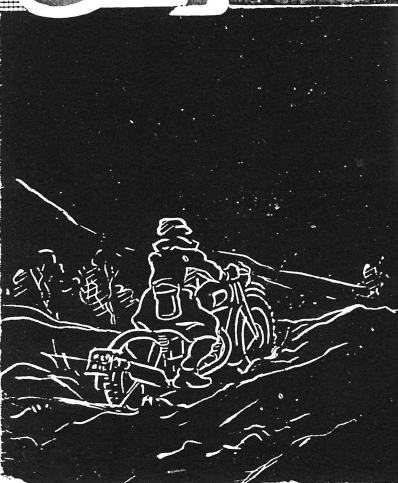


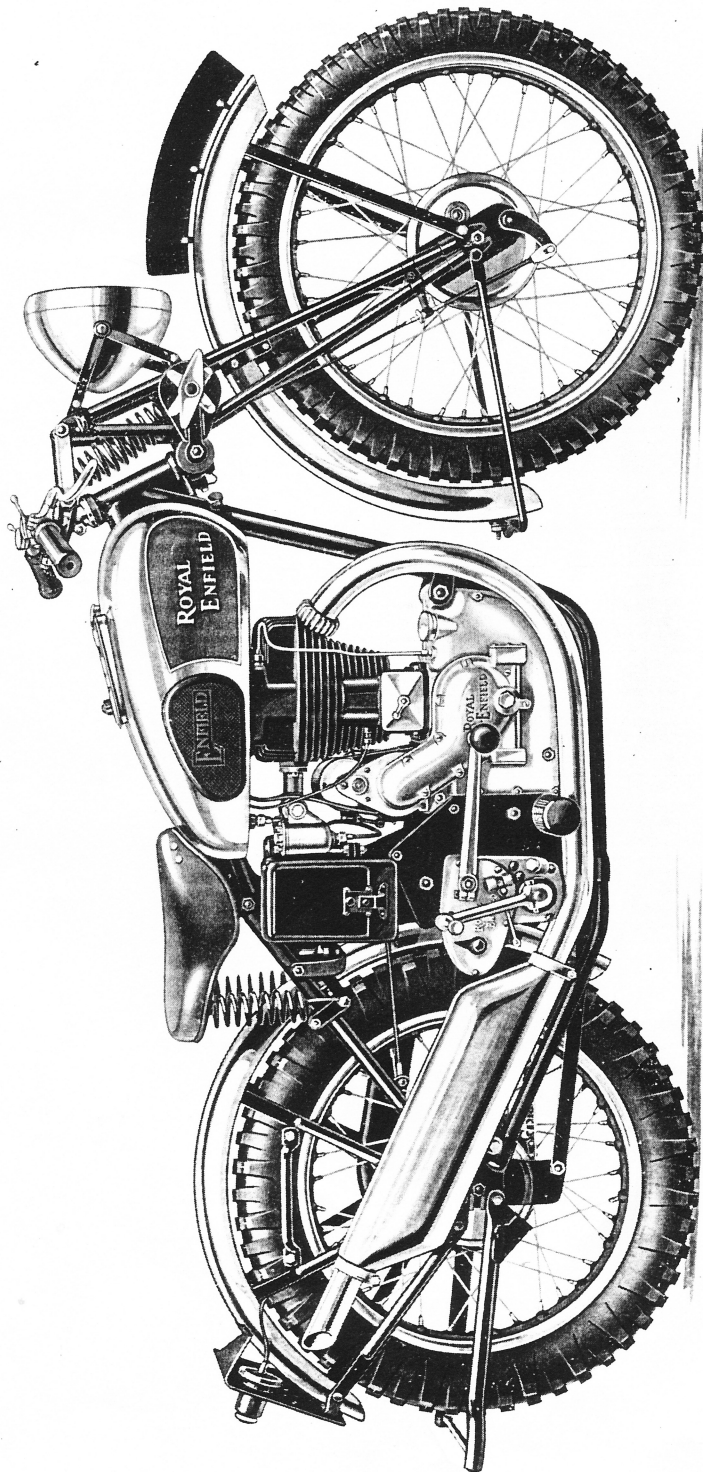
1936

SPECIAL COMPETITION MODELS

MR. L. G. HOLDSWORTH
ON HIS ROYAL ENFIELD
SPECIAL COMPETITION MODEL



Royal Enfield



SPECIAL COMPETITION MODELS

BUILT to the requirements of experienced Trials Riders and incorporating those features which "make all the difference" on difficult sections. Specially built and tuned engine; rigid cradle frame with short wheelbase and large ground clearance; wide ratio gearbox with low bottom and second gears; narrow mudguards; oilbath case to primary drive; etc., etc.

