

1939

Royal

Enfield

MOTOR CYCLES



GENERAL SPECIFICATION

1939 ROYAL ENFIELD MOTOR CYCLES

(except the two-stroke Model).

- ENGINE.** Piston of heat-treated aluminium alloy, form-turned oval, enabling close clearances to be used without risk of seizure. Large floating gudgeon pin, two compression rings and one oil scraper ring. **Very rigid flywheel assembly, connecting rod and crankcase.** Roller bearings to big end, ball or roller bearings to mainshafts. Timing gear running in oil bath. Valves of finest quality valve steel. **Valve springs to Air Board Specification DTD 5A.**
- LUBRICATION.** Royal Enfield dry sump system, entirely automatic and positive in action. Models D and S have a separate oil tank, other models have the oil compartment integral with the crankcase. **Oil is fed direct to the big end** and is positively pumped to the timing gear and (in the case of o.h.v. models) to the overhead rocker gear. On the "350 Bullet" and "Big Twin" an additional pump delivers oil to the back of the cylinder. Oil can be seen returning to the oil compartment or tank on removal of the filler cap.
- GEARBOX.** Models D and S are fitted with a hand-operated three-speed gearbox. All other models have four gears which are foot-operated, except on Models T, K and KX.
- SILENCER.** Royal Enfield absorption silencer based on principles arrived at by the Silencing Committee of the British Association. Attractive in appearance and giving a high degree of silence without loss of power.
- 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; steering dampers on all but lightweights.
- TANK.** Large capacity, made of welded steel, flexibly mounted on rubber, eliminating all risk of leakage. Tank panel incorporating oil gauge, filler cap and provision for Clock on "Bullet" models.
- 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.** Increased accommodation for tools and spares on larger models. Very complete set of tools, grease gun, inflator and license holder. Pillion pad on "Bullet" models.
- ELECTRICAL EQUIPMENT.** **Electric Lighting Set including electric horn** is a standard fitment on all models (except the Trials Model). The head lamp gives a powerful beam of light which can be dipped by a small switch on the handlebar. The bulb in the rear lamp is mounted on a rubber diaphragm. All Models have a large capacity (12-amp. hour) battery. **Voltage of lighting dynamo is automatically controlled, ensuring correct charging of the battery under all conditions.**
- SPEEDOMETER.** All Royal Enfield Motor Cycles will be dispatched from the Works fitted with Smith's Chronometric Speedometer, unless otherwise ordered.

The Motor Cycles described in this list are sold subject to the guarantee contained in our Motor Cycle Catalogue. The specifications and prices are subject to alteration without notice.

The Enfield Cycle Co. Limited

Head Office and Works :

REDDITCH.

Telegrams :
"Cycles, Phone, Redditch."

Telephone :
121 Redditch (5 lines)

LONDON SHOWROOMS :
48 Holborn Viaduct, E.C.1.

Telegrams : "JIGGER CENT, LONDON."

Telephone : HOLBORN 5822 & 5823

THE 1939

MODEL S2. 248 c.c. O.H.V. DE LUXE. Annual Tax, 22/6

ENGINE. 248 c.c. single cylinder. Bore and stroke, 64×77 mm. Overhead valves, rocker gear and push rods totally enclosed and automatically lubricated.

CARBURETTOR. Amal needle type. Twist grip control.

IGNITION AND LIGHTING SET. Lucas 6-volt Magdyno Lighting Set with automatic voltage control. Electric horn. Magdyno gear-driven from engine.

FRAME. Mediumweight cradle frame of great strength.

FRONT FORK. Tubular type with hand controlled shock absorbers and steering damper.

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

TRANSMISSION. Front chain totally enclosed in oilbath case.

TYRES. Dunlop cord, 3.00"-19" (25"×3") ribbed front, Universal studded rear.

BRAKES. Internal expanding, 6½" front and rear.

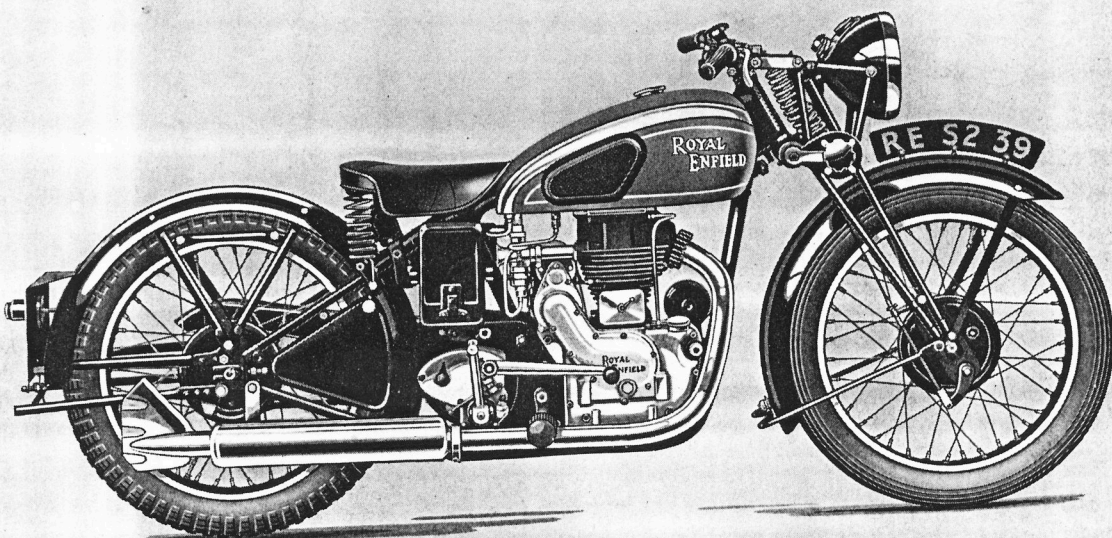
SADDLE. Terry spring seat.

FINISH. Best quality black enamel. Bright parts chromium plated. Plated tank with polychromatic green panels and gold lettering.

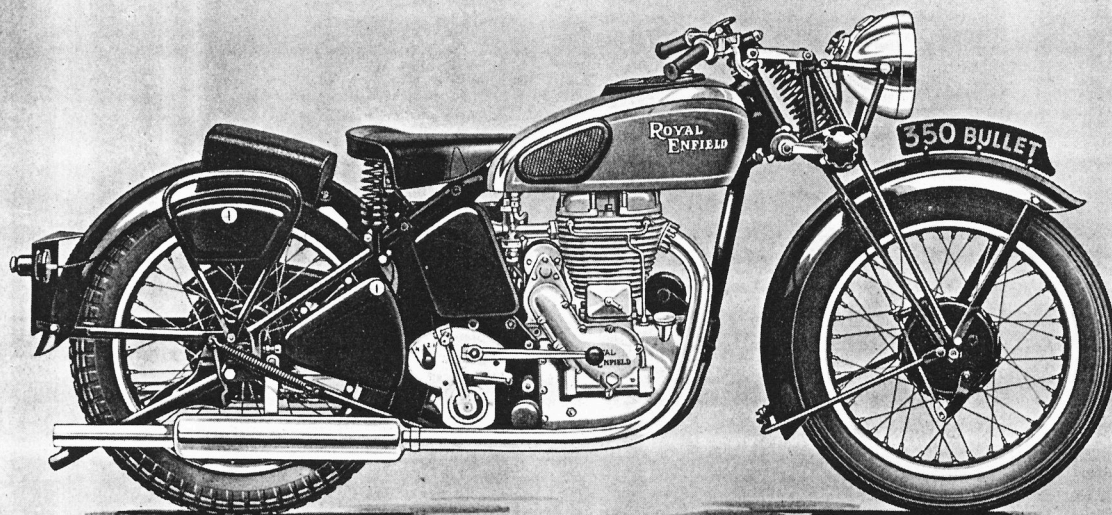
MODEL S2. **Cash Price: £47 10 0**

Or by Gradual Payments, Deposit **£11 17 6**

Extra for Smith's Trip Speedometer with illuminated dial **£2 10 0**



Royal



MODEL G ("350 Bullet").

Annual Tax, 45/-

ENGINE. 346 c.c. specially tuned single cylinder O.H.V. engine. Bore and stroke, 70×90 mm. High compression piston, totally enclosed valve gear, automatically lubricated. Aluminium alloy cylinder barrel with "Vacrit" iron liner, aluminium alloy cylinder head with austenitic iron valve seat inserts.

