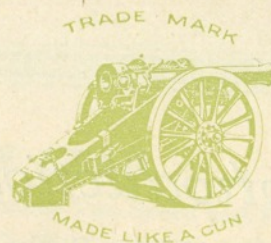


1922 Royal Enfield Motorcycles



Telephone Nos. :  
121, 122 & 123, REDDITCH.



Telegrams :  
"CYCLES, REDDITCH."

# THE ENFIELD CYCLE CO., LTD.

HEAD OFFICES AND WORKS - - - REDDITCH

Contractors to H.M. Government, Navy, Army and Reserve Forces, the U.S.A., French and Belgian Governments, and the former Russian Military Authorities.

*Directors :*

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

*Managing Director :*

ROBERT WALKER SMITH, M.I.M.E.

*Assistant Managing Director :*

MAJOR FRANK WALKER SMITH, M.I.A.E.

*Bankers :*

THE LONDON JOINT CITY AND MIDLAND BANK LIMITED.

*Solicitors :*

TUNBRIDGE & CO.,  
BIRMINGHAM.

*Auditors :*

AGAR, BATES, NEAL & CO.,  
BIRMINGHAM AND LONDON.

*Commercial Manager and Secretary :*  
T. C. PATCHETT.

Showrooms - - 48, HOLBORN VIADUCT, LONDON, E.C.1

Telephone : No. 424 HOLBORN.

Telegrams : "JIGGER, CENT., LONDON"

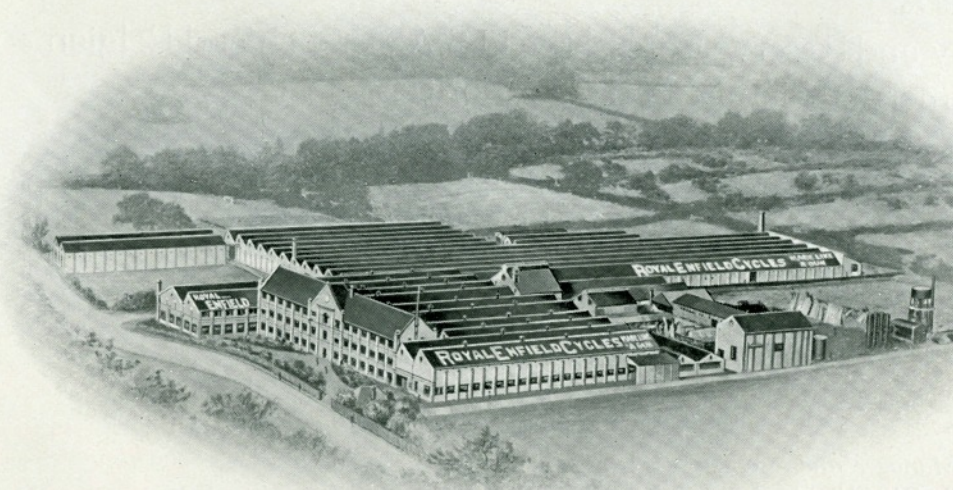
*Royal Enfield*

## Introduction

OWING to the phenomenal success of Royal Enfield Motor Cycles, it has not been deemed necessary to materially alter the specifications of our machines for 1922.

Apart from small detail alterations, such as improved brake work, and new saddle suspension, the 2 $\frac{1}{4}$  h.p. Royal Enfield Two-Stroke Lightweight is similar in specification to the Model that has been so deservedly popular during the past season. A Standard Model and Kick-Starter Model are provided.

The Royal Enfield Sidecar Combination still enjoys a most enviable reputation for all-round reliability and efficiency. The 8 h.p. Royal Enfield "V-Twin" Engine, made by Messrs. Vickers Ltd., is again incorporated, improvements having been carried out to the mechanical lubrication system. The frame, etc., of the 8 h.p. Motor Cycle has undergone practically no change, but a new and vastly improved Sidecar Body is a feature of this very attractive outfit. Attention has been devoted both to the comfort of the passenger and to the provision of ample luggage accommodation.



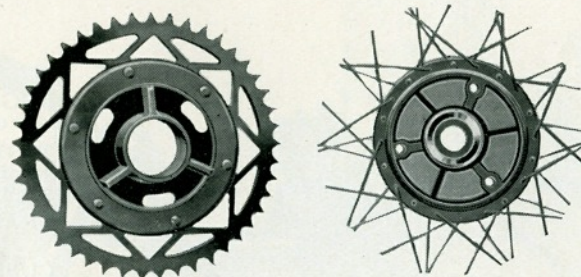
All Royal Enfield Motor Cycles are manufactured in our large and up-to-date Works at Redditch. The aerial photograph reproduced on this page conveys a slight impression of the large size and ideal situation of the Works, which cover an area of about 18 acres.

## TWO-SPEED AND FREE-ENGINE GEAR.

Every Royal Enfield Motor Cycle is fitted with our Patent Two-Speed and Free-Engine Gear, which is recognized as being one of the most reliable in the world. It is very easy to operate; one movement of the lever engages either gear. The drive is direct on both gears.

