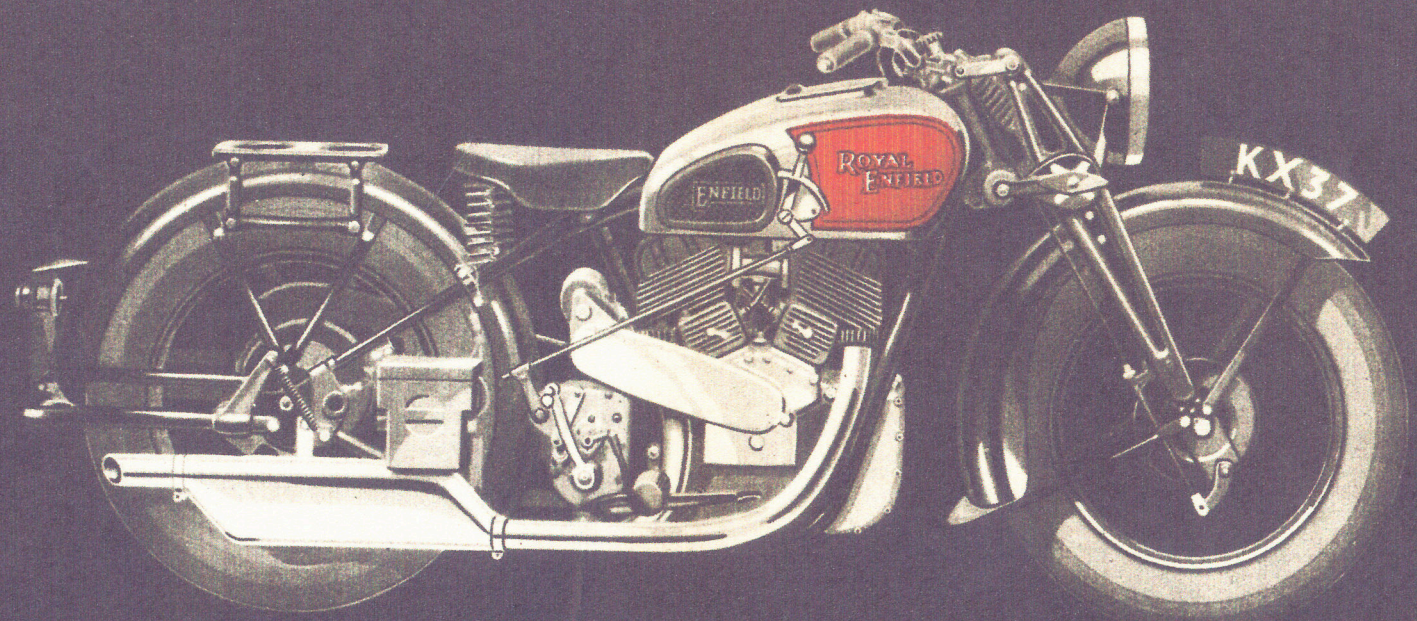


1937

ROYAL ENFIELD



INTRODUCING ROYAL ENFIELD MOTOR CYCLES FOR 1937

Royal Enfield models for 1937 cover a wide range from the 225 c.c. lightweight two-stroke to the luxurious 1140 c.c. big twin, which incorporates every conceivable refinement.

There are overhead valve models from 150 c.c. to 500 c.c. with a unique system of totally enclosed and automatically lubricated valve gear which ensures a degree of mechanical silence and freedom from attention hitherto associated only with side valve models.

For the sporting rider there are two Competition Models designed and built especially for trials riding as well as a range of fast sports machines aptly termed Royal Enfield "Bullets."

For those who prefer a side-valve engine, a complete range is offered comprising 250, 350, 500, 570 and 1140 c.c. types. Of these the big twin is, of course, the outstanding model, combining high maximum speed with wonderful acceleration and a top-gear performance at low speeds which gives this type of machine its peculiar charm. All Royal Enfield engines give a performance high in their respective classes which is combined with a very remarkable degree of silence.

Whichever Royal Enfield you may choose you can be sure that it is built throughout of the finest possible materials by a firm whose 40 years experience in high class engineering has led to the building and equipment of one of the most up-to-date factories in the world.

The illustrations in this catalogue give only a slight impression of the extremely handsome appearance of these fine machines. **See them in the showrooms of any Royal Enfield Dealer and you will be convinced that no finer value is obtainable.**

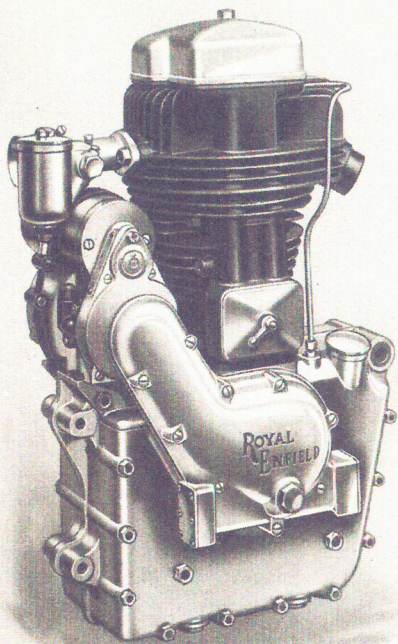


GENERAL SPECIFICATION

OF ALL 1937 ROYAL ENFIELD MOTOR CYCLES (EXCEPT THE TWO-STROKE MODEL).



- ENGINE.** Piston of special aluminium alloy, **heat treated**. Large floating gudgeon pin. Very rigid flywheel assembly, connecting rod and crankcase. Valves of the finest quality valve steel, **nitride hardened**. Hardened valve guides. Roller bearings to big end and main shafts. Two cam shafts with wide cams operating directly on to large diameter flat base tappets.
- SILENCER.** New Enfield absorption silencer based on principles arrived at by the Silencing Committee of the British Association and giving a high degree of silence with the minimum loss of power.
- LUBRICATION.** By Royal Enfield dry sump system. **Oil is fed direct to big-end** and can be seen returning to the oil compartment on removal of the filler cap. Models K and KX have an additional pump feeding oil to the front cylinder wall. Two large and accessible filters are provided.
- FRAME.** Of cradle type, combining great strength and rigidity with moderate weight. Built throughout of finest quality weldless steel tubing with liners where necessary. Adjustable handlebars and footrests.
- FRONT FORK.** Central compression spring type giving perfect steering and road holding. Shock absorbers are fitted on all models; finger adjustment on larger models. Steering dampers on all except lightweights.
- GEARBOX.** **Four-speed gear.** The gearbox is pivotally mounted between the engine plates.
- TRANSMISSION.** Roller chains throughout; **patent cush drive in rear hub** absorbing all engine shocks. Primary drive totally enclosed in oil bath case except on Models B, S and T.
- TANK.** Welded steel construction mounted on rubber, eliminating all risk of leakage.
- MUDGUARDS.** Efficient wide mudguards. Rear guard quickly detachable for access to wheel.
- HUBS.** Royal Enfield, fitted with non-adjustable, deep-groove journal bearings. The larger models have a special design of rear hub which enables an inner tube to be changed without removing the wheel. Model KX has detachable and interchangeable wheels.
- BRAKES.** Internal expanding, of Royal Enfield manufacture. Special linings giving smooth, powerful action, long life and freedom from scoring. Finger adjustment to both brakes on all models.
- EQUIPMENT.** Complete set of tools, grease gun and inflator.
- ELECTRICAL EQUIPMENT.** **An electric lighting set is standard equipment on all models.** A control panel containing the switch and ammeter is mounted in the tank top; dipper switch on handlebar. The bulb in the rear lamp is mounted on a rubber diaphragm. All models have a large capacity (12 amp. hour) battery which, except on Model T, is mounted on rubber. **Voltage of lighting dynamo automatically controlled, ensuring correct charging of battery under all conditions.**

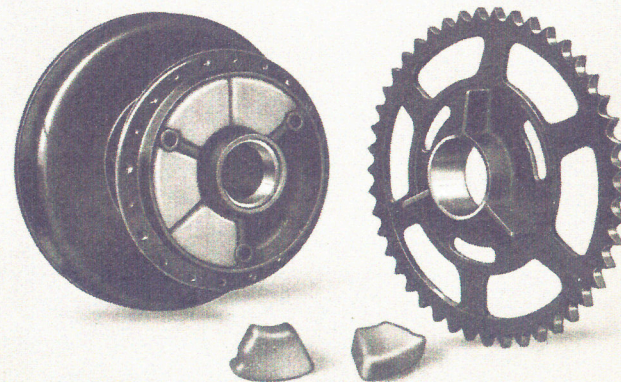


THE ENGINE.

Royal Enfield engines are made in a wide variety of sizes and types, but every one is distinguished by its high performance, mechanical silence, reliability and long life. These qualities are not due to chance, but are made possible only by the use of the finest possible materials, by correct design allied to exhaustive testing and by the most careful manufacture in our highly efficient modern factory. As examples of the care expended in design, manufacture and the choice of materials we may mention the following :—Totally enclosed and automatically lubricated valve gear—timing gear running in oilbath—rollers for bearings graded to one ten-thousandth part of an inch—pistons diamond turned—valves of KE965 steel, nitride hardened—valve guides of chilled iron—valve springs to Air Board Specification D.T.D.5A—chrome-iron cylinders, etc.