CARBURETTOR. Amal needle type. Twist grip control. Large air filter excluding dust and grit without causing loss of power.

IGNITION AND LIGHTING SET. Lucas 6-volt Racing Magdyno Set with automatic voltage control. Electric horn. Dynamo gear-driven from engine.

FRAME. New short wheelbase cradle frame.

FRONT FORK. Special light tubular type with hand controlled shock absorbers and steering damper.

GEARBOX. Heavyweight four-speed with positive foot change and folding kick-starter pedal. 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. Special ratios for Trials, Scrambles, etc., to order.

TRANSMISSION. Primary 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, 3.00"-20" (26"×3") ribbed front ; 3.25"-19" (26"×3.25") Universal studded rear.

BRAKES. Internal expanding, 7" front and rear with chrome iron drums.

MUDGUARDS. Wide section mudguards with flared ends, finished in black enamel with chromium plated centres. Pillion pad on rear mudguard.

HANDLEBAR. 7/8" diameter handlebar, mounted on rubber, absorbing vibration and road shocks. Amal racing twist grip and clip-on controls.

SADDLE. Terry spring seat.

FINISH. Best quality black enamel. Bright parts chromium plated. Tank plated with polychromatic green panels and gold lettering.

MODEL G ("350 Bullet").

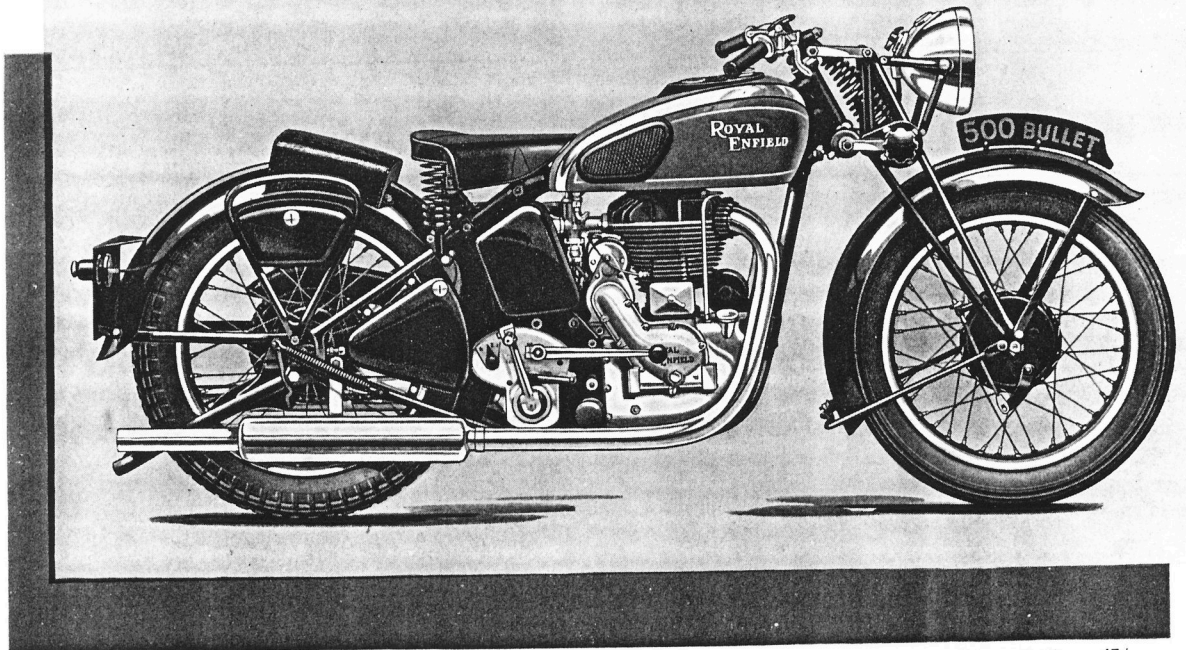
Cash Price: £60 0 0

Or by Gradual Payments, Deposit ... £15 0 0

Extra for Smith's Trip Speedometer with illuminated dial £2 10 0

This model can also be supplied in Competition form with narrow section mudguards, Dunlop Universal or Sports tyres, 27"×3" front ; 27"×4" rear, small tank (2 gallons), upswept exhaust pipe, etc., at the above price. With B.T.H. Racing Magneto (no lights), £58 0 0.

Enfield



MODEL J2 ("500 Bullet")

Annual Tax, 45/-

ENGINE. 499 c.c. single cylinder. Two port head. Bore and stroke 84×90 mm. Tuned engine with high compression piston. Overhead valves, rocker gear and push rods totally enclosed and automatically lubricated.

CARBURETTOR. Amal needle type. Twist grip control. Large air filter excluding dust and grit without causing loss of power.

IGNITION AND LIGHTING SET. Lucas 6-volt Magdyno Lighting Set with automatic voltage control. Electric horn. Dynamo gear-driven from engine.

FRAME, New short wheelbase cradle frame.

FRONT FORK. Heavyweight tubular type with hand controlled shock absorbers and steering damper.

GEARBOX. Heavyweight four-speed with positive foot change and folding kick-starter pedal. Standard ratios : Solo, 5, 6·5, 9 and 13·9 to 1. Sidecar, 5·8, 7·6, 10·4 and 16·1 to 1.

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, 3·00"-20" (26"×3") ribbed front ; 3·50"-19" (26"×3·50") Universal studded rear.

BRAKES. Internal expanding 7" front and rear with chrome iron drums.

MUDGUARDS. Wide section mudguards with flared ends, finished in black enamel with chromium plated centres. Pillion pad on rear mudguard.

HANDLEBAR. 7/8" diameter handlebar mounted on rubber, absorbing vibration and road shocks. Amal racing twist grip and clip-on controls.

SADDLE. Terry spring seat.

FINISH. Best quality black enamel. Bright parts chromium plated. Tank plated with polychromatic green panels and gold lettering.

MODEL J2 ("500 BULLET")

Cash Price: £65 0 0

Or by Gradual Payments, Deposit ... £16 5 0

Extra for Smith's Trip Speedometer with illuminated dial	£2 10 0
Extra for Four-valve Cylinder head with semi-enclosed valve gear	£2 0 0

RANGE

TRIALS MODEL. 499 c.c. O.H.V. Annual Tax, 45/-

ENGINE. Single cylinder O.H.V. engine, specially tuned to give power at low speeds. Bore and stroke 84×90 mm. Aluminium alloy cylinder barrel with "Vacrit" iron liner. Overhead valves, rocker gear and push rods totally enclosed and automatically lubricated.

EXHAUST PIPE. Upswept pipe and silencer as illustrated.

CARBURETTOR. Amal needle type with twist grip control and mud shield.

IGNITION. B.T.H. Racing Magneto.

FRAME. Special short wheelbase frame giving high ground clearance (6"). Crankcase shield.

FRONT FORK. Special light tubular type with hand controlled shock absorbers and steering damper.

GEARBOX. Heavyweight four-speed with positive foot change and folding kick-starter pedal.

Standard ratios : 5·25, 7·45, 11·30 and 17·33 to 1. Special ratios available to order.

TRANSMISSION. Front chain totally enclosed in oilbath case. Rear chain guard with valance between both runs of chain and tyre.

REAR WHEEL. Knock-out spindle enabling an inner tube to be changed with the wheel in position.

TYRES. Dunlop Universal studded 3·00"-21" (27"×3") front ; 4·00"-19" (27"×4") rear. Two security bolts to rear wheel, one to front wheel. Dunlop Sports tyres optional.

BRAKES. Internal expanding, 6½" front, 7" rear.

MUDGUARDS. Light Trials guards of narrow section, short, and with ample clearance.

HANDLEBAR. 7/8" handlebar with Amal racing twist grip and clip-on controls.

TANK. Small (two gallon) tank. Large capacity tank optional.

SADDLE. Dunlop waterproof saddle, giving special high riding position for Trials.

FINISH. Frame, Forks, Mudguards, etc., finished in polychromatic green enamel. Tank chromium plated with polychromatic green panels and gold lines. Handlebar, wheel rims, etc., chromium plated.

