1915 Royal Enfield Sales Brochure

Return to Index

Royal Enfield

Motor Cycles.

"Made Like a Gun"

The ENFIELD CYCLE CO. Ltd.

REDDITCH

Contractors to H.M. Government
Army, Navy and Reserve Forces,
The Belgian Government,
and the Russian Imperial Military Authorities.

Directors:
LORD ERNEST SEYMOUR,
Chairman.
GEORGE HOWARD CARTLAND.
THOMAS EVANS.

Managing Director:
ROBERT WALKER SMITH,
M.I.M.E.

Assistant Managing Director:
FRANK WALKER SMITH.

Bankers:
METROPOLITAN BANK OF ENGLAND AND WALES LIMITED.

Solicitors:
TUNBRIDGE & CO.,
Redditch & Birmingham.

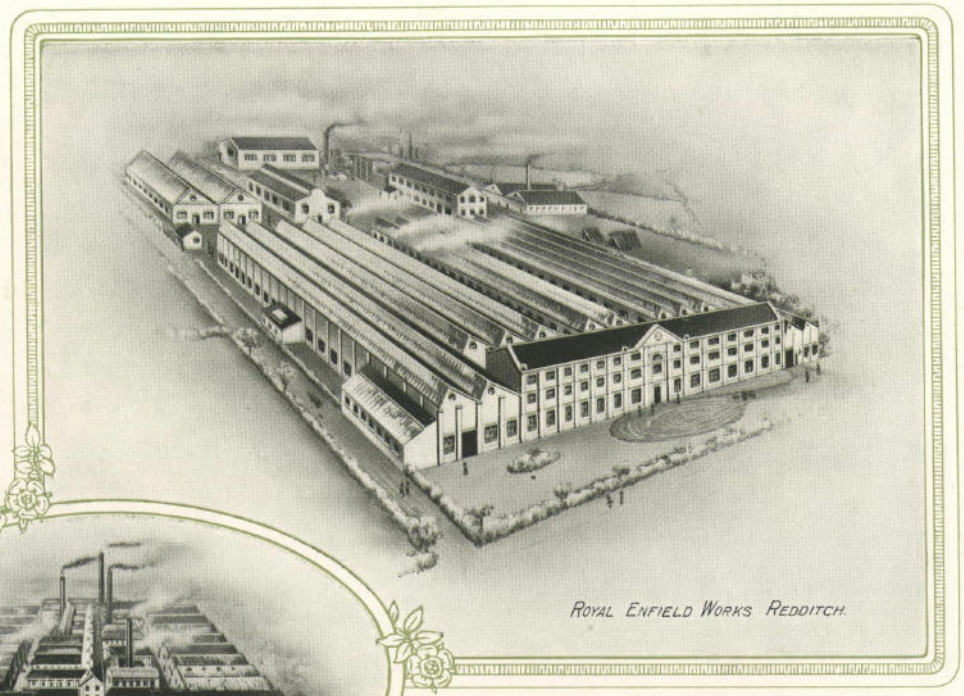
Auditors:
AGAR, BATES, NEAL & CO.,
Birmingham & London.

Commercial Manager and Secretary:
T. C. PATCHETT.

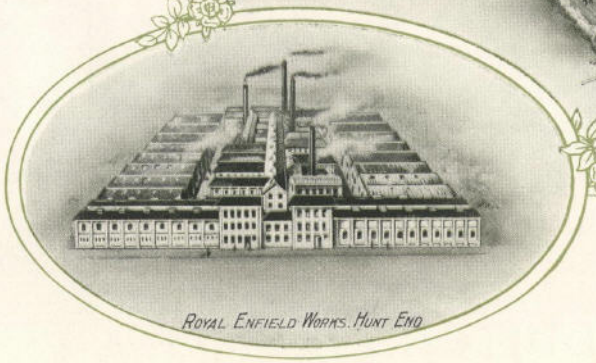
Showrooms: 48, Holborn Viaduct, London, E.C. *Telephone: No. 424, Holborn.*
Telegrams: "Jigger, Cent., London."

Head Offices & Works: REDDITCH.

Telephones: Nos. 121 122 & 123 Redditch.
Telegrams: "CYCLES, REDDITCH."



ROYAL ENFIELD WORKS REDDITCH.



ROYAL ENFIELD WORKS. HUNT END.

ROYAL ENFIELD MOTOR CYCLES

THE phenomenal demand for Royal Enfield motor cycles is in keeping with their reputation. To say of a motor cycle that it was "built in the famous Royal Enfield factory" is to invest it with an undeniable guarantee of excellence and reliability.

In the range of models presented in this catalogue the requirements of every class of motor cyclist have been considered. Our new introduction—the 2¼ h.p. Royal Enfield Two-stroke Lightweight—is a machine in which simplicity, reliability, and general excellence have been embodied in the highest degree. The 3 h.p. Royal Enfield Two-speed Model has so added to its laurels during the past twelve months that there is no brooking its claim to the title of being the solo motor cycle *par excellence*.

The Royal Enfield side-car combination stands in a class by itself. It is easily the most popular side-car combination of to-day, and with the many improvements incorporated in the 1915 model, it will still be very far ahead of all competitors. In addition to the standard model, we also offer this machine equipped with a Dynamo Lighting Set, etc., at the price of £100—a veritable combination de luxe.

The Royal Enfield countershaft Two-speed and Free-engine Gear, Chain Transmission, and Patent Cush Drive Hub are fitted to all our models.

We would also call attention to the fact that on page 18 we illustrate a specially light side-car suitable for our 3 h.p. model. We would add that we do not recommend the 3 h.p. Royal Enfield for side-car work, but so many riders of these machines are using them with side-cars attached that we felt it would be better for us to offer a specially constructed side-car for the purpose. If our 3 h.p. model *is* to be used for side-car work, this side-car should be attached.

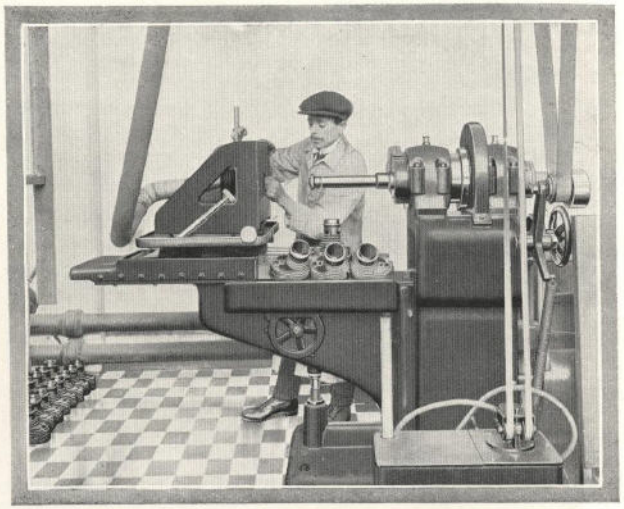
ROYAL ENFIELD MOTOR CYCLES for 1915

The Royal Enfield Works

The illustrations on page 2 show the large factories which comprise the Royal Enfield Works. These hives of industry give employment to hundreds of the most skilled artisans, many of whom have been with the Company since its inception nearly a quarter of a century ago.

Both as regards modern machinery and skilled labour the facilities we possess ensure the highest class work only being produced. Cheap labour finds no place in the Royal Enfield manufacturing system, whilst the plant of machinery includes the latest machine tools and appliances that engineers have evolved.

Excellence of design, material and workmanship has always been the Royal Enfield aim. That we have succeeded is best proved by the undeniable reputation Royal Enfield motor cycles enjoy. Reference to the following pages, which contain a further list of successes achieved on Royal Enfields during 1914, together with the reproduction of a few of the many testimonials we have received, will conclusively prove this to all prospective customers.



Grinding out Cylinders—one of the many skilled operations in the manufacture of Royal Enfield Motor Cycles.

Royal Enfields and the Allied Forces

The reputation of the Royal Enfield motor cycles has been still further enhanced by the fact that our machines have been supplied not only to the British Military Authorities, but also to several of the Allies. The rigorous conditions under which military motor cyclists operate make it essential that only the strongest and most reliable makes of motor cycles be used. In this respect Royal Enfield motor cycles have been eminently satisfactory, both for solo and side-car work, and the large numbers which were ordered during the early stages of the European conflict amply prove that the Military Authorities had entire confidence in the capabilities of our models. Reports since to hand all go to confirm that this confidence has not been misplaced.

MADE LIKE A GUN

ROYAL ENFIELD MOTOR CYCLES for 1915

The Royal Enfield Handbooks

For each of our models we publish a carefully compiled handbook, dealing fully with the riding, driving, and general up-keep of the machine. No other firm publishes such complete handbooks as these. They are splendidly printed, profusely illustrated, and useful both to the novice and the experienced rider alike. These volumes are presented gratis to Royal Enfield owners, and may be obtained on application either to ourselves or to one of our duly accredited Agents.

Royal Enfield Side-cars

One of the chief reasons for the success of the 6 h.p. Royal Enfield side-car combination is the fact that both the side-car and side-car chassis are not only our own design, but actually our manufacture. We believe that a side-car combination can be thoroughly reliable and satisfactory only when the side-car and its chassis are built specially to suit the motor cycle to which they are attached. We have our own coach-building shops where Royal Enfield side-cars are made by experienced coach-builders, whilst the chassis is built by our own skilled workmen from the very best quality weldless steel tube. We would also call particular attention to our remarks on page 18 in regard to the side-car specially made for our 3 h.p. model.

Our Agents

Not only throughout the United Kingdom, but also in most parts of the world, accredited Royal Enfield agents are to be found. Our representation is in the hands of experienced men who will gladly place their services at the disposal of potential buyers. We shall be pleased to furnish to motor cyclists in any part of the world the name and address of the nearest Royal Enfield agent.

The Royal Enfield in Algeria—M. Sipieri, Judge of the Algerian Court, and his side-car combination.

MADE LIKE A GUN

FROM OUR TESTIMONIAL FILES

The following testimonials are representative of the very large number we have received. We are continually having similar letters of praise sent to us by Royal Enfield riders in all parts of the world.

A. E. Jefferies, Esq., Stroud.

"I bought my 3 h.p. Royal Enfield in June 1913, and have run it regularly ever since (over 6,000 miles during the first twelve months alone). The engine has never given any trouble since I had it, and my expenses (excluding, of course, oil and petrol) have been very slight. I do not think any one could complain of this, for the machine has been ridden in all weathers. The gear chains and the driving chain have never once been adjusted, and neither has given a moment's anxiety or trouble during the whole time."

E. C. Prince, Esq., Portswood, Southampton.

"I enclose herewith a cutting from a Southampton paper giving particulars of a competition held annually by the Southampton and District Motor Club. I am pleased to say that I have won the shield for this season on my 3 h.p. Royal Enfield motor cycle. I used this machine right through the season, attended every run of the Club, and competed in every competition held by our Club, and never had a moment's trouble from the engine or gears. I have ridden motor cycles of other makes for the past 12 years, but this is the first season I have been free from transmission troubles, I must say that after this experience I am very much taken up with the Enfield gear and the Enfield chain drive."

A. A. Gover, Esq., Bangalore (India).

"I am spending a month's holiday in the Indian Hills at an elevation of nearly 7,000 feet. My Royal Enfield brought me and a full side-car right up to this place with only one involuntary stop which was due to oil on one of the plugs. The machine has been going splendidly up here, up and down hill, and the brakes have done splendid work and not once failed."