CUSH DRIVE REAR HUB.

All Royal Enfield motor cycles incorporate a cush drive in the rear hub. In this device, both driving and rebound shocks are taken by blocks of solid rubber which effectively absorb all chain snatch and harshness. The accompanying illustration shows the simple and effective design which has proved its value during a period of more than twenty-five years.

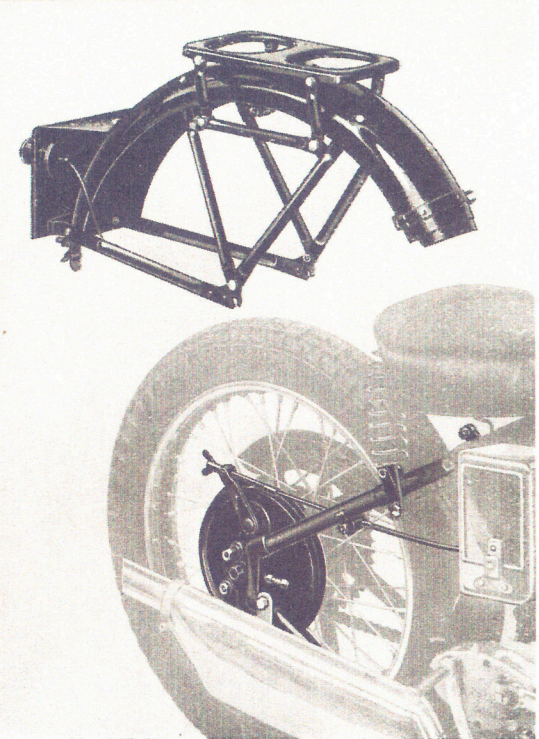


DETACHABLE REAR MUDGUARD AND CARRIER.

The detachable rear mudguard illustrated has been fitted to all Royal Enfield machines for many years. By merely loosening four nuts the entire rear guard can be instantly removed. This device enables the majority of **tyre repairs to be carried out without removing the wheel from the machine.**

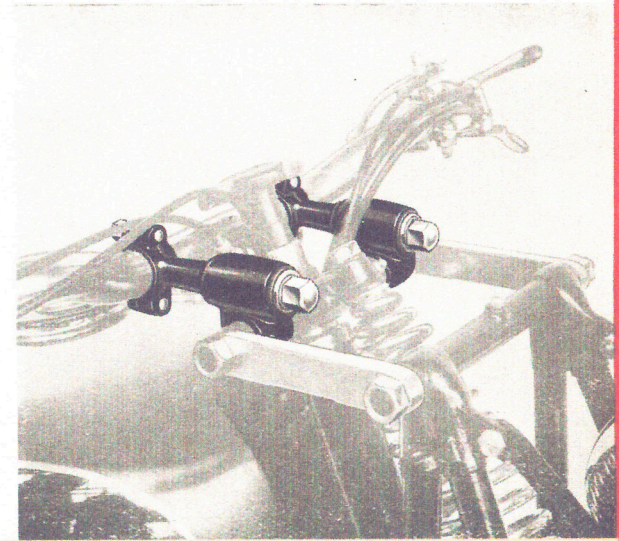
On all models from the 350 c.c. O.H.V. upwards an additional refinement consisting of a knock-out spindle and detachable distance piece enables the **inner tube to be changed with the wheel in position in the frame.**

The illustration also shows the 8in. chrome-iron ribbed brake drum fitted to all the larger models. This provides smooth yet powerful braking with freedom from the necessity for frequent adjustment.

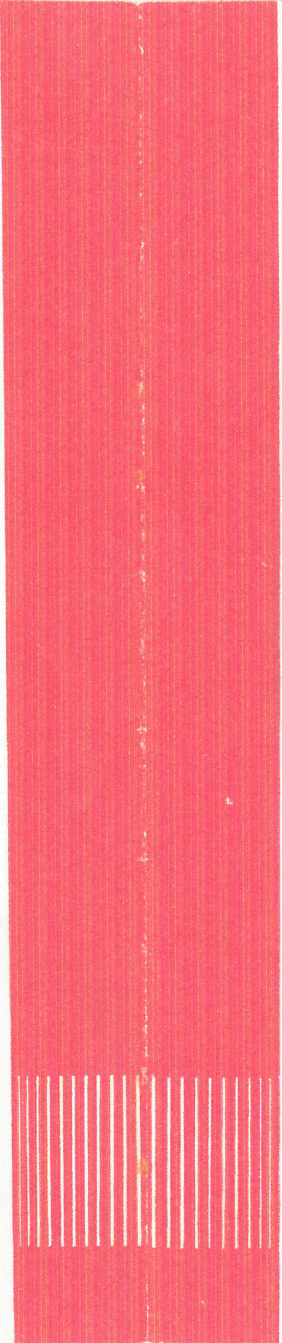


NEW RUBBER MOUNTED HANDLEBAR.

On all the larger machines a new design of rubber-mounted handlebar is fitted. This completely absorbs all trace of vibration and road shocks, thus preventing fatigue even on the longest journeys. The handlebar is adjustable for height as well as for angle so that a comfortable position can be arrived at to suit every rider.



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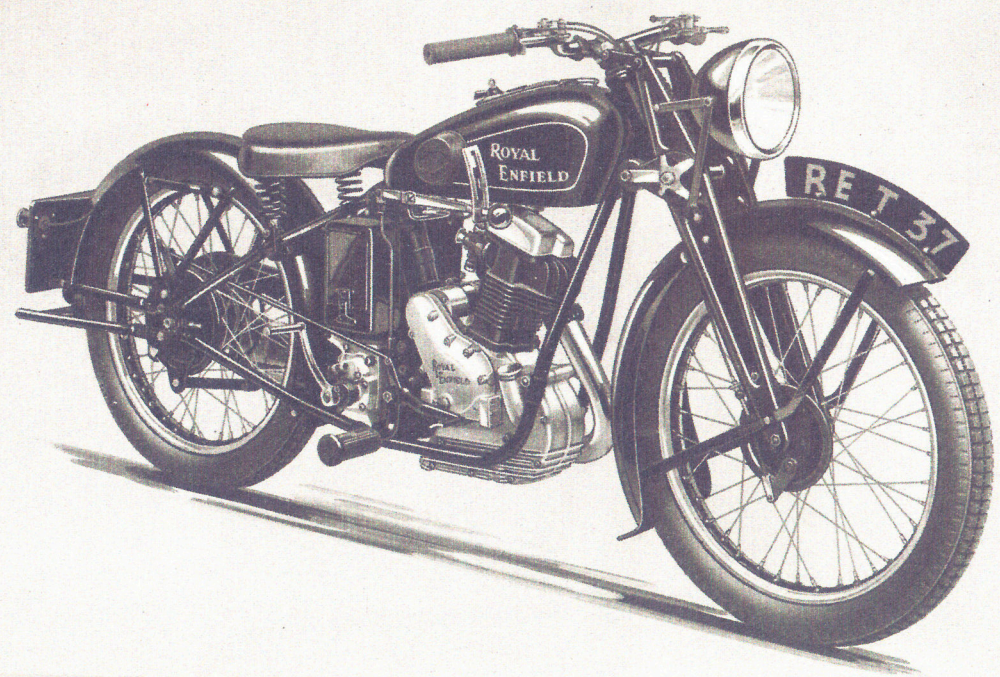
MODEL T. 148 c.c. O.H.V.

ANNUAL TAX, 12/-

- ENGINE** - - 148 c.c. single cylinder. Bore and stroke 56x60 mm. **Overhead valves, rocker gear and push rods totally enclosed and automatically lubricated.**
- CARBURETTOR** Amal two-jet type. Twist grip control.
- FRONT FORK** - Pressed steel blades, central compression spring. Two large shock absorbers.
- GEARBOX** - **Four speed**, with hand control. Gear ratios: 7.5, 10.1, 13.5, and 22 to 1.

- IGNITION AND LIGHTING SET** Lucas 6-volt dynamo lighting and ignition set, with automatic voltage control. Dynamo gear-driven from engine.
- BRAKES** - - Internal expanding, 6½in. rear, 5in. front.
- TYRES** - - Dunlop cord, 25x3in.
- SADDLE** - - Dunlop waterproof flexible top saddle.
- FINISH** - - Best quality black enamel. Bright parts chromium plated. Tank finished in black enamel, with gold lining.

Extra for Lucas Magdno Lighting Set, £3. 15s.
 Extra for Smith's Trip Speedometer, £2. 10s.
 Extra for Foot-control Gear ... £1. 0s.



MODEL T
 148 c.c. O.H.V.
 to specification above.

Cash Price £35.
 or by Gradual Payments.