499 c.c. TRIALS MODEL. Cash Price: £66 0 0

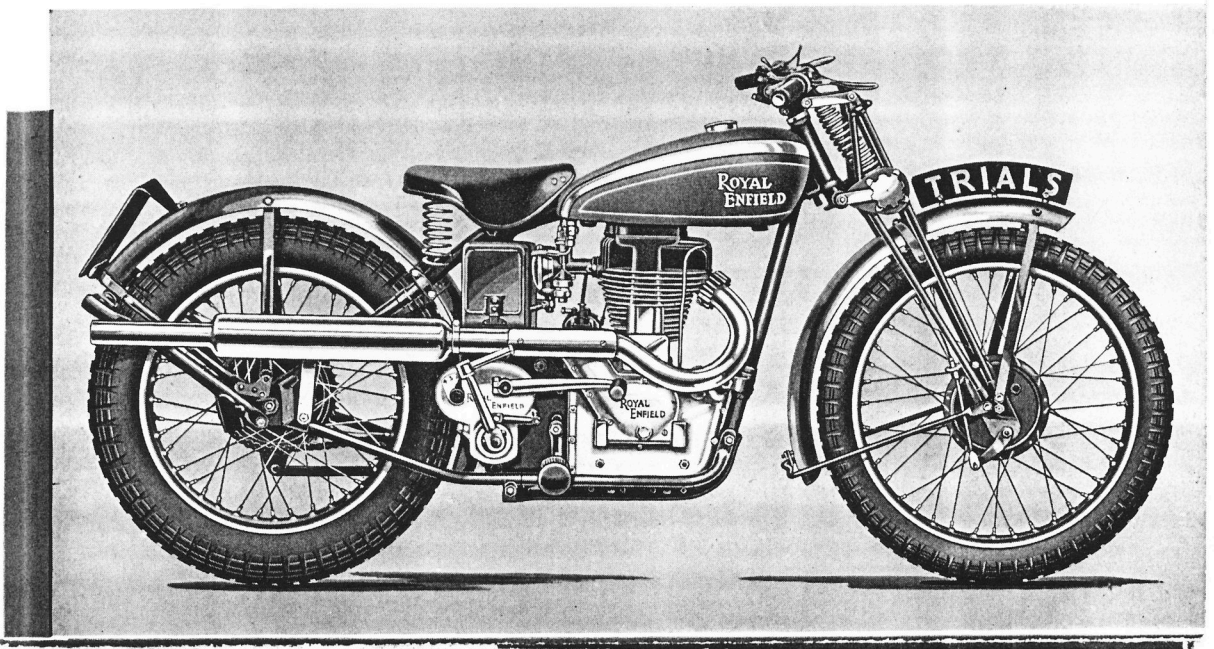
Or by Gradual Payments, Deposit ... £16 10 0

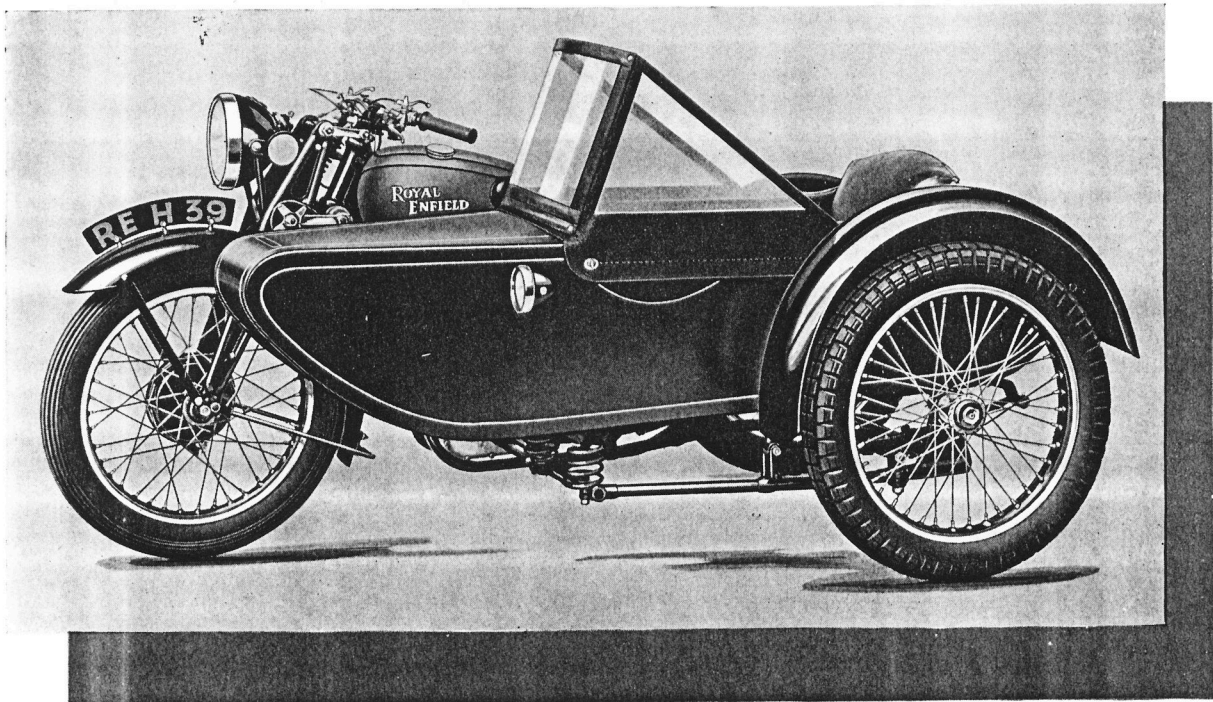
Extra for Smith's Trip Speedometer £2 10 0

Extra for Lucas Racing Magdyno lighting and ignition set in place of Magneto £3 15 0

Extra for Four-valve cylinder head with semi-enclosed valve gear £3 15 0

NOTE. If this machine is required for Trials work with sidecar, we recommend the four-valve cylinder head and will supply, without extra charge, an extra heavy front fork, and 7" front brake.





MODEL H SIDECAR COMBINATION.

Annual Tax, 60/-

ENGINE. 570 c.c. single cylinder side valve. Bore and stroke $85\frac{1}{2} \times 99\frac{1}{4}$ mm. Valves totally enclosed. Detachable cylinder head.

CARBURETTOR. Amal needle type. Twist grip control.

IGNITION AND LIGHTING SET. 6-volt Dynamo Lighting and Ignition Set with automatic voltage control. Electric horn. Dynamo gear-driven from engine.

FRAME. Massive cradle frame of great strength.

FRONT FORK. Heavyweight pressed blades of high tensile steel. Hand controlled shock absorbers and steering damper.

GEARBOX. Heavyweight four-speed with positive foot change. Standard ratios : 5.8, 7.6, 10.4 and 16.1 to 1.

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, 3.25"-19" (26" x 3.25"), ribbed front, Universal studded rear.

BRAKES. Internal expanding, $6\frac{1}{2}$ " front, 8" rear drum of special chrome iron.

HANDLEBAR. Rubber mounted handlebar, absorbing vibration and road shocks.

SADDLE. Terry spring seat.

SIDECAR. Chassis built of best quality steel tubing with four point attachment ; cantilever leaf springs at rear, coil springs in front, giving luxurious comfort under all conditions. Body built on framework of seasoned ash, with steel panels. Upholstery in best quality leather cloth. Wind-screen with metal frame and celluloid panels.

FINISH. Best quality black enamel. Bright parts chromium plated. Tank finished polychromatic green with gold lines and lettering. Sidecar body finished black enamel with green upholstery.

MODEL H

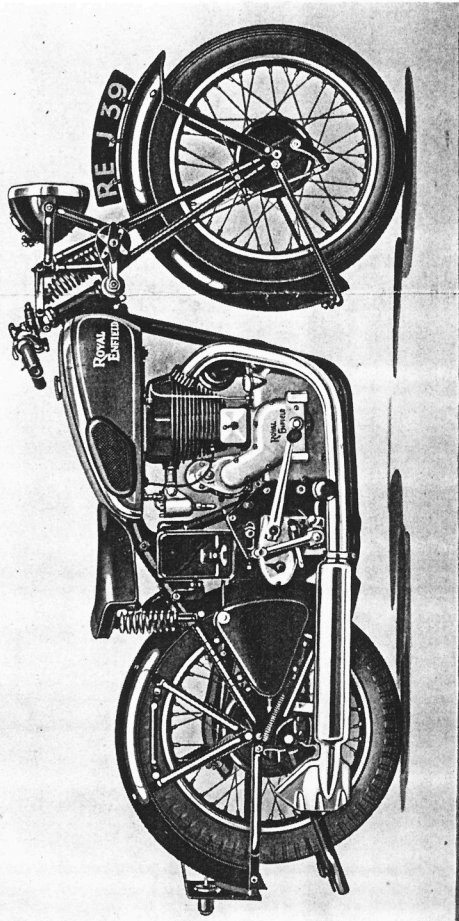
COMBINATION. To specification above. **Cash Price: £60 0 0**

Or by Gradual Payments, Deposit ... **£15 0 0**

Extra for Smith's Trip Speedometer with illuminated dial ... **£2 10 0**

EQUIPMENT.