W. Priestley, Esq., Bradford.

"It gives me great pleasure to again write in appreciation of my 6 h.p. Royal Enfield Combination. Throughout the season it has behaved splendidly, and never occasioned a moment's trouble, I have bought one of your side-car models each year since 1912, and have averaged from five to six thousand miles on each machine, without once being held up on the road. All this time I have invariably carried three passengers. The 1912 and 1913 machines I sold not because of any defect, but simply that I might have the very latest model. I may say that both my previous machines were in perfect condition when disposed of, and, as far as I am aware, are running as well as ever to-day. I won the E. S. Myer's Challenge Cup both in 1913 and 1914 on my Royal Enfield."

MADE LIKE A GUN

FROM OUR TESTIMONIAL FILES

The following testimonials are representative of the very large number we have received. We are continually having similar letters of praise sent to us by Royal Enfield riders in all parts of the world.

Monsieur Albert Prudhomme, Marseilles.

"On my arrival at Marseilles I feel I must write and thank you for the kind reception which you gave me at Redditch, and afterwards to tell you that the Royal Enfield motor bicycle behaved itself equally as well upon the return, as upon the outward journey. The valiant Royal Enfield has behaved itself marvellously. I cannot speak too highly of the firm who constructs such a jewel of mechanism, and I offer you my congratulations."

H. H. M. Northcott, Esq., Kensington.

April 17th, 1914. "I think it is only right that I should let you know what complete satisfaction my 6 h.p. Enfield combination has given me. I have had the machine now for 14 months, and during that time have run about 7,000 miles—always with unfailing regularity and absence of trouble."

October 14th, 1914. "I have no doubt you will be interested to hear the result of my experience with the 3 h.p. Royal Enfield I bought at the beginning of last month. I expected to find the machine a good one, having just disposed of a 1913 6 h.p. Royal Enfield side-car combination, which served me very well for over 11,000 miles. The 3 h.p. proves to be better than anything I had anticipated. It is as handy as any machine on the road, not excepting the ultra-light-weights, and is, of course, far more comfortable than they are . . . . . In appearance I consider it one of the most handsome models I have seen."

W. Baseley, Esq., Alvechurch.

"My 6 h.p. Royal Enfield side-car combination, which has now been driven thousands of miles both for business and pleasure purposes, is still giving every satisfaction. As a pleasure vehicle it usually carries three passengers in addition to the driver. It has been out in all weathers, and through all parts of the Midlands, and North and South Wales. In every way it has given wonderful service and complete satisfaction."

MADE LIKE A GUN

The SUCCESSFUL ROYAL ENFIELD

"The Lady Driver in Lakeland."

The events mentioned below are just a few of the many in which **Royal Enfield Motor Cycles** have successfully figured during 1914

January 31st . . .	**Birmingham M.C.C. Midland Challenge Cup Trial.** First-class certificates, both 3 h.p. and 6 h.p. Royal Enfields.
February 14th . .	**Sutton Coldfield and Mid-Warwickshire A.C. Colmore Cup Trial.** 2 gold and 3 silver medals awarded to Royal Enfields.
March 21st . . .	**Birmingham M.C.C. Passenger Machine Trial.** 2 gold and 1 silver medal awarded to Royal Enfield Side-car Combinations.
April 11th	**Ceylon Motor Cycle Club's Hill Climb.** Fastest time, 2¾ h.p. Royal Enfield.
April 12th	**Marseilles-Nice 1,000 c.c. Side-car Class.** First, 6 h.p. Royal Enfield Side-car Combination.
April 18th	**Brooklands Motor Cycle Club's Junior T.T. Race.** 2nd and 3rd, both 3 h.p. Royal Enfields.
April 25th	**Dublin and District M.C.C. Portmarnock Trials.** First team, 3 h.p. Royal Enfields.
May 2nd	**Brooklands Motor Cycle Racing Club 350 c.c. One Lap Sprint.** 1st and 2nd, both 3 h.p. Royal Enfields.
May	**Swedish Trials.** Only 7 motor cycles finished without loss of marks in these strenuous trials; of these 5 were 3 h.p. Royal Enfields, all of which qualified for highest awards.
May 19th	**Isle of Man Junior T.T. Race.** 9 Royal Enfields started, 8 finished, a wonderful record of reliability.
May 28th	**Oxford Motor Cycling Club 100 Miles Non-stop Trial.** Best performance by private owner made by rider of 6 h.p. Royal Enfield.

MADE LIKE A GUN

The SUCCESSFUL ROYAL ENFIELD

The events mentioned below are just a few of the many in which **Royal Enfield Motor Cycles** have successfully figured during 1914

May 31st	**Bolton M.C.C. Reliability Trial.** 1st and 2nd, both 6 h.p. Royal Enfields.
June	**Cape Peninsula Motor Cycle Club's Annual Reliability Trial.** 1st, 2nd and 3rd, all 6 h.p. Royal Enfields.
June 5th	**Liverpool-Edinburgh-Liverpool, Open 24 Hours' Trial.** Gold medal, 6 h.p. Royal Enfield.
June 13th	**Brooklands Motor Cycle Racing Club.** Royal Enfields 2nd, 3rd and 4th in the 150 miles' Brooklands Junior T.T. Race.
June 27th	**Canberra (Australia) Reliability Trial.** First, 6 h.p. Royal Enfield.
June 28th	**Harz Mountain Hill Climb.** 1st, 2nd, 3rd and 4th, all Royal Enfields. Defeated all the best makes of GERMAN motor cycles.
July 1st	**Folkestone and District M.C.C. Petrol Consumption Trial.** 1st, 2nd and 3rd, all 6 h.p. Royal Enfields.
July 28th	**Brooklands Motor Cycle Racing Club 350c.c. Class.** 10 mile race: 2nd and 3rd, Royal Enfields. 3-lap passenger handicap: 1st, 3 h.p. Royal Enfield and side-car. 350 c.c. Team Trials: 2nd and 3rd, Royal Enfields.
August 1st and 3rd .	**Dublin and District Motor Cycle Club's Two Days' Trials.** 2nd prize, 1st class certificate and gold medal, all won on 6 h.p. Royal Enfields.
September 26th . .	**Portmarnock 50 Miles' Handicap.** First, 3 h.p. Royal Enfield.
October 5th . . .	**Cape Peninsula Motor Cycle Club 200 Miles' Reliability Trial.** First (tie), 6 h.p. Royal Enfield side-car combination.

"The Royal Enfield in Winter's Snows."

MADE LIKE A GUN

The Royal Enfield Two-speed and Free-engine Gear

The Two-speed and Free-engine Gear

Every Royal Enfield motor cycle is fitted with our patent Two-speed and Free-engine Gear as described on this page. This gear is not only the most simple in construction ever evolved for motor cycle design, but it has also proved its reliability over a period of years, during which we have fitted it to thousands of motor cycles.

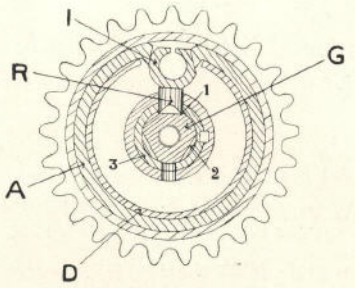
The Enfield Gear is a countershaft gear. There can be no question but that in this factor alone it has a supreme advantage. In addition, there are no pedals to operate in connection with the control; one movement of a hand-operated lever brings either gear into engagement. When the handle is thrust forward the high gear is engaged, backwards towards the saddle engages the low gear, and mid-way between these two positions gives the free engine. The drive through both gears is direct—another advantage, as with those types in which it is necessary to run through a chain of wheels, friction is bound to be present. In the Enfield Gear it is practically non-existent.

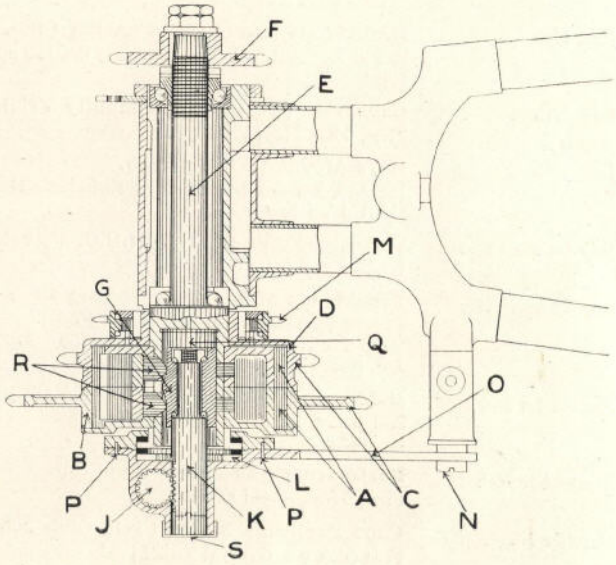
Explanation of Diagram

The diagram on this page shows the Enfield Two-speed Gear as fitted to one of our 6-h.p. Royal Enfield side-car combinations. On our other models the two-speed gear is substantially the same, except that one or two minor alterations are necessary to suit the differences in frame design and engine position.

The lower diagram is a plan view of the gear as it would appear if cut in two across the bottom bracket. Either gear is brought into action by expanding the hardened steel band (A) into one of the drums (B), (also of hardened steel), and to which the chain wheels (C) are fixed. The expanding bands (A) are carried on centres (D) These take the drive and are keyed to the shaft (E) which runs on ball-bearings. The sprocket (F) on the driving side of the countershaft is also keyed to the shaft (E) and transmits the power to the back wheel by means of a roller chain. The clutches are engaged by a pair of cams cut in the block (G) sliding in either direction according to which gear is required. The thrust of the operating handle slides the cam (G) which forces one of the pegs (R) against the split roller (I); this forces open the band (A) and it engages with the drum (B), which, as the chain wheels are fixed to it, is rotated by the engine. The roller (I) is split, and allows the clutch to pick up very smoothly. A change of gear is made through the actuating lever fixed to the top of the tank, which revolves the pinion (J) operating the rack (K) to which is fixed the block containing the cam. Three pairs of cams, numbered 1, 2, 3, are cut in the block (G), each being ·005 inches higher than the one before it. Should any wear take place, it can be adjusted by engaging the next pair of cams which is but the work of a few minutes. There is no thrust on the bearings when either in gear or free-engine, and the thrust which occurs when the clutches are being engaged or released is taken up by the thrust bearing (L).

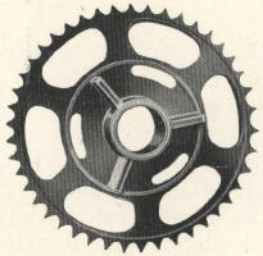
On the 6-h.p. side-car combination the chains from the engine to the two-speed gear sprockets are encased in an oil-tight aluminium gear box; on our other models the chains are encased in a sheet metal gear box.

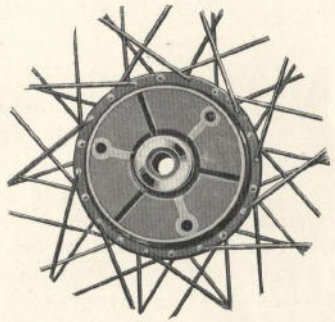




The Royal Enfield Cush Drive Hub, Spring Handlebar, etc.