## CUSH DRIVE HUB.

The Patent Cush Drive Hub, fitted in the rear wheel of all Royal Enfield Motor Cycles, minimises any tendency to "snatching" or harshness which some chain drives possess. It takes up the drive from the countershaft with great flexibility and smoothness. The accompanying illustration shows the inside of the driving sprocket, and the outside of the hub. On the inside of the driving sprocket are three metal vanes, and the end of the hub cap is similarly fitted. On each side of the metal vanes is placed a solid rubber block acting as a buffer. As a testimony to the efficiency of this device, we would mention that we supply large quantities of these hubs to other manufacturers of motor cycles.



## ROYAL ENFIELD SIDECARS.

The Sidecars fitted to the 8 h.p. Royal Enfield Motor Cycles are made throughout in our own Coach-building Shops by experienced coach-builders. The Sidecars are made of specially selected three-ply wood; upholstered in Black Grained Leather Cloth; and a Cover-all Apron, Spring Cushion and Mat are supplied with each machine. The outside of the body is artistically finished in the well-known "Royal Enfield Green."

## THE COLONIAL MODEL.

A special 8 h.p. Sidecar Combination is made for use overseas. It is fitted with a specially designed Frame and Sidecar Chassis, to provide additional ground clearance. The exceptional strength of construction of Royal Enfield Motor Cycles makes them most reliable machines for standing up to the rigours of Colonial roads.



# The 2 $\frac{1}{4}$ h.p. ROYAL ENFIELD Two-Stroke

## STANDARD MODEL 200

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

### SPECIFICATION.

**ENGINE.**—Royal Enfield Two-Stroke; bore and stroke 64×70 m/m.; capacity 225 c.c.

**TWO-SPEED AND FREE ENGINE GEAR.**—Royal Enfield Patent; expanding clutch type. Direct drive on each gear.

**TRANSMISSION.**—Superfine Roller Chains throughout.

**CUSH DRIVE.**—Patent Cush Drive in rear hub.

**IGNITION.**—British - made high tension magneto.

**CARBURETTER.**—Special Two-lever type.

**LUBRICATION.**—Oil mixed with petrol in the proportion of eight measures to one gallon of petrol. Measure combined with filler cap on tank.

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

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

**HANDLEBAR.**—Registered design; concealed cables through handlebar.

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

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

**MUDGUARDS.**—Graceful design; of ample width and strength.

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

**SADDLE.**—Well-sprung 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 plated.

For **CURRENT PRICES**, see slip affixed inside the front cover of this List.

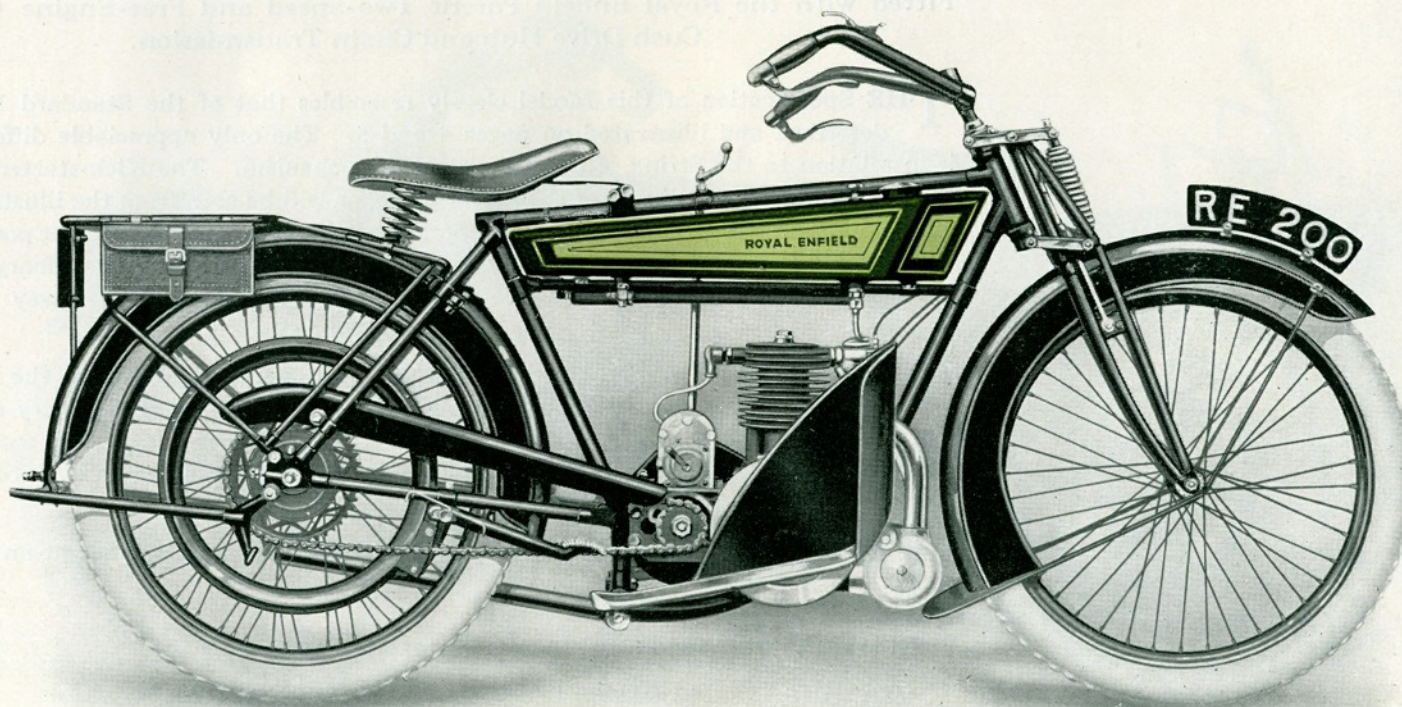
This Model can be supplied fitted with an Electric Lighting Set at an extra charge.