ROYAL ENFIELD

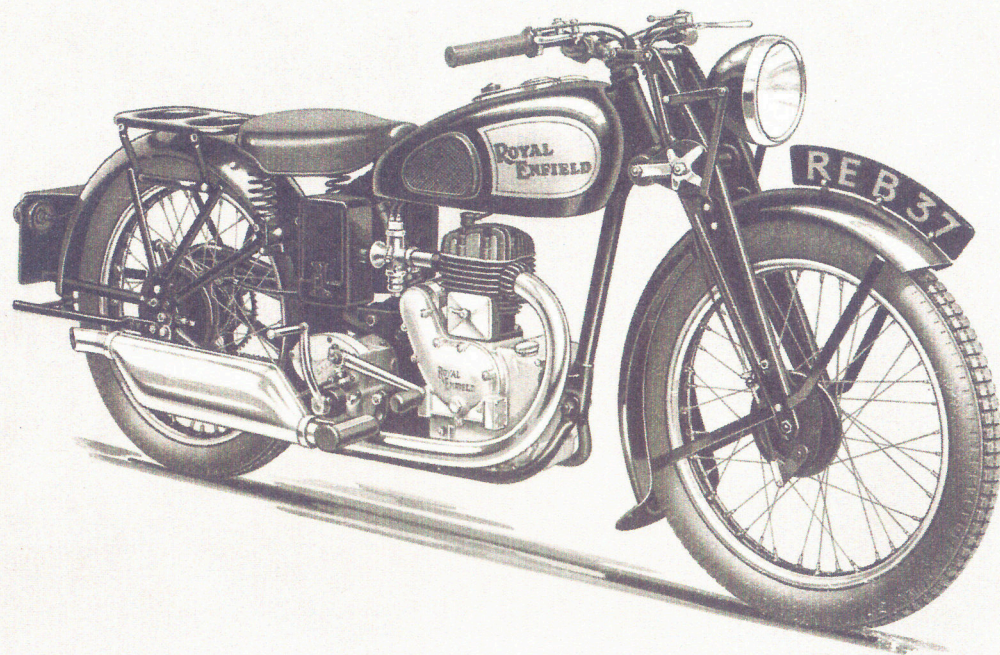
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MODEL B

248 c.c. Side-Valve,
to specification below.

Cash Price £36. 10s.

or by Gradual Payments.

MODEL B. 248 c.c. Side-Valve.

ANNUAL TAX, 22/6

- ENGINE** - - 248 c.c. single cylinder Bore and stroke 64×77 mm. **Valves totally enclosed.** Detachable cylinder head.
- CARBURETTOR** Amal needle type. Twist grip control.
- FRONT FORK** - Pressed steel blades, central compression spring. Two large shock absorbers.
- GEARBOX** - **Four-speed with positive change foot control.** Gear ratios : 6.6, 8.9, 11.8 and 19.2 to 1.
- IGNITION AND LIGHTING SET** } Lucas 6-volt dynamo lighting and ignition set, with automatic voltage control. Dynamo gear-driven from engine.

- BRAKES** - - Internal expanding, 6½ in. rear, 5 in. front.
- TYRES** - - Dunlop cord, 25×3 in. Ribbed front. Universal rear.
- SADDLE** - - Dunlop waterproof flexible top saddle.
- FINISH** - - Best quality black enamel. Bright parts chromium plated. Tank finished in black enamel with frosted silver panels ; red name transfers.

Extra for Lucas Magdyno Lighting Set, £3. 15s.

Extra for Smith's Trip Speedometer, £2 10s.

MODEL C. 346 c.c. Side-Valve de Luxe.

ANNUAL TAX, 45/-

ENGINE - - 346 c.c. single cylinder. Bore and stroke 70×90 mm. **Valves totally enclosed.** Detachable cylinder head.

CARBURETTOR Amal needle type. Twist grip control.

FRONT FORK - Tubular type with shock absorbers.

GEARBOX - Four-speed with positive change foot control. Gear ratios : 5·8, 7·6, 10·4 and 17·2 to 1.

IGNITION AND LIGHTING SET - Lucas 6-volt Magdyno Lighting Set, with automatic voltage control. Electric Horn.

TRANSMISSION Front Chain totally enclosed in oilbath case.

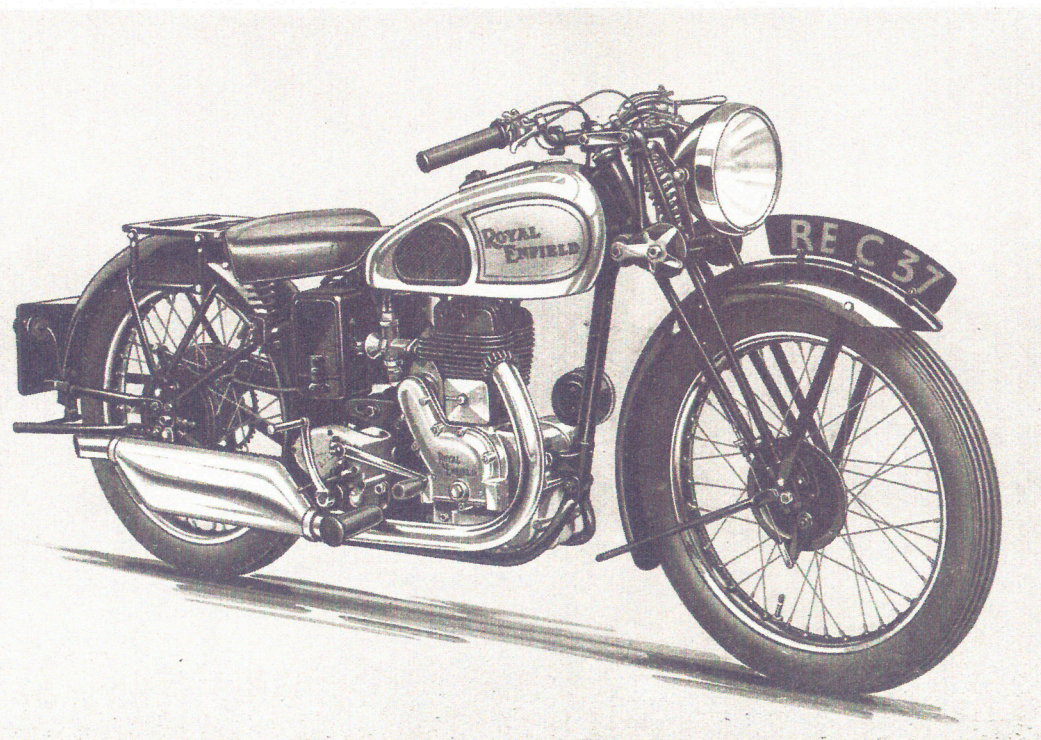
BRAKES - - Internal expanding, 6½ in. rear, 5 in. front.

TYRES - - Dunlop cord, 25×3 in. Ribbed front, Universal rear.

SADDLE - - Terry spring seat saddle.

FINISH - - Best quality black enamel. Tank chromium plated, with frosted silver panels. Handlebar, rims, etc., chromium plated. Crankcase highly polished.

Extra for Smith's Trip Speedometer, £2. 10s.



MODEL C

346 c.c. Side-Valve de Luxe,
to specification above.

Cash Price £46. 10s.

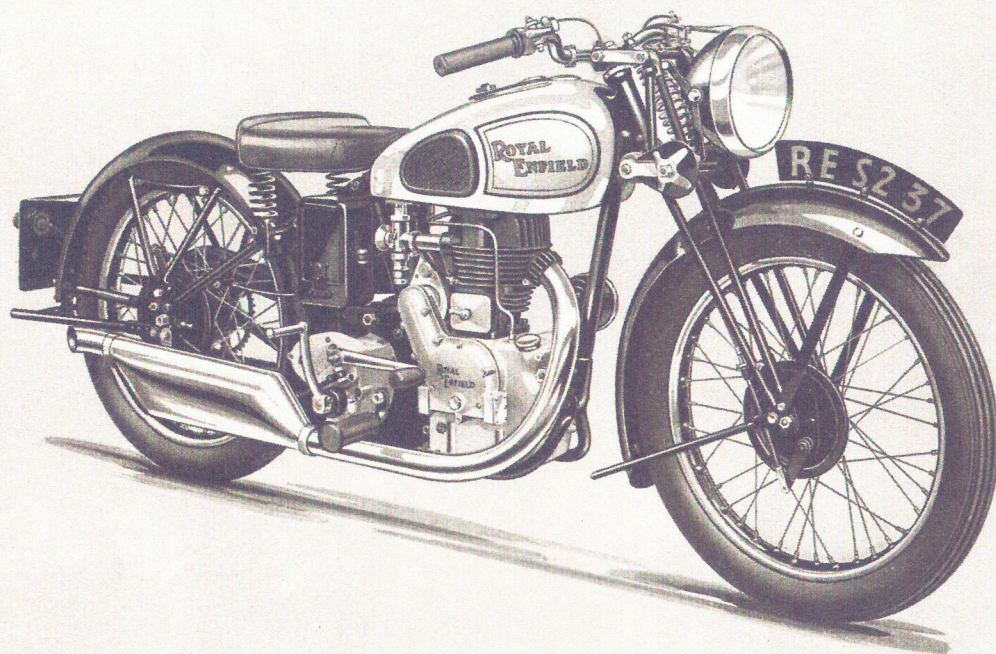
or by Gradual Payments.

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ROYAL ENFIELD



MODEL S

248 c.c. O.H.V.

to specification below.