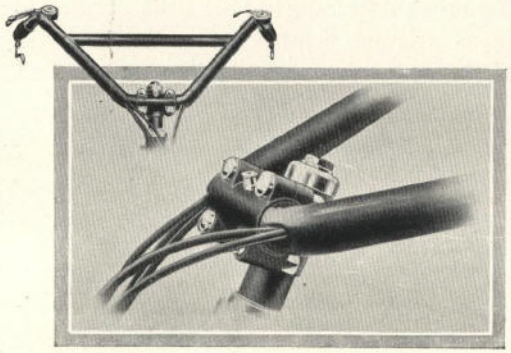
The Royal Enfield Cush Drive Hub





The Patent Cush Drive Hub fitted to all Royal Enfield motor cycles is a complete shock-absorbing device. It takes up the drive from the countershaft to the rear wheel with flexibility and smoothness, having a marked effect on the running of the machine, and minimising the wear of the rear tyre to a surprising degree. The accompanying illustration of the Cush Drive Hub is almost self-explanatory. On the inside of the driving sprocket (shown on the left of the illustration) three metal vanes are set radially ; the end of the hub cap is provided with three similar vanes, and fits on to the inside of the sprocket. The six metal vanes thus being in the same plane, and all emanating from a common centre. On each side of the vanes is placed a block (or buffer) of solid rubber, and these serve as a cushioning device. The power is transmitted through three of the buffers, the remainder taking and completely absorbing the shock of any recoil.

All Royal Enfield motor cycles are fitted with this Cush Drive Hub. In conjunction with the Enfield Patent Two-speed Gear and the Chain Drive it forms the most perfect transmission that can be used on any motor cycle.



The Chain Transmission

On all Royal Enfield motor cycles roller chains are employed, both in the primary drive from the engine shaft to the two-speed gear sprockets, and in the final drive to the rear wheel. This gives a complete absence of the troubles which are frequently experienced with belts and belt drive. We can quote instances, which have been described to us in letters from our customers, where driving chains have given nearly 11,000 miles of service before needing replacement. Surely no belt could be as satisfactory as this ?

The Royal Enfield Spring Handlebar (Patent 18558/13)

The Patent Spring Handlebar illustrated here is fitted to our models, when desired, at an extra charge of 21/- It has met with great success on our side-car combination. The handlebar itself is held in a two-piece bracket fixed to the top of the steering stem ; this enables the handlebar to move vertically to the extent of several inches, and completely absorbs the shocks and jars arising from inequalities of the road.

The 2¼ h.p. ROYAL ENFIELD TWO-STROKE

Fitted with the Royal Enfield Patent Two-speed and Free-engine Gear, Cush Drive Hub, and Chain Transmission.

MANY years' experience of motor cycle construction has satisfied us that the two-stroke principle is undoubtedly the best adaptation of the internal combustion engine for the light-weight motor cycle. The simplicity of design, the comparatively few working parts, and the general handiness and compactness of build make it the *beau ideal* for both novice and experienced rider alike.

The 2¼ h.p. Royal Enfield includes, wherever possible, those highly efficient features which are embodied in each of the other Royal Enfield models. The Patent Two-speed Countershaft Gear, Cush Drive Hub, and Chain Transmission are all fitted to the standard model. The result is, that whilst being a genuine light-weight model, it is a motor cycle of exceptional strength of construction, great flexibility, and a splendid hill-climber; as a whole, it is a machine in which the utmost confidence can be placed.

SPECIFICATION

ENGINE. Royal Enfield two-stroke, bore 64 m/m; stroke 70 m/m; capacity 225 c/c.

TWO-SPEED AND FREE ENGINE GEAR. The patent Enfield two-speed and free engine gear, expanding clutch type. Direct drive for each gear.

TRANSMISSION. Best quality roller chains throughout.

CUSH DRIVE HUB. The Enfield patent cush drive hub fitted to the rear wheel.

IGNITION. Latest type of magneto, waterproof terminals.

CARBURETTER. AMAC multiple jet.

LUBRICATION. Oil mixed with petrol in proportion of six full measures to one gallon of petrol. Described on page 15.

BRAKES. Powerful rear wheel brake, operated by foot pedal. Inverted lever front rim brake.

TANK. Royal Enfield improved pattern, separate compartments for oil and petrol.

FRAME. Built throughout from best weldless steel tube; low and comfortable riding position.

TYRES. Palmer Motor Cycle tyres, 24in. × 2in.

HANDLEBAR. Royal Enfield latest design, special black finish.

MUDGUARDS. Back and front mudguards of ample width and strength.

CARRIER. Tubular steel carrier, with detachable rear guard.

SADDLE. Well sprung coil spring saddle, of best make and finish.

TOOL BAG. Strong leather, containing a complete set of tools.

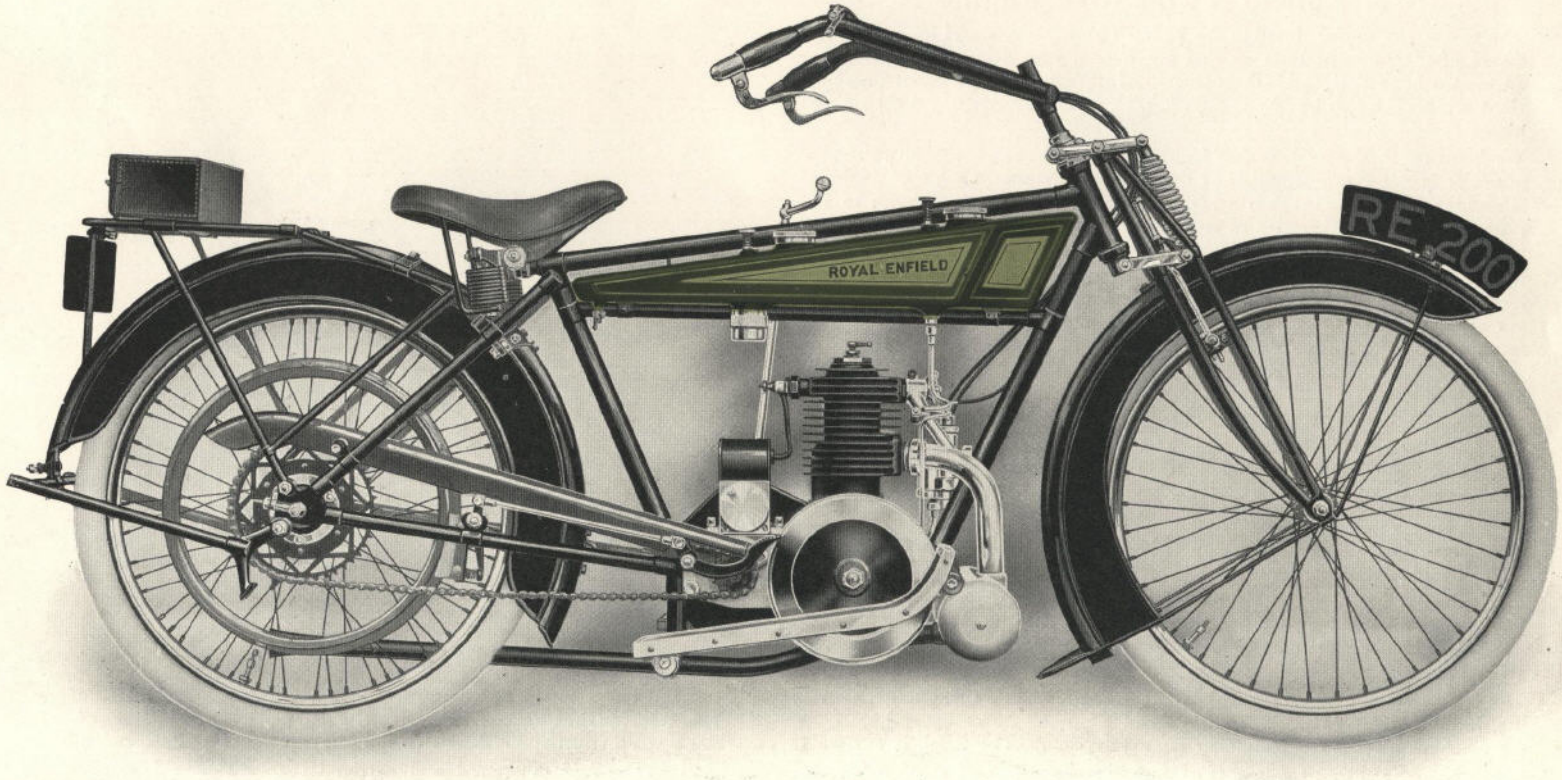
FINISH. Enamelled in best black enamel. Tank artistically panelled and lined. Bright parts heavily nickel-plated.

Model No. 200 . . . Price: **38** Guineas Net Cash.

A description of the more important Constructional Features appears on pages 14 and 15.

MADE LIKE A GUN

The 2¼ h.p. Royal Enfield Two-stroke .. Model 200



MADE LIKE A GUN

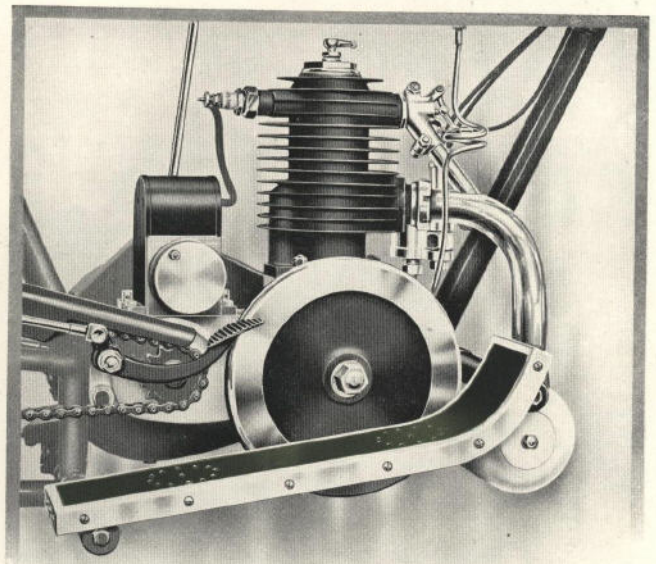
Constructional Features of the 2¼ h.p. Royal Enfield

The Royal Enfield Two-stroke Engine

The two-stroke engine fitted to the 2¼ h.p. light-weight model has been produced after extensive tests carried out over a very lengthy period. The engine we have designed is the outcome of our experiments, and represents what we consider to be the most perfect power unit for the light-weight motor cycle.

We have satisfied ourselves that for the light-weight machine the two-stroke principle is the best adaptation of the internal combustion engine, and there is nothing in this engine but what we have proved by experience to be essential to the development of its proper power. The dimensions are as follows:—bore 64 m/m, stroke 70 m/m, capacity 225 c.c. The fly-wheel is placed outside the crank case, and the compression release valve is operated from the handlebar in precisely the same way as the exhaust valves on our other models. One fault common to many two-stroke engines is the fact that opening the compression valve allows the oil-impregnated vapour to escape direct. In the Royal Enfield engine this fault is not present, as a pipe conducts it to the exhaust pipe, so that the oil is carried into the silencer, and there is no possibility of it bespattering the rider or the machine.

The magneto is mounted on the top of the aluminium chamber forming the two-speed gear box, and is chain driven. The two-speed gear is the well-known Royal Enfield countershaft expanding clutch type.



The Spring Forks and Handlebar

The spring forks fitted to this model are of the same design which have been used with conspicuous success on all Royal Enfield models. The strength embodied in the Royal Enfield forks is far in excess of that needed to withstand any strain likely to be placed upon them.

The handlebar is also the well-known Royal Enfield design, but specially made to suit this particular model. The handlebar stem projects above the lug, forming a bracket on which the head lamp can be easily and safely carried. The control wires are carried inside the bar as far as the head of the machine, leaving the handlebar absolutely clear. The finish is our well-known black weather-proof finish, which is quite durable and permanent.