Royal Enfield

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The  $2\frac{1}{4}$  h.p. ROYAL ENFIELD Two-Stroke  
STANDARD MODEL



Royal Enfield

## The 2<sup>1</sup>/<sub>4</sub> h.p. ROYAL ENFIELD Two-Stroke KICK-STARTER MODEL 201



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

**T**HE Specification of this Model closely resembles that of the Standard Model described and illustrated on pages 4 and 5. The only appreciable difference is in relation to the fitting of the Kick-starter mechanism. The Kick-starter is on the left hand or "near" side of the motor cycle, as will be seen from the illustration on the opposite page. It is very easily operated, being in a most convenient position. With its aid the engine can be readily started while the machine is stationary, and by merely pulling the gear lever into position, the machine will glide away under its own power.

The Royal Enfield Two-Stroke with Kick-starter is very popular with the many lady riders of Royal Enfield Motor Cycles. The addition in weight is very slight, and the fitment adds to rather than detracts from the appearance of the machine, while the benefit derived from the use of this mode of starting the engine is, naturally, a very real one.

This Model can also be supplied fitted with an Electric Lighting Set at an extra charge.

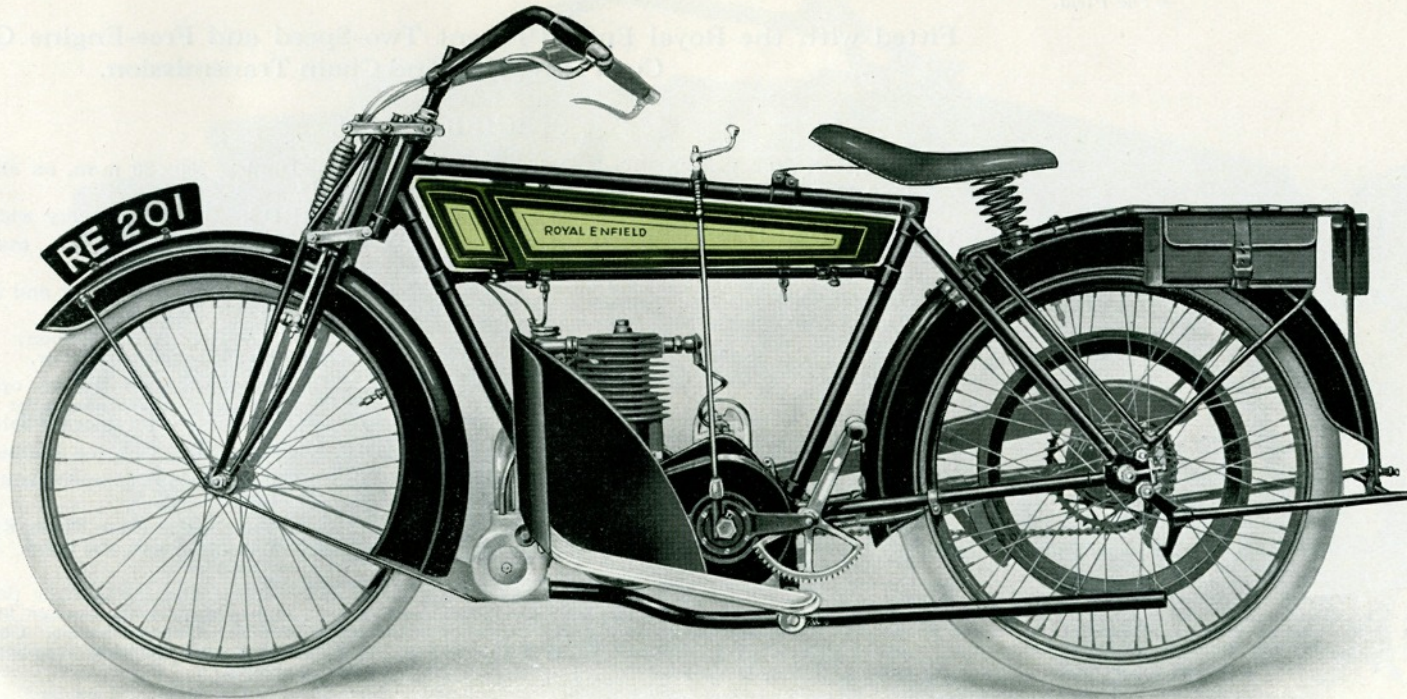
Weights of Royal Enfield Two-Stroke for taxation purposes.