	Cash Price	
	£	s. d.
S, SF and H ...	3	15 0
...	1	15 0
...	2	5 0
...	0	15 0
...	0	10 0
...	0	15 0
CO and CM ...	0	10 0
...	0	6 0
...	0	6 0



MODEL J. 499 c.c. O.H.V. Annual Tax, 45/-

ENGINE. 499 c.c. single cylinder. Bore and stroke, 84 x 90 mm. Overhead valves, rocker gear and push rods totally enclosed and automatically lubricated.

CARBURETTOR. Amal needle type. Twist grip control.

IGNITION AND LIGHTING SET. Lucas 6-volt Magdyno Lighting Set with automatic voltage control. Electric horn. Dynamo gear-driven from engine.

FRAME. Massive cradle frame of great strength.

FRONT FORK. Heavyweight tubular type with hand controlled shock absorbers and steering damper.

GEARBOX. Heavyweight four-speed with positive foot change. Standard ratios: Solo, 5.6:5, 9 and 13.9 to 1. Sidecar, 5.8, 7.6, 10.4 and 16 to 1.

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, 3.25"-19" (26" x 3.25"). Ribbed front, Universal studded rear.

BRAKES. Internal expanding, 6 1/2" front, 8" rear drum of special chrome iron.

HANDLEBAR. Rubber mounted handlebar, absorbing vibration and road shocks.

SADDLE. Terry spring seat.

FINISH. Best quality black enamel. Bright parts chromium plated. Plated tank with polychromatic green panels and gold lettering.

MODEL J. Cash Price: £55 0 0
 Or by Gradual Payments, Deposit ... £13 15 0
 Extra for Smith's Trip Speedometer with illuminated dial, £2 10 0

MODEL L. 570 c.c. SIDE VALVE DE LUXE

Annual Tax, 45/-

ENGINE. 570 c.c. single cylinder. Bore and stroke, 85 1/2 x 99 1/4 mm. Valves totally enclosed. Detachable cylinder head.

CARBURETTOR. Amal needle type. Twist grip control. Large air filter excluding dust and grit without causing loss of power.

IGNITION AND LIGHTING SET. Lucas 6-volt Magdyno Lighting Set with automatic voltage control. Electric horn. Dynamo gear-driven from engine.

FRAME. Massive cradle frame of great strength.

FRONT FORK. Heavyweight tubular type with hand controlled shock absorbers and steering damper.

GEARBOX. Heavyweight four-speed with positive foot change. Standard ratios: Solo, 5, 6.5, 9 and 13.9 to 1. Sidecar, 5.8, 7.6, 10.4 and 16.1 to 1.

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, 3.25"-19" (26" x 3.25") ribbed front: 3.50"-19" (26" x 3.50") Universal studded rear.

BRAKES. Internal expanding, 6 1/2" front, 8" rear drum of special chrome iron.

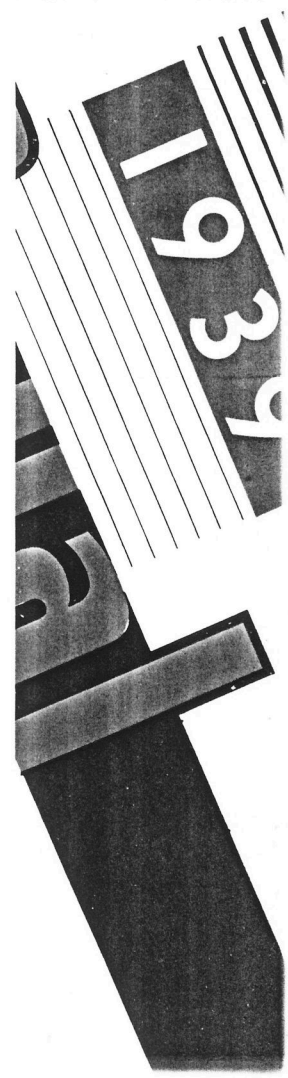
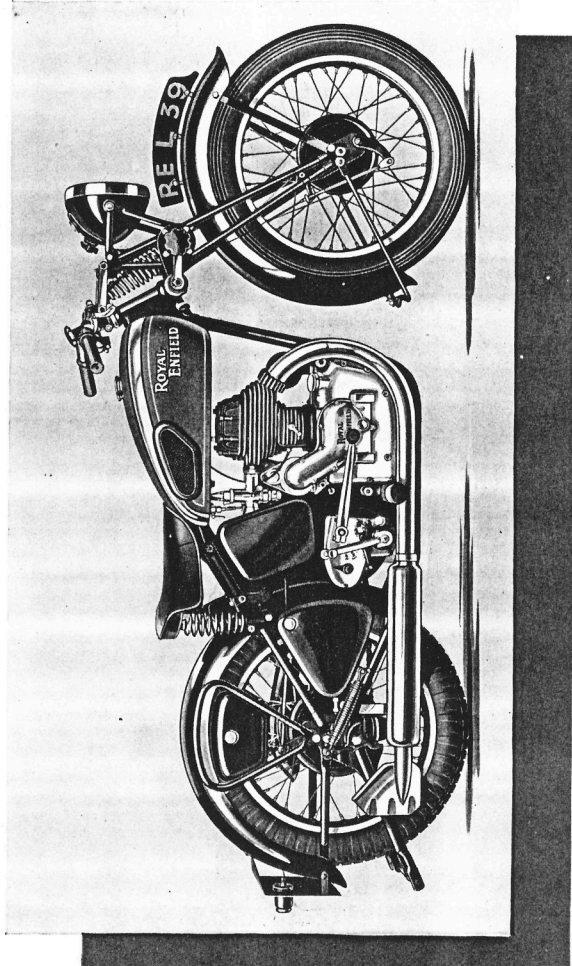
MUDGUARDS. Wide section guards with flared ends.

HANDLEBAR. Rubber mounted handlebar, absorbing vibration and road shocks.

SADDLE. Terry spring seat.

FINISH. Best quality black enamel. Bright parts chromium plated. Plated tank with polychromatic green panels and gold lettering.

MODEL L. Cash Price: £57 10 0
 Or by Gradual Payments, Deposit ... £14 7 6
 Extra for Smith's Trip Speedometer with illuminated dial, £2 10 0



ENGINE:

(except the two-stroke Model).

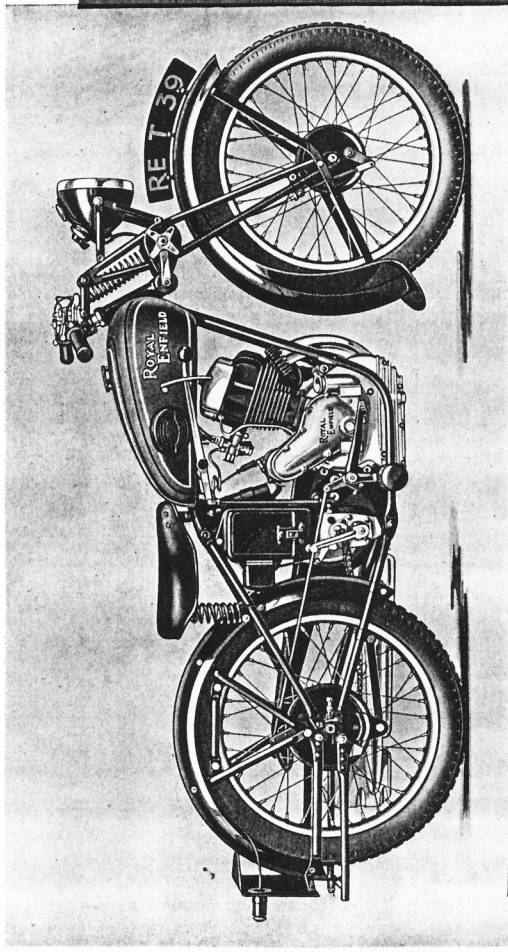
Piston of heat-treated aluminium alloy, form-turned oval, enabling close clearances to be used without risk of seizure. Large floating gudgeon pin, two compression rings and one oil scraper ring. Very rigid flywheel assembly, connecting rod and crankcase. Roller bearings to big end, ball or roller bearings to mainshafts. Timing gear running in oil bath. Valves of finest quality valve steel. Valve springs

1939 ROYAL ENFIELD MOTOR CYCLES

GENERAL SPECIFICATION

THE 1939

ROYAL



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

Annual Tax, 12/-

ENGINE. 148 c.c. single cylinder. Bore and stroke, 56×60 mm. Overhead valves, rocker gear and push rods totally enclosed and automatically lubricated.