Cash Price £39. 10s.

or by Gradual Payments.

MODEL S2

248 c.c. O.H.V. de Luxe

(as illustrated).

To specification below, but with tuned engine and de Luxe equipment, including oilbath primary chaincase, tubular front fork, Lucas Magdyno lighting set, with electric horn, Terry spring top saddle. Tank chromium plated with frosted silver panels. Plated handlebar, cluster controls. Crankcase highly polished.

Cash Price £47. 10s.

or by Gradual Payments.

MODELS S AND S2. 248 c.c. O.H.V.

ANNUAL TAX, 22/6

ENGINE - - 248 c.c single cylinder. Bore and stroke 64x77 mm. Overhead valves, rocker gear and push rods totally enclosed and automatically lubricated.

CARBURETTOR Amal needle type. Twist grip control.

FRONT FORK - Pressed steel blades, central compression spring. Two large shock absorbers.

GEARBOX - - Four-speed with positive change foot control. Gear ratios : 6.2, 8.4, 11.1 and 18 to 1.

IGNITION AND LIGHTING SET Lucas 6-volt dynamo lighting and ignition set, with automatic voltage control. Dynamo gear-driven from engine.

BRAKES - - Internal expanding 6½ in. rear, 5 in. front.

TYRES - - Dunlop cord, 25x3 in. Ribbed front, Universal rear.

SADDLE - - Dunlop waterproof flexible top saddle.

FINISH - - Best quality black enamel. Bright parts chromium plated. Tank finished in black enamel with frosted silver panels; red name transfers.

Extra for Lucas Magdyno Lighting Set on Model S, £3. 15s.

Extra for Smith's Trip Speedometer, either Model, £2. 10s.

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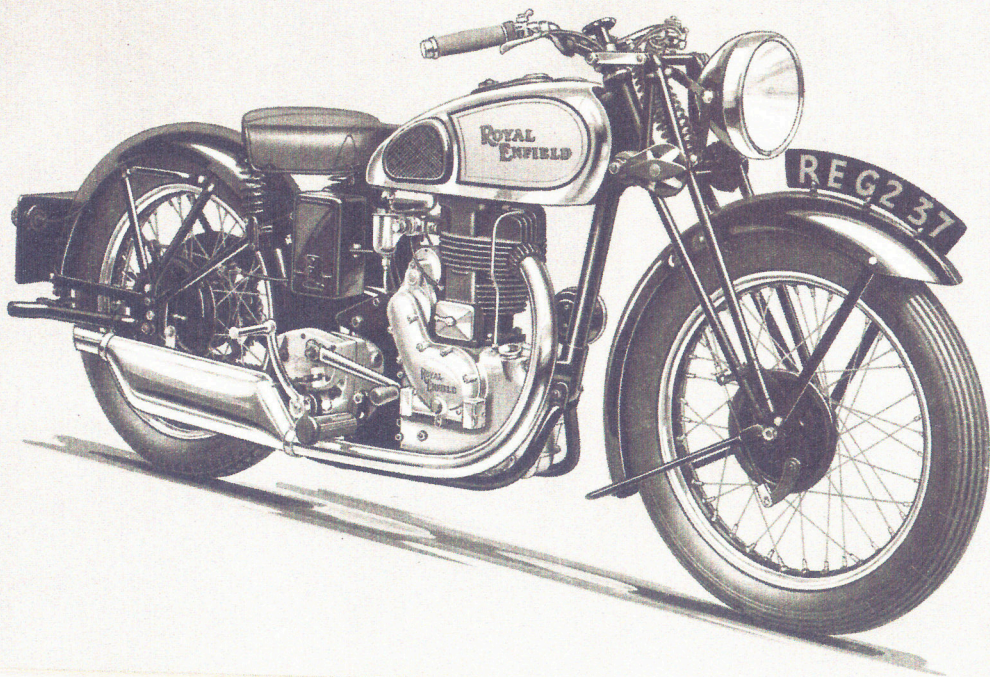
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15s.
10s.

MODELS G AND G2. 346 c.c. O.H.V. ANNUAL TAX, 45/-

- ENGINE** - 346 c.c. O.H.V. single cylinder. Bore and stroke 70 x 90 mm. Overhead valves, push rods and rocker gear totally enclosed and automatically lubricated.
- CARBURETTOR** - Amal needle type. Twist grip control.
- FRONT FORK** - Pressed steel blades, central compression spring, hand-controlled shock absorbers and steering damper.
- GEARBOX** - Heavyweight four-speed with positive change foot control. Standard ratios: Solo, 5.5, 7.2, 9.9 and 15.3 to 1. Sidecar, 6.5, 8.5, 11.7 and 18 to 1.
- IGNITION AND LIGHTING SET** - Lucas 6-volt dynamo lighting and ignition set, with automatic voltage control, dynamo gear-driven from engine.
- BRAKES** - Internal expanding, 6 1/2 in. front and rear.
- TRANSMISSION** - Front chain totally enclosed in oilbath case.
- REAR WHEEL** - With knock-out spindle enabling an inner tube to be changed with the wheel in position.
- TYRES** - Dunlop cord, 26 x 3.25 in. Ribbed front, Universal rear.
- HANDLEBAR** - Rubber mounted handlebar, absorbing vibration and road shocks.
- SADDLE** - Dunlop waterproof flexible top saddle.
- FINISH** - Best quality black enamel. Bright parts chromium plated. Tank finished in black enamel with gold lining.

Extra for Lucas Magdyno Lighting Set on Model G, £3. 15s.
Extra for Smith's Trip Speedometer, either Model, £2. 10s.



MODEL G
346 c.c. O.H.V.
to specification above.

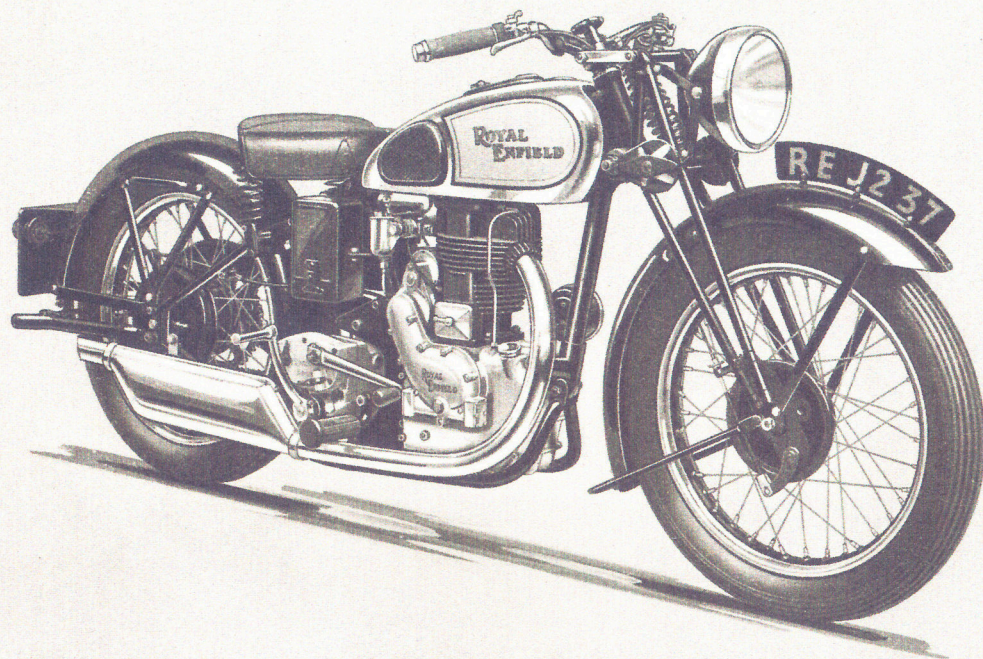
Cash Price £48. 10s.
or by Gradual Payments.

MODEL G2
346 c.c. O.H.V. DE LUXE
(as illustrated).

To specification above, but with tuned engine and de Luxe equipment, including tubular front fork, Lucas Magdyno lighting set with electric horn, Terry spring top saddle. Rear brake 8 in. drum of special chrome iron. Tank chromium plated with frosted silver panels and red name transfers; handlebar, rims, etc., chromium plated. Crankcase highly polished.

Cash Price £56. 10s.
or by Gradual Payments.

ROYAL ENFIELD



MODEL J

499 c.c. O.H.V.

to specification below.

Cash Price £50

or by Gradual Payments.

MODEL J2

499 c.c. O.H.V. de Luxe

(as illustrated).

To specification below, but with tuned engine and de Luxe equipment, including tubular front fork, Lucas Magdyno lighting set with electric horn, Terry spring top saddle. Tank chromium plated with frosted silver panels and red name transfers. Handlebar, rims, etc., chromium plated. Crankcase highly polished.

Cash Price £58

or by Gradual Payments.

MODELS J AND J2. 499 c.c. O.H.V.