Standard Model .. ..	151 lbs.
Kick-starter Model .. ..	155 lbs.

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The 2 $\frac{1}{4}$  h.p. ROYAL ENFIELD Two-Stroke  
KICK-STARTER MODEL





# The 8 h.p. ROYAL ENFIELD Sidecar Combination

## STANDARD MODEL 180

*"There is nothing better to be had."*  
—The Field.

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

### SPECIFICATION.

**ENGINE.**—Royal Enfield Twin-Cylinder; bore and stroke 85.5×85 m/m. (8 h.p.); mechanically-operated valves.

**TWO-SPEED AND FREE ENGINE GEAR.** Royal Enfield Patent; Direct drive on each gear. Handle starting.

**TRANSMISSION.**—Best quality Roller Chains throughout, with Slipping Clutch on engine shaft.

**CUSH DRIVE.**—Patent Cush Drive in rear hub.

**IGNITION.**—Waterproof Magneto of best make; Waterproof Terminals.

**CARBURETTER.**—Two-lever type.

**LUBRICATION.**—Automatic Engine Pump and Auxiliary Hand Pump.

**FRAME.**—Royal Enfield design; Sidecar attachments built into frame. Large Spring Footboards and Royal Enfield Front Forks.

**TANK.**—Two compartments. Petrol, capacity 2 gallons; oil 3 pints. Large Filler Caps and Needle Valve.

**TYRES.**—Dunlop 700×80 m/m. on all three wheels.

**MUDGUARDS.**—Strong and very wide.

**CARRIER.**—Detachable Carrier, made of strong steel tubing.

**STANDS.**—Stands for front, rear and sidecar wheels are fitted.

**HANDLEBAR.**—Registered Design; concealed cables through handlebar.

**BRAKES.**—Powerful Rear Brake operated by foot pedal; Inverted Lever Front Brake; both acting on dummy belt rims.

**SADDLE.**—Terry Patent Spring Saddle.

**TOOLS.**—Complete set in compartment under sidecar seat.

**FINISH.**—Enamelled in Best Black Enamel; Tank panelled in Green and lined. Bright parts heavily plated.

**SIDECAR.**—Large and attractively designed Coach-built Body, with Locker at rear; strong and well sprung Chassis. Cover-all Apron, Mat and Cushion supplied with each machine.

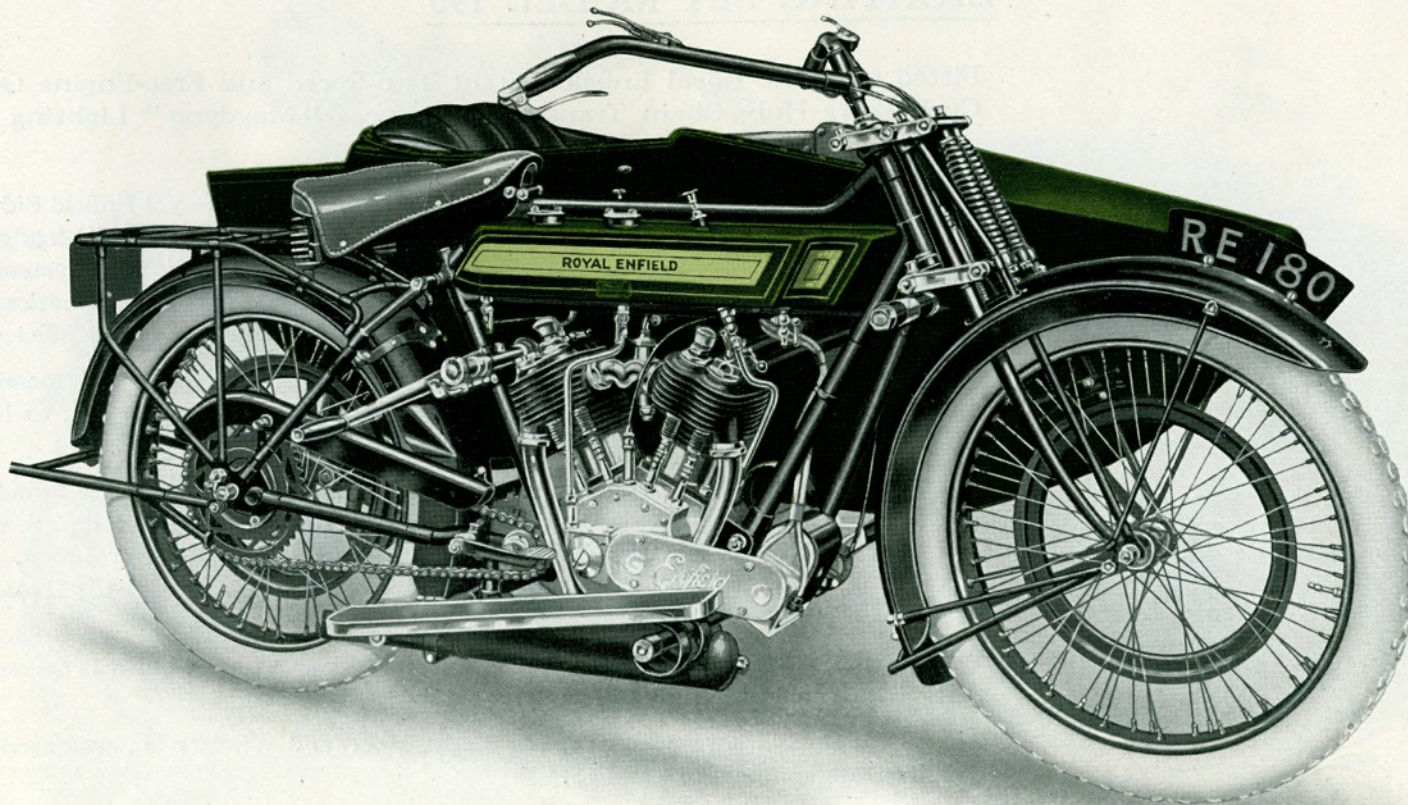
For particulars of the 8 h.p. "Lighting Set" Combination, see pages 10 and 11.