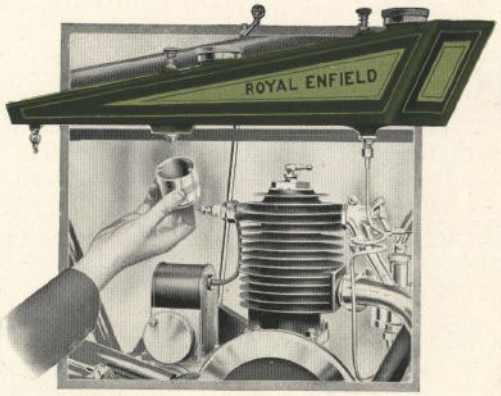
It will be noticed that footboards of exceptionally neat and comfortable shape are fitted. The rear mudguard and carrier is made detachable in the same way as the rear mudguard and carrier on our 6 h.p. model; in fact, this two-stroke model has been designed, wherever possible, on precisely similar lines to our higher powered four-stroke models.

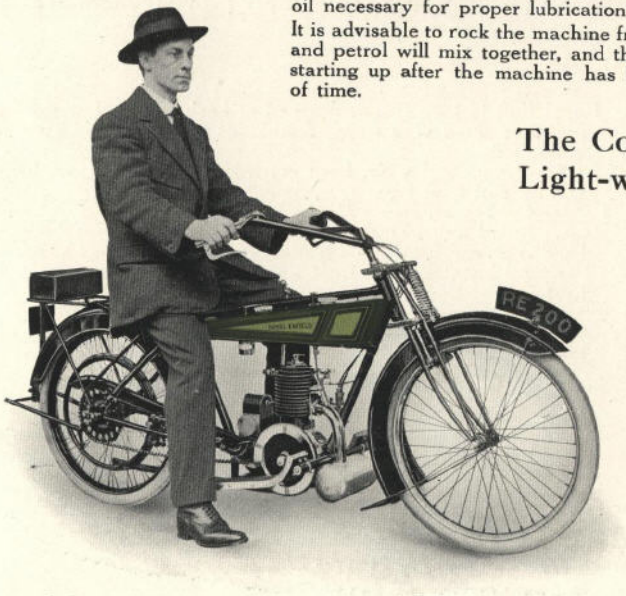
Constructional Features of the 2¼ h.p. Royal Enfield

The Lubrication System

The tank on the Royal Enfield two-stroke model is fitted with two compartments, one for petrol and the other for oil. In practice the oil is conveyed to the engine through the carburetter by being mixed with the petrol in the petrol compartment of the tank. In the rear portion of the tank a needle valve is fitted, and underneath the tank at the lower end of this valve will be found a nickel-plated cup (or container). This can be easily removed, and by unscrewing the needle valve the oil will flow from the tank. In mixing the oil and petrol six cupfuls of oil should be poured into one gallon of petrol. For smaller quantities the oil should be pro rata—for instance, half a gallon of petrol will require three cupfuls of oil. The lubrication is then entirely automatic whilst the engine is running, as the petrol passing through the carburetter will contain the proportionate amount of oil necessary for proper lubrication.

It is advisable to rock the machine from side to side so that the oil and petrol will mix together, and this should also be done when starting up after the machine has been standing for any length of time.





The Comfort of the Light-weight Motor Cycle

This illustration shows the particularly low build of the Royal Enfield Two-stroke Motor Cycle. The saddle is only 28½ inches from the ground, and the rider can place both feet on the ground without the slightest inconvenience. The engine is placed well forward, and the even distribution of weight makes it a particularly smooth and steady running machine.

It is very handy in town traffic, free from pronounced tendencies to slip on grease and mud, and the controls are so simple and conveniently arranged that the veriest novice can manipulate them with ease after a few minutes' instruction.

The weight of this Two-stroke Model, completely equipped for the road in accordance with the specification on page 12, is approximately 132 lbs. It can be handled with surprising ease, wheeled into corners where it would be impossible to get a heavier machine, and even carried up steps. Raising the machine on to the stand requires no great muscular exertion, an advantage over many light-weight models. Moreover, there is no need to run alongside in order to start the engine; the rider can sit astride the saddle, open the throttle lever, raise the compression release valve with the left hand, and, with a few vigorous "digs" with each foot alternately, the engine will start up as soon as the compression valve lever is released.

In every way we can thoroughly recommend the 2¼ h.p. Royal Enfield Two-stroke to be a motor cycle capable of doing everything expected of a light-weight model.

The 3 h.p. ROYAL ENFIELD

Fitted with the Royal Enfield Patent Two-speed and Free-engine Gear, Cush Drive Hub, and Chain Transmission.

FOR solo motor cycling the 3 h.p. Royal Enfield is fitted with every feature that long experience can suggest. It is the aristocrat of all solo models.

The engine is entirely a Royal Enfield production—both in design and manufacture. The overhead inlet valves and mechanical forced-feed lubricating system are features which have been thoroughly tried and found perfect. Together they make for an efficiency which is unequalled in any motor cycle engine of similar capacity. The Enfield Patent Two-speed and Free-engine Gear, Chain Transmission, and Cush Drive Hub are included in the standard specification.

The testimonials reprinted on pages 6 and 7—which are just a few of the many we have received—amply prove the remarkable qualities of this model.

SPECIFICATION

ENGINE. Royal Enfield twin cylinder 60×75 m/m, M.O., overhead inlet valves, working parts completely enclosed and dustproof.

TWO-SPEED AND FREE ENGINE GEAR. Royal Enfield patent; expanding clutch type.

KICK-STARTER. New type of kick-starter, working direct on to the driving shaft.

TRANSMISSION. Roller chains, extra heavy, ½in. pitch, in conjunction with the Royal Enfield cush drive hub.

CUSH DRIVE HUB. The Royal Enfield patent cush drive hub, as fitted to this model, is fully described on page 11.

IGNITION. Latest type waterproof magneto, chain driven. Controlled from handlebar.

CARBURETTER. AMAC multiple jet.

LUBRICATION. Royal Enfield patent mechanical forced-feed lubrication system. Fully described on page 21.

TANK. Fitted with large glass topped filler, gauze strainer, and needle valve to regulate flow of petrol. Lubricating oil is carried in separate tank. Petrol capacity, 1½ gallons.

FRAME. Royal Enfield loop frame, dropped at back to give low saddle position; fitted with spring footboards and registered pattern spring forks.

MUDGUARDS. Strong and wide, front extension; side shields on both guards, and mud flap.

TYRES. Palmer Cord tyres, 26in.×2¼in.

HANDLEBAR. Royal Enfield registered design, concealed cables through handlebar, carburetter and ignition controls integral with bar.

BRAKES. Powerful inverted lever front rim brake; rear brake operated by foot pedal.

SADDLE. Best leather seat specially large and well-sprung.

TOOL BAGS. Two leather pannier bags, containing complete set of tools.

CARRIER. Made from best circular steel and strongly attached.

STANDS. Two stands fitted (one for each wheel). Both fasten securely with spring clips.

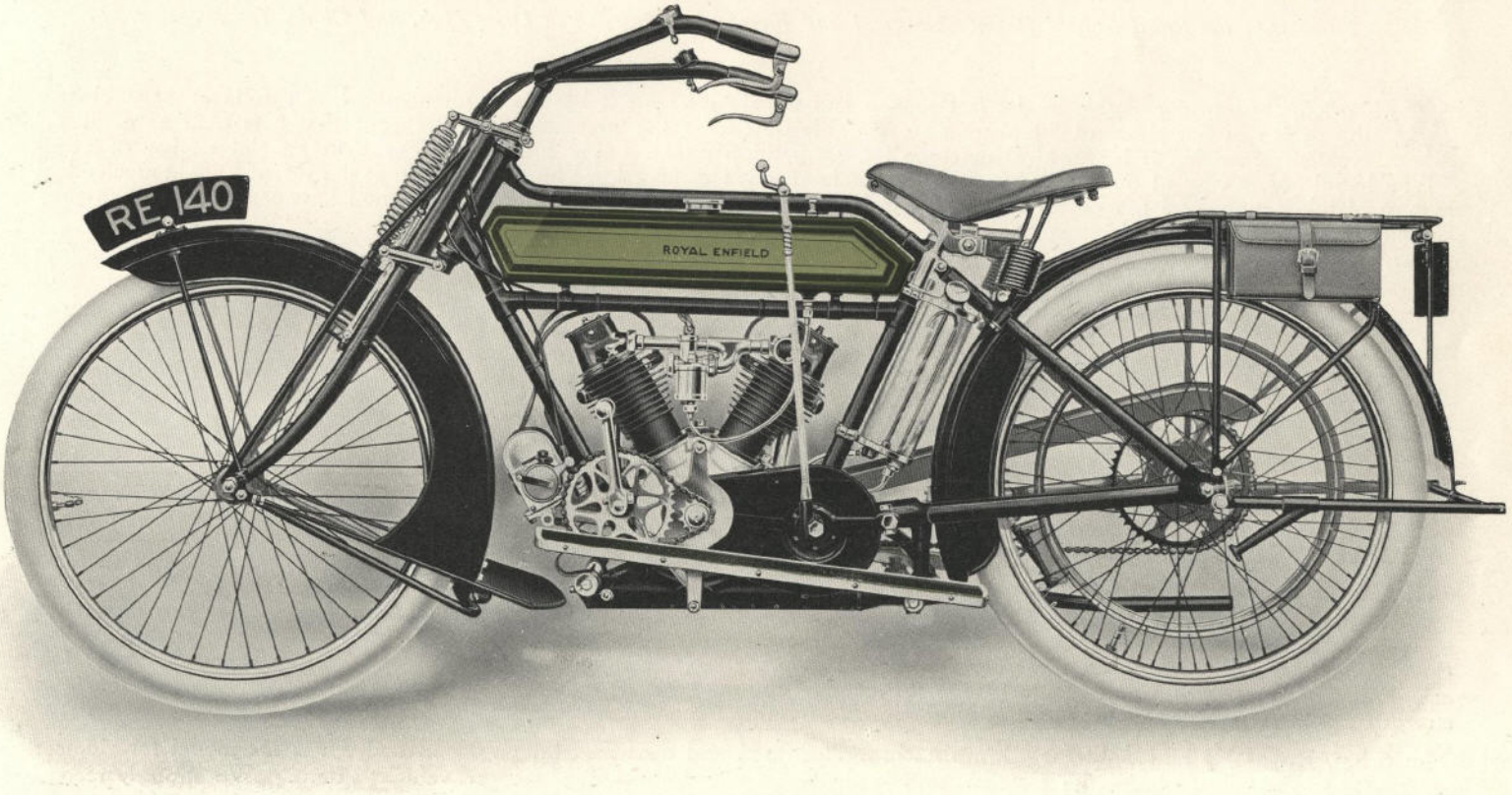
FINISH. Enamelled in best black enamel, tank artistically panelled in two shades of green; bright parts heavily plated.

Model No. 140 . . . Price: 50 Guineas, Net Cash.

A description of the more important Constructional Features appears on pages 20 and 21.
See also page 18 regarding the special Royal Enfield side-car designed for this model.

MADE LIKE A GUN

The 3 h.p. ROYAL ENFIELD . . Model 140



MADE LIKE A GUN

The 3 h.p. ROYAL ENFIELD "T.T. ROADSTER"

Fitted with the Royal Enfield Patent Two-speed and Free-engine Gear, Cush Drive Hub, and Chain Transmission.

