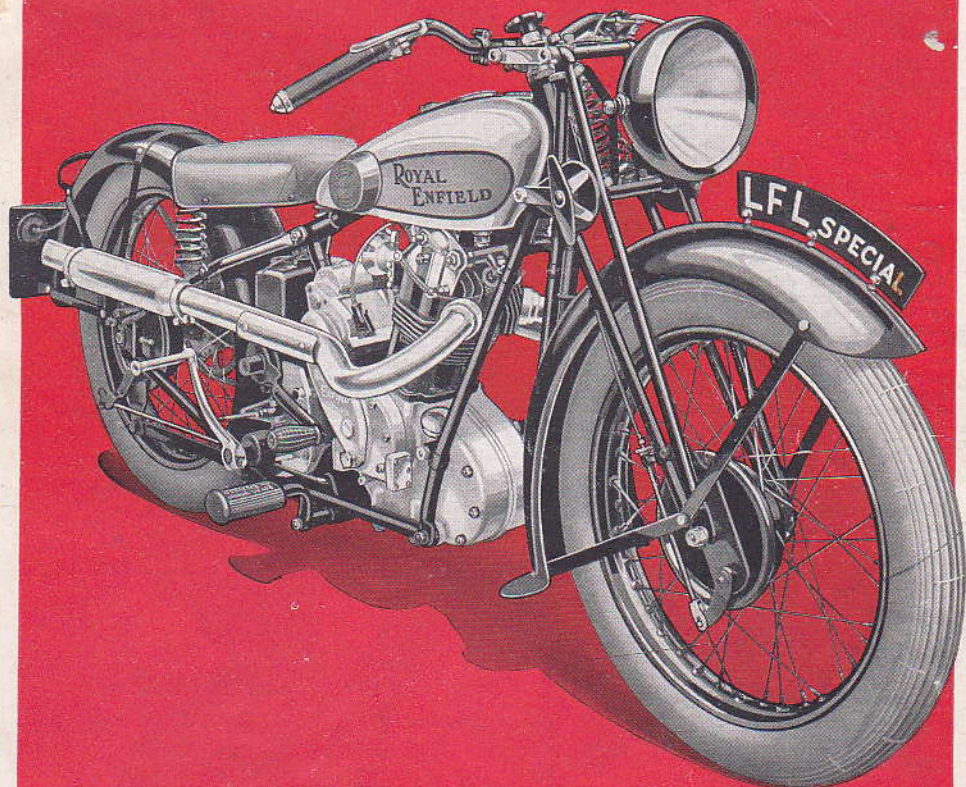


ROYAL ENFIELD

MOTOR CYCLES

1932



THE ENFIELD CYCLE CO. LTD.

HEAD OFFICE & WORKS

REDDITCH

Telephone: Redditch 121 (5 lines). Telegrams: "Cycles, Phone, Redditch."

LONDON OFFICE & SHOWROOMS

48, HOLBORN VIADUCT, E.C.1

Telephone: 5822 and 5823 Holborn. Telegrams: "Jigger, Cent, London."

LONDON SERVICE DEPOT

5, 7, 9, HATTON WALL, HATTON GARDEN, E.C.1

Telephone: 2508 Holborn.

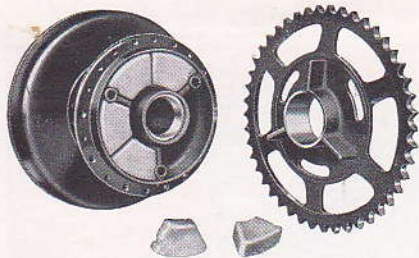
TRADE MARK



MADE LIKE A GUN

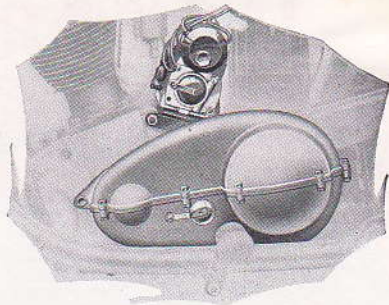
ROYAL ENFIELD

Special Features.



Cush Drive Rear Hub.

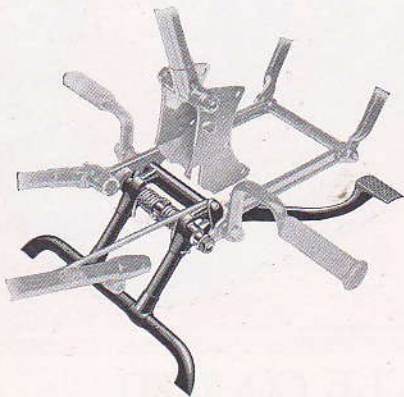
The patent cush drive hub fitted in the rear wheel of all Royal Enfield motor cycles takes up the drive with great flexibility and smoothness, entirely eliminating the harshness otherwise present in a chain drive. Both driving and rebound shocks are absorbed by blocks of solid rubber. The illustration shows the inside of the driving sprocket and the outside of the hub. When in position the rubber blocks act as buffers between the metal vanes.



Oil Bath Chain Case.

On Models G, J, K, L and LF the primary chain is completely enclosed in a cast aluminium case. This may be filled with oil up to the level of the lower run of the chain, which thus works under ideal conditions of perfect lubrication and freedom from road dirt, etc.

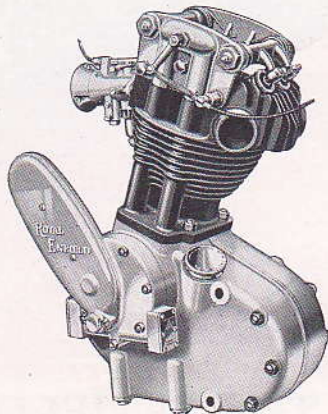
The difference in general sweetness of running which results from this lubrication of the chain is most remarkable, and in addition the chain will give many times the service of an unprotected one.



Patent Prop Stand.

On Models L and LF a new type of central stand is fitted, which, in addition to functioning in the usual manner, also acts as a prop stand. No effort whatever is required—it is only necessary to press the stand downwards until the catch engages. The machine can then be leant slightly to either side and the stand will support it firmly. To release it, simply press the brake pedal, when the stand automatically springs up.