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The 8 h.p. ROYAL ENFIELD Sidecar Combination  
STANDARD MODEL





## The 8 h.p. ROYAL ENFIELD Sidecar Combination

### LIGHTING SET MODEL 190

Fitted with the Royal Enfield Patent Two-Speed and Free-Engine Gear, Cush Drive Hub, Chain Transmission, Lucas "Magdyno" Lighting Set and Horn.

ON the opposite page is illustrated the fully-equipped 8 h.p. Royal Enfield Sidecar Combination. The lighting and ignition system fitted is the Lucas "Magdyno" Set, which is recognised as the most efficient and reliable electric lighting system for motor cycles. Electric lighting is admittedly the ideal means of illumination for motor cycles owing to its cleanliness, ease of manipulation and unvarying efficiency.

All three lamps can be switched on without leaving the saddle, and it is possible, owing to the incorporation of two distinct filaments in the Head Lamp, to have either a powerful or a subdued light.

The general specification of this Model is precisely similar to that of the Standard Combination described on page 8, but is supplied ready for the road, complete with Dynamo, Switchbox, Battery (in the Sidecar), Head Lamp, Sidecar Lamp, and Rear Lamp, Lucas Ebony Black Bulb Horn, and Mudshields to protect the Dynamo.

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

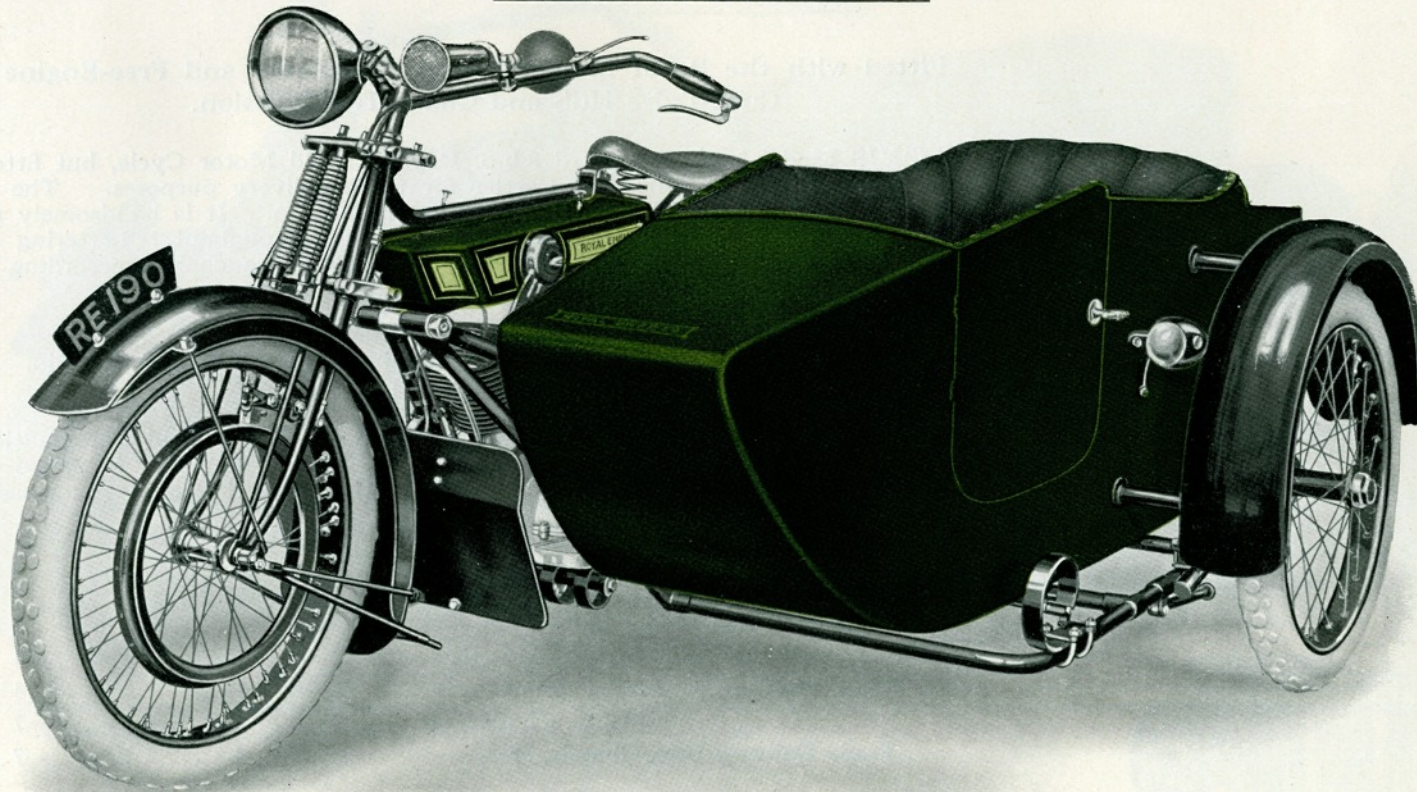
The Royal Enfield Two-Seater Sidecar Body, Hood and Windscreen, are described and illustrated on pages 14 and 15.