WE originally introduced this model last season and the demand for it has been phenomenal. It follows very closely the design of our standard 3 h.p. motor cycle, illustrated on the preceding page, except that it is built as a "T.T." Roadster model. It is the ideal machine for competition riding, being fitted with our own special design of semi-"T.T." handlebar, giving at once a comfortable and safe position at speed. The design includes the Royal Enfield mechanical system of lubrication, and the power unit is precisely the same as on our standard 3 h.p. model, except that a Senspray Carburetter is fitted.

The front mudguard is of a light pattern, and short footboards are fitted. In all other respects this "T.T." model embodies the same strength of construction and the same reliability which is so characteristic of the standard 3 h.p. Royal Enfield motor cycle. It is a particularly fast and thoroughly reliable machine, as its record in 1914 competitions amply bears out.

Model No. 150 . . . Price: **50** Guineas, net cash.

Complete to the Specification given on page 16, excepting the modifications and alterations specially referred to above.

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* *Illustration not ready at time of printing.*

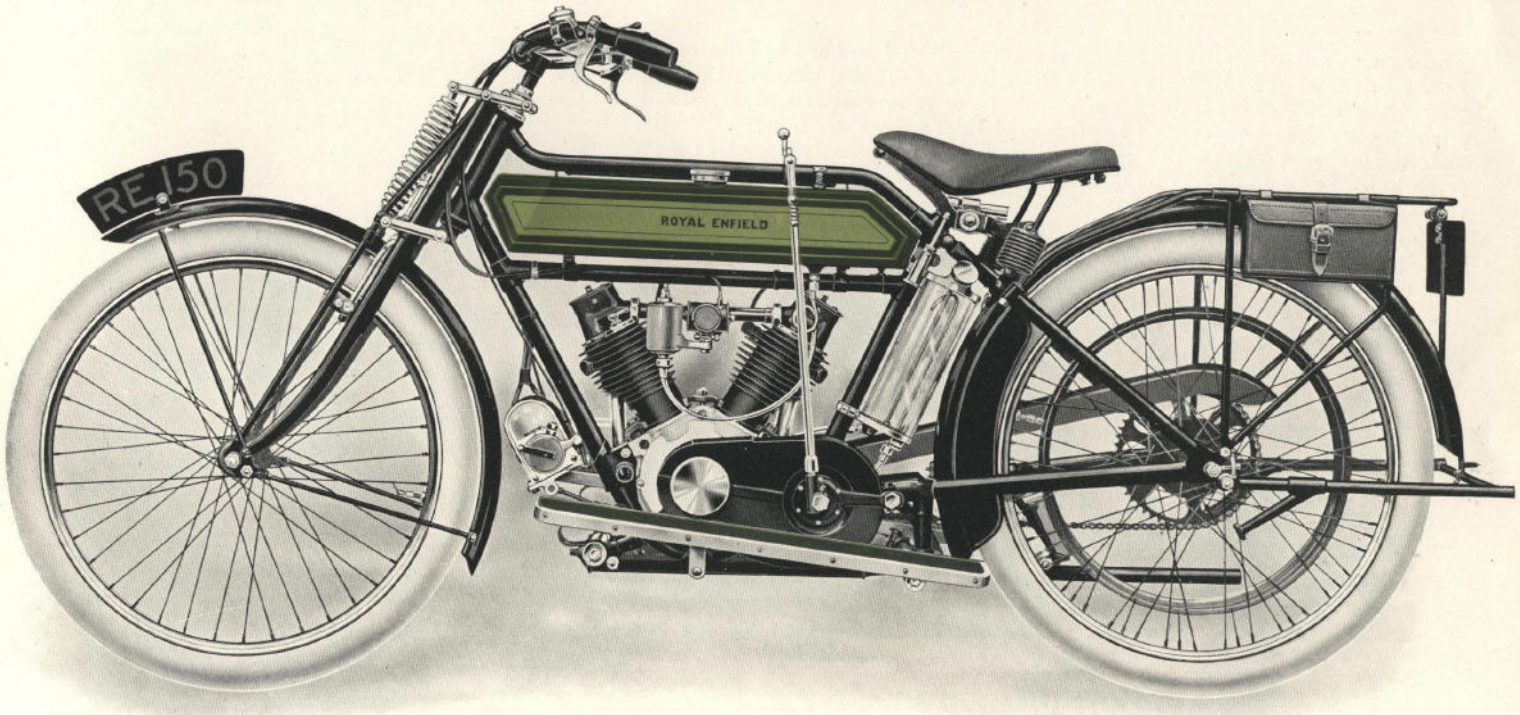
The Royal Enfield Light Side-car.

On page 3 we refer to a new type of light side-car which we have specially introduced for attachment to our 3 h.p. motor cycle. We would emphasise as strongly as we can that **we do not recommend our 3 h.p. model for side-car work.** At the same time, many owners of these machines are using them with side-cars attached, and as there has been no special side-car suitable for this model we have introduced one which is entirely our own design and construction throughout. It is built in our own coach-building shops, from thoroughly seasoned three-ply wood, and is particularly light, but at the same time strong and reliable. The chassis is constructed of weldless steel tube throughout, and there is no other coach-built side-car in which lightness and strength are better embodied, or which is more suitable for this model.

The 6 h.p. Royal Enfield Side-car Combination, illustrated and described on pages 22 and 23, is *the* model for side-car work. It is specially built for the purpose, and is the finest three-wheeled passenger vehicle extant. We strongly recommend it to all motor cyclists who require a motor cycle and side-car combination.

MADE LIKE A GUN

The 3 h.p. Royal Enfield "T.T. Roadster" . . Model 150

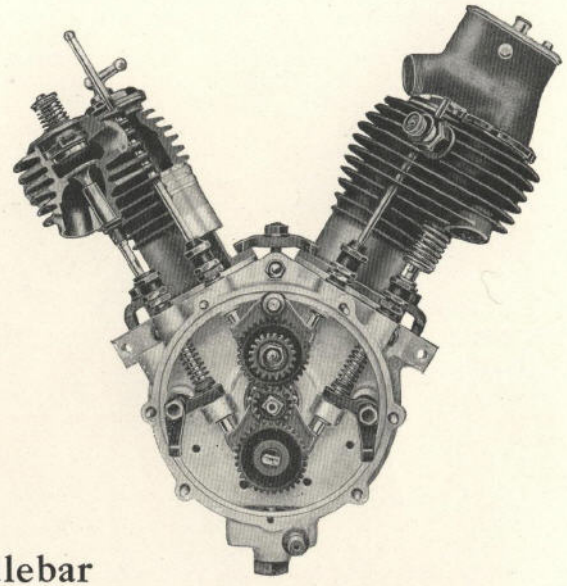


MADE LIKE A GUN

The Constructional Features of the 3 h.p. Royal Enfield

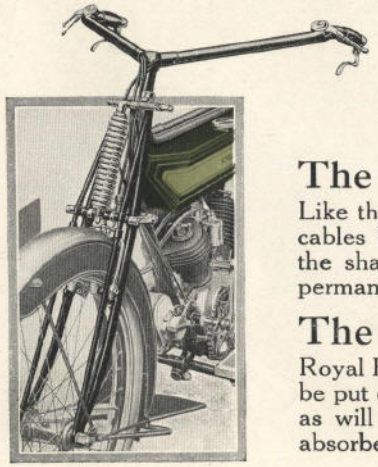
The Twin-cylinder Engine

The dimensions of the 1915 engine remain unaltered and are as follows :— Bore 60 m/m, stroke 75 m/m, capacity 425 c.c. The original simplified timing gear system is retained, one cam opening the inlet valves and a second opening the exhaust valves. The overhead inlet valves are housed directly over the exhaust valves, the rocker arm being completely cased in and protected. Each dome can be quickly removed by releasing the castellated ring shown at the base of the dome.



In the accompanying illustration the timing gear cover is removed, and the back cylinder is shown in section. The excellent arrangement of the valves is at once apparent. To better illustrate the timing the lubrication pump is not shown *in situ*, but on the opposite page the lubrication is thoroughly dealt with. It is, without doubt, the most efficient mechanical lubrication system ever evolved in regard to motor cycle design. Being automatic and continuous, it possesses advantages innumerable over the old "hit-or-miss" methods of the hand pump.

The magneto is placed well in front of the engine and chain driven. The drive is completely enclosed.



The Royal Enfield 3 h.p. Handlebar

Like the handlebars fitted to our other models, the control bodies form part of the handlebar itself, the cables being carried inside so as to leave a perfectly "clean" bar. The design is particularly neat, and the shape comfortable in every way. We finish the handlebar with a brilliant black finish, hard, permanent, and absolutely weatherproof.

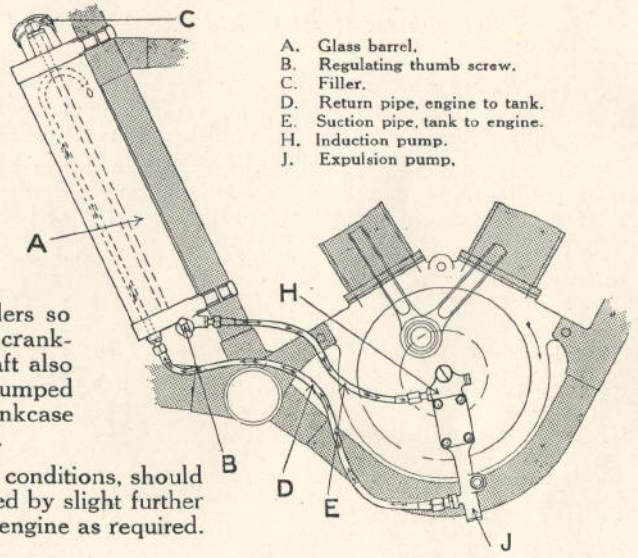
The Spring Forks

Royal Enfield Spring Forks are far stronger than is actually necessary to withstand any strain likely to be put on them. Forming such an important part of the motor cycle, we believe in using material such as will leave ample marginal strength. The vibration set up by road inequalities is most effectively absorbed, as the machine is at all times floating on the spring.

MADE LIKE A GUN

The Constructional Features of the 3 h.p. Royal Enfield

The Lubricating System



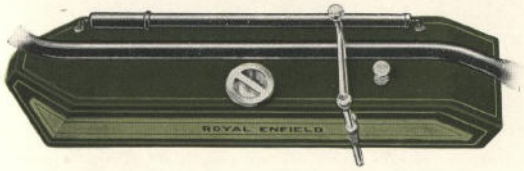
A. Glass barrel.
B. Regulating thumb screw.
C. Filler.
D. Return pipe, engine to tank.
E. Suction pipe, tank to engine.
H. Induction pump.
J. Expulsion pump.

This system of lubrication is absolutely automatic, inasmuch as once the supply of oil is turned on the circulation is continuous whilst the engine is running. The lubricating oil is carried in a tank at the back of the down tube, and a double-action pump is fitted outside the timing gear-case which inducts the oil to the engine, and, after lubricating each cylinder, forces it back again into the tank. The accompanying diagram shows the whole system. The supply of oil is turned on from the thumb screw (B) and passes along the suction pipe (E) to the induction pump (H); this pump discharges into the hollow end of the crankshaft, forcing the oil along this shaft through an aperture in the fly-wheel into the crank-pin bearing, and thence distributing it equally into both cylinders so that each is perfectly and thoroughly lubricated. The oil then drips into the crank-case sump, and any excess which has not passed through the engine shaft also finds its way through a release valve into this sump. From here the oil is pumped along the return pipe (D) back again to the tank. The filter in the crankcase sump retains any residue from the oil before it is pumped back to the tank.