On the rare occasions when it is necessary to lift the wheels clear of the ground, the stand can be operated in the usual manner, but the use of the prop device saves needless exertion when it is merely required to support the machine. The illustration shows the device in use as a prop stand.



The Engine.

Every Royal Enfield engine has a performance high in its class, combining speed, reliability, smoothness, silence and economy.

Engines with dry-sump lubrication have an oil reservoir cast in the crankcase in which over two pints of oil are in constant circulation. This system employs two slow moving oscillating plunger pumps which are absolutely reliable owing to the absence of spring-loaded ball or disc valves. The engine is always supplied with more oil than it needs, the surplus being returned to the oil tank. The accompanying illustration shows the clean exterior of the four-valve engine fitted to Model LF. The push rods on this and Model G are enclosed in the cylinder casting and there are no external oil pipes or other excrescences.

See separate List for 1½ h.p. Royal Enfield "Cycars."



ROYAL ENFIELD

General Specification.

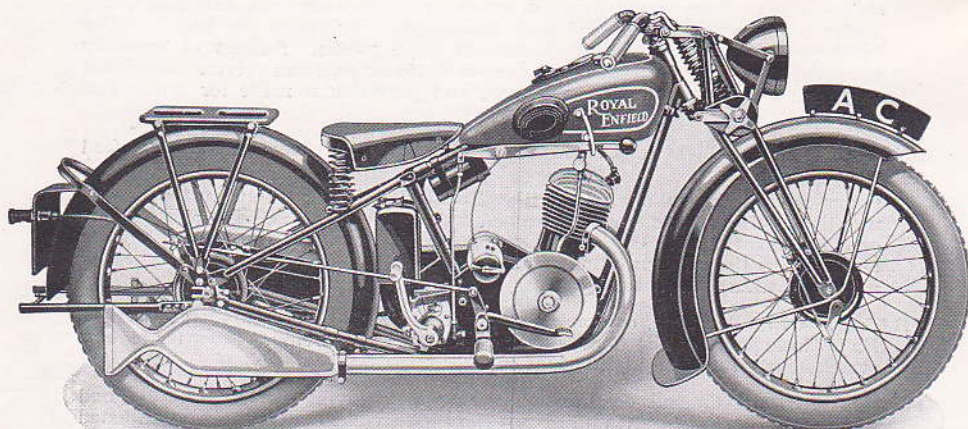
- ENGINE.**—Piston of special Silicon-Aluminium Alloy, heat treated. Large floating gudgeon pin. Very rigid flywheel assembly, connecting rod and crankcase. Roller bearings to big end and both mainshafts. Valves of the finest quality valve steel, specially nitrided. Hardened valve guides. Springs of specially tempered steel. Side-valve models have enclosed tappets and valves. Overhead valve engines have enclosed push rods, and provision is made for grease gun lubrication to inlet valve guide.
- LUBRICATION.**—Lightweight machines and Model K have a variable feed mechanical pump. Other models are lubricated by the Royal Enfield dry-sump system. This is entirely self-contained and has no high-speed moving parts, ball or disc valves or external oil pipes. Oil is fed direct to the big end and the oil can be seen returning to the oil compartment on removal of the filler cap. Two large and accessible filters are fitted.
- FRAME.**—Of duplex type, combining strength and rigidity with moderate weight. Built throughout of the finest quality weldless steel tubing. Lugs for sidecar attachment on all but Lightweight models.
- FRONT FORK.**—Central compression spring type giving perfect steering and road-holding qualities. On all except the Lightweight machines finger adjusted shock absorbers are fitted and steering dampers are provided on all except Models A, C, CS, and CSO.
- GEAR BOX.**—Pivotally mounted between the rear engine plates. Standard models have a three-speed gear with kick starter and clutch. Four-speeds can be provided at an extra charge on certain models.
- TRANSMISSION.**—Roller chains throughout; patent cush drive in rear hub, absorbing all engine shocks.
- TANK.**—Welded steel construction, practically eliminating all risk of leakage. Rubber knee grips are a standard fitment.
- SADDLE.**—Comfortable spring seat saddle.
- MUDGUARDS.**—Efficient wide mudguards. Rear guard quickly detachable for access to rear wheel.
- CARRIER.**—The Two-Stroke and all Side-Valve machines have a pressed steel carrier which is fixed to the rear mudguard, and is removed when detaching the latter. It can also be detached separately if desired.
- HUBS.**—Royal Enfield, fitted with non-adjustable deep-groove single row ball races.
- HANDLEBAR.**—On all models the handlebar is of the "clean" type, with twist grip throttle and outside clutch wire. On machines with electric equipment a dipper switch is neatly incorporated.
- EQUIPMENT.**—Tool bag, with complete set of tools, grease gun and inflator.
- INSTRUMENT PANEL.**—When fitted with electric lighting sets, all except Models CS, J and K have a control panel mounted in the tank top containing the switch and ammeter. In the case of machines fitted with coil ignition, the panel houses also the ignition switch and warning light. On Models J and K a handlebar-mounted instrument panel can be fitted at an extra charge. This contains a trip speedometer, ammeter and switch, and provision for housing a Smith's 8-day clock. These instruments can be illuminated when required. When this set is fitted, an extra large head lamp is supplied.



ROYAL ENFIELD

Model A—2.25 h.p. Two-Stroke

(Tax 30/- with Electric Lighting.)



MODEL A

Specification :

ENGINE.—225 c.c. single cylinder two-stroke, bore and stroke 64 m/m × 70 m/m. Two exhaust ports. Detachable aluminium alloy cylinder head. See page 3.

LUBRICATION.—Royal Enfield adjustable mechanical pump.

CARBURETTOR.—Twist grip control to throttle, air slide for starting operated by knob on carburettor. Large dust cap.

GEAR BOX.—Three-speed. Standard ratios : 5, 7.4 and 14.8 to 1. Kick starter and handlebar-controlled clutch.

IGNITION.—High tension magneto placed behind engine. Handlebar control.

BRAKES.—Internal expanding, front and rear, 5 in. diameter. Finger adjustment to both brakes.

TYRES.—Dunlop cord 25 × 3 in.

STAND.—Rear spring-up stand.

FINISH.—Frame, mudguards, tank, etc., finished in maroon enamel. Tank lined cream. Usual bright parts chromium plated. **Alternative finish :** Frame, guards, etc., black, and chromium plated tank with green top and side panels.

