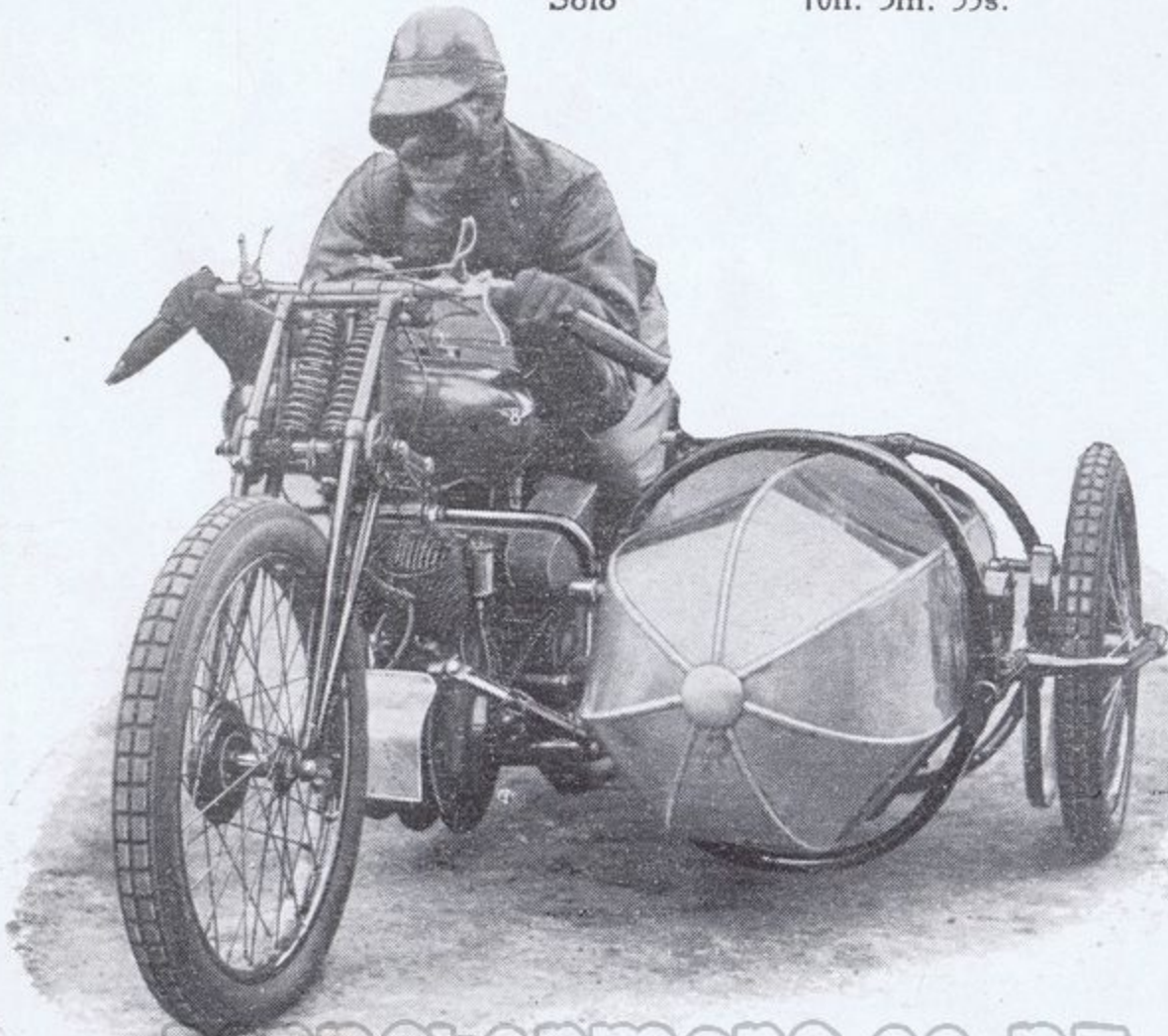
Such then is the Coventry-Eagle policy for the 1927 season. a policy which has enabled us to give a far better specification for a given figure than would otherwise have been the case.