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The 8 h.p. ROYAL ENFIELD Sidecar Combination  
LIGHTING SET MODEL





# The 8 h.p. ROYAL ENFIELD Trade Delivery Combination

## MODEL 180

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

**T**HIS Model is the Standard 8 h.p. Royal Enfield Motor Cycle, but fitted with a large Coach-built Box Carrier for trade delivery purposes. The Box is made in our own Factory, and has a hinged top. It is handsomely painted 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 work involved.

The Dimensions of the Box Carrier are as follows:—

Length 4ft. 6in.

Depth 1ft. 9in.

Width 1ft. 8in.

Capacity, approximately 13 cubic feet.

Attention is directed to the fact that the 8 h.p. Royal Enfield Combination is a "double-purpose" Vehicle. The Standard Passenger Body can be fitted to the Chassis of the Trade Delivery Combination with very little trouble; a separate set of springs and shackles only being necessary.

Weights of the 8 h.p. Royal Enfield Motor Cycles and Sidecars:—

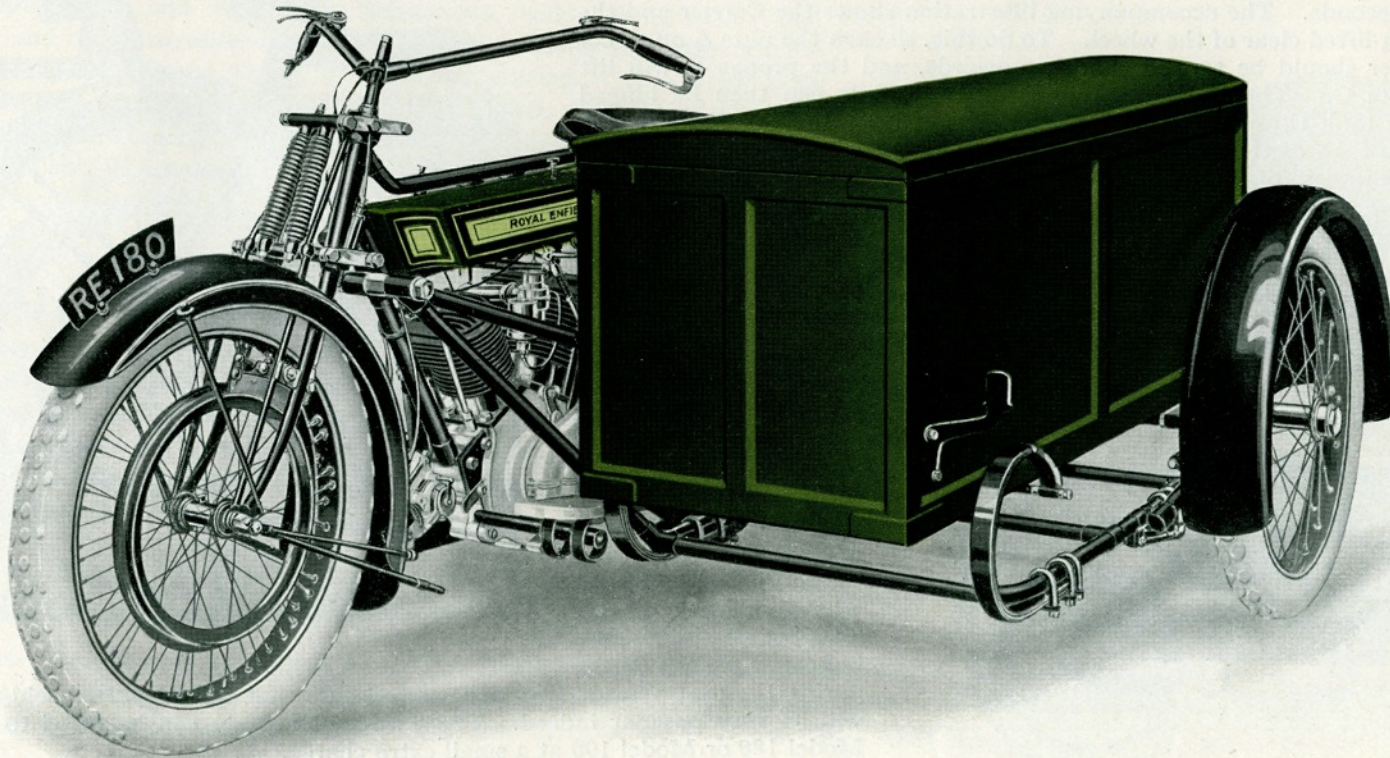
8 h.p. Standard Model 180	.. .. .	2 cwt.	2 qrs.	0 lbs.
„ Sidecar, Chassis, etc.	.. .. .	1 „	2 „	14 „
8 h.p. Lighting Set Model 190	.. .. .	2 „	3 „	4 „
„ Sidecar, Chassis, etc.	.. .. .	1 „	3 „	7 „
Trade Delivery Box, Chassis, etc.	.. .. .	1 „	1 „	7 „