Price :

MODEL A to specification above (without lighting) **£32 0 0**

*Extra for 6-volt Coil Ignition and Electric Lighting Set
(in place of Magneto), £4*

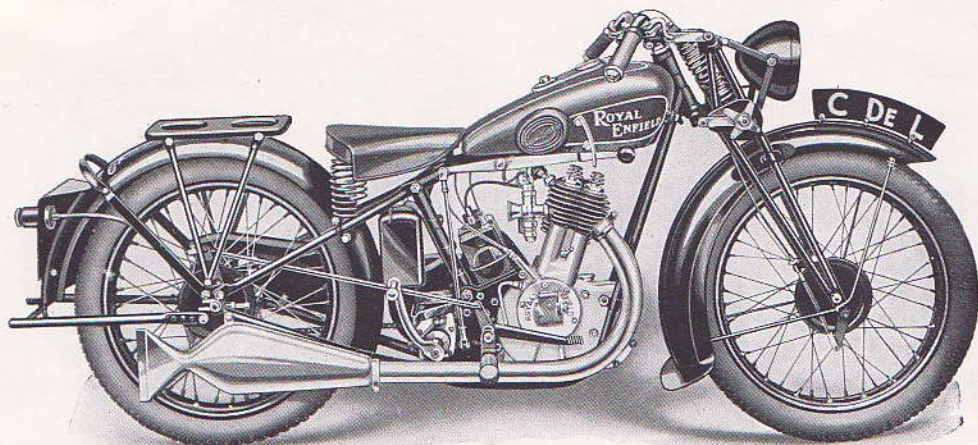
GRADUAL PAYMENT FORMS ON REQUEST.



ROYAL ENFIELD

Model C—3.46 h.p. Side-Valve

(Tax 30/- with Electric Lighting).



MODEL C DE LUXE

Specification :

ENGINE.—346 c.c. single cylinder, bore and stroke 70 m/m × 90 m/m. Side valves. See page 3.

LUBRICATION.—Royal Enfield adjustable mechanical pump.

CARBURETTOR.—Twist grip control to throttle, handlebar lever control to air slide.

GEAR BOX.—Three-speed. Standard ratios: 6.2, 9.2 and 18.4 to 1. Kick starter and handlebar-controlled clutch.

IGNITION.—High tension magneto placed behind engine. Handlebar control.

BRAKES.—Internal expanding, front and rear, 5 in. diameter. Finger adjustment to both brakes.

TYRES.—Dunlop cord, 25 × 3 in.

STAND.—Rear spring-up stand.

FINISH.—Best quality black enamel. Bright parts chromium plated. Tank finished in two shades of green.

Prices :

MODEL C STANDARD to specification above (without lighting) **£37 15 0**

MODEL C DE LUXE (as illustrated) to specification above, but with oil container in crankcase, and adjustable sight feed. Oil supply direct to big end. No external oil pipes. Chromium plated tank. (Without lighting.) **£38 17 6**

Extra for Lucas 6-volt Coil Ignition and Electric Lighting Set (in place of Magneto), £4

Extra for Lucas 6-volt Maglita Electric Lighting Set, £5

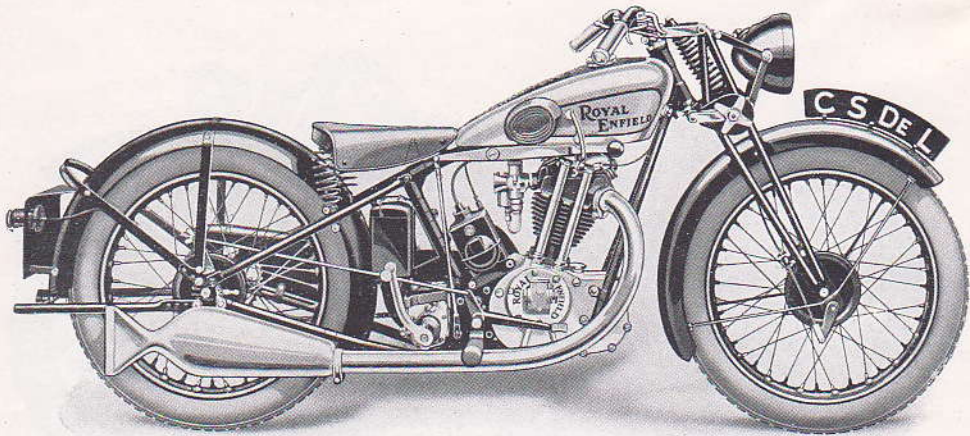
GRADUAL PAYMENT FORMS ON REQUEST.



ROYAL ENFIELD

Model CS—3.46 h.p. Lightweight O.H.V.

(Tax 30/- with Electric Lighting.)



MODEL CS DE LUXE.

Specification:

ENGINE.—346 c.c. single-port O.H.V. single cylinder, bore and stroke 70 m/m × 90 m/m. Push rods and rockers enclosed and automatically lubricated.

LUBRICATION.—Royal Enfield adjustable mechanical pump.

CARBURETTOR.—Twist grip control to throttle, handlebar lever control to air slide.

GEAR BOX.—Three-speed. Standard ratios: 5.5, 7.3 and 14.7 to 1. Kick starter and handlebar-controlled clutch.

IGNITION.—High tension magneto placed behind engine. Handlebar control.

BRAKES.—Internal expanding, front and rear, 5 in. diameter. Finger adjustment to both brakes.

TYRES.—Dunlop cord 25 × 3 in.

STAND.—Rear spring-up stand.

FINISH.—Best quality black enamel. Bright parts chromium plated. Tank chromium plated with green top and side panels.

EXHAUST SYSTEM.—Model CS de Luxe can be supplied with the exhaust pipe upswept, and round sports silencer, without extra charge.