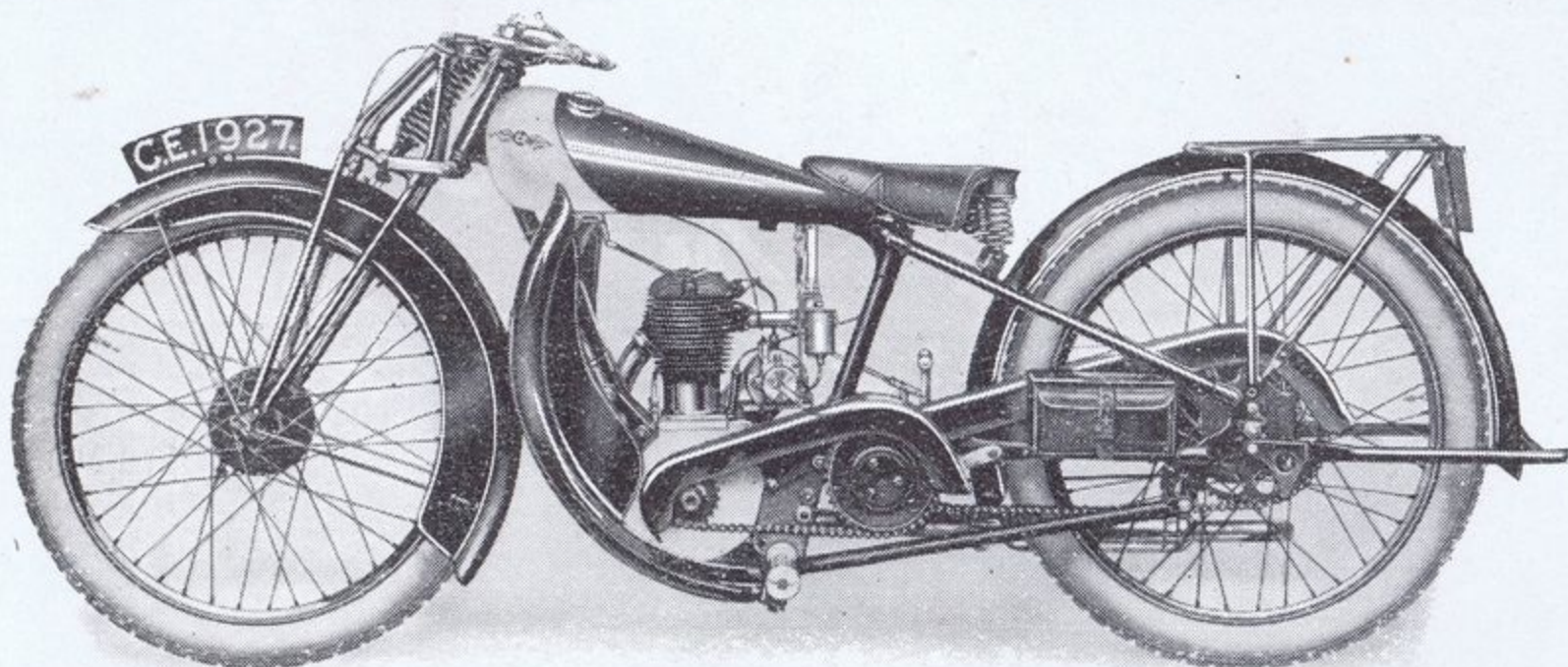
# WORLD'S RECORDS

Held by

## Coventry-Eagle

TRACK.	RIDERS.	MACHINE.	TIME OR DISTANCE.	SPEED.	CLASS.
Brooklands	Oct. 23/24. R. H. Harte and S. T. Glanfield	Flying-8 Comb.	300 M.	67.00 m.p.h.	"G"
Brooklands	" ...	Flying-8 Comb.	400 M.	66.45 m.p.h.	"G"
Brooklands	" ...	Flying-8 Comb.	500 M.	65.80 m.p.h.	"G"
Brooklands	" ...	Flying-8 Comb.	5 hrs.	66.16 m.p.h.	"G"
Brooklands	" ...	Flying-8 Comb.	6 hrs.	66.44 m.p.h.	"G"
Brooklands	" ...	Flying-8 Comb.	7 hrs.	66.09 m.p.h.	"G"
Brooklands	" ...	Flying-8 Comb.	8 hrs.	65.60 m.p.h.	"G"
Brooklands	" ...	Flying-8 Comb.	9 hrs.	65.66 m.p.h.	"G"
Brooklands	" ...	Flying-8 Comb.	400 K.	107.64 k.p.h.	"G"
Brooklands	" ...	Flying-8 Comb.	500 K.	106.60 k.p.h.	"G"
Brooklands	" ...	Flying-8 Comb.	600 K.	106.75 k.p.h.	"G"
Brooklands	" ...	Flying-8 Comb.	700 K.	106.27 k.p.h.	"G"
Brooklands	" ...	Flying-8 Comb.	800 K.	105.88 k.p.h.	"G"
Brooklands	" ...	Flying-8 Comb.	900 K.	105.75 k.p.h.	"G"
Brooklands	June 26/26. E. S. Prestwich	344 c.c. O.H.V. Comb.	200 M. 3h. 8m. 57s.	63.50 m.p.h.	B/S.
Brooklands	" ...	344 c.c. O.H.V. Comb.	3 hrs. 190m. 895yds. M. Y.	63.50 m.p.h.	B/S.
Brooklands	Sept. 29/26. E. S. Prestwich and P. Brewster	246 c.c. O.H.V. Solo	7 hrs. 433m. 1180yds.	61.95 m.p.h.	"A"
Brooklands	" ...	246 c.c. O.H.V. Solo	8 hrs. 494m. 712yds.	61.80 m.p.h.	"A"
Brooklands	" ...	246 c.c. O.H.V. Solo	9 hrs. 553m. 660yds.	61.49 m.p.h.	"A"
Brooklands	" ...	246 c.c. O.H.V. Solo	10 hrs. 615m. 453yds.	61.63 m.p.h.	"A"
Brooklands	" ...	246 c.c. O.H.V. Solo	11 hrs. 678m. 287yds.	61.65 m.p.h.	"A"
Brooklands	" ...	246 c.c. O.H.V. Solo	12 hrs. 732m.	61.00 m.p.h.	"A"
Brooklands	" ...	246 c.c. O.H.V. Solo	500m. 8h. 5m. 25s.	61.80 m.p.h.	"A"
Brooklands	" ...	246 c.c. O.H.V. Solo	1000kls. 10h. 5m. 53s.	61.53 m.p.h.	"A"





**MODEL C35.**

**3-h.p. DE LUXE**

### SPECIFICATION.

As Model C33 but with Terry Saddle, Leg Shields, Dunlop Cord 26" x 2½" Tyres, etc.

Practically all experienced riders insist upon a soft top saddle such as the Terry, while larger tyres also add very materially to comfort and freedom from trouble.

Leg Shields too, not only enable one to ride over wet roads without special clothing, but also keep the feet far warmer in cold weather.

Such refinements naturally increase the cost slightly, but we cannot too strongly recommend them as adding, in no small degree, to the pleasure of motor cycling.

**Price - - £42 - 15 - 0 Net.**

(Or £11 - 12 - 6 deposit and 12 Monthly Payments of £3 - 2 - 9).

**MODEL C45.**

**3.5-h.p. DE LUXE**

As Model C41 but with Dunlop Cord 27" x 2.75" (Wired-on) Tyres, Terry Saddle, very efficient Leg Shields, Torque Rods from engine to rear fork end, etc.

With an engine capable of the high power output of the 350 c.c. J.A.P., the torque reaction adds very considerably to the frame stresses.