Overleaf are particulars of some of the successes of Royal Enfield competition machines during the present season.

SPECIFICATION

ENGINE—High efficiency single cylinder single port O.H.V., specially built and tuned. Overhead valves, rocker gear and push rods totally enclosed and automatically lubricated. Special cylinder castings of nickel chrome iron. Heat-treated piston. Very rigid flywheel assembly, connecting rod and crankcase. Nitrified valves of the first quality valve steel, hardened guides, valve springs to Air Board Specification D.T.D.5.A. : Royal Enfield dry-sump lubrication, oil feed direct to big end.

SILENCER—New and most efficient Enfield absorption silencer, giving a high degree of silence with the minimum power loss.

EXHAUST SYSTEM—Pipe downswept at front and raised at rear, as illustrated. Completely upswept optional.

GEARBOX—Heavyweight four-speed with short-travel positive change foot control. Special trials ratios :—499 c.c., 5.25, 8.93, 13.65 and 15.75 to 1; 346 c.c., 5.83, 9.92, 15.18 and 17.50 to 1.

TRANSMISSION—Superfine roller chains throughout. Primary drive in oil-bath case. Patent cush drive in rear hub.

FRAME—Cradle type, combining great strength and rigidity with moderate weight. Short wheelbase and high ground clearance. Adjustable handlebars and foot rests. Protective shield under crankcase.

FRONT FORK—Central compression spring type giving perfect steering and road-holding qualities. Finger adjusted shock absorbers and steering damper.

TANK—Handsome welded steel tank mounted on rubber, eliminating risk of leakage. Small (2 gall.) tank optional.

SADDLE—Dunlop waterproof saddle giving special high "trials" position.

SPECIAL 499 c.c. COMPETITION MODEL (84 x 90 mm.) 57 GUINEAS
SPECIAL 346 c.c. COMPETITION MODEL (70 x 90 mm.) 57 GUINEAS

If supplied with B.T.H. or Lucas Racing Magneto and no lighting set, **55 GUINEAS.**

HANDLEBAR—"Flat" sports bar, chromium plated, with quick action twist grip for throttle. Other levers independently mounted and separately adjustable. Long front brake lever.

MUDGUARDS—Light trials mudguards of narrow section; short and with ample clearance. Chromium plated. Rear guard instantly detachable.

WHEELS—Hubs fitted with deep-groove journal bearings. Rear wheel has special knock-out spindle enabling inner tube to be changed with wheel in position. Rims chromium plated, red centres.

BRAKES—Internal expanding with special linings, 6 1/2 in. diameter. Rear drum of malleable iron. Finger adjustment to both brakes.

TYRES—Dunlop "Sports," front 27 in. x 3 in. (3.00—21); rear 27 in. x 4 in. (4.00—19). Other sizes optional. Security bolt fitted to rear wheel.