Price:

MODEL CS STANDARD to specification above (without lighting) **£39 10 0**

MODEL CS DE LUXE (as illustrated) to specification above, but with oil container in crankcase and adjustable sight feed. Oil supply direct to big end. No external oil pipes. (Without lighting.) **£40 17 6**

MODEL CSO SPORTS (Tax £3). As CS Standard above, but with two-port cylinder head, upswept exhaust pipes, round silencers, and 26 × 3 in. tyres. (Without lighting.) **£41 10 0**

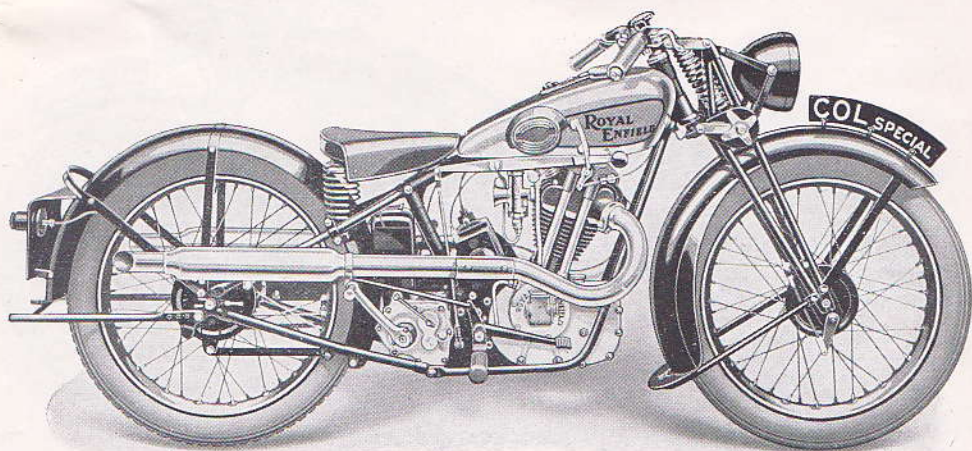
Extra for Lucas 6-volt Maglita Electric Lighting Set, £5.

GRADUAL PAYMENT FORMS ON REQUEST.



ROYAL ENFIELD

Model CO Special—3.46 h.p. Two-Port O.H.V.



MODEL CO SPECIAL.

Specification :

ENGINE.—346 c.c. two-port O.H.V. single cylinder, bore and stroke 70 m/m × 90 m/m. **Tuned engine with high compression piston.** Push rods and rockers enclosed and automatically lubricated. Lubricating oil container in crankcase.

LUBRICATION.—Mechanical pump with adjustable sight feed. The entire system is self-contained and has no external oil pipes. Oil delivery direct to big end.

CARBURETTOR.—Pump carburettor with twist grip control to throttle, handlebar lever control to air slide.

GEAR BOX.—Heavyweight three-speed. Standard ratios: 5.5, 7.3 and 13.2 to 1. Kick starter and handlebar-controlled clutch.

IGNITION.—High tension magneto placed behind engine. Handlebar control.

BRAKES.—Internal expanding. Front 5 in. diameter; rear 6½ in. Finger adjustment to both brakes.

TYRES.—Dunlop cord 26 × 3 in.

STAND.—Rear spring-up stand.

EXHAUST SYSTEM.—Two upswept pipes with round silencers, as illustration.

FINISH.—Best quality black enamel. Bright parts chromium plated. Tank chromium plated with green top and side panels.

Price :

MODEL CO SPECIAL to specification above (without lighting) **£44 17 6**

Extra for Lucas 6-volt Maglita Electric Lighting Set, £5

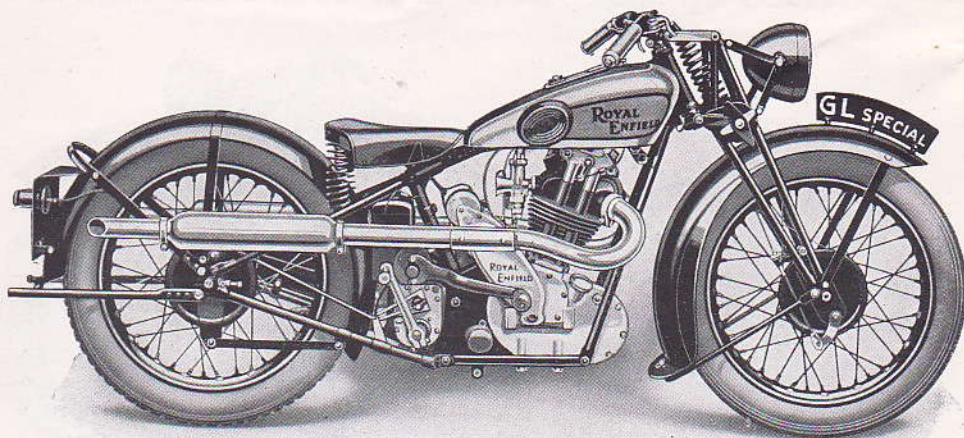
Extra for Four-speed Gear, £1

GRADUAL PAYMENT FORMS ON REQUEST.



ROYAL ENFIELD

Model G—3.46 h.p. Two-Port O.H.V.



MODEL G SPECIAL.

Specification :

ENGINE.—346 c.c. two-port O.H.V. single cylinder, bore and stroke 70 m/m × 90 m/m. Push rods and rockers enclosed and automatically lubricated. Two camshafts with wide cams operating directly on to large diameter flat base tappets.

LUBRICATION.—Royal Enfield dry-sump circulating system.

CARBURETTOR.—Twist grip control to throttle, handlebar lever control to air slide.

GEAR BOX.—Heavyweight three-speed. Standard ratios: Solo—5.5, 7.3 and 13.2 to 1; Sidecar—6.5, 8.7 and 15.6 to 1. Kick starter and handlebar-controlled clutch.

IGNITION.—High tension magneto placed behind engine. Handlebar control.

BRAKES.—Internal expanding, front and rear, 6½ in. diameter. Finger adjustment to both brakes.

TRANSMISSION.—Front chain totally enclosed in cast aluminium oil-bath case.

TYRES.—Dunlop cord 26 × 3.25 in.

STAND.—Rear spring-up stand.

FINISH.—Best quality black enamel. Bright parts chromium plated. Tank chromium plated with green top and side panels.