CARBURETTOR. Amal two-jet type. Twist grip control.

IGNITION AND LIGHTING SET. 6-volt Dynamo Lighting and Ignition Set with automatic voltage control. Electric horn. Dynamo gear-driven from engine.

FRAME. Special duplex cradle type, combining strength with lightness.

FRONT FORK. Tubular type with two large shock absorbers.

GEARBOX. Four-speed with hand control. Gear ratios : 7.5, 10.1, 13.5 and 22 to 1.*

TYRES. Dunlop cord, studded, 3.00"-19" (25"×3").

BRAKES. Internal expanding, 6½" rear, 5" front.

FINISH. Best quality black enamel. Bright parts chromium plated. Tank finished polychromatic green with gold lettering.

MODEL T. Cash Price: £35 0 0

Or by Gradual Payments, Deposit ... **£8 15 0**

Extra for Smith's "Lightweight" Speedometer with illuminated dial **£1 15 0.**

* Extra for foot-operated gear **£1 0 0**

MODEL A. 225 c.c. TWO-STROKE.

Annual Tax, 22/6

ENGINE. 225 c.c. single cylinder. Bore and stroke, 64×70 mm. Roller bearing big end. Piston of heat-treated aluminium alloy with two compression rings and fully floating gudgeon pin.

LUBRICATION. Oil mixed with petrol.

CARBURETTOR. Amal two-jet type. Twist grip control.

SILENCER. Enfield absorption silencer giving a very quiet exhaust note without loss of power.

IGNITION AND LIGHTING SET. 6-volt Dynamo Lighting and Ignition Set with automatic voltage control. Electric horn.

FRAME. New pattern cradle frame, combining lightness with great strength.

FRONT FORK. Pressed blades of high tensile steel. Central compression spring. Two large shock absorbers.

GEARBOX. Three-speed with hand control. Gear ratios : 5.3, 7.8 and 13.6 to 1.

TYRES. Dunlop cord, studded, 3.00"-19" (25"×3").

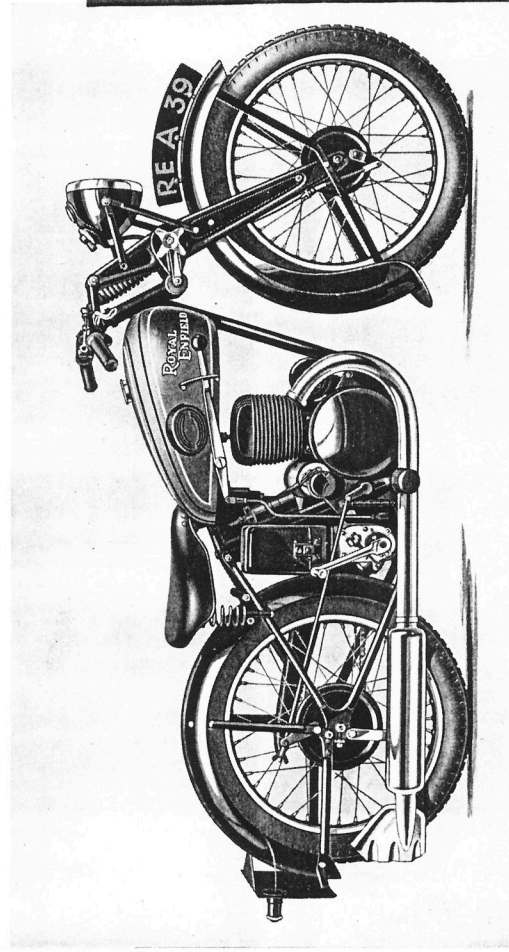
BRAKES. Internal expanding, 6½" rear, 5" front.

FINISH. Best quality black enamel. Bright parts chromium plated. Tank finished polychromatic green with gold lettering.

MODEL A. Cash Price: £30 0 0

Or by Gradual Payments, Deposit ... **£7 10 0**

Extra for Smith's "Lightweight" Speedometer with illuminated dial **£1 15 0**



ROYAL ENFIELD

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

ENGINE. 148 c.c. single cylinder. Bore and stroke, 56 x 60 mm. Overhead valves, rocker gear and push rods totally enclosed and automatically lubricated.

CARBURETTOR. Amal two-jet type. Twist grip control.

IGNITION AND LIGHTING SET. 6-volt Dynamo Lighting and Ignition Set with automatic voltage control. Electric horn. Dynamo gear-driven from engine.

FRAME. Special duplex cradle type, combining strength with lightness.

FRONT FORK. Tubular type with two large shock absorbers.

GEARBOX. Four-speed with hand control. Gear ratios: 7.5, 10.1, 13.5 and 22 to 1.*

TYRES. Dunlop cord, studded, 3'00"-19" (25" x 3").

BRAKES. Internal expanding, 6½" rear, 5" front.

FINISH. Best quality black enamel. Bright parts chromium plated. Tank finished polychromatic green with gold lettering.

MODEL T. Cash Price: £35 0 0

Or by Gradual Payments, Deposit ... £8 15 0
 Extra for Smith's "Lightweight" Speedometer with illuminated dial ... £1 15 0

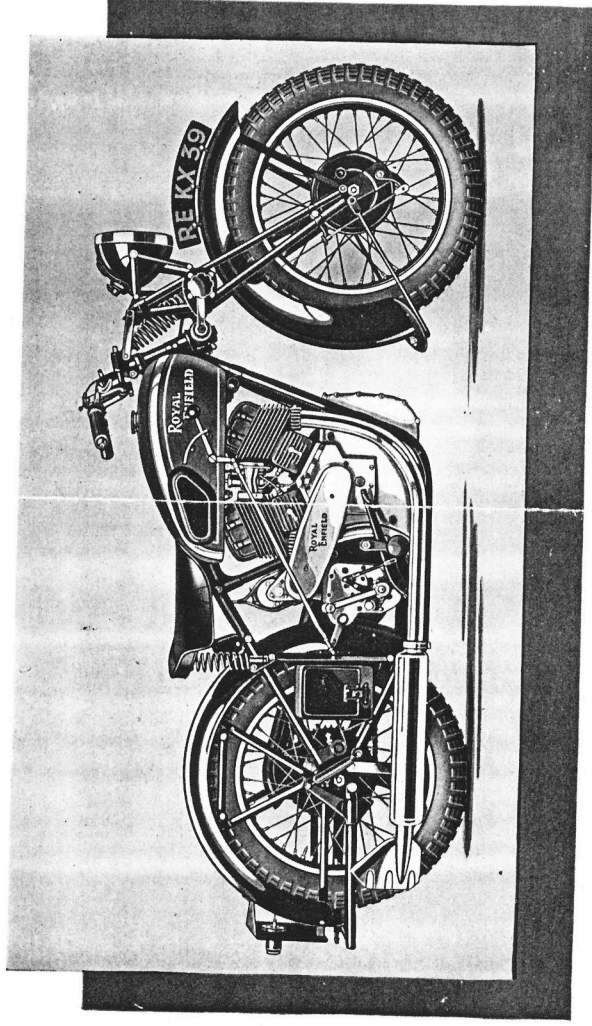
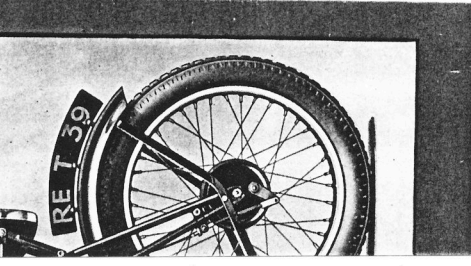
* Extra for foot-operated gear ... £1 0 0

Annual Tax, 12/-

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MODEL A.