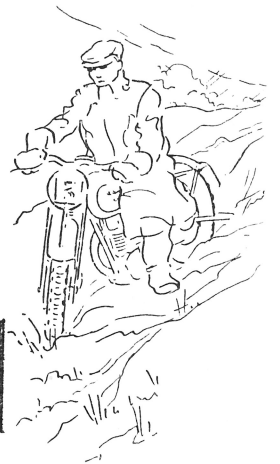
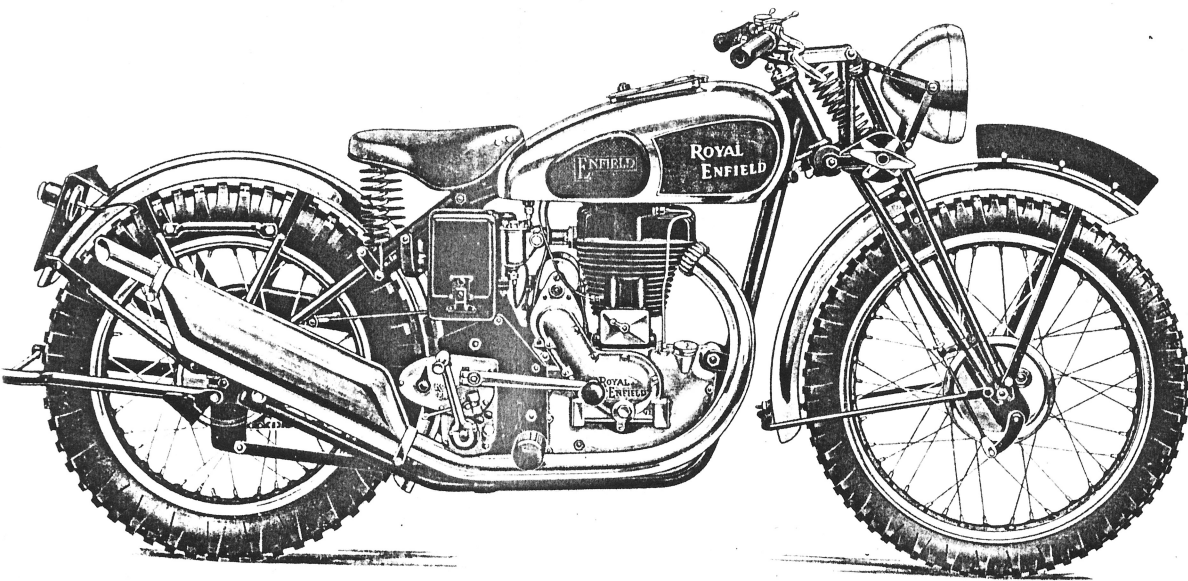
STANDS—Front and rear stands; latter of spring-up type.

IGNITION AND LIGHTING SET—Lucas 6-volt Racing Magdyno set, gear-driven from engine. Large rubber mounted battery. Control panel in tank. Quickly detachable head lamp.

FINISH—Best quality black enamel. Tank chromium plated with red panels. All bright parts, including rims, mudguards, handlebars, etc., chromium plated.

EQUIPMENT—Complete set of tools in metal case, grease gun and tyre inflator.





SPECIAL COMPETITION MODELS

BUILT to the requirements of experienced Trials Riders and incorporating those features which "make all the difference" on difficult sections. Specially built and tuned engine; rigid cradle frame with short wheelbase and large ground clearance; wide ratio gearbox with low bottom and second gears; narrow mudguards; oilbath case to primary drive; etc., etc.

Overleaf are particulars of some of the successes of Royal Enfield competition machines during the present season.

SPECIFICATION

ENGINE—High efficiency single cylinder single port O.H.V., specially built and tuned. Overhead valves, rocker gear and push rods totally enclosed and automatically lubricated. Special cylinder castings of nickel chrome iron. Heat-treated piston. Very rigid flywheel assembly, connecting rod and crankcase. Nitrided valves of the first quality valve steel, hardened guides, valve springs to Air Board Specification D.T.D.S.A.; Royal Enfield dry-sump lubrication, oil feed direct to big end.

SILENCER—New and most efficient Enfield absorption silencer, giving a high degree of silence with the minimum power loss.

EXHAUST SYSTEM—Pipe downswept at front and raised at rear, as illustrated. Completely upswept optional.

GEARBOX—Heavyweight four-speed with short-travel positive change foot control. Special trials ratios:—499 c.c., 5-25, 8-93, 13-65 and 15-75 to 1; 346 c.c., 5-83, 9-92, 15-18 and 17-50 to 1.

TRANSMISSION—Superfine roller chains throughout. Primary drive in oil-bath case. Patent cush drive in rear hub.

FRAME—Cradle type, combining great strength and rigidity with moderate weight. Short wheelbase and high ground clearance. Adjustable handlebars and foot rests. Protective shield under crankcase.

FRONT FORK—Central compression spring type giving perfect steering and road-holding qualities. Finger adjusted shock absorbers and steering damper.

TANK—Handsome welded steel tank mounted on rubber, eliminating risk of leakage. Small (2 gall.) tank optional.

SADDLE—Dunlop waterproof saddle giving special high "trials" position.

HANDLEBAR—"Flat" sports bar, chromium plated, with quick action twist grip for throttle. Other levers independently mounted and separately adjustable. Long front brake lever.

MUDGUARDS—Light trials mudguards of narrow section; short and with ample clearance. Chromium plated. Rear guard instantly detachable.

WHEELS—Hubs fitted with deep-groove journal bearings. Rear wheel has special knock-out spindle enabling inner tube to be changed with wheel in position. Rims chromium plated, red centres.