Prices :

MODEL G DE LUXE to specification above (without lighting) **£44 0 0**

MODEL G SPECIAL (as illustrated) and to specification above, but with tuned engine, high compression piston, pump carburettor, foot control gear and upswept exhaust pipes with round silencers (without lighting) **£46 0 0**

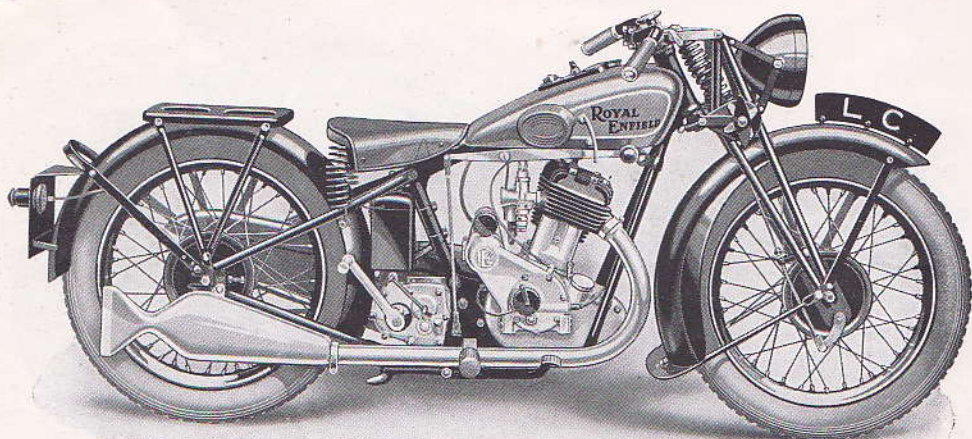
*Extra for 6-volt Lucas Magdyno Electric Lighting Set, £5/10/-
Extra for Four-speed Gear, £1*

GRADUAL PAYMENT FORMS ON REQUEST.



ROYAL ENFIELD

Model L—4.99 h.p. Side-Valve.



MODEL L.

Specification :

- ENGINE.**—499 c.c. single cylinder side-valve, bore and stroke 80 m/m × 99.25 m/m. Detachable cylinder head. Two camshafts with wide cams operating directly on to large diameter flat base tappets.
- LUBRICATION.**—Royal Enfield dry-sump circulating system.
- CARBURETTOR.**—Twist grip control to throttle. Handlebar lever control to air slide.
- GEAR BOX.**—Heavyweight three-speed. Standard ratios : Solo—5, 7.3 and 13.2 to 1; Sidecar—5.8, 8.5 and 15.4 to 1. Kick starter and handlebar-controlled clutch.
- IGNITION.**—High tension magneto placed behind engine. Handlebar control.
- BRAKES.**—Internal expanding, front and rear, 6½ in. diameter. Finger adjustment to both brakes.
- TRANSMISSION.**—Front chain totally enclosed in cast aluminium oil-bath case.
- TYRES.**—Dunlop cord 26 × 3.25 in.
- STAND.**—Patent central prop stand.
- FINISH.**—Best quality black enamel. Bright parts chromium plated. Tank finished in two shades of green.

Price :

MODEL L to specification above (without lighting) **£45 10 0**

Extra for Lucas 6-volt Coil Ignition and Electric Lighting Set with all-gear Dynamo drive, £4

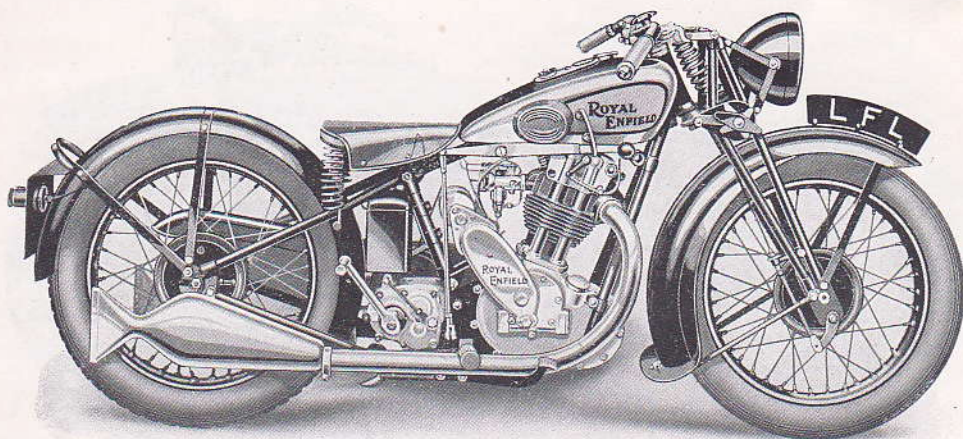
*Extra for Lucas 6-volt Magdyno Electric Lighting Set, £5/10/-
Extra for Four-speed Gear, £1*

GRADUAL PAYMENT FORMS ON REQUEST.



ROYAL ENFIELD

Model LF—4.88 h.p. Four-Valve O.H.V.



MODEL LF.

Specification :

ENGINE.—488 c.c. four-valve O.H.V. single cylinder, bore and stroke 85.5 m/m × 85 m/m. High compression piston. Valves operated by push rods and roller bearing rockers. Separate tappet adjustment for each valve. Two camshafts with wide cams operating directly on to large diameter flat base tappets.

LUBRICATION.—Royal Enfield dry-sump circulating system.

CARBURETTOR.—Twist grip control to throttle. Handlebar lever control to air slide.

GEAR BOX.—Heavyweight three-speed. Standard ratios: Solo—5, 6.6 and 12 to 1; Sidecar—5.8, 7.8 and 13.9 to 1. Kick starter and handlebar-controlled clutch.

IGNITION.—High tension magneto placed behind engine. Handlebar control.

BRAKES.—Internal expanding, front and rear, 6½ in. diameter. Finger adjustment to both brakes.

TRANSMISSION.—Front chain totally enclosed in cast aluminium oil-bath case.

TYRES.—Dunlop cord 26 × 3.25 in.

STAND.—Patent central prop stand.

FINISH.—Best quality black enamel, bright parts chromium plated. Tank chromium plated with green top and side panels.