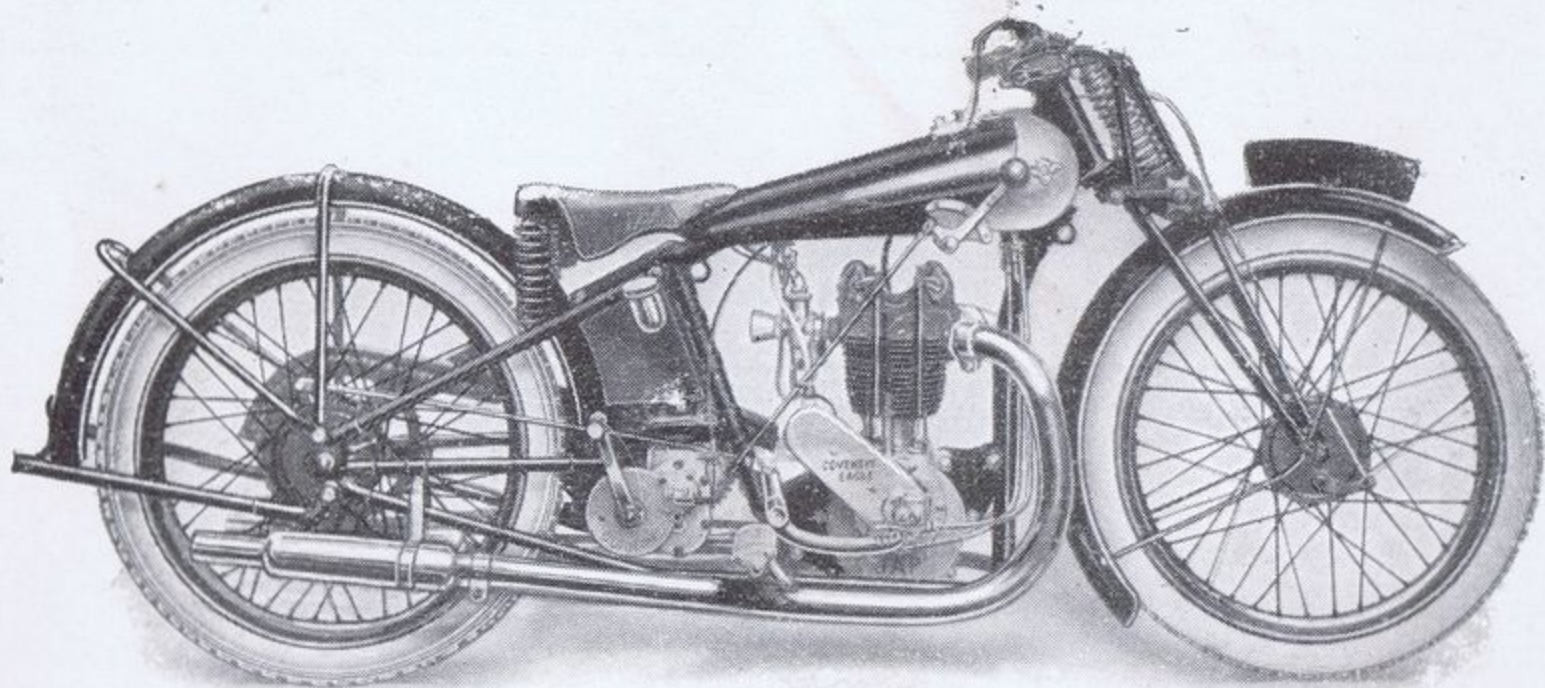
To relieve the frame of such loads, Torque Rods have been provided, and we recommend their use on machines to which a sidecar is fitted, while they also tend to improve the steadiness at speed when riding solo.

The remarks relating to the refinements of Model C35 again apply, and are directed to the attention of the discriminating rider.

**Price - - £47 - 15 - 0 Net.**

(Or £12 - 17 - 6 deposit and 12 Monthly Payments of £3 - 9 - 6).

**BARNSTORMERS.CO.NZ**



## “ FLYING-350 ” MODEL.

## “ FLYING-500 ” MODEL.

**ENGINE :** O.H.V., J.A.P. Sports Engine, with Coventry-Eagle finish. Large diameter exhaust pipe and carburetor silencer as illustrated. Best & Lloyd mechanical pump with tell-tale.

**CARBURETTOR :** B. & B. or other highest grade.

**IGNITION :** M-L or other high grade British made magneto.

**GEAR BOX :** Burman Model E, three-speed, countershaft, with kick-starter and clutch; ratios :  $5\frac{1}{4}$ — $7\frac{3}{4}$ — $10\frac{1}{2}$  Solo. (Sidecar  $5\frac{1}{4}$ — $8\frac{1}{2}$ — $14\frac{1}{2}$ ).

**TRANSMISSION :** All chain,  $\frac{1}{2}$ "  $\times$   $\frac{5}{16}$ " with cush drive in rear hub.

**FRAME :** Le Vack Duplex Frame designed for strength and speed. The steering angle and trail have been very carefully designed in order to give perfect steering.

**FORK :** Webb Patent, with shock absorbers.

**TANKS :** Coventry-Eagle (Regd. design No. 683,383), saddle type with bulbous section. Capacity, 2 gallons. Carmine nose. Separate oil tank, capacity, 2 quarts

**WHEELS :** 27"  $\times$  2.75", with internal expanding 5" front and 6" rear hub brakes.

**TYRES :** Dunlop Extra Heavy Cord, 27"  $\times$  2.75" (wired-on).

**FOOTRESTS :** Rubber, fixed to adjustable hangers.

**MUDGUARDS :** Extra wide, light car section, front and rear.

**SADDLE :** Terry Patent

**TOOLBAG :** Armoured type, large capacity. Fitted with tool roll containing necessary spanners, etc.

**FINISH :** Enamelled black on rustproof priming, all bright parts heavily plated. Tank, black with carmine nose.

(André Steering Damper, 25/- extra.

**Model C42** 350 c.c. O.H.V. J.A.P. Single Port (Sports) **£75 Net**

(Or £19 - 15 - 0 deposit and 12 Monthly Payments of £5 - 6 - 9).

**Model C43** 350 c.c. O.H.V. J.A.P. Double Port (Racing) **£90 Net**

(Or £23 - 11 - 0 deposit and 12 Monthly Payments of £6 - 7 - 1).