ANNUAL TAX, 45/-

- ENGINE** - - 499 c.c. single cylinder. Bore and stroke 84×90 mm. Overhead valves, rocker gear and push rods totally enclosed and automatically lubricated.
- CARBURETTOR** Amal needle type. Twist grip control.
- FRONT FORK** - Pressed steel blades, central compression spring, hand controlled shock absorbers and steering damper.
- GEARBOX** - - Heavyweight four-speed with positive change foot control. Standard ratios: Solo, 5, 6.5, 9 and 13.9 to 1. Sidecar, 5.8, 7.6, 10.4 and 16.1 to 1.
- IGNITION AND LIGHTING SET** } Lucas 6-volt dynamo lighting and ignition set, with automatic voltage control. Dynamo gear-driven from engine.
- BRAKES** - - Internal expanding, 6½ in. front, 8 in. rear drum of special chrome iron.

- TRANSMISSION** Front chain totally enclosed in oilbath case.
- REAR WHEEL** - With knock-out spindle, enabling an inner tube to be changed with the wheel in position.
- TYRES** - - Dunlop cord, 26×3.25 in. Ribbed front, Universal rear.
- HANDLEBAR** - Rubber mounted handlebar absorbing vibration and road shocks. Cluster controls.
- SADDLE** - - Dunlop waterproof flexible top saddle.
- FINISH** - - Best quality black enamel. Bright parts chromium plated. Tank finished in black enamel with gold lining.

Extra for Lucas Magdyno Lighting Set on Model J, £3. 15s.

Extra for Smith's Trip Speedometer, either Model, £2 10s.

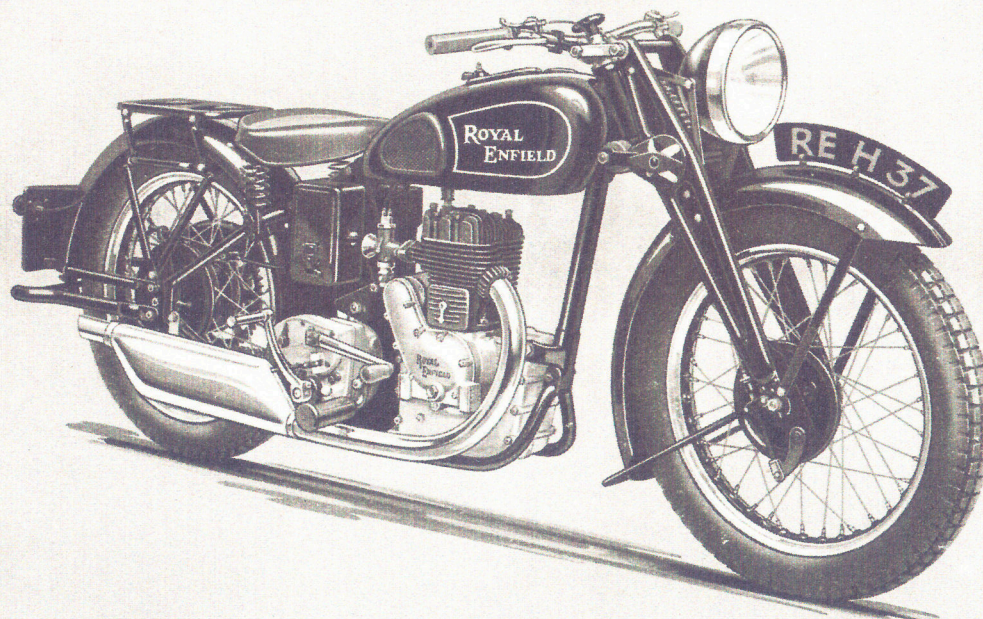
MODEL H. 499 c.c. Side-Valve.

ANNUAL TAX, 45/-

- ENGINE** - - 499 c.c. single cylinder. Bore and stroke 84×90 mm. Valves totally enclosed. Detachable cylinder head.
- CARBURETTOR** - Amal needle type. Twist grip control.
- FRONT FORK** - Pressed steel blades, central compression spring, hand-controlled shock absorbers and steering damper.
- GEARBOX** - - Heavy weight four-speed with positive change foot control. Standard ratios: Solo, 5.2, 6.8, 9.5 and 14.5 to 1. Sidecar, 5.8, 7.6, 10.4 and 16.1 to 1.
- IGNITION AND LIGHTING SET** - Lucas 6-volt dynamo lighting and ignition set, with automatic voltage control. Dynamo gear-driven from engine.
- BRAKES** - - Internal expanding, 6½ in. front, 8 in. rear drum of special chrome iron.

- TRANSMISSION** - Front chain totally enclosed in oilbath case.
- REAR WHEEL** - With knock-out spindle enabling an inner tube to be changed with the wheel in position.
- TYRES** - - Dunlop cord, 26×3.25 in. Ribbed front, Universal rear.
- HANDLEBAR** - Rubber mounted handlebar absorbing vibration and road shocks. Cluster controls.
- SADDLE** - - Dunlop waterproof flexible top saddle.
- FINISH** - - Best quality black enamel. Bright parts chromium plated. Tank finished in black enamel with gold lining.

Extra for Smith's Trip Speedometer, £2 10s.

**MODEL H**

499 c.c. Side-Valve,

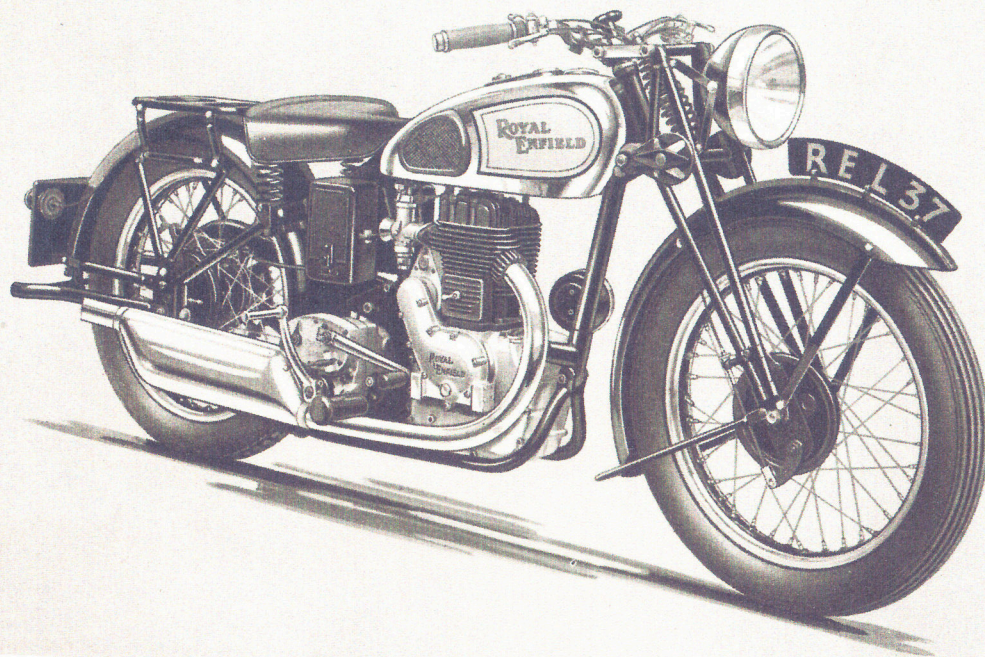
to specification above.

Cash Price £47. 10s.

or by Gradual Payments.

ROYAL ENFIELD

ROYAL ENFIELD



MODEL L
570 c.c. Side-Valve de Luxe,
to specification below.

Cash Price £56. 10s.
or by Gradual Payments.

MODEL L. 570 c.c. Side-Valve de Luxe.

ANNUAL TAX, 45/-

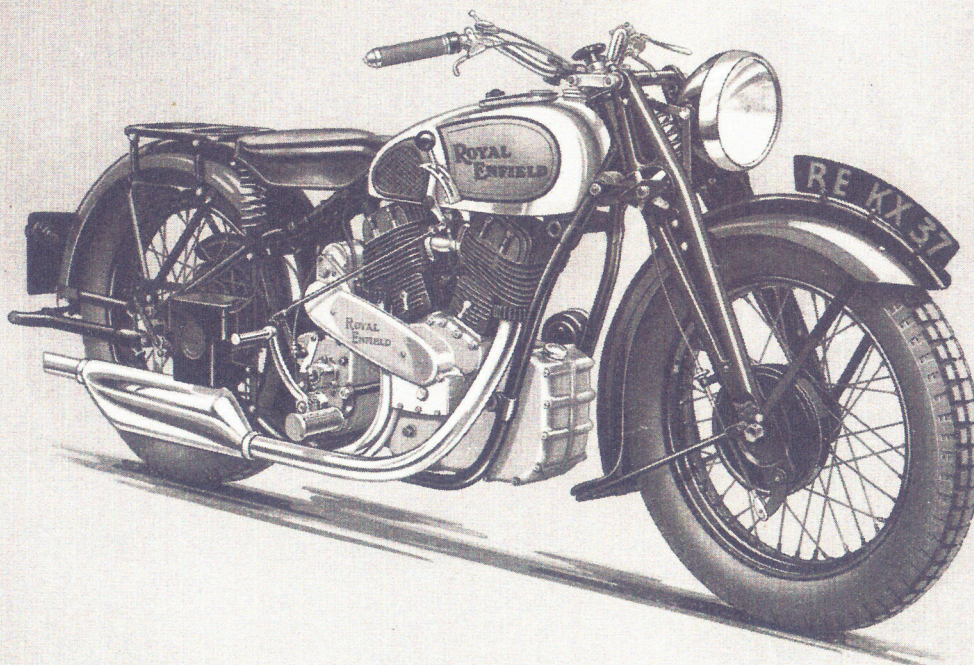
- ENGINE** - - 570 c.c. single cylinder. Bore and stroke 85.5 x 99.25 mm. Valves totally enclosed. Detachable cylinder head.
- CARBURETTOR** - Amal needle type. Twist grip control.
- FRONT FORK** - Tubular type with hand-controlled shock absorbers and steering damper.
- GEARBOX** - Heavyweight four-speed with positive change foot control. Standard ratios: Solo, 5, 6.5, 9 and 13.9 to 1. Sidecar, 5.8, 7.6, 10.4 and 16 to 1.
- IGNITION AND LIGHTING SET** } Lucas 6-volt Magdyno lighting set with automatic voltage control. Electric horn.
- BRAKES** - - Internal expanding, 6½ in. front, 8 in. rear drum of special chrome iron.