Price :

MODEL LF to specification above (without lighting) **£48 17 6**

Extra for Lucas 6-volt Magdyno Electric Lighting Set, £5/10/-

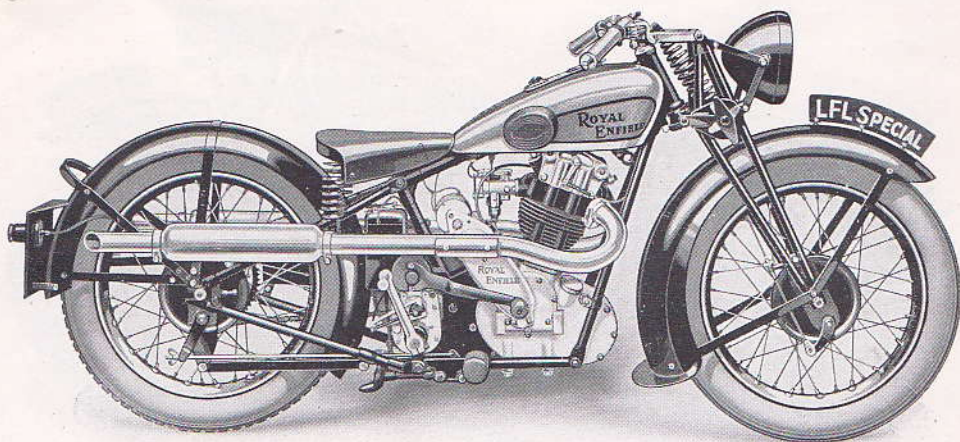
Extra for Four-speed Gear, £1

GRADUAL PAYMENT FORMS ON REQUEST.



ROYAL ENFIELD

Model LF Special—4.88 h.p. Four-Valve O.H.V.



MODEL LF SPECIAL.

Specification :

ENGINE.—488 c.c. four-valve O.H.V. single cylinder, bore and stroke 85.5 m/m × 85 m/m. **Tuned engine with high compression piston.** Valves operated by push rods and roller bearing rockers. Separate tappet adjustment for each valve. Extra strong valve springs. Two camshafts with wide cams operating directly on to large diameter flat base tappets.

LUBRICATION.—Royal Enfield dry-sump circulating system.

CARBURETTOR.—Pump carburettor with twist grip control to throttle, handlebar lever control to air slide.

GEAR BOX.—Heavyweight three-speed **with foot control.** Standard ratios: Solo—5, 6.6 and 12 to 1; Sidecar—5.8, 7.8 and 13.9 to 1. Kick starter and handlebar-controlled clutch.

IGNITION.—High tension magneto placed behind engine. Handlebar control.

BRAKES.—Internal expanding, front and rear, 6½ in. diameter. Finger adjustment to both brakes.

TRANSMISSION.—Front chain totally enclosed in cast aluminium oil-bath case.

TYRES.—Dunlop cord 26 × 3.25 in.

STAND.—Patent central prop stand.

EXHAUST SYSTEM.—Two upswept pipes with round silencers as illustration.

FINISH.—Best quality black enamel, bright parts chromium plated, tank chromium plated with green top and side panels.

Price :

MODEL LF SPECIAL to specification above **£50 17 6**
(without lighting)

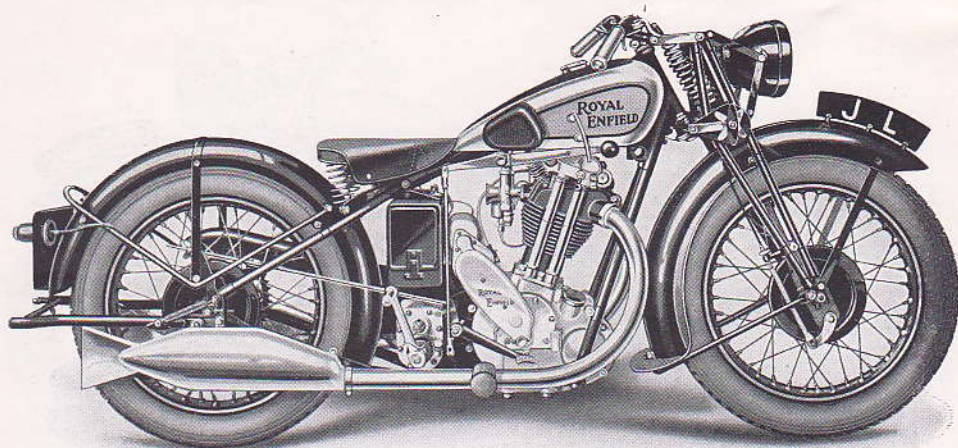
Extra for Lucas 6-volt Magdyno Electric Lighting Set, £5/10/-

GRADUAL PAYMENT FORMS ON REQUEST.



ROYAL ENFIELD

Model J—4.99 h.p. De Luxe O.H.V.



MODEL J.

Specification :

ENGINE.—499 c.c. two-port O.H.V. single cylinder, bore and stroke 80 m/m × 99.25 m/m. Push rods and rockers enclosed and automatically lubricated. Two camshafts with wide cams operating directly on to large diameter flat base tappets.

LUBRICATION.—Royal Enfield dry-sump circulating system.

CARBURETTOR.—Twist grip control to throttle, handlebar lever control to air slide.

GEAR BOX.—Heavyweight three-speed. Standard ratios : Solo—4.8, 6.4 and 11.5 to 1 ; Sidecar—5.5, 7.4 and 13.3 to 1. Kick starter and handlebar-controlled clutch.

IGNITION.—High tension magneto placed behind engine. Handlebar control.

BRAKES.—Internal expanding, front and rear, 7 in. diameter. Finger adjustment to both brakes.

TRANSMISSION.—Front chain totally enclosed in cast aluminium oil-bath case.

TYRES.—Dunlop cord 26 × 3.5 in.

STANDS.—Front and rear, latter of spring-up type.

FINISH.—Best quality black enamel, bright parts chromium plated. Tank chromium plated with green top and side panels.