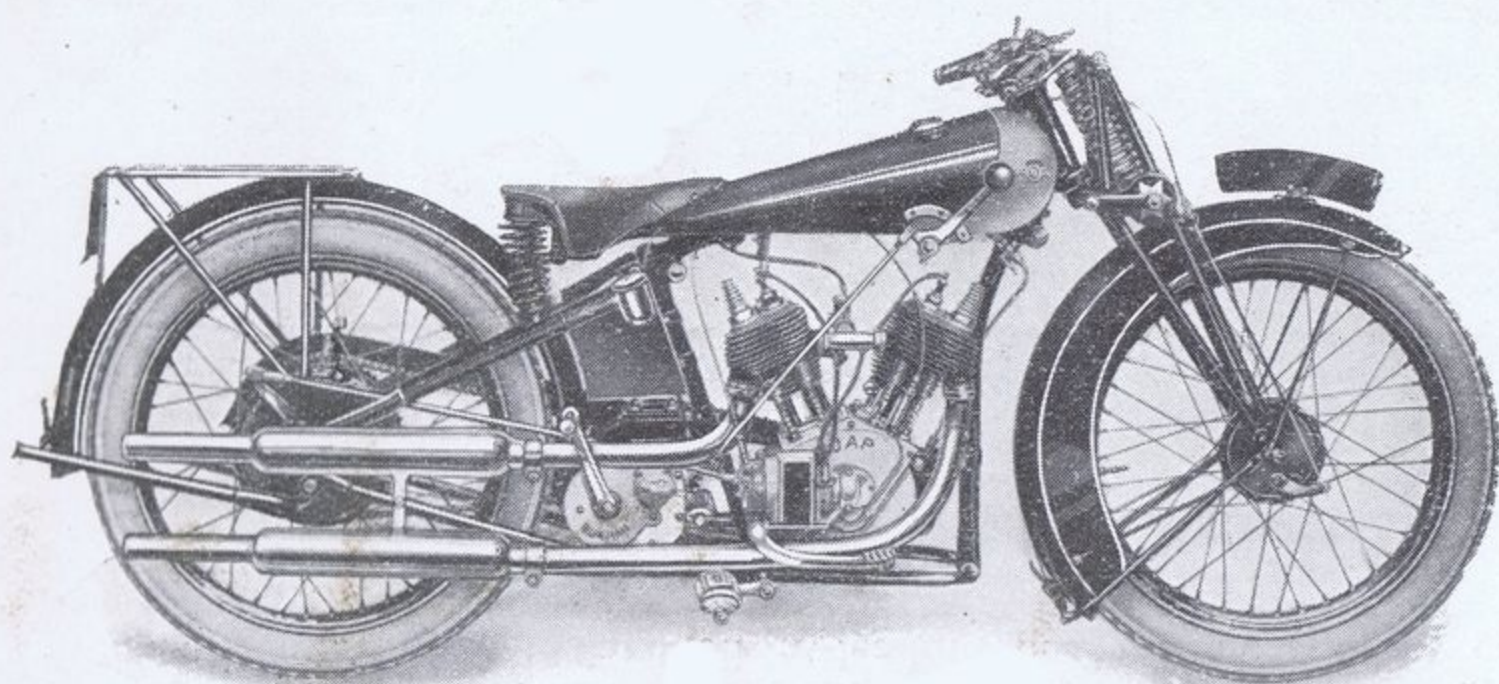
**Model C54** 500 c.c. O.H.V. J.A.P., Single Port **£85 Net**

(Or £22 - 16 - 9 deposit and 12 Monthly Payments of £6 - 3 - 4).

**Model C53** O.H.V. J.A.P., Double Port **£95 Net**

(Or £25 - 7 - 3 deposit and 12 Monthly Payments of £6 - 17 - 0).

**BARNSTORMERS.CO.NZ**



MODEL C70 Solo.

“FLYING 6” TWIN

## SPECIFICATION.

**ENGINE :** 6.80-h.p. J.A.P. Twin, 70 m/m bore  $\times$  88 m/m stroke, 50° twin cylinder, with special Coventry-Eagle finish, plated cylinders, etc. Mechanical lubrication.

**CARBURETTOR :** B. & B. or other highest grade.

**IGNITION :** M-L Magneto, bevel drive.

**GEAR BOX :** Burman Model E, three-speed, kick start and clutch. Ratios :  $5\frac{1}{4}$ — $7\frac{1}{4}$ — $10\frac{1}{2}$  Solo (Sidecar  $5\frac{1}{4}$ — $8\frac{1}{2}$ — $14\frac{1}{2}$ ).

**TRANSMISSION :** All chain,  $\frac{5}{8}$ "  $\times$   $\frac{5}{16}$ ", with cush drive.

**FRAME :** Duplex frame, specially designed for strength and speed, containing extra strong one-piece head and seat lugs, liberally webbed. Sidecar lugs are incorporated in frame.

**FORK :** Webb patent design, with shock absorbers.

**TANK :** The well-known Coventry-Eagle (Regd. design No. 683,383), saddle type, with bulbous section; capacity, 2 gallons petrol. Separate oil tank, capacity 2 quarts.