- TRANSMISSION** - Front chain totally enclosed in oilbath case.
- REAR WHEEL** - With knock-out spindle, enabling an inner tube to be changed with the wheel in position.
- TYRES** - - Dunlop cord, 26 x 3.25 in. ribbed front ; 26 x 3.5 in. Universal rear.
- HANDLEBAR** - Rubber mounted handlebar absorbing vibration and road shocks. Cluster controls.
- SADDLE** - - Terry spring seat saddle.
- FINISH** - - Best quality black enamel. Tank chromium plated with frosted silver panels ; handlebar, rims, etc. chromium plated. Crankcase highly polished.

Extra for Smith's Trip Speedometer, £2. 10s.

MODELS K AND KX. 1140 c.c. Side-Valve Twin. ANNUAL TAX. 45/-

- ENGINE** - - 1140 c.c. side-valve twin cylinder. Bore and stroke 85.5×99.25 mm. Valves totally enclosed and automatically lubricated. Detachable cylinder heads.
- LUBRICATION** - Royal Enfield dry-sump system. Oil feed direct to big-end and to front cylinder.
- CARBURETTOR** - Amal needle type. Twist grip control.
- FRONT FORK** - Of wide and rigid construction. Central compression spring, hand-controlled shock absorbers and steering damper.
- GEARBOX** - - Heavyweight four-speed with hand control. Standard ratios: 4.3, 5.5, 7.7 and 11.9 to 1. Solo ratios (to special order): 3.8, 4.9, 6.8 and 10.5 to 1.
- IGNITION AND LIGHTING SET** } Lucas 6-volt Magdyno lighting set with automatic voltage control.
- BRAKES** - - Internal expanding, 8in. front and rear. Malleable iron brake drums.
- TRANSMISSION** - Front chain totally enclosed in oilbath case.
- TYRES** - - Dunlop cord, 27×4in. Universal front and rear.
- FINISH** - - Best quality black enamel, bright parts chromium plated. Tank finished in black enamel with gold lining.
- Extra for Smith's Trip Speedometer, either Model, £2. 10s.



MODEL K 1140 c.c. Side-Valve Twin to specification above.

Cash Price £70
or by Gradual Payments.

MODEL KX 1140 c.c. Side-Valve Twin de Luxe (as illustrated).

To specification above, but with detachable and interchangeable wheels. Tank chromium plated with frosted silver panels and red name transfers; electric horn.

Cash Price £75
or by Gradual Payments.

ROYAL ENFIELD

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“ SPECIAL COMPETITION MODELS ” AND “ BULLETS. ”

Success in Trials, Scrambles, Grass Track Racing, etc., demands a good rider on a first-class machine. The Royal Enfield “ Competition ” and “ Bullet ” models are designed throughout for their special purposes. They are not merely standard machines fitted with competition tyres and narrow mudguards.

The 346 c.c. and 499 c.c. “ Special Competition Models ” are intended primarily for Trials. They have short wheelbase, high ground clearance, wide ratio gears, totally enclosed engine with plenty of power at low speeds, upswept or semi-upswept exhaust system, competition tyres, narrow mudguards and a high riding position which is ideal for control on difficult sections.

The “ 250 Bullet ” and “ 350 Bullet ” are new designs based on machines which have been used with great success in many Scrambles and Grass Track events during the past two years. They have very lively, high compression engines with semi-enclosed valve gear. Standard or wide ratio gear boxes with kick starters can be supplied or a close ratio gear box with no kick starter and heel and toe control. Two alternative foot rest positions are available and the upswept silencer can be removed and replaced by a megaphone extension pipe. When fitted with wide ratio gear box and competition tyres these machines are admirable for Trials, while in standard form they are excellent fast road mounts.

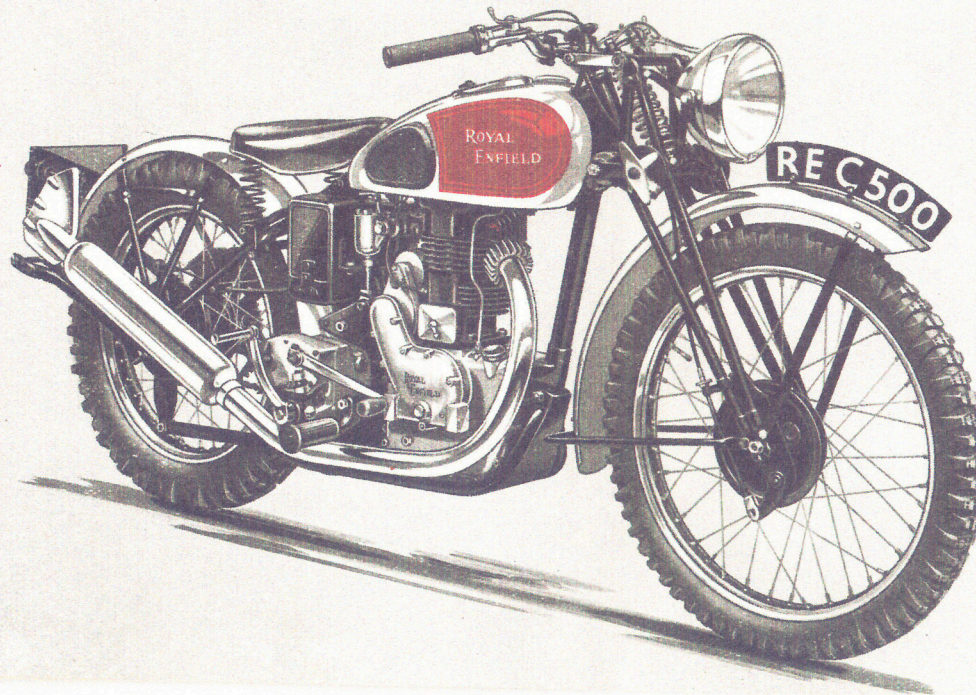
The “ 500 Bullet ” has been well known for many years as the ideal machine for really fast road work.



SPECIAL COMPETITION MODELS 346 c.c. AND 499 c.c. ANNUAL TAX, 45/-

- ENGINE** - Specially tuned single cylinder O.H.V. engine. Overhead valves, rocker gear and push rods totally enclosed and automatically lubricated. Bore and stroke, 346 c.c. 70×90 mm.; 499 c.c. 84×90 mm.
- EXHAUST SYSTEM** - Pipe downswept at front and raised at rear, as illustrated. Completely upswept optional.
- GEARBOX** - Heavyweight four-speed with positive foot control. Standard ratios: 346 c.c.; 5-83, 8-28, 12-55 and 17-55 to 1. 499 c.c., 5-25, 7-45, 11-30 and 15-75 to 1.
- TRANSMISSION FRAME** - Primary chain totally enclosed in oilbath case. Special short wheelbase frame giving high ground clearance (6in.). Adjustable handlebar and footrests. Crankcase shield.
- FRONT FORK** - Tubular type with hand-controlled shock absorbers and steering damper.
- TANK** - Large capacity tank, as illustrated. Small tank (2-gallon) optional.
- HANDLEBAR** - Rubber mounted handlebar absorbing vibration and road shocks. Long clutch and brake levers.
- SADDLE** - Dunlop waterproof saddle, giving special high riding position for trials.
- MUDGUARDS** - Light trials mudguards of narrow section, short and with ample clearance, chromium plated.
- BRAKES** - Internal expanding, 6½in. front, 8in. rear drum of special chrome iron.
- TYRES** - Dunlop sports, front 27×3in., rear 27×4in. Security bolts fitted to rear wheel.
- IGNITION AND LIGHTING SET** - Lucas 6-volt Racing Magdyno set, with automatic voltage control. Quickly detachable head lamp. Electric horn.
- FINISH** - Best quality black enamel. All bright parts including rims, mudguards, handlebar, head lamp, etc., chromium plated; tank chromium plated with red panels. Crankcase highly polished.

Extra for Smith's Trip Speedometer, £2. 10s.



SPECIAL COMPETITION MODELS

to specification above.