BRAKES—Internal expanding with special linings, 6½ in. diameter. Rear drum of malleable iron. Finger adjustment to both brakes.

TYRES—Dunlop "Sports," front 27 in. x 3 in. (3-00—21); rear 27 in. x 4 in. (4-00—19). Other sizes optional. Security bolt fitted to rear wheel.

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

IGNITION AND LIGHTING SET—Lucas 6-volt Racing Magdyno set, gear-driven from engine. Large rubber mounted battery. Control panel in tank. Quickly detachable head lamp.

FINISH—Best quality black enamel. Tank chromium plated with red panels. All bright parts, including rims, mudguards, handlebars, etc., chromium plated.

EQUIPMENT—Complete set of tools in metal case, grease gun and tyre inflator.

SPECIAL 499 c.c. COMPETITION MODEL (84 x 90 mm.) 57 GUINEAS
SPECIAL 346 c.c. COMPETITION MODEL (70 x 90 mm.) 57 GUINEAS

If supplied with B.T.H. or Lucas Racing Magneto and no lighting set, **55 GUINEAS.**



Royal Enfield

SOME RECENT ACHIEVEMENTS OF THE ROYAL ENFIELD SPECIAL COMPETITION MODELS

September 9th—14th, 1935.

INTERNATIONAL SIX DAYS TRIAL

THE ROYAL ENFIELD TEAM WAS THE ONLY TEAM OF
BRITISH MACHINES TO FINISH WITHOUT LOSS OF MARKS.

October 6th, 1935—CARSHALTON PILLION TRIAL—FRANCIS-BARNETT CUP. **November 3rd, 1935**—ASHBY CUP TRIAL—VISITORS' CUP. **November 9th, 1935**—MORAN CUP TRIAL—MORAN CUP. **November 10th, 1935**—WEYBRIDGE FOUNDERS' CUP TRIAL—WEYBRIDGE FOUNDERS' CUP. **November 16th, 1935**—LANCASHIRE GRAND NATIONAL—IRWELL CUP. **December 1st, 1935**—SOUTHERN TRIAL—CARSHALTON CUP—HANK CUP. **December 8th, 1935**—WITALD CUP TRIAL—JOINT COMMITTEE CUP; BERKSWELL M.C. SECRETARY'S CUP TRIAL—SECRETARY'S CUP—NOVICE AWARD. **January 5th, 1936**—"THREE MUSKETEERS" TRIAL—250 CUP. **January 12th, 1936**—LESTER CUP TRIAL—LESTER CUP. **January 19th, 1936**—WITLEY MILL TRIAL—WITLEY MILL CUP. **February 1st, 1936**—COLMORE CUP TRIAL—CRANMORE TROPHY. **February 2nd, 1936**—THAMES VALLEY TRIAL—DOUGLAS LAIDLAW CUP—JAMES WALKER CUP. **February 9th, 1936**—LISTER TROPHY TRIAL—WHISTON TROPHY—IVANHOE CUP; BRAMSHILL SCRAMBLE—250 CUP. **February 15th, 1936**—KICKHAM MEMORIAL TRIAL—JOHN BULL CUP; PATLAND CUP TRIAL—PATLAND CUP; LEINSTER CLUB CHAMPIONSHIP. **February 23rd, 1936**—FORBURY TROPHY TRIAL—FORBURY TROPHY. **February 29th, 1936**—VICTORY CUP TRIAL—DUKE CUP. **March 1st, 1936**—REAL RIDERS' TRIAL—BRADSHAW CUP—350 CUP. **March 8th, 1936**—WORCESTER A.C. SPRING TRIAL—PREMIER AWARD. **March 14th, 1936**—COTSWOLD CUPS TRIAL—BOX TROPHY—TRIER'S CUP—H.A.C. CUP—ERIC WILLIAMS CUP. **March 22nd, 1936**—BEMROSE TROPHY TRIAL—LAPIDOSA CUP—LEICESTER CLUB CUP.

ALSO MANY FIRST CLASS AWARDS.

THE ENFIELD CYCLE CO. LTD. Head Office and Works;—REDDITCH.

Telephone—Redditch 121 (5 lines).

Telegrams—"Cycles, Phone, Redditch."

London Office and Showrooms
48, HOLBORN VIADUCT, E.C.1.

Telephone—5822 & 5823 Holborn.

Telegrams—"Jigger, Cent. London."