**WHEELS :** 27"  $\times$  2.75", with internal expanding 5" front and 6" hub rear brakes.

**TYRES :** 27"  $\times$  2.75" Dunlop Cord (wired-on).

**FOOTRESTS :** Rubber fixed to adjustable hangers.

**SADDLE :** Terry patent.

**TOOLBAG :** Armoured type, large capacity. Fitted with tool roll containing necessary spanners, etc.

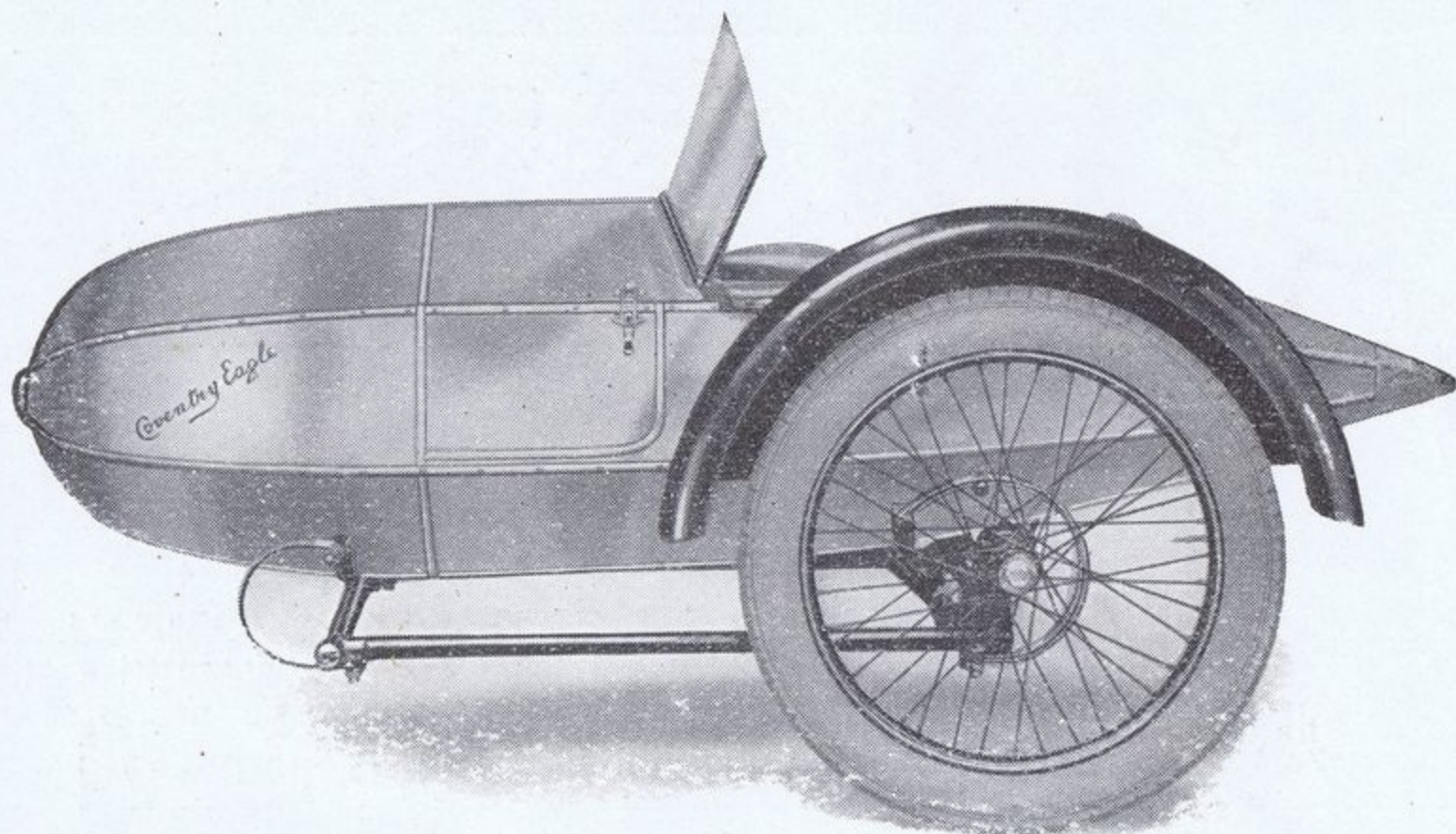
**FINISH :** Enamelled black on rustproof priming, all bright parts heavily plated. Tank black with carmine nose.

**SIDECAR :** Any Sidecar in this Folder. Supplied complete with apron as illustrated (see opposite page), or any other make of Sidecar to order.

Model C70 Solo - £75 - 0 - 0 Net.

(Or £20 - 6 - 3 deposit and 12 Monthly Payments of £5 - 9 - 8).

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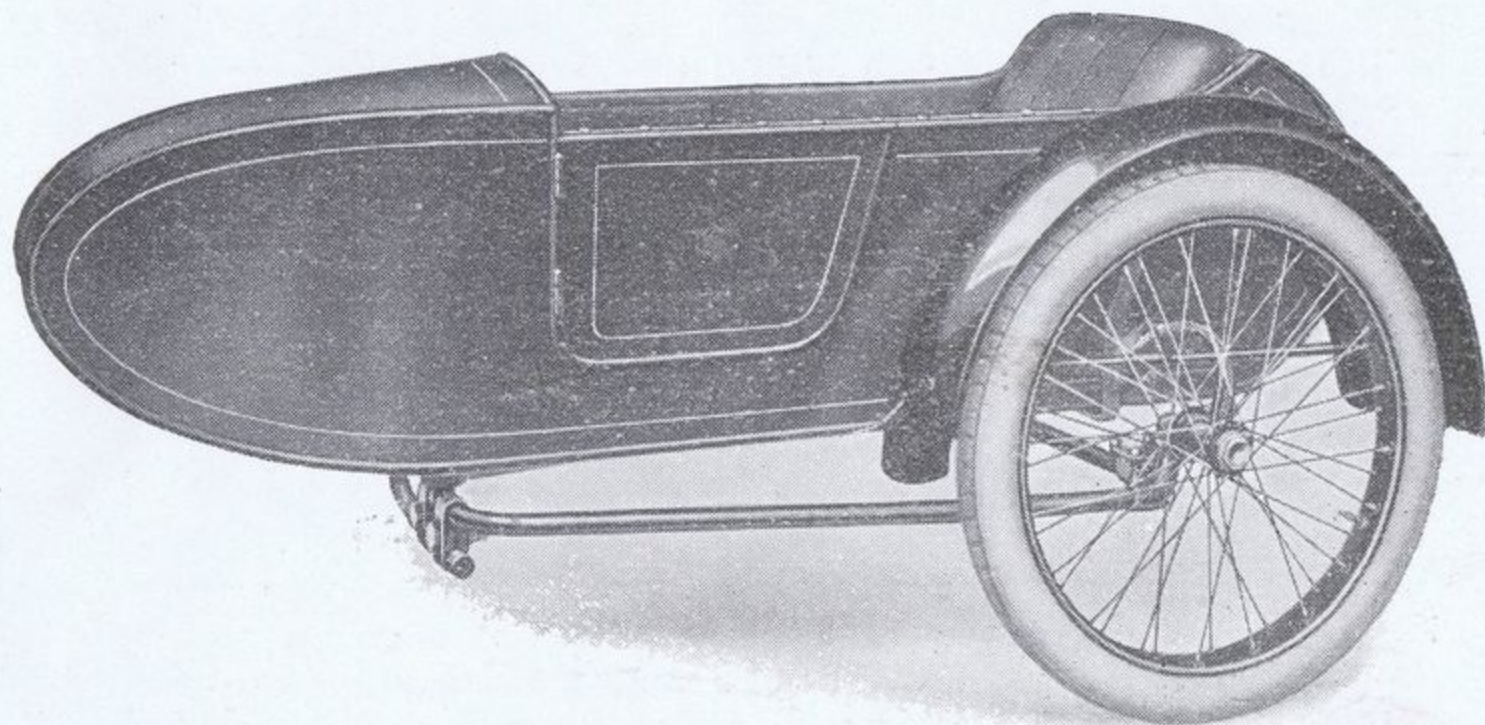
### MODEL C2 (Suitable for all Models).

Chassis of best quality weldless steel tubing, very strong. Springs of highest quality steel, very strong steel axle, 5½-in. mudguard, 3-point attachment, very strongly built body of protected aluminium with door, fitted with 27" x 2.75" Dunlop Heavy Cord Tyre (wired-on). Roomy and very comfortable. Large locker at back. Coverall apron and mat.