225 c.c. TWO-STROKE.

ENGINE. 225 c.c. single cylinder. Bore and stroke, 64 x 70 mm. Roller bearing big end. Piston of heat-treated aluminium alloy with two compression rings and fully floating gudgeon pin.

LUBRICATION. Oil mixed with petrol.

CARBURETTOR. Amal two-jet type. Twist grip control.

SILENCER. Enfield absorption silencer giving a very quiet exhaust note without loss of power.

IGNITION AND LIGHTING SET. 6-volt Dynamo Lighting and Ignition Set with automatic voltage control. Electric horn.

FRAME. New pattern cradle frame, combining lightness with great strength.

FRONT FORK. Pressed blades of high tensile steel. Central compression spring. Two large shock absorbers.

GEARBOX. Three-speed with hand control. Gear ratios: 5.3, 7.8 and 15.6 to 1.

TYRES. Dunlop cord, studded, 3'00"-19" (25" x 3").

BRAKES. Internal expanding, 6½" rear, 5" front.

FINISH. Best quality black enamel. Bright parts chromium plated. Tank finished polychromatic green with gold lettering.

MODEL A. Cash Price: £30 0 0

Or by Gradual Payments, Deposit ... £7 10 0
 Extra for Smith's "Lightweight" Speedometer with illuminated dial ... £1 15 0

MODEL K. 1140 c.c. SIDE VALVE TWIN.

ENGINE. 1140 c.c. side valve twin cylinder. Bore and stroke, 85½ x 99½ mm. Valves totally enclosed and automatically lubricated. Detachable cylinder heads.

CARBURETTOR. Amal needle type. Twist grip control.

IGNITION AND LIGHTING SET. Lucas 6-volt Magdno Lighting Set with automatic voltage control. Electric horn.

FRAME. Very massive duplex cradle frame.

FRONT FORK. Extra heavy tubular type, wide and rigid construction. 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.

CLUTCH. Multi-plate all Ferodo, with dry plates. Foot-operated.

TRANSMISSION. Front chain totally enclosed in oilbath case.

TYRES. Dunlop cord, 4'00"-19" (27" x 4"). Universal studded, front and rear.

BRAKES. Internal expanding, 8" front and rear, chrome iron drums.

HANDLEBAR. Rubber-mounted handlebar, absorbing vibration and road shocks.

SADDLE. Terry spring seat.

FINISH. Best quality black enamel. Bright parts chromium plated. Tank finished in polychromatic green with gold lettering.

MODEL K. To specification above ... £72 10 0

Or by Gradual Payments, Deposit ... £18 2 6
 To specification above but with adjustable and interchangeable wheels, tank chromium plated with polychromatic green panels and gold lettering (as illustrated) ... £77 10 0
 Or by Gradual Payments, Deposit ... £19 7 6

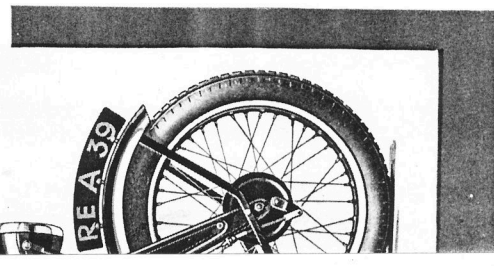
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MODEL D.

248 C.C. SIDE VALVE.

ENGINE. 248 c.c. single cylinder. Bore and stroke, 64x77 mm. Valves totally enclosed. Detachable cylinder head.
 CARBURETTOR. Amal needle type. Twist grip control.
 IGNITION AND LIGHTING SET. 6-volt Dynamo Lighting and Ignition Set with automatic voltage control. Electric horn.
 FRAME. New pattern cradle frame, combining lightness with great strength.
 FRONT FORK. Tubular type with two large shock absorbers.
 GEARBOX. Three-speed with hand control. Gear ratios: 6-6, 9-7 and 19-4 to 1.*
 TYRES. Dunlop cord, studded, 3-00"-19" (25" x 3").
 BRAKES. Internal expanding, 6½" rear, 5" front.
 SADDLE. Terry spring seat.
 FINISH. Best quality black enamel. Bright parts chromium plated. Tank finished polychromatic green with gold lettering.

MODEL D. Cash Price: £35 15 0

Or by Gradual Payments, Deposit ... **£8 18 9**

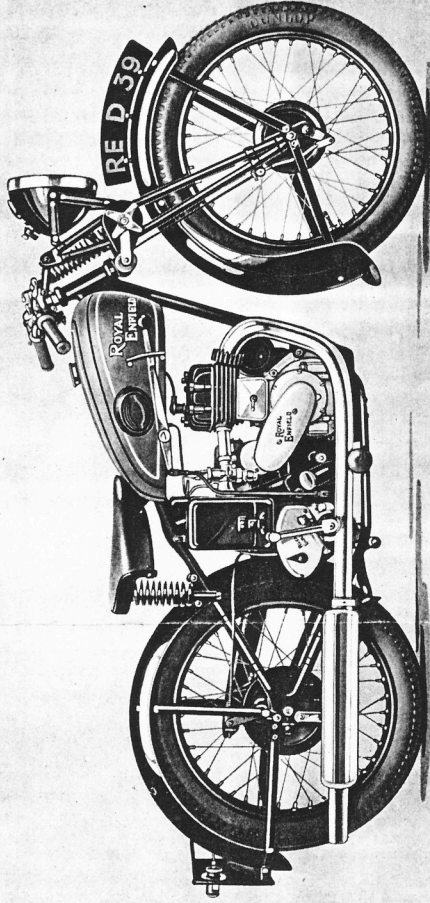
Extra for Smith's "Lightweight" Speedometer with illuminated dial ... **£1 15 0**

* Extra for four-speed gearbox with foot operation giving ratios: 6-6, 8-7, 11-8 and 19-2 to 1 ... **£1 15 0**

Annual Tax, 22/6

ADDITIONAL

Extra for:—
 Lucas Magdyno Lighting Set on Model ...
 Tubular Forks on Model A ...
 Tubular Forks on Model H ...
 Legshields ...
 Rear Carrier ...
 Pillion Seat—Mudguard fitting ...
 Pillion Footrests, Models T, A, D, S ...
 Pillion Footrests, other Models ...
 26" x 3-5" Tyres on Models H and J ...



MODEL S. 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.

IGNITION AND LIGHTING SET. 6-volt Dynamo Lighting and Ignition Set with automatic voltage control. Electric horn.

FRAME. New pattern cradle frame, combining lightness with great strength.

FRONT FORK. Tubular type with two large shock absorbers.

GEARBOX. Three-speed with hand control. Gear ratios: 6-2, 9-1 and 18-2 to 1.

TYRES. Dunlop cord, studded, 3-00"-19" (25" x 3").

BRAKES. Internal expanding, 6½" rear, 5" front.

SADDLE. Terry spring seat.

FINISH. Best quality black enamel. Bright parts chromium plated. Tank finished polychromatic green with gold lettering.