Price :

MODEL J to specification above (without lighting) **£52 10 0**

Extra for Lucas 6-volt Magdyno Electric Lighting Set, £5/10/-

Extra for Lucas de Luxe Electric Lighting Set, Instrument Panel on Handlebar, Trip Speedometer, etc., £8/10/-

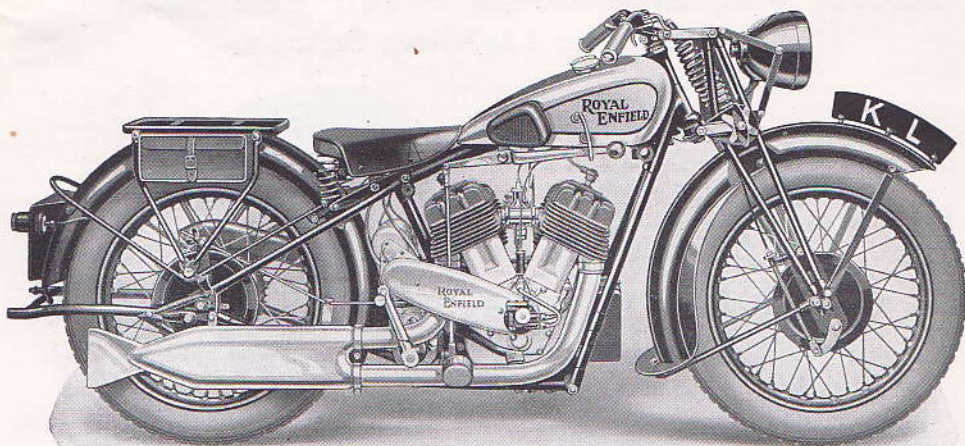
Extra for Four-speed Gear, £2

GRADUAL PAYMENT FORMS ON REQUEST.



ROYAL ENFIELD

Model K—9.76 h.p. Side-Valve Twin



MODEL K.

Specification :

ENGINE.—976 c.c. side-valve twin cylinder, bore and stroke 85.5 m/m × 85 m/m. Detachable cylinder heads, enclosed tappets and valves.

LUBRICATION.—Adjustable feed mechanical pump.

CARBURETTOR.—Twist grip control to throttle, handlebar control to air slide.

GEAR BOX.—Heavyweight three-speed. Standard ratios : Solo—4, 5.8 and 10.6 to 1 ; Sidecar—4.5, 6.6 and 12 to 1.

IGNITION.—High tension magneto placed behind engine. Handlebar control.

BRAKES.—Internal expanding, front 7 in. diameter, rear 8 in. diameter. Finger adjustment to both brakes.

TRANSMISSION.—Front chain totally enclosed in cast aluminium oil-bath case.

TYRES.—Dunlop cord 26 × 3.5 in.

STANDS.—Front and rear, latter of spring-up type.

FINISH.—Best quality black enamel, bright parts chromium plated. Tank chromium plated with green top and side panels.

Price :

MODEL K to specification above (without lighting) **£60 0 0**

Extra for Lucas 6-volt Electric Lighting Set, £5/10/-

Extra for Lucas de Luxe Electric Lighting Set, Instrument Panel on Handlebar, Trip Speedometer, etc., £8/10/-

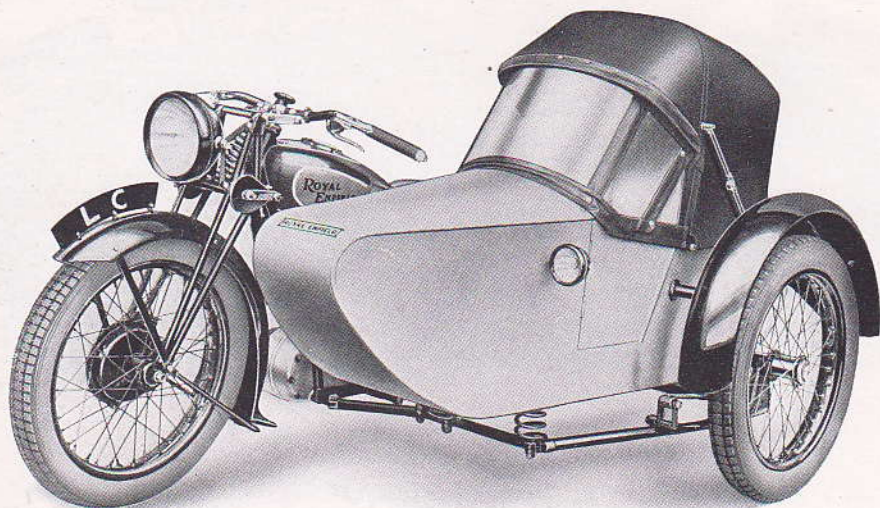
Extra for Four-speed Gear, £2

GRADUAL PAYMENT FORMS ON REQUEST.



ROYAL ENFIELD

Model LC—4.99 h.p. Standard Side-valve with Touring or Sports Sidecar, complete with hood, screen, etc., and Lucas 6-volt Coil Ignition Electric Lighting Set.



Model LC Combination	as above	-	-	£60	10	0
Model LL Combination	with Lucas Magdyno Electric Lighting Set	-	-	£62	10	0

These prices are for complete Combination only. For separate prices see Model L in this list and Models 9 and 11 in Sidecar List.

GRADUAL PAYMENTS.

Any Royal Enfield Motor Cycle may be purchased out-of-income, and for the convenience of customers we have our own Gradual Payment Department, so that prospective purchasers who wish to avail themselves of the excellent facilities which we provide can rest assured that not only will all details be strictly confidential, but throughout the whole period of payment they will receive that same prompt attention and sympathetic consideration which have always been such prominent features of the Royal Enfield programme. The necessary forms will gladly be sent on request.

ADDITIONAL EQUIPMENT.

Extra for:—	£	s.	d.
Smith's Clock to fit in Instrument Panel when De Luxe Lighting Set fitted	1	10	0
Smith's Trip Speedometer only with Instrument attached to front fork	2	5	0
Electric Lamp on Sidecar	0	10	0
Lucas Electric Horn	0	15	0
Four-speed Gear on Models J and K	2	0	0
" " " " CO, G, L and LF...	1	0	0
Legshields on all Models	0	15	0
Carrier on O.H.V. Models	0	10	0
Pillion Footrests on Models A, C and CS...	0	10	0



ROYAL ENFIELD

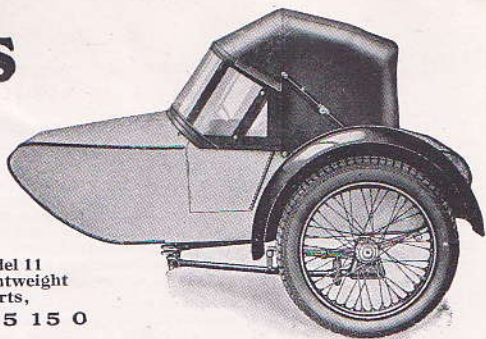
SIDECARS

WE issue separate Catalogues for Royal Enfield Passenger Sidecars and Commercial Delivery Outfits. The sidecars illustrated on this page are a representative selection from the wide range made by us.