**Net Cash Price - £20 - 0 - 0**

(Or £5 - 0 - 0 down and 12 Monthly Payments of £1 - 7 - 0).

(With Extra Strong Chassis suitable for "Flying-8" Models, £1 extra).



### MODEL C5

Body constructed of well-seasoned timber, fitted with door. Well-sprung upholstery, spacious locker in back of body. High-class coach-painted finish, fitted with lino mat and waterproof apron. The chassis is of best quality weldless steel tubing. Bearings highest quality. Comfortable and reliable and wonderful value for money.

**Net Cash Price (with 26 x 2½ Dunlop Tyre) £13 - 13 - 0**

(Or £3 - 8 - 3 down and 12 Monthly Payments of £0 - 18 - 5).

**BARNSTORMERS.CO.NZ**



# Guarantee.

## 1—MOTOR CYCLE GUARANTEE.

**WE** give the following guarantee with our motor cycles, motor cycle combinations and sidecars, which is given in place of any implied conditions, warranties, or liabilities whatsoever statutory or otherwise all such implied conditions, warranties and liabilities being in all cases excluded. No statement or representation contained in this catalogue, or in any advertisement, leaflet or other publication, shall be construed as enlarging or varying or over-riding this guarantee. In the case of machines which have been used for "hiring out" purposes, or from which our trade mark, our name, 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 date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the free supply of a new part manufactured by us in exchange for the part of the motor cycle which may have proved defective. We do not undertake to replace or refix, or bear the cost of replacing or refixing such new part in the motor cycle. 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.
- 3—The attaching of a sidecar to a motor cycle which is not designed for such use.

We do not appoint agents for the sale of our motor cycles or other goods. We assign to motor cycle dealers (styled "regional" dealers), who carry on business on their own account, areas in which they have the exclusive or other right to sell goods purchased from us. A regional dealer purchasing from us, or a sub-dealer purchasing from him, may, on our behalf (as our agent for this purpose only) give the guarantee printed above.

Any such dealer is not authorised to advertise, incur any debts, or transact any business whatsoever on our account, nor is he authorised, so as to bind us, to give any warranty or make any representation on our behalf, or to sell subject to or with any conditions other than these contained in such guarantee.

We guarantee only those machines which are bought either direct from us or from a regional dealer or sub-dealer, and under no other conditions.

## CONDITIONS OF GUARANTEE.

If a defective part should be found in our motor cycles 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 dealer from whom he purchased, and the date of purchase.

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 sender, and this guarantee, and any implied guarantee shall not be enforceable.

We do not guarantee specialities of other firms or any component parts supplied to the order of the customer differing from our standard specification.

## 2—MOTOR CYCLE REPAIRS AND RENEWAL GUARANTEE.

In respect of repairs and replacements of our own manufacture we give the following guarantee in place of any implied conditions, warranties, or liabilities whatsoever statutory or otherwise, all such implied conditions, warranties, and liabilities being in all cases excluded, that is to say:—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 (see overleaf) 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.

**The COVENTRY - EAGLE  
CYCLE and MOTOR Co. Ltd.  
BISHOP GATE GREEN WORKS,  
Foleshill Road, COVENTRY.**

'Phone 407

Grams "Eagle, Coventry."

**BARNSTORMERS.CO.UK**

# General SPECIFICATION of Tourist and Sports Models (C33 TO C50).

(ILLUSTRATED IN LEFT COLUMN).

The following General Specification applies equally to all Coventry-Eagle Models with the exception of the "Flying" Range.

Variations peculiar to each machine are given under the appropriate model.

**FRAME:** Totally triangulated, the new frame employs straight English Weldless Steel Tubing throughout. With a saddle height of but 26 inches, the riding position is particularly good, while prolonged experiment has enabled the Coventry-Eagle designer to evolve a steering head which gives stability and safety throughout the speed range, particularly noticeable when negotiating greasy surfaces. Fitted with Front Stand.

**FORK:** Built of round tubes and combining lightness with great strength, the new 1927 Brampton Sports spring fork with its central barrel spring gives both steadiness at speed and an easy floating motion over rough roads.

**TANK:** The famous bulbous Carmine-nosed Coventry-Eagle saddle tank (Reg. design No. 683,383). Capacity:—Petrol,  $1\frac{3}{4}$  gallons; Oil, 3 pints.

**BRAKES:** Fully complying with the modern call for braking efficiency, the Coventry-Eagle brakes follow accepted car practice. Sweet, yet very powerful in action, they possess in addition the advantage of being well up to their work, and so need little adjustment and very infrequent relining. The front brake is 5", and the back 6" in diameter, while hand adjustment is provided for both.

**CARBURETTOR:** Two lever B. & B., an instrument which for many years has maintained a leading position on account of its efficiency and economy.

**IGNITION:** M-L. Magneto, without doubt one of the finest examples of magneto construction in the world. The instrument is neat in design, simple in construction, and waterproof in practice. Standard M-L. Magnetos are used for racing, the highest test of ignition efficiency.

**GEARBOX:** Three-speed Albion, with kick starter, handlebar controlled cork inset clutch, and gate control on tank. A thoroughly reliable box having ratios of  $5\frac{1}{2}$ , 8 and 13 to one as standard.

**TRANSMISSION:** Coventry  $\frac{1}{2}$ " x  $\frac{5}{16}$ " chains with a cush drive in the gearbox, giving  $\frac{3}{8}$ " movement.

**LUBRICATION:** Best & Lloyd Mechanical Pump with tell-tale indicator, working in conjunction with the famous J.A.P. system of internal circulation of oil. When once the pump has been set the rider has merely to replenish the oil tank. Use Castrol "X.L." Oil.