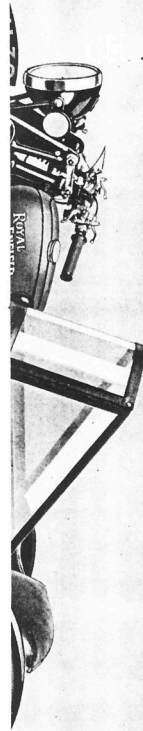
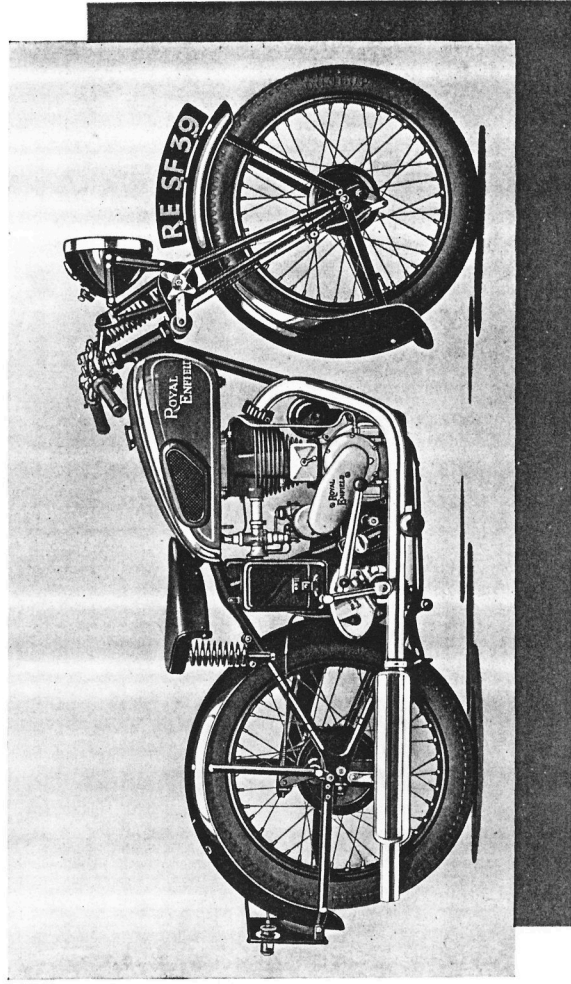
MODEL S. To specification above ... **£37 10 0**

Or by Gradual Payments, Deposit ... **£9 7 6**

MODEL SF. To same specification but with four-speed gearbox, foot operation (ratios: 6-2, 8-4, 11-1 and 18 to 1), tank chromium plated with polychromatic green panels and gold lettering (as illustrated) ... **£40 0 0**

Or by Gradual Payments, Deposit ... **£10 0 0**

Extra for Smith's Trip Speedometer with illuminated dial, on either model ... **£2 10 0**



Royal Enfield

Waltham

Standard

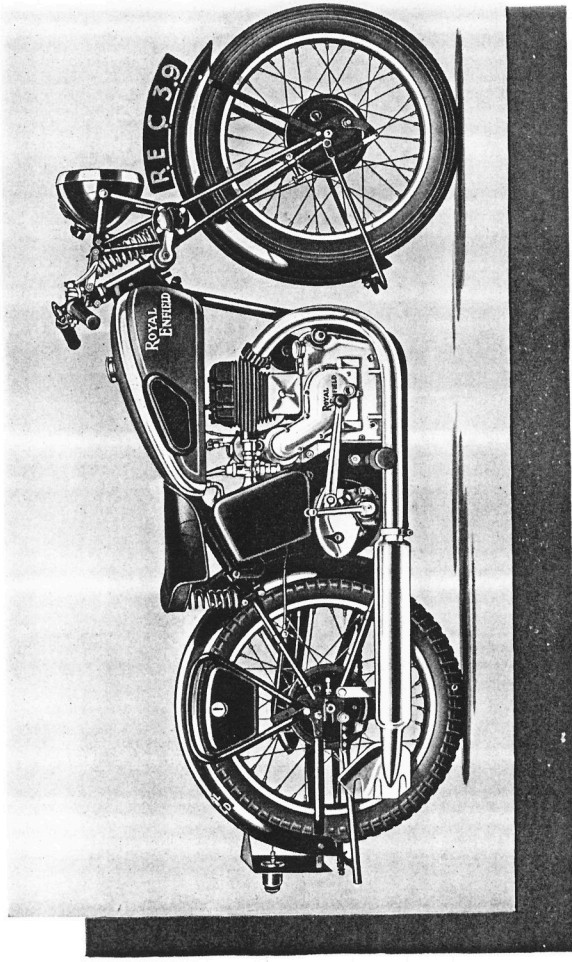
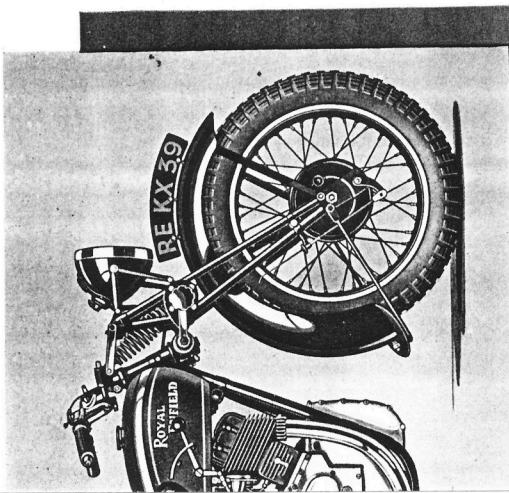
MODEL C. 346 C.C. SIDE VALVE DE LUXE.

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. Large air filter excluding dust and grit without causing loss of power.
IGNITION AND LIGHTING SET. Lucas 6-volt Magdyno Lighting Set with automatic voltage control. Electric horn. Dynamo gear-driven from engine.
FRAME. Mediumweight cradle frame of great strength.
FRONT FORK. Tubular type with hand controlled shock absorbers and steering damper.
GEARBOX. Four-speed with positive foot change. Gear ratios: 5.8, 7.6, 10.4 and 17.2 to 1.
TRANSMISSION. Front chain totally enclosed in oilbath case.
TYRES. Dunlop cord, 3.00"–19" (25"×3"). Ribbed front. Universal studded rear.
BRAKES. Internal expanding, 6½" front and rear.
SADDLE. Terry spring seat.
FINISH. Best quality black enamel. Bright parts chromium plated. Plated tank with polychromatic green panels and gold lettering.

MODEL C. Cash Price: £48 10 0

Or by Gradual Payments, Deposit ... £12 2 6
Extra for Smith's Trip Speedometer with illuminated dial, £2 10 0



SIDE VALVE TWIN.

x, 45/-
e and stroke, 85½×99½ mm. Valves totally
achable cylinder heads.
ontrol.

it Magdyno Lighting Set with automatic
nd rigid construction. Hand controlled shock
nd control. Standard ratios: 4.3, 5.5, 7.7
4.9, 6.8 and 10.5 to 1.
ates. Foot-operated.
d in oilbath case.
l studded, front and rear.
chrome iron drums.
sorbing vibration and road shocks.

ts chromium plated. Tank finished in poly-
Cash Prices:

£72 10 0
£18 2 6

payments, Deposit ...
ut with adjustable and
als, tank chromium
l lettering (as illustrated)
payments, Deposit ...

lial, on either model, £2 10 0

MODEL CO. "LIGHT 350" O.H.V.

Annual Tax, 45/-

ENGINE. 346 c.c. single cylinder. Bore and stroke, 70×90 mm. Overhead valves, rocker gear and push rods totally enclosed and automatically lubricated.
CARBURETTOR. Amal needle type. Twist grip control.
IGNITION AND LIGHTING SET. 6-volt Dynamo Lighting and Ignition Set with automatic voltage control. Electric horn. Dynamo gear-driven from engine.
FRAME. Mediumweight cradle frame of great strength.
FRONT FORK. Tubular type with hand controlled shock absorbers and steering damper.
GEARBOX. Four-speed with positive foot change. Gear ratios: 5.5, 7.5, 9.9 and 16 to 1.
TRANSMISSION. Front chain totally enclosed in oilbath case.
TYRES. Dunlop cord, 3.00"–19" (25"×3"). Ribbed front. Universal studded rear.
BRAKES. Internal expanding, 6½" front and rear.
SADDLE. Terry spring seat.
FINISH. Best quality black enamel. Bright parts chromium plated. Plated tank with polychromatic green panels and gold lettering.