The flow of oil is regulated by the thumb screw (B) which, under ordinary conditions, should be unscrewed about a quarter to one half turn. The supply may be varied by slight further movement so as to allow of a larger or smaller quantity of oil reaching the engine as required.

The Kick-starter

The kick-starter is fitted on the left hand side of the machine, in the best position for utilising the full power and weight of the rider. It works direct to a cone clutch on the engine shaft, and there is no free-wheel to cause trouble. When the weight is taken off the starter, it springs back into the original position. Do *not* raise the exhaust valve lifter when starting up.



The Petrol Tank

As the lubricating oil is carried in a special tank the top tube tank has no compartments, and carries petrol only. The tank is, therefore, stronger and free from any likelihood of leakage, whilst the tank fittings are greatly simplified. The supply of petrol to the carburetter is regulated by the needle valve on top of the tank.

The 6 h.p. ROYAL ENFIELD SIDE-CAR MODEL

Fitted with the Royal Enfield Patent Two-speed and Free-engine Gear, Cush Drive Hub, and Chain Transmission.

STRENGTH and security—very necessary in the case of a side-car combination—are embodied to the full in the 6 h.p. Royal Enfield. By making both motor cycle and side-car inter-dependent we have produced a model which has been rightly called "The Finest Vehicle on Three Wheels."

On the succeeding pages we illustrate this model in its various aspects. Particular attention has been paid to the question of mudguarding, and complete protection is now afforded by the ample mudguards fitted. The rear mudguard and carrier are rendered completely detachable by the slacking of two nuts only, thus giving an accessible rear tyre in a moment.

The 6 h.p. Royal Enfield with Dynamo lighting set, etc., (see pages 26 and 27) is the highest achievement yet reached in a three-wheeled passenger vehicle.

SPECIFICATION

ENGINE. Royal Enfield twin cylinder, bore and stroke 76×85 m/m; mechanically operated valves, and simplified valve gearing.

TWO-SPEED AND FREE ENGINE GEAR. Royal Enfield patent expanding clutch, handle starting. See page 10.

TRANSMISSION. Roller chains; with Royal Enfield slipping clutch and patent cush drive hub.

CUSH DRIVE HUB. The Royal Enfield patent cush drive hub, as fitted to this model, is fully described on page 11.

IGNITION. Latest type waterproof magneto, controlled from handlebar; waterproof terminals.

CARBURETTER. AMAC multiple jet.

LUBRICATION. Automatic visible drip-feed and auxiliary hand pump.

TANK. Two compartments; petrol capacity, 2 gallons; oil capacity, 3 pints.

FRAME. Royal Enfield design, plenty of ground clearance; side-car attachments built into frame. Fitted with footboards and improved spring forks.

TYRES. Palmer cord "cycle-car" tyres, 650×65 m/m on all three wheels.

MUDGUARDS. Strong and wide; very greatly improved for 1915.

CARRIER. Made of specially strong steel tubing.

STANDS. Stands for front and rear wheels and side-car wheel fitted.

HANDLEBAR. Royal Enfield registered design; concealed cables through handlebar.

BRAKES. Powerful inverted lever front rim brake; rear brake operated by foot pedal on entirely new principle.

SADDLE. Best leather with large and comfortable pan seat.

TOOL BAGS. Two pannier bags in special steel shields, containing complete set of tools.

FINISH. Attractively enamelled in best black enamel; bright parts heavily plated. Tank artistically panelled in two shades of green.

SIDE-CAR. Royal Enfield chassis, exceptionally strong and well sprung; coach-built or cane body; luggage grid fitted at rear. See pages 24 and 25 for complete description.

Model No. 180 . . . Price: Complete with ROYAL ENFIELD coach-built side-car body on latest chassis, and luggage grid. NET CASH **80** Guineas.

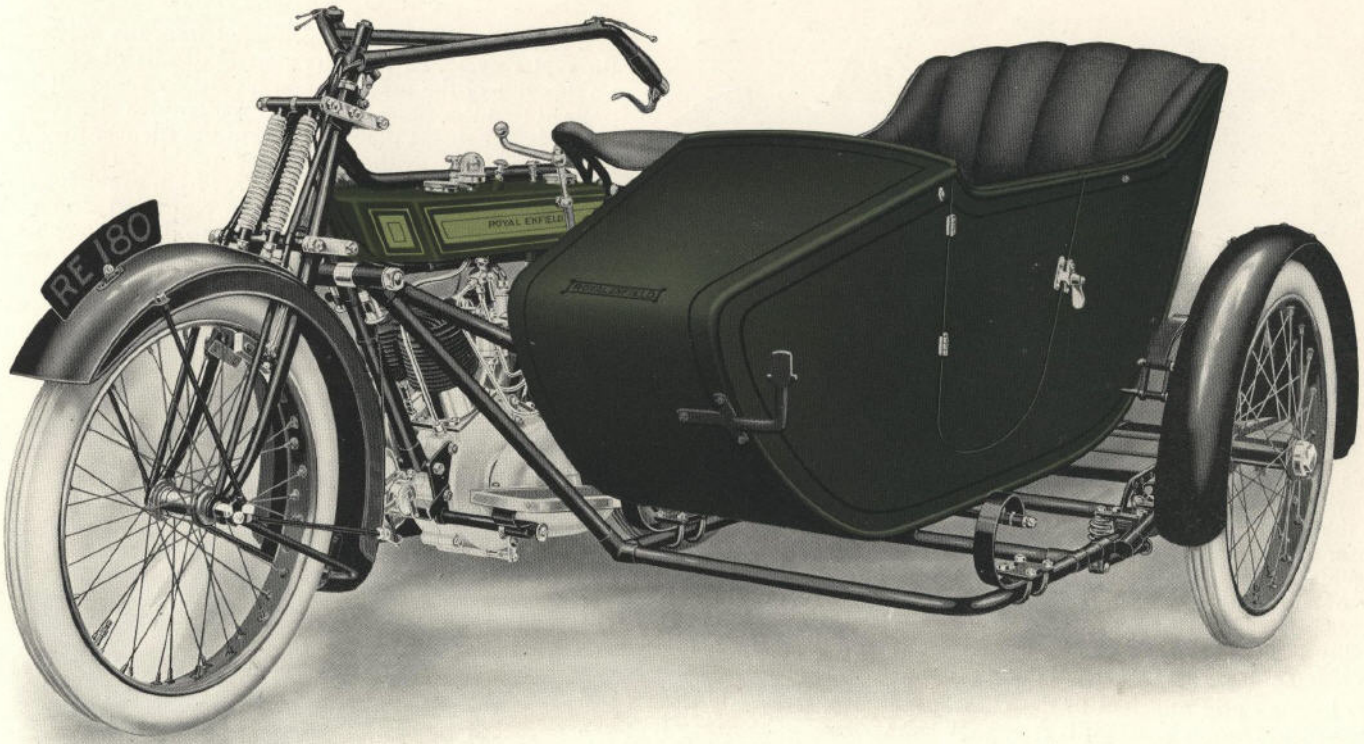
If fitted with 8 h.p. Engine . . . . **£2 2 0** net cash, extra.

A description of the more important Constructional Features is given on pages 30 and 31.

The Side-car Chassis, Cane Side-car Body, Overseas and Colonial Model, etc., are fully illustrated and described on pages 24 and 25.

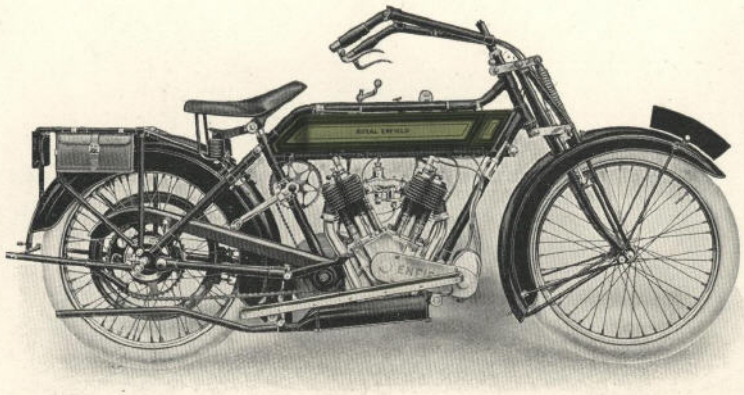
MADE LIKE A GUN

The 6 h.p. Royal Enfield Side-car Combination . . Model 180



MADE LIKE A GUN

THE ROYAL ENFIELD SIDE-CAR CHASSIS



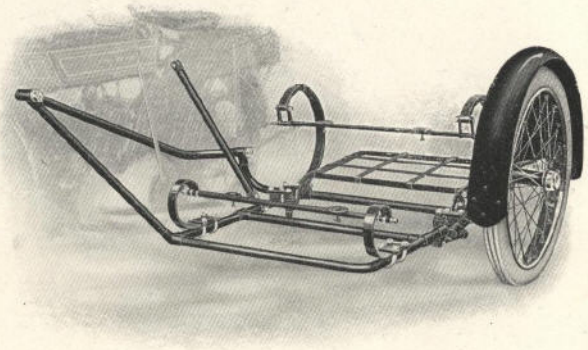
The 6 h.p. Royal Enfield

We here illustrate our 6 h.p. model from the valve side of the motor cycle, so that the general details of construction on this side of the machine can be clearly seen. It will be noticed that the silencer is fitted underneath the footboard, and a long exhaust pipe leads from the silencer itself to the rear, carrying away the exhaust as quickly as possible, consistent with keeping the machine free from excessive noise. The front mudguard is of our own registered design, and, whilst affording perfect protection to both machine and rider, it is of excellent appearance. Another point we have carefully studied is to obtain this full measure of protection without adding appreciably to the wind resistance of the machine.

The Side-car Chassis

This illustration shows the Royal Enfield side-car chassis, and the means by which it is attached to the motor cycle. Unlike most side-car models, on the Royal Enfield the attachments are actually built in as part of the motor cycle frame. This makes for remarkable strength and security, and ensures the side-car running in perfect alignment with the motor cycle. By obtaining this perfection of alignment, the tyre wear is not unduly increased. Throughout the construction of this chassis only the very best quality weldless steel tube is employed. The springing is most luxurious, the side-car body being carried on "C" springs, as shown.

The luggage grid attached to the chassis is of Royal Enfield design and construction throughout. It is strong enough to carry quite heavy luggage, and, being placed at the rear of the side-car body, the weight carried is evenly distributed. This luggage grid is included in the standard specification of the machine without any extra charge.



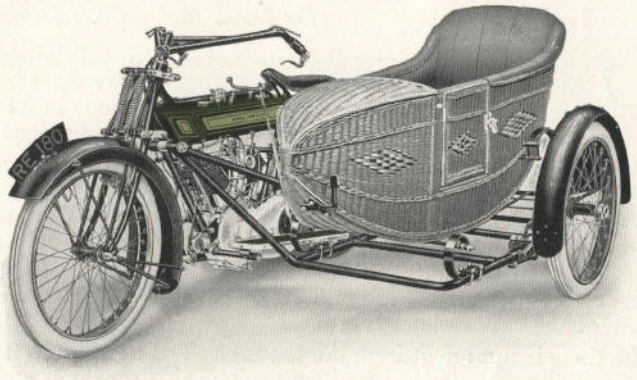
MADE LIKE A GUN

The Overseas Model, and The Cane Side-car Body

The Royal Enfield Cane Side-car Body

As mentioned on page 22, we fit, if preferred, a special design of cane side-car body to our side-car combination instead of the coach-built type of body. Naturally the coach-built body, as illustrated on pages 23 and 27, is most in demand. It is exceptionally strong without being heavy, very comfortable for the passenger, and made in our own coach-building shops from thoroughly seasoned three-ply wood by skilled coach-builders. Waterproof apron, spring cushion, and foot-mat are supplied with it.