**FOOTRESTS:** Strong, rubber-covered rests.

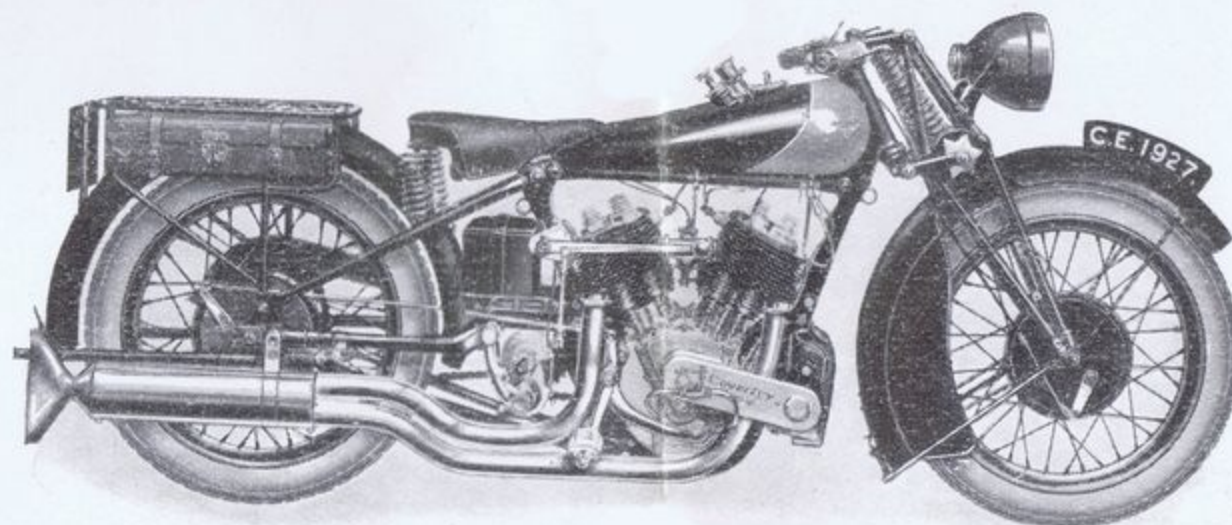
**MUDGUARDS:** Large light car type 5" guards. Valanced front and plain rear, giving adequate protection to man and machine.

**SADDLE:** Large Multi-Spring (Terry-Licensed) mounted directly on the frame. Height of saddle 26".

**SILENCER:** Husher type, neat in appearance yet very effective.

**TOOL BAG:** Capacious armoured bag, equipped with tool roll and full kit of tools.

**FINISH:** Beautifully finished in brilliant black enamel on a rust-proof priming, all bright parts heavily plated. The bulbous saddle tank is artistically painted with the famous Coventry-Eagle Carmine Nose. Tecalet Grease Gun Lubrication throughout.

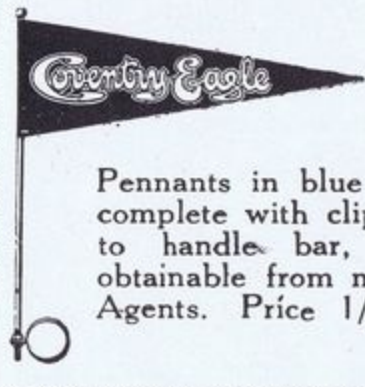


The above photograph illustrates the "Flying-8" Model No. C130. The C120 is exactly similar but has no Electric Equipment. The C150 in appearance and specification is exactly as C130 but has the 8/30-h.p. Four Cam Engine fitted. (For Prices see above).

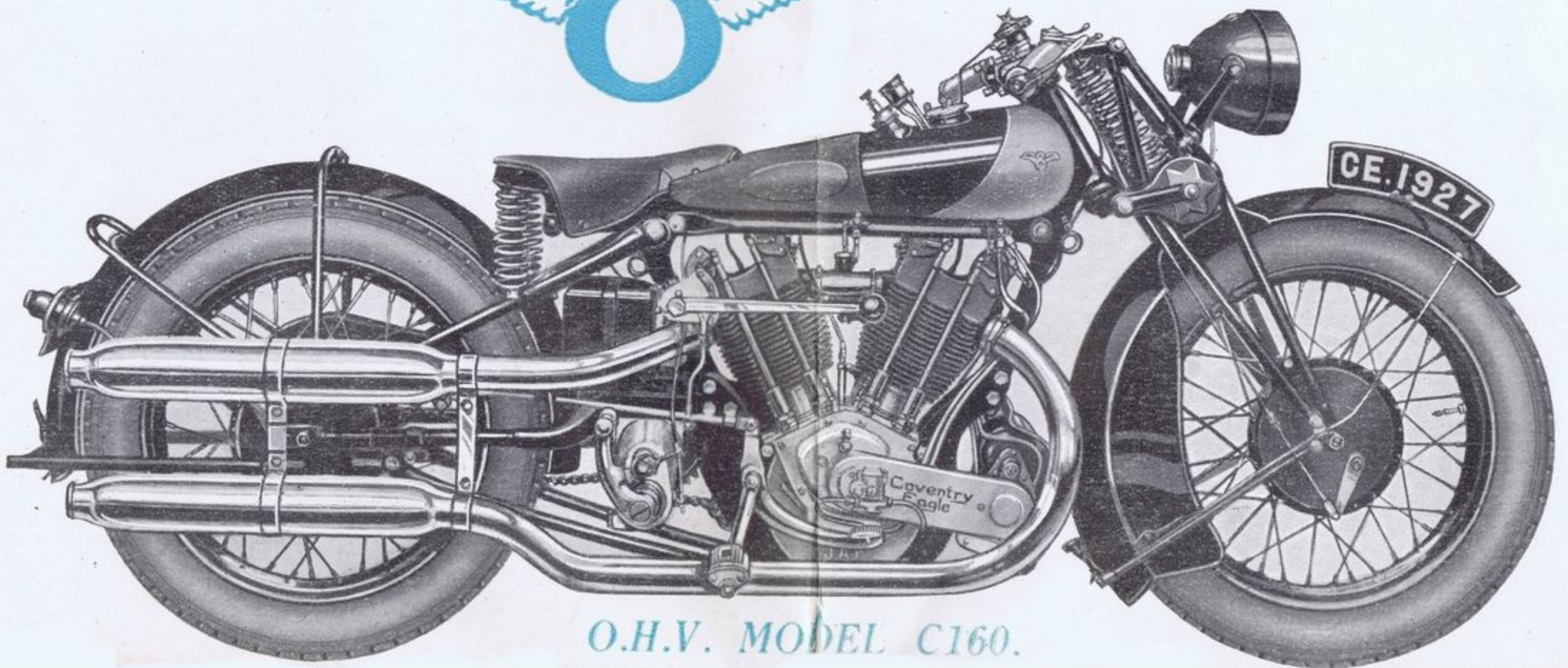
**BARNSTORMERS.CO.UK**

LUBRICATE WITH CASTROL "X.L." OIL.