Royal Enfield

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The 8 h.p. ROYAL ENFIELD Trade Delivery Combination



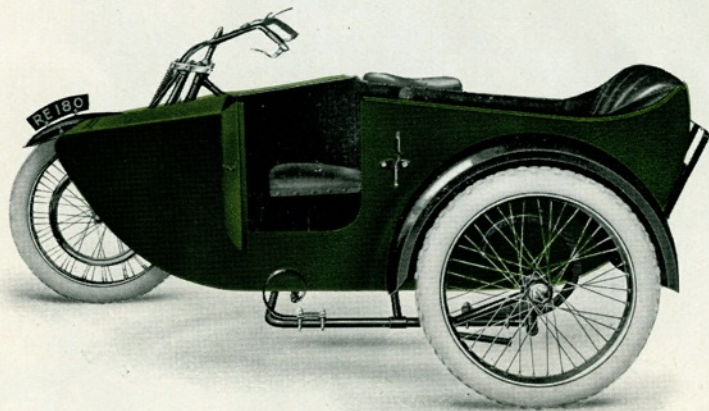
Royal Enfield

### DETACHABLE REAR MUDGUARD.

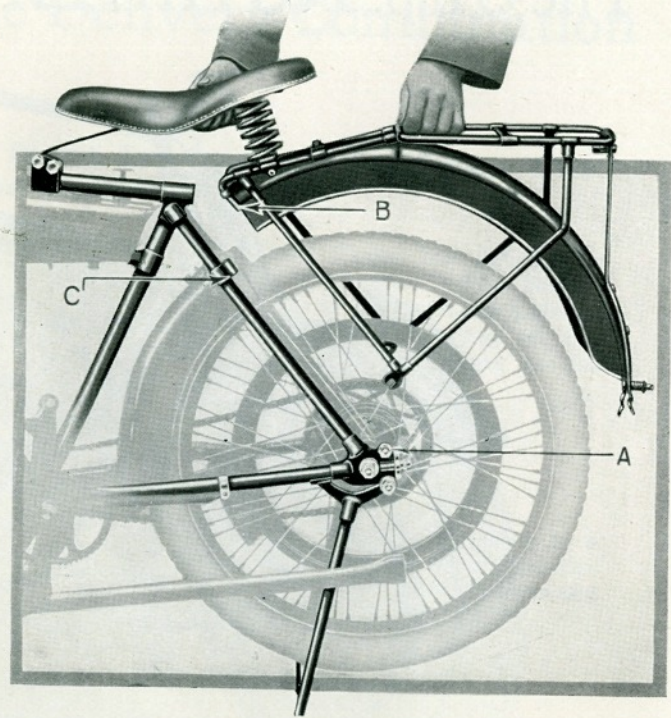
The Carrier and Rear Mudguard on all Royal Enfield Motor Cycles are made to detach in a few seconds. The accompanying illustration shows the Carrier and the Rear Guard being lifted clear of the wheel. To do this, slacken the nuts A on either side. The Carrier should be tapped sharply upwards, and the prongs B will lift out of the sockets C. The Carrier, Mudguard and Saddle can then be hinged forward over the tank through the medium of the pin fastening the front of the Saddle to the top tube of the cycle. The rapidity with which this can be done is a great advantage in case of tyre puncture.

Where the Terry Spring Saddle is fitted it is necessary to withdraw the pin which fastens the front of the Saddle to the top tube, when the Mudguard, Carrier and Saddle will lift clear.

### TWO-SEATER SIDECAR BODY.



A new design of Two-Seater Sidecar Body has been introduced to bring this Model into line with the new Standard Body, the result being a most attractive "family" Combination. The popularity of the Two-Seater Sidecar has increased tremendously during the past year or two, and we feel sure that this Royal Enfield Model will be very popular indeed. The Two-Seater Body can be fitted to either Model 180 or Model 190 at a small extra charge.