Cash Price £60
(346 c.c. or 499 c.c.)
or by Gradual Payments.

Special Competition Models can be supplied with B.T.H. or Lucas Racing Magneto (no lights), at **£58**

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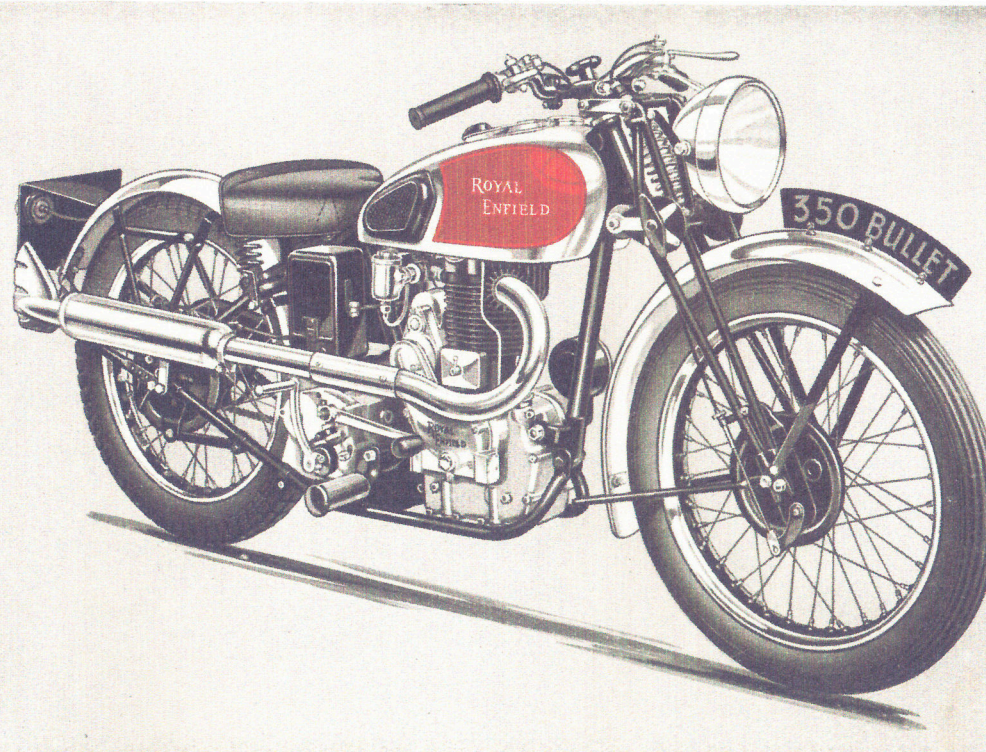
Jan. 5th	" THREE MUSKETEERS " TRIAL	... 250 CUP.	May 4-9th	SCOTTISH SIX DAYS' TRIAL...	... TWO SILVER CUPS
" 12th	LESTER CUP TRIAL	... LESTER CUP	" 31st	SUNBEAM " 200 " ...	... 500 CUP ; 350 CUP
" 19th	WITLEY MILL TRIAL	... WITLEY MILL CUP	June 1st	SWINDON SCRAMBLE	... SWINDON TROPHY
Feb. 1st	COLMORE CUP TRIAL	... CRANMORE TROPHY.	" 14th	CHELTENHAM CUP TRIAL	... CHELTENHAM CUP
" 2nd	THAMES VALLEY TRIAL	... DOUGLAS LAIDLAW CUP. JAMES WALKER CUP.	" 26th	KNOCK 12-HOUR TRIAL	... VICE-PRESIDENT'S CUP
" 9th	LISTER TROPHY TRIAL	... WHISTON TROPHY IVANHOE CUP.	" 27th	COTSWOLD SCRAMBLE	... BAUGHAN TROPHY STROUD CUP
" 15th	BRAMSHILL SCRAMBLE	... 250 CUP	July 4th	LULWORTH COVE TRIAL	... B.M.C. CUP COMMITTEE CUP TEAM PRIZE
" 23rd	KICKHAM MEMORIAL TRIAL	... JOHN BULL CUP	" 5th	RINGWOOD PRESIDENT'S CUP TRIAL	SOUTH WESTERN CUP ; CLUB CUP
" 29th	PATLAND CUP TRIAL	... PATLAND CUP LEINSTER CLUB CHAMPIONSHIP	" 25th	GLOUCESTER GRAND NATIONAL	GLOUCESTER CITY TROPHY
" 29th	FORBURY TROPHY TRIAL	... FORBURY TROPHY	Aug. 2nd	CLAYTON TROPHY TRIAL	... LE VACK CUP 350 CUP
Mar. 1st	VICTORY CUP TRIAL	... DUKE CUP	Sept. 20th	ALEC ROSS TRIAL	... ALEC ROSS TROPHY
" 8th	REAL RIDERS' TRIAL	... BRADSHAW CUP 350 CUP	" 17th-22nd	MITCHAM VASE TRIAL	... HOLMDALE CUP
" 14th	WORCESTER A.C. SPRING TRIAL	PREMIER AWARD	Oct. 3rd	INTERNATIONAL SIX DAYS' TRIAL	GOLD MEDAL ; TWO SILVER MEDALS
" 22nd	COTSWOLD CUPS TRIAL	... BOX TROPHY TRIERS CUP H.A.C. CUP ERIC WILLIAMS CUP	" 10th	STROUD TEAM TRIAL	... NATIONAL CUP (TEAM PRIZE)
" 28th	BEMROSE TROPHY TRIAL	... LAPIDOSA CUP LEICESTER CLUB CUP	" 11th	WEST OF ENGLAND TRIAL	... WELSTOR CUP
" 29th	LEINSTER M.C.C. EVERYBODY'S TRIAL	... PREMIER AWARD	" 18th	HORSHAM AND DISTRICT PRESIDENT'S CUP TRIAL	... HORSHAM CUP
" 29th	AVON TROPHY TEAM TRIAL	... MARINA CHALLENGE TROPHY	" 24th	ALAN TROPHY TRIAL	... ALAN TROPHY
April 4th	CHALFONTS AND AMERSHAM PRESIDENT'S CUP TRIAL	... PRESIDENT'S CUP	" 25th	NICHOLSON MEMORIAL SCRAMBLE	NICHOLSON MEMORIAL TROPHY
" 5th	RELIANCE TRIAL	... RELIANCE CUP	" 25th	WORCESTER A.C. AUTUMN TRIAL...	PREMIER AWARD
" 12th	HEATHER THATCHER CUP TRIAL	... PREMIER AWARD	Nov. 8th	SOUTHERN TRIAL	... WOKING CUP WEST KENT CUP TEAM PRIZE
" 19th	STAR GROUP EASTER TRIAL	... NOVICE CUP	" 15th	LANCASHIRE GRAND NATIONAL	... JUPITER CUP
" 22nd	DUNCLIFFE SCRAMBLE	... EVELY CUP	" 28th	BRITISH EXPERTS' TRIAL	... 2nd, 4th, 8th and 9th
" 22nd	COOKSTOWN " 100 " TRIAL	... SLOAN CUP	Dec. 6th	EDGWARE TRADERS' TROPHY TRIAL	EDGWARE TRADERS' TROPHY
			" 20th	WORCESTER A.C. XMAS TRIAL	... PREMIER AWARD



"250 BULLET" AND "350 BULLET."

ANNUAL TAX, "250," 22/6 ; "350," 45/-

- ENGINE** - - Specially tuned single cylinder O.H.V. engine with high compression piston, semi-enclosed valve gear automatically lubricated. Bore and stroke, 248 c.c. 64×77 mm; 346 c.c. 70×90 mm.
- EXHAUST SYSTEM** - - Upswept exhaust pipe and sports silencer as illustrated. Downswept pipe optional.
- GEARBOX** - - Heavyweight four-speed, with short travel positive change foot control and folding kick starter pedal. Standard ratios : 248 c.c., 6·2, 8·4, 11·1 and 18·1 346 c.c., 5·5, 7·2, 9·9 and 15·3 to 1. Special ratios for trials, scrambles, etc. to order, see page 00.
- TRANSMISSION** - - Primary chain totally enclosed in oilbath case.
- FRONT FORK** - - Special light tubular type with hand controlled shock absorbers and steering damper.
- TANK** - - Large capacity tank, as illustrated. Small tank (2 gallons), optional.
- HANDLEBAR** - - Rubber mounted handlebar absorbing vibration and road shocks. Long clutch and brake levers.
- MUDGUARDS** - - Light narrow section mudguards, chromium plated.
- BRAKES** - - Internal expanding, 6½in. front, 8in. rear.
- TYRES** - - Dunlop 26×3in. ribbed front ; 26×3·25in. Universal rear. Optional : Dunlop Sports 26×3in. front ; 26×4in. rear.
- SADDLE** - - Dunlop waterproof saddle.
- IGNITION AND LIGHTING SET** - - Lucas 6-volt Racing Magdyno set, with automatic voltage control. Quickly detachable head lamp. Electric horn.
- FINISH** - - Best quality black enamel. All bright parts, including rims, mudguards, handlebar, head lamp, etc., chromium plated ; tank chromium plated with red panels, crankcase highly polished.