**All Easy Payment Prices include Comprehensive M.U. Insurance for One Year.**



**FLYING**



O.H.V. MODEL C160.

**SPECIFICATION.**

**ENGINE:** J.A.P. 50° Vee Twin, 85.5 m/m bore, 85 m/m stroke, 980 c.c. Aluminium piston, roller bearings to big ends, ball or roller bearing main shaft, special valves.

Such is the outline of the famous range of Sports Twin J.A.P.'s, than which there are no finer engines made.

Designed for speed, they are built with the minutest accuracy to attain this end, an accuracy which is also responsible for the wonderful flexibility, so desirable a feature in a Big Twin.

The finish of these engines both inside and out, is exquisite to a degree, and they possess every refinement which the skill of the finest engine makers in the world can originate.

**LUBRICATION:** On the lines of car practice the lubrication of the "Flying-8" is effected by a mechanical pump of Best & Lloyd manufacture, working in conjunction with the latest system of internal circulation of oil to the timing gear, main bearings, and big ends, a feature which has for some years proved of inestimable value on J.A.P. Engines.

Additional refinements include a sight feed on the tank and an auxiliary hand pump for emergency use.

When once the pump is set, the rider has merely to replenish the oil tank, when necessary, preferably with Castrol "X.L." Oil.

**CARBURETTOR:** B. & B. Sports model, an instrument which, both for racing and touring, has been found to be admittedly suited to the "Flying-8" Engines.

**MAGNETO:** M.L., or, in the case of the electrically equipped models, a Lucas Magdyno.

In our opinion these instruments represent the high water mark of electrical efficiency in their respective classes.

**FRAME:** Immensely strong and scientifically designed to give excellent steering at all speeds, the frame of the "Flying-8" is particularly free from whip, and gives an exceptionally low saddle position.

Torque tubes are provided to take the reaction of the powerful engine.

**FORKS:** Heavy weight pattern Webb, with adjustable incorporated dampers, the advantages of which cannot be overestimated. These forks play a large part in the excellent steering qualities of the "Flying-8" owing to the action of the central barrel spring, the vertical motion of the front wheel, and the floating motion due to the action of the damper.

The Coventry-Eagle "Flying-8" is essentially a "designed" job from stem to stern, and its lines, we venture to think, compare favourably with those of any machine in its class.

This is undoubtedly due in no small measure to the pleasing contour of the famous bulbous, red-nosed, saddle tank with its graceful streamlined rearward sweep.

This tank, which holds 2½ gallons of petrol and 5 pints of oil, is undoubtedly one of the finest examples of the tank makers' art to be found throughout the Motor Cycle industry.

An excellent feature is the leather sheath which forms a knee grip, and not only protects the enamel of the tank from abrasion, thus maintaining the machine's smart appearance, but also protects the rider's garments.

The famous Jardine three-speed box is fitted to the 8.45 H.P. O.H.V. models, and Sturmey-Archer boxes to the side valve machines. Features of the former box are the strength and stiffness of its shafts and pinions, and the fact that a single sliding dog is used to engage all gears.

Three plate cork inset clutches are used, while the gear ratios are 3.5, 5.2, and 10.1 to one for solo, and 4, 6, 11.5 to one for sidecar work.

**BRAKES:** It is vital for any machine of the weight and speed of the "Flying-8" to have really effective brakes, and the manufacturers are fully alive to this fact. Car type internal expanding brakes are employed, having extra large friction surfaces, and 8" diameter drums.

These brakes are very powerful, yet they are admirably sweet in action, and require little attention.

**SADDLE:** Large size Terry, specially made for the "Flying-8" and mounted directly on the frame. A saddle which represents the very acme of comfort.

**TYRES:** Dunlop Cord 26" x 3 25" wired on. These tyres have an admirable triple stud non-skid tread, while this large section does much to insulate machine and rider from any but the deepest of pot holes. They are also particularly easy to manipulate.

**ELECTRIC LIGHTING:** The majority of the "Flying-8" models are fitted with electric lighting as standard, the Lucas Magdyno set being employed. The Electric Equipment includes Ammeter and Horn.

This set has given every satisfaction under the most arduous tests, including immersion of the generator while fording deep water.

The head lamp is mounted on the fork girder, a position which has everything to recommend it, both on the score of neatness and efficiency, for broken filaments are unknown.

A particularly good point is the battery mounting above the gear box. Located thus, the battery is not only in the best possible position near the centre of the machine, but it appears as part of the design rather than as an excrescent afterthought.

**GENERAL FINISH AND EQUIPMENT:** Every detail of the Coventry-Eagle "Flying-8" has received the most careful study, for it is the makers' ambition to produce the finest machine possible at anything like a reasonable figure.

The price is high, and necessarily so, for superb quality cannot be had for nothing, yet, high though its cost is, there is value in every penny.

There are certain people who want the best, irrespective of cost, yet the appeal of the "Flying-8" is by no means limited to such, for there are many more who will pay a high price if they are assured that they are getting value for their money, and essentially this is so in the case of the "Flying-8." Far more economical than might be imagined, the Coventry-Eagle "Flying-8" epitomises luxurious speed; its powers of sweet low running, no less than its terrific acceleration, and almost terrifying maximum speed, are something to marvel at.

It is an ideal, but an attainable ideal for many. It is a COVENTRY-EAGLE "FLYING-8."

"Flying-8," Model C 120, as illustrated below (less Magdyno).  
Cash Price ... ..

£110

Or £29 10 6 Deposit and 12 Monthly Payments of £7 19 6

"Flying-8," Model C 130 (exactly as illustrated), Electric Lighting, Lucas Magdyno.  
Net Cash Price ... ..

£120

Or £32 1 0 Deposit and 12 Monthly Payments of £8 13 0

"Flying-8," Model C 150, Electric Lighting, Lucas Magdyno, and 8/30-h.p. Four Cam Engine.  
Net Cash Price ... ..

£132

Or £35 1 6 Deposit and 12 Monthly Payments of £9 6 0

"Flying-8," Model C 160, 8/45 h.p. O.H.V. J.A.P. Engine, Electric Lighting, Electric Horn and Ammeter.  
Net Cash Price ... ..

£155

Or £40 17 9 Deposit and 12 Monthly Payments of £11 0 10  
N.B.—For EXTRA Cost of SIDE-CARS see back page.