## ROYAL ENFIELD HOOD AND WINDSCREEN.

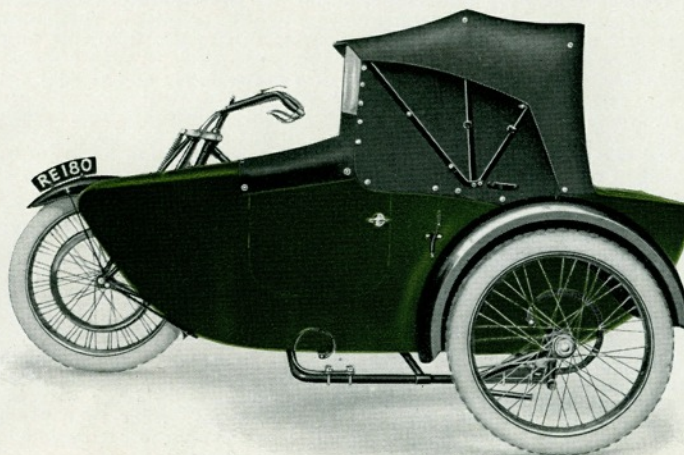
For use with the Royal Enfield Sidecar Combination, we have designed a Collapsible Hood and Adjustable Windscreen, with Side Curtains and Apron, and the illustration shows clearly the wonderful protection for the passenger given by the fitting of these refinements. Hoods for both Standard and Two-seater Sidecars can be supplied. The Hood is folded out of use in a few seconds, and the Screen is adjustable to any angle required. The Hood and Windscreen can be supplied when required at a small extra charge.

## ROYAL ENFIELD AGENTS.

In almost every town and village in the United Kingdom an accredited Royal Enfield Agent will be found. In addition to this, we are also represented in most parts of the world. Our Agents are experienced motor cycle men, who gladly place their services at the disposal of potential buyers. We shall be pleased to furnish you with the name and address of the nearest Royal Enfield Agent.

## INSTRUCTION HANDBOOKS.

For each of our Models we publish a carefully prepared and most artistically produced Instruction Book, dealing with the Riding, Driving and General Upkeep of the Machine. These Books are supplied gratis to owners of Royal Enfield Machines, and may be obtained by filling up, and posting to us, the card included with the tool kit of each Model.





## MOTOR CYCLE GUARANTEE.

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

**WE GUARANTEE**, subject to the conditions mentioned below, that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, but this guarantee is to extend and be in force for three months only from the date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the replacement of any part which may have proved defective, but not to the cost of any work involved in effecting such replacement. We undertake, subject to the conditions mentioned below, to make good at any time within three months any defects in these respects. As motor cycles are easily liable to derangement by neglect or misuse, this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

The term "misuse" shall include amongst others the following acts:—

1. The attaching of a sidecar to the motor cycle in such a manner as to cause damage or calculated to render the latter unsafe when ridden.
  2. The use of a motor cycle, or of a motor cycle and sidecar combined, when carrying more persons, or a greater weight than that for which the machine was designed by the manufacturers.
- Any motor cycle sent to us to be plated, enamelled or repaired, whether the repairs are required for the purpose of making good the defect before referred to or otherwise, will be repaired upon the following conditions:—i.e., we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of material and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed, and this guarantee is in lieu and in exclusion of any common law or statute warranty, and the damages recoverable are limited to the cost of any further work which may be necessary to amend and make good the work found to be defective.

### CONDITIONS OF GUARANTEE.

If a defective part should be found in our motor cycles or in any part replaced, it must be sent to us carriage paid, and accompanied by an intimation from the sender that he desires to have it repaired free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the name of the agent from whom he purchased and the date of the purchase, or the date when the alleged defective part was replaced, as the case may be. Failing compliance with the above, no notice will be taken of anything which may arrive, but such articles will lie here at the risk of the senders, and this guarantee, and any implied guarantee, shall not be enforceable.

We guarantee only those machines which are bought either direct from us, or from one of our duly appointed agents, and under no other conditions. We do not guarantee the specialities of other firms, such as Tyres, Saddles, Chains, Lamps, etc., or 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 nor make any representation on our behalf other than those contained in the above Guarantee.

### CONDITIONS OF SALE.

The prices appearing in this catalogue are **STRICTLY NET**. All goods are sold subject only to the conditions of guarantee given above.

The Royal Enfield Motor Cycle and Sidecar Combination is sold subject to the further condition that we cannot accept responsibility if used with any sidecar other than the one supplied by us. The  $2\frac{1}{2}$  h.p. model is sold subject to the further condition that we cannot accept responsibility if it is used with a sidecar, of whatsoever make or type.

**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 becomes the agent of the customer, who should make immediate claim on the carriers in case of damage.

**PACKING.**—When Motor Cycles are packed in crates, the latter are charged at cost price. Cases for export are also 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."