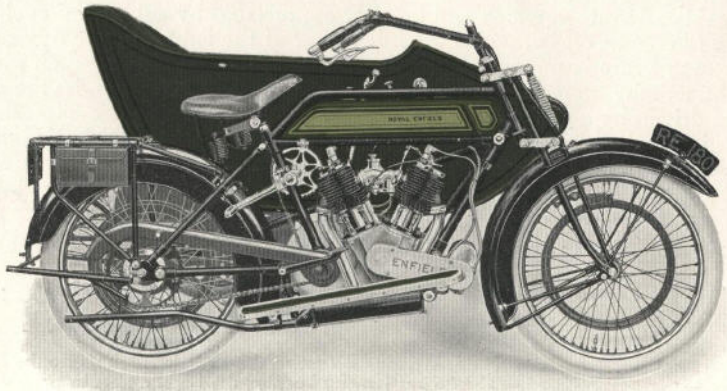
The accompanying illustration shows the design and general lines of the Royal Enfield Cane side-car body, which is made from the finest quality material, handsomely stained and varnished. It is rather lighter than the coach-built body, and is made to fit precisely the same standard type of Royal Enfield chassis.



The Colonial and Overseas Model

This illustration represents the 6 h.p. Royal Enfield side-car combination specially designed and built for use abroad. It will be observed that this type of frame gives exceptional ground clearance, there being nearly 7 inches between the lowest part of the crank case and the ground. A special type of side-car chassis is also fitted, which gives the same amount of ground clearance. In countries abroad, where roads are often extremely rough, this additional clearance is necessary.

We may add that the exceptional strength of construction of the Royal Enfield side-car combination, and also of the other models illustrated in this catalogue, makes them undoubtedly the best and most reliable motor cycles of their respective types for motor cyclists abroad.



The SIDE-CAR COMBINATION DE LUXE

Fitted with the Royal Enfield Patent Two-speed and Free-engine Gear, Cush Drive Hub, Chain Transmission, the Lucas Motor Cycle Dynamo Lighting Set, Speedometer, and Horn.

ON the opposite page we illustrate the 6 h.p. Royal Enfield Side-car Combination, equipped with the Lucas Dynamo Lighting Set. Also included in the price is a first quality Speedometer and a Lucas Bulb Horn. We are confident there is no other three-wheeled Passenger Vehicle as luxurious in its equipment, or more reliable in use than this Royal Enfield Model de Luxe. It is the "Rolls-Royce" of all Side-car combinations.

The lighting system fitted to this model is of Lucas manufacture throughout. It is the most efficient and reliable yet produced for motor cycle and side-car use, and its cleanliness, ease of manipulation, and unvarying efficiency, place it far ahead of even the best acetylene lighting sets. To be able to switch-on all three lamps without leaving the saddle, or, in fact, without even lessening the speed of the machine, is one of the luxuries of night riding now rendered possible through the genius of the electrical engineer.

Realising the wonderful efficiency and reliability of the Lucas Dynamo Lighting Set, we have no hesitation in fitting it to our 6 h.p. side-car combination, and in offering it to our clients as a thoroughly tested and well-tried means of illumination, than which nothing better has yet been introduced.

The three lamps are lit from the battery. The head lamp is fitted with a 6in. glass, double filament bulb, and throws a remarkably clear and penetrating beam of light. The side-car lamp and the rear lamp are each of 3 c.p., and all three lamps are finished in the well-known ebony black finish, which is both pleasing in appearance and perfectly weather-proof. The head lamp has a notable advantage which will be fully appreciated by all motor cyclists interested in electric lighting systems; the bulb contains two filaments, one provides the full power of the light, and the other gives a reduced light for driving through towns, or whenever a strong beam is unnecessary. A simple movement of the switch provided in the head lamp plug gives either full light or reduced light, as may be required. The battery is securely placed under the side-car seat, whilst the dynamo is fitted in front of the engine, and driven by a roller chain from a special sprocket on the engine shaft. The switch box, from where the lamps are turned on and off, is attached to the top tube of the frame, in which position the switch can be manipulated with the greatest ease whilst the machine is in motion. The switch box is waterproof, dustproof, and entirely devoid of complicated wiring.

At our price of **£100** this special 6 h.p. model is fitted with a high-grade Speedometer, and Lucas ebony black finish Bulb Horn, in addition to the Lucas Dynamo Lighting Set. The Combination is supplied ready for the road, and represents the very highest achievement yet reached in motor cycle and side-car construction and equipment.

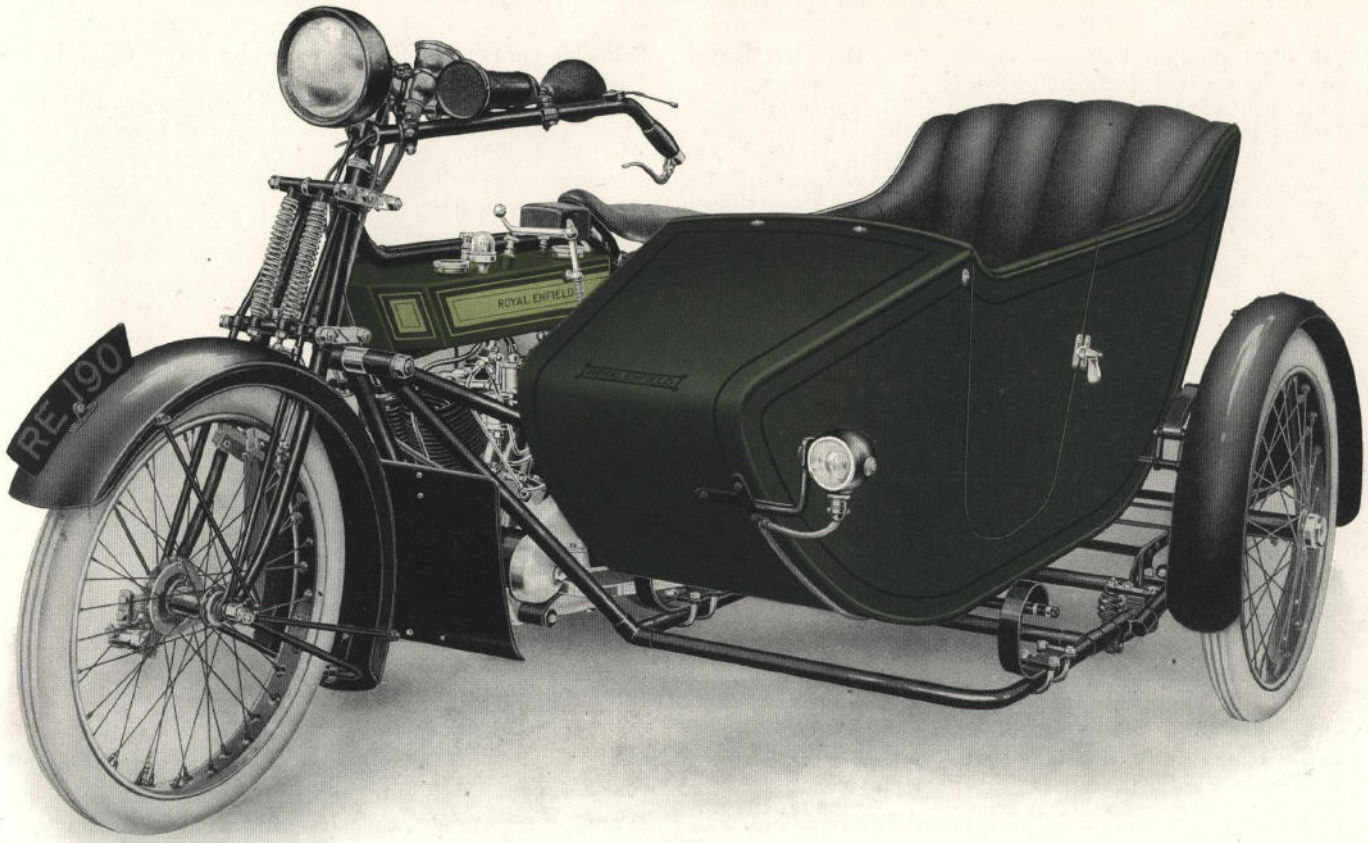
Model No. 190 . . . Price: **£100** Net Cash.

If fitted with 8 h.p. Engine . . . . **£2 2 0** net cash, extra.

N.B.—We send out makers' instructions relating to the Dynamo Lighting Set with each model supplied. The instructions for keeping the Lighting Set in proper working order and at the highest efficiency are very simple and clear. At the same time, it is absolutely necessary that clients should bear these in mind and carefully follow them out.

MADE LIKE A GUN

The 6 h.p. "DYNAMO LIGHTING" MODEL . . Model 190



MADE LIKE A GUN

The 6 h.p. Royal Enfield and Side-car Combination

Specially Adapted for Trade Delivery Purposes.

THE illustration on the opposite page shows the 6 h.p. Royal Enfield side-car combination, fitted with a large coach-built box carrier for trade delivery purposes.

This will easily take a load up to 2 cwt., can be driven by any intelligent man or youth, and will give an annual service of 5,000 miles and upwards at a cost of less than 1½d. per mile. Where a larger distance is covered the cost is appreciably less. The following table of running costs will prove this. It is taken from a letter voluntarily penned to us by a builder and contractor who used a 6 h.p. Royal Enfield combination, both for business and pleasure purposes, over a distance of 13,000 miles during sixteen months.

Distance covered on 6 h.p. Royal Enfield, checked by Speedometer, 13,000 miles.

Petrol, Benzol, Oil, Carbide, and Paraffin for cleaning . .	£16	8	5
Tyres, tubes and repairs to same	11	7	3
Repairs, Renewals, Licenses and Insurances	12	2	2
Depreciation on sale of above on purchasing 1914 model .	25	0	0
Total . . .	£64	17	10

The goods carried on this machine included cement, timber, etc., so that it could not have been put to harder work. Yet, 13,000 miles at less than 1½d. per mile is a magnificent record. No other light delivery vehicle can compare with it.

The combination illustrated opposite is the standard 6 h.p. Royal Enfield, as described in detail on page 22, but fitted with a large coach-built body mounted on stub springs on the usual Royal Enfield chassis. The box is fitted with a hinged top, and folding doors at the rear. It is built throughout in our own coach-building shops of well-seasoned timber; made, in fact, with the same skill and care as the famous Royal Enfield coach-built side-car,

Dimensions of the Carrier : Length, 3 ft. 6 in.; depth, 1 ft. 10 in.; width, 2 ft. 1 in. **Capacity :** Approximately 14 cubic feet.

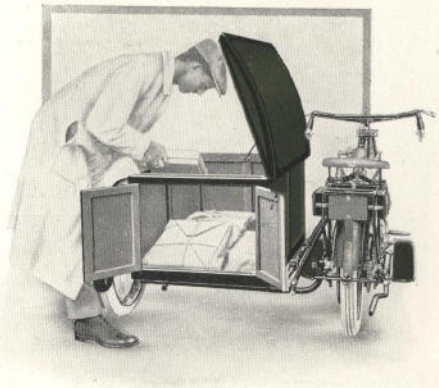
Model No. 180 . . . Price { Exactly as specification on page 22, but with box carrier body, as illustrated opposite, instead of coach-built passenger body. If desired, a square basket carrier can be supplied instead of the coach-built box. NET CASH } **80** Guineas.