"250 BULLET" AND "350 BULLET"

to specification above.

Cash Price £60
(248 c.c. or 346 c.c.)
or by Gradual Payments.

With B.T.H. or Lucas Racing Magneto (no lights) - **£58**

or

With aluminium bronze cylinder head, megaphone exhaust system, special racing gearbox with heel and toe control (no kick starter), footrests in racing position and pad on rear mudguard **£70**

ROYAL ENFIELD

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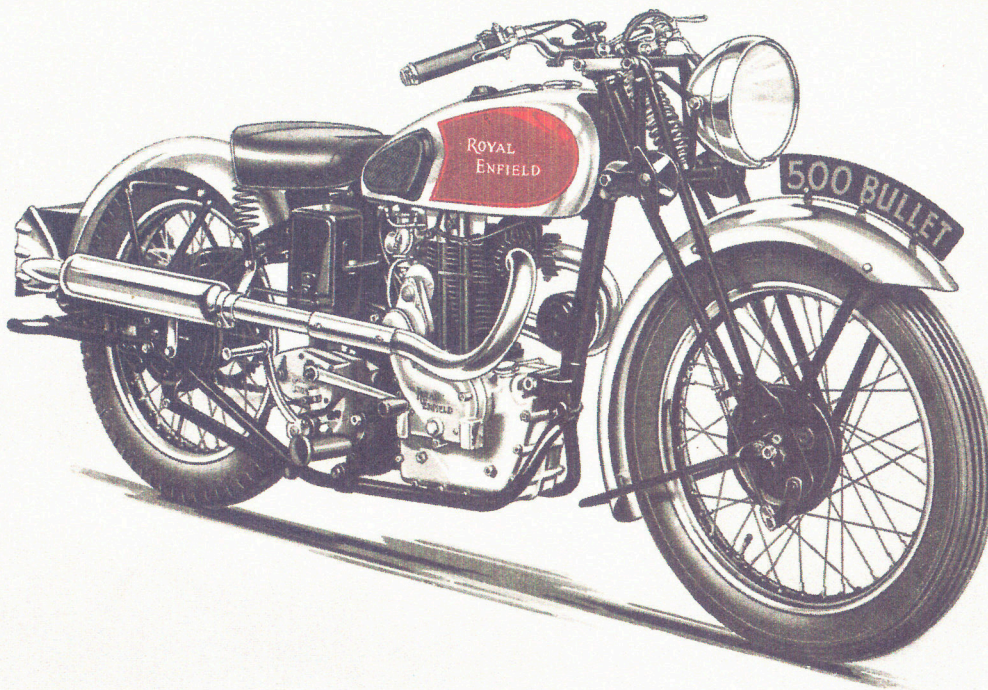
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ROYAL ENFIELD



MODEL JF "500 Bullet"

499 c.c. Four-Valve O.H.V.
to specification below.

Cash Price £62
or by Gradual Payments.

MODEL JF "500 Bullet." 499 c.c. Four-Valve O.H.V. ANNUAL TAX, 45/-

- ENGINE** - - 499 c.c. single cylinder. Bore and stroke, 84×90 mm. Tuned engine with high compression piston. Four overhead valves operated by push rods and roller bearing rockers. Separate tappet adjustment for each valve.
- EXHAUST SYSTEM** - - } Upswept exhaust pipes and silencers.
- - } Downswept optional.
- CARBURETTOR** - - Amal needle type. Twist grip control.
- FRONT FORK** - - Tubular type with hand controlled shock absorbers and steering damper.
- GEARBOX** - - Heavyweight four-speed with positive change foot control. Standard ratios: Solo, 5, 6.5, 9, and 13.9 to 1. Sidecar, 5.8, 7.6, 10.4, and 16.1 to 1.
- IGNITION AND LIGHTING SET** - - Lucas 6-volt Magdyno Lighting set, with automatic voltage control. Electric horn.
- TYRES** - - Dunlop cord, 26×3.25in. Ribbed front, 26×3.5in. Universal rear.

- BRAKES** - - Internal expanding, 6½in. front, 8in. rear drum of special chrome iron.
- MUDGUARDS** - - Wide section, chromium plated.
- TRANSMISSION** - - Front chain totally enclosed in oilbath case.
- REAR WHEEL** - - With knock-out spindle enabling an inner tube to be changed with the wheel in position.
- HANDLEBAR** - - Rubber mounted handlebar absorbing vibration and road shocks. Cluster controls.
- SADDLE** - - Terry spring seat saddle.
- FINISH** - - Best quality black enamel. Tank chromium plated with red panels. Handlebar, mudguards, headlamp, rims, etc. chromium plated; crankcase highly polished.

Extra for Smith's Trip Speedometer, £2. 10s.

A selection of the special gear ratios available to order on the "250 and 350 Bullets" and "Special Competition Models," alternative to the standard ratios shewn in the specifications of these machines:

					Top.	3rd.	2nd.	1st.	
A.	{	250 Bullet	5.8	6.9	8.2	10.5	} Road Racing.
		350 Bullet	...	...	5.2	6.2	7.3	9.5
B.	{	250 Bullet	6.5	9.3	14.1	19.7	} General Sporting Events.
		350 Bullet	...	...	5.8	8.3	12.5	17.5
C.	{	250 Bullet	6.5	11.1	17.0	21.5	} Reliability Trials.
		350 Bullet	...	...	5.8	9.9	15.2	17.5
		346 c.c. Competition...	...	...	5.8	9.9	15.2	17.5
		499 c.c. Competition...	...	...	5.2	8.9	13.6	15.7
D.	{	250 Bullet	9.0	11.8	15.1	21.2	} Grass Track. Racing or Scrambles.
		350 Bullet	...	...	8.1	10.5	13.5	18.9

ADDITIONAL EQUIPMENT



Extra for :—	Cash Price.
	£ s. d.
Lucas Magdyno Lighting Set on Models T, B, S, G, and J ...	3 15 0
Smith's Trip Speedometer ...	2 10 0
Tubular Forks on Models T, A, B and S ...	1 15 0
Tubular Forks on Models G, H and J ...	2 5 0
Electric Horn ...	10 6
Electric Lamp for Sidecar ...	10 0
Legshields ...	15 0
Carrier on O.H.V. Models ...	10 0
Pillion Seat—Mudguard fitting ...	15 0
Pillion Footrests, Models T, A, B, S, S2 and C ...	10 0
Pillion Footrests, other Models ...	6 0
26in. x 3.5in. Tyres on Models G, H and J (each) ...	6 0

APPROXIMATE WEIGHTS, MEASUREMENTS AND PERFORMANCE FIGURES FOR ROYAL ENFIELD 1937 MOTOR CYCLES.

Model.	Weight lbs.	Overall Length.		Overall Width. ins.	Ground Clearance. ins.	Tank Capacity.		Compression Ratio.	Maximum Speed.		Petrol Consumption.	
		ft.	ins.			Petrol. gals.	Oil. pts.		Solo. m.p.h.	S/Car. m.p.h.	Solo. m.p.g.	S/car. m.p.g.
T.	230	6	8	29	5½	2	2	7	50—55	—	150	—
A.	200	6	8	29	5½	2	—	6	45—50	—	100	—
B.	255	6	11	29	5½	2¾	3	5½	50	—	100	—
S. S2	270 275	6	11	29	5½	2¾	3	6½	60—65	—	120	—
C.	275	6	11	29	5½	2¾	3	5	55—60	—	100	—
G. G2	335 340	7	1	29	4¾	2¾	4	6	65—70	50—55	100	70
H.	333	7	1	29	4¾	2¾	4	5	60	45—50	90	65
J. J2	340 345	7	1	29	4¾	2¾	4	6	70—75	55—60	90	65
L.	340	7	1	29	4¾	2¾	4	5	65	50—55	80	60
K. KX.	445 455	7	6	31	4¾	4	7	5	80	65—70	65	50
346 c.c. Comp.	330	7	0	29	6	2¾	4	6	65—70	—	90	—
499 c.c. Comp.	335	7	0	29	6	2¾	4	6	70—75	—	80	—
250 Bullet	310	7	0	29	6	2¾	3	6¾	65—70	—	100	—
350 Bullet	315	7	0	29	6	2¾	3	6¾	70—75	—	90	—
500 Bullet	360	7	1	29	4¾	2¾	4	6	80—85	60—65	80	60



Notes :—Measurements given are for solo steering (except Models K and KX).
 When sidcar steering is fitted ground clearances are reduced by about 1in.; overall length increased by 2in.
 Weight of "Special Competition" and "Bullet" Models without lighting set and with small (2 gallon tank), about 20lbs. less.
 Speeds are for machines fully run-in and in good condition.
 Consumption figures assume moderate speeds and open roads in reasonably level country.
 Oil Consumption for all models 1,500—2,000 m.p.g., except Models K and KX, which give 1,000—1,500 m.p.g.

CONDITIONS OF SALE AND 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 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 T, A, B, S and S2 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.



THE ENFIELD CYCLE CO. LTD.
HEAD OFFICE AND WORKS . . . REDDITCH

Telephone : REDDITCH 121 (5 lines)

Telegrams : "CYCLES, PHONE, REDDITCH"

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