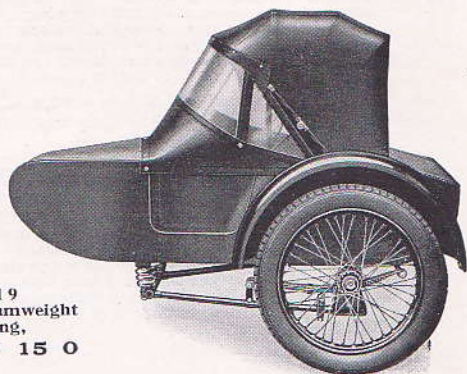
All are made throughout in the Royal Enfield Works. They are modern in every way, and cater for all tastes. The chassis are made of finest weldless steel tubing and specially selected timber is used for the framework of the bodies. The latter are panelled in sheet metal, polished aluminium, or figured aluminium fabric on plywood. Upholstery is in leather cloth.

Delivery sidecars are made for all trades in several types.

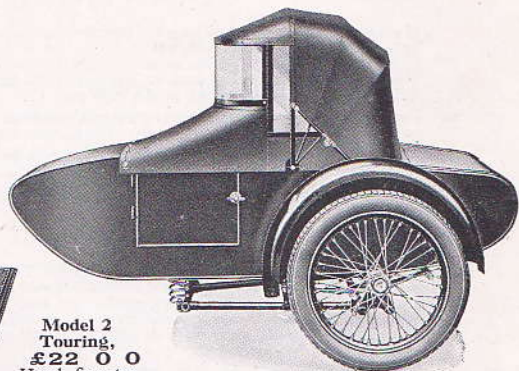
A copy of either of the lists will gladly be sent post free on request.



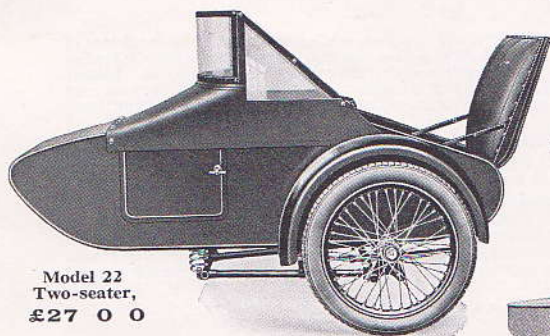
Model 11
Lightweight
Sports,
£15 15 0



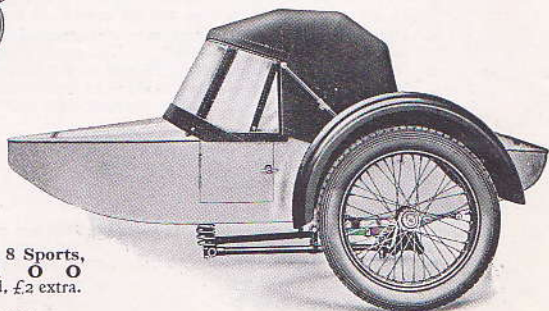
Model 9
Mediumweight
Touring,
£15 15 0



Model 2
Touring,
£22 0 0
Hood, £2 extra.



Model 22
Two-seater,
£27 0 0



Model 8 Sports,
£21 0 0
Hood, £2 extra.



ROYAL ENFIELD

GUARANTEE

The following is a copy of the Guarantee given by dealers in Royal Enfield Motor Cycles:—

We give the following guarantee with our motor cycles, motor cycle combinations and sidecars, which is given in place of any implied conditions, warranties or liabilities whatsoever, statutory or otherwise, all such implied conditions, warranties and liabilities being in all cases excluded. Any statement, description, condition or representation contained in any catalogue, advertisement, leaflet or other publication shall not be construed as enlarging, varying or over-riding this guarantee. In the case of machines (a) which have been used for "hiring out" purposes; or (b) any motor cycle and/or sidecar used for any dirt track, cinder track, or grass track racing or competitions (or any competition of any kind within an enclosure for which a charge is made for admission to take part in or view the competition); or (c) machines from which the trade mark, name, or manufacturing number has been 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 six months only from the date of purchase, and damages for which we make ourselves responsible under this guarantee are limited to the free supply of a new part in exchange for the part of the motor cycle, motor cycle combination or sidecar which may have proved defective. We do not undertake to replace or refix, or bear the cost of replacing or refixing, such new part in the motor cycle, motor cycle combination or sidecar. We undertake, subject to the conditions mentioned below, to make good at any time within six months any defects in these respects. As motor cycles, motor cycle combinations and sidecars are easily liable to derangement by neglect or misuse this guarantee does not apply to defects caused by wear and tear, misuse or neglect.

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

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

Any motor cycle or motor cycle combination or sidecar sent to us to be plated, enamelled or repaired will be repaired upon the following conditions, *i.e.*, we guarantee that all precautions which are usual and reasonable have been taken by us to secure excellence of materials and workmanship, such guarantee to extend and be in force for three months only from the time such work shall have been executed or until the expiration of the six months above referred to, and this guarantee is in lieu and in exclusion of any common law or statute warranty or condition, 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, motor cycle combinations or sidecars, or in any part supplied by way of exchange before referred to, it must be sent to us CARRIAGE PAID, and accompanied by an intimation from the owner that he desires to have it repaired or exchanged free of charge under our guarantee, and he must also furnish us at the same time with the number of the machine, the date of the purchase, or the date when the alleged defective part was exchanged as the case may be.

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

We do not guarantee specialities such as tyres, saddles, chains, lamps, etc., or any component parts supplied to the order of the purchaser differing from standard specifications supplied with our motor cycles, motor cycle combinations, sidecars or otherwise.

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 Combinations are sold subject to the further condition that we cannot accept responsibility if used with any sidecars other than the ones supplied by us. Models A, C, CS, CSO and CO are sold subject to the further condition that we cannot accept responsibility if they are used with sidecars of whatsoever make or type. The prices and specifications in this list are subject to alteration at any time without previous notice.

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

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

NOTICE

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