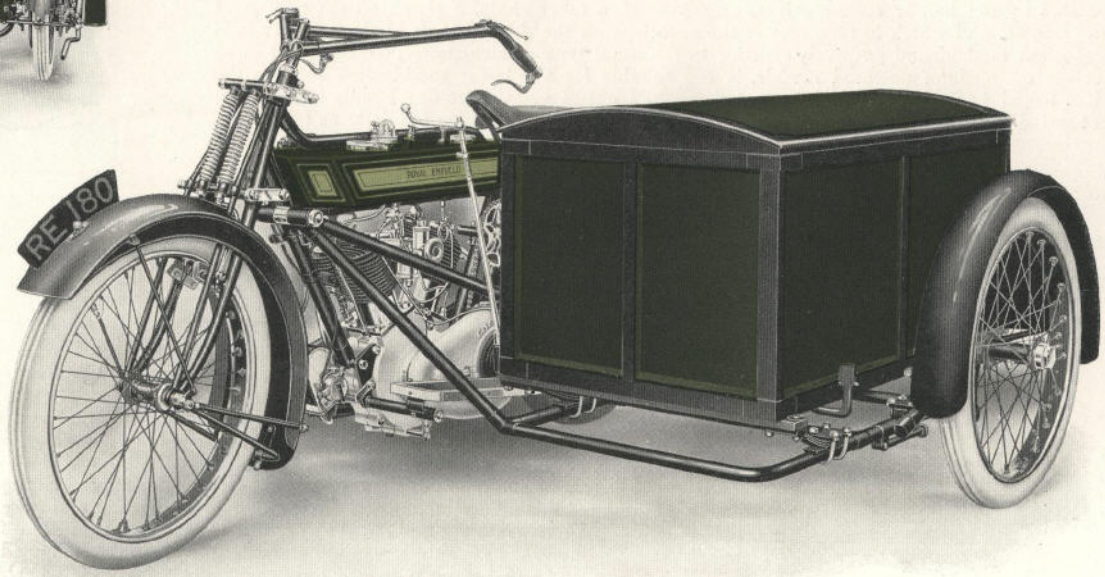
The box is handsomely painted in green and black to match the motor cycle, and highly finished throughout. Lettering on the panels of the box will be inscribed at a nominal extra charge according to the amount of work involved.

N.B.—Particular attention is directed to the fact that the 6 h.p. Royal Enfield combination is a real "double-purpose" vehicle. Our standard coach-built passenger body can be attached to the side-car chassis in place of the box carrier without any alteration other than additional springs and shackles.

Coach-built passenger body only (as illustrated on page 23), with front and rear C springs, shackles, bolts, etc., **£10 0 0** extra.

The 6 h.p. Royal Enfield Trade Delivery Combination



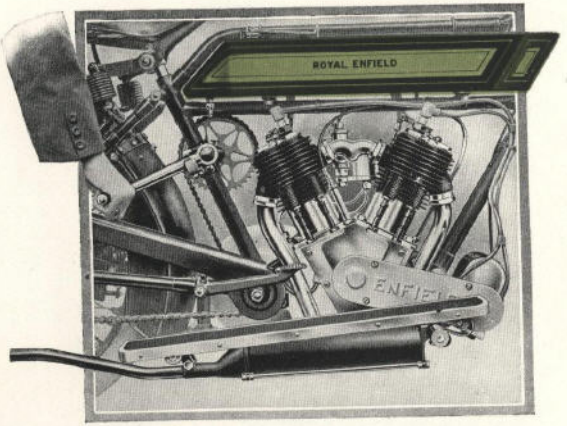


MADE LIKE A GUN

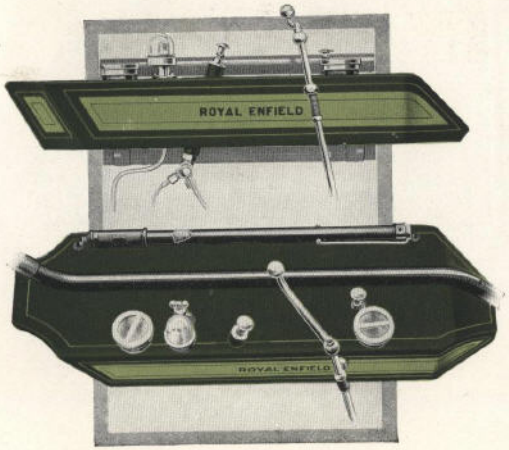
Constructional Features of the 6 h.p. Royal Enfield

The Twin-cylinder Engine

The twin-cylinder engine fitted to the 6 h.p. model has been long noted for its exceptionally strong construction and high efficiency at all speeds. As a high powered side-car combination necessitates a powerful engine, all excessive lightness of construction has been carefully avoided in this particular power unit. The dimensions of the engine are 76 m/m × 85 m/m, with a capacity of 770 c.c. The patented valve gear is of simple design, one camshaft only being used. The four valves are operated by two cams from this one shaft, and this arrangement eliminates the noise which is usually associated with valve gearing.



The illustration at the top of this page shows the handle starting arrangement. A sprocket operated by the handle starter drives, by means of a roller chain, a clutch on the two-speed gear spindle, and which in turn rotates the sprockets on the driving shaft of the engine. It is an efficient method, and positively superior to the usual type of kick-starter, which, whilst quite efficient on medium powered models, is not suitable for a side-car combination such as the 6 h.p. Royal Enfield. It will be noted that when out of use the starting handle is held in a neat spring clip attached to the bracket. The system of engine lubrication is briefly as follows :—



By means of an oil box cast on the side of the crankcase, oil is forced along special "oil ways," through passages in the fly-wheel, to the crank pin and the big end bearing. This system has been found most satisfactory, and the high efficiency of the engine is due in no small measure to the system of lubrication embodied in it,

The 6 h.p. Tank

We illustrate the tank fitted to the 6 h.p. model in two positions, so that the exterior fittings can be clearly seen. The tank has a capacity of 2 gallons petrol and 3 pints oil, and is fitted with automatic visible drip-feed lubrication. The drip-feed dome will be seen just to the rear of the oil filler cap; the thumb screw at the side regulates the rate of flow, and a ventilating valve does away with any back pressure. For all ordinary running purposes the valve should be unscrewed until the oil can be seen to drip from the pipe inside the dome at the rate of 30 to 40 drops per minute. A hand pump for supplementary use is also fitted, and by means of this oil can be pumped direct either to the engine or to the two-speed gear as may be desired. Underneath the tank, where the pump barrel emerges, will be found a two-way tap; if this tap is moved backwards towards the saddle the oil is then pumped to the rear cylinder of the engine, whilst if the tap is moved forwards towards the front wheel, the oil is pumped to the gear.

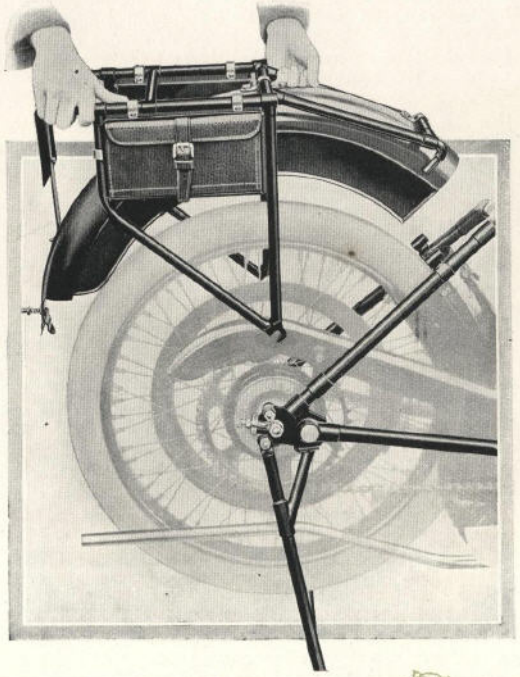
Constructional Features of the 6 h.p. Royal Enfield

The Royal Enfield Handlebar

The handlebar fitted to the 6 h.p. Royal Enfield is our well-known registered design with the bodies of the control levers forming integral parts of the handlebar, and all the cables carried inside the handlebar as far as the head. The result is a neat and "clean" bar which gives a splendid appearance to the machine. An extension of the steering stem projects through the handlebar lug forming a bracket to take the head lamp. We finish this handlebar by a special and lengthy process, and with a brilliant black finish, hard, permanent and weather-proof. The handlebar is strengthened with a transverse strut, as shown in the illustration.

The Spring Front Forks

The spring front forks fitted to the 6 h.p. model are a splendid specimen of the engineer's art. Two side-by-side springs are fitted, and the side plates are of exceptional strength and thickness, secured by pinned "castellated" nuts. The section of the tubing employed for the design of the fork ensures great strength, and there is no question but that the Royal Enfield fork is as strong and reliable as it is possible to make it, consistent with its weight. The material throughout is carefully selected, and the whole fork built up in a thoroughly scientific manner by skilled engineers.



The Detachable Rear Mudguard

Instead of the rear mudguard swinging back to admit of better access to the tyre, we are now fitting an entirely new type of guard in which the rear half, together with the carrier and the tool-bags, can be completely detached in a few seconds. The accompanying illustration shows how this is fitted. At the lower ends of the supports are two hexagon nuts, one on each side. By loosening these nuts with a spanner the slotted ends of the stays can be lifted clear of the studs to which the nuts are fixed, and the curved ends of the carrier released from the socketed lugs affixed to the back stays. The result is that the guard lifts quite clear and the rear tyre is at once accessible. It is impossible for the nuts retaining the carrier supports to come off the studs and get lost as they are kept in position by retaining rings. The curved ends (or prongs) of the carrier drop into the lugs and are held very firmly; this is a great improvement, and is being adapted to all the Royal Enfield models.

The Two-speed Gear and Gear Box

Like all Royal Enfield models, the side-car combination is fitted with the Enfield Patent Two-speed and Free-engine Gear as described on page 10. The chains from the engine-shaft sprockets to the countershaft are encased in a handsome and efficient aluminium gear box. A supply of oil should always be kept in this so that the chains dip into it at each revolution. It is a particularly neat fitment, and, like most other features on Royal Enfield models, bears the stamp of originality. The whole combination is equipped in a manner which makes for comfort at every single point, and there is no other machine which can compare with it, in regard to speed, power or reliability.

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 side-car 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 side-car 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 of 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 6 h.p. Royal Enfield motor cycle and side-car combination is sold subject to the further condition that we cannot accept responsibility if used with any side-car other than the one supplied by us. The 3 h.p. Royal Enfield is sold subject to the further condition that we cannot accept responsibility if it is used with a side-car of whatsoever make or type.

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. Carriage in all cases must be paid by the customer. All goods are delivered free on rail at Redditch, and are signed for by the Railway Company as being received in good condition. The Railway Company then become the agents of the customer, who should make immediate claim on the carriers in case of damage.

PACKING. Motor cycles are packed in specially constructed crates, which, being charged at cost price, are not returnable. Crates for Models 140, 150 and 200—5/- each, crates for Models 180 and 190—10/- each. Cases for export 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 communications relating to repairs or sundries:—"Motor Repairs and Sundries Department."

NOTE.—We reserve the right to alter the prices, designs, specifications, etc., of any of the models or parts in this catalogue, and to ***withdraw or substitute*** *models without notice.*

Royal Enfield

Motor Cycles.

"Made Like a Gun"

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