MODEL CO. Cash Prices:

To specification above (as illustrated) ... £46 0 0

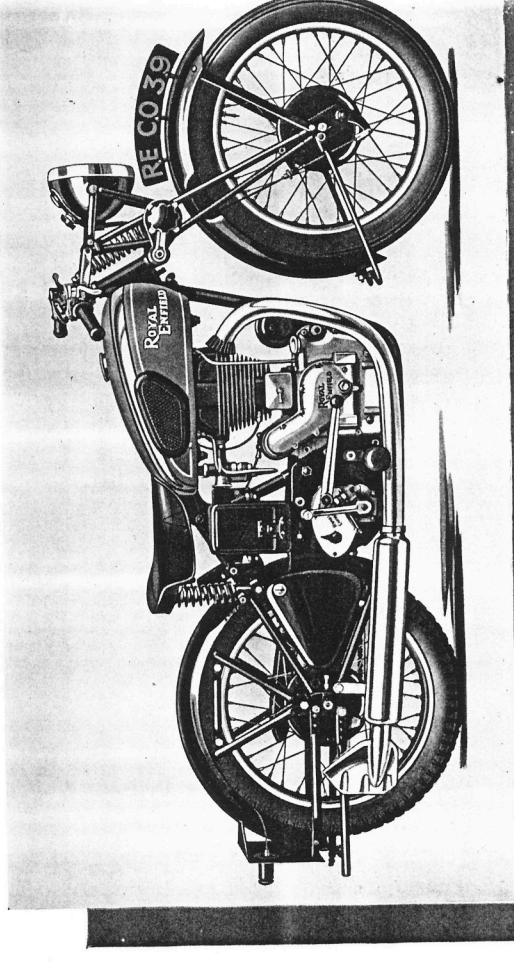
Or by Gradual Payments, Deposit ... £11 10 0

MODEL CM. Cash Prices:

To specification above, but with Lucas Magdyno Lighting Set ... £49 15 0

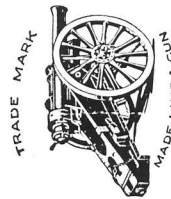
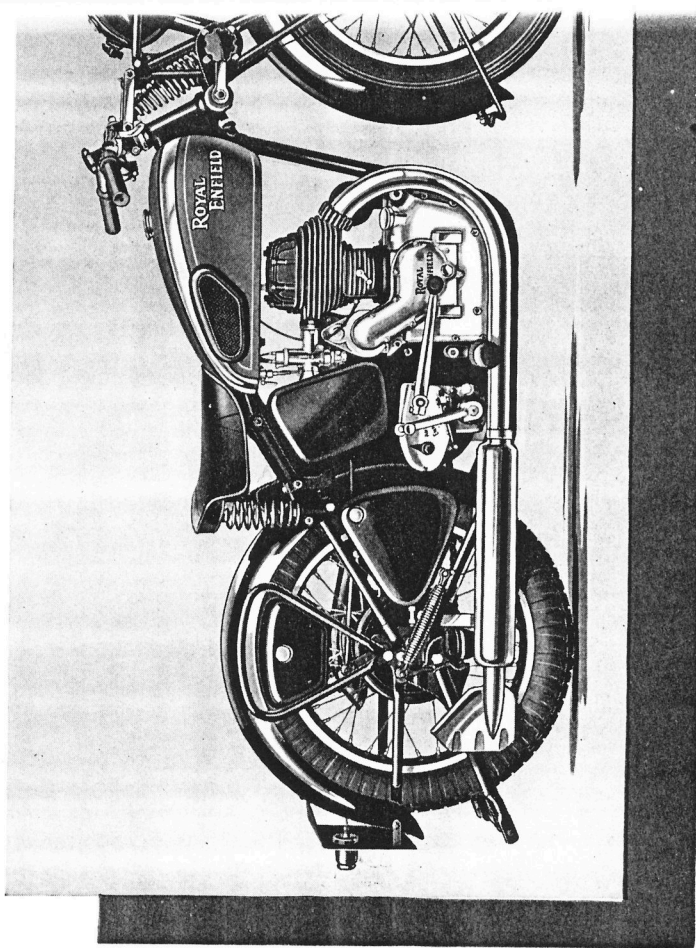
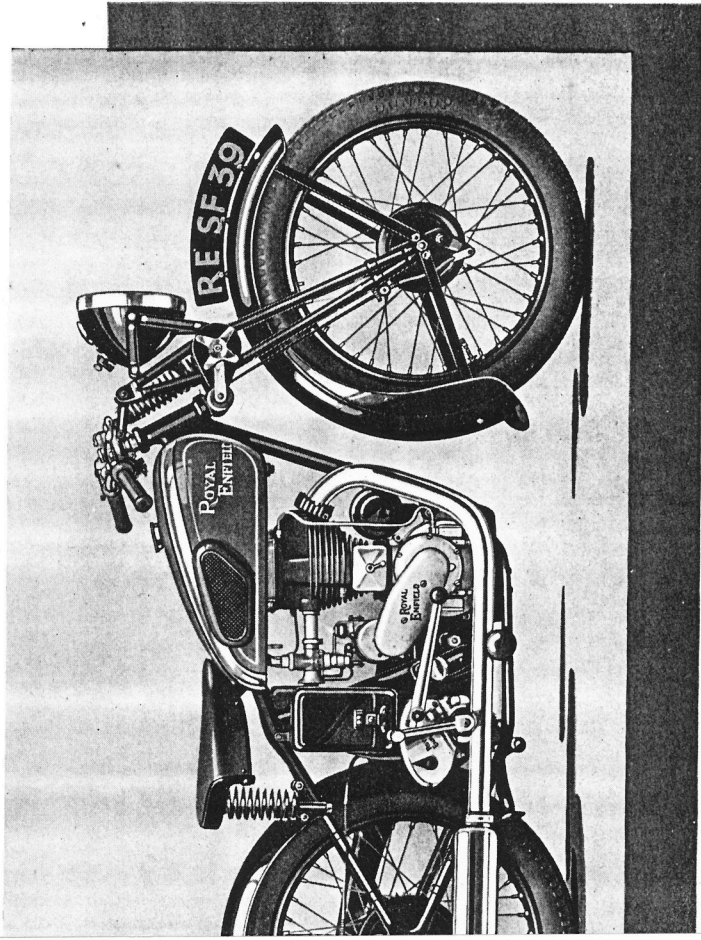
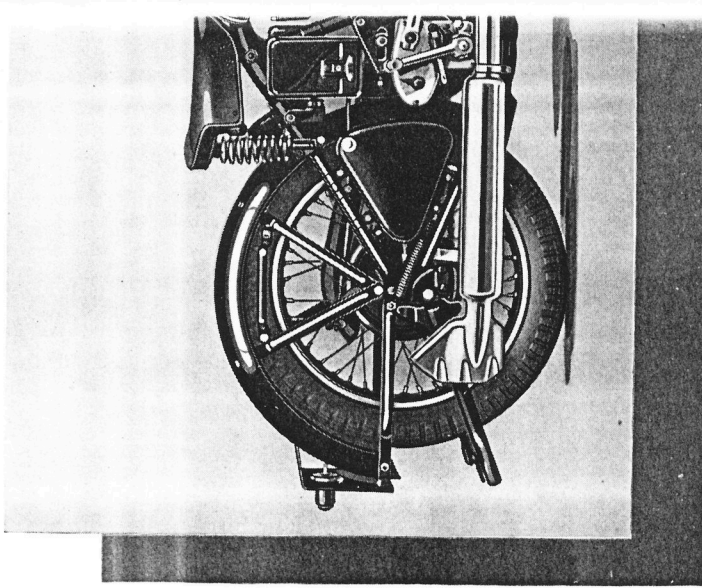
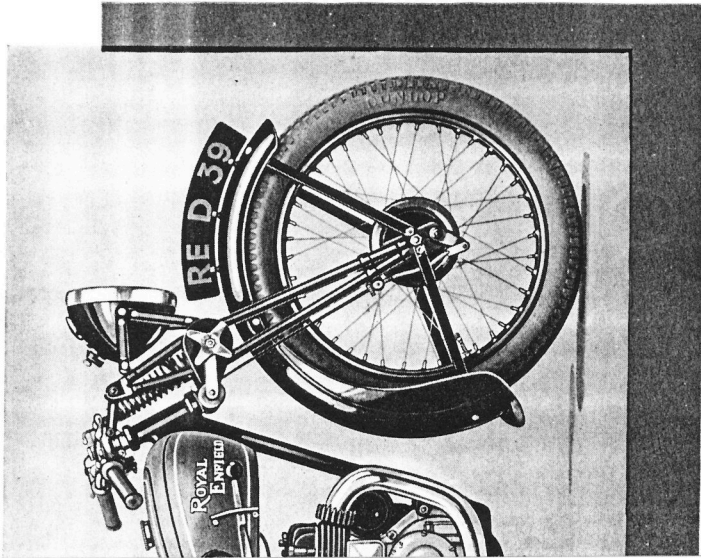
Or by Gradual Payments, Deposit ... £12 8 9

Extra for Smith's Trip Speedometer with illuminated dial, on either model ... £2 10 0



ADDITIONAL EQUIPMENT.

Extra for :—	Cash Price
£ s. d.	
Lucas Magdyno Lighting Set on Models T, D, S, SF and H ...	3 15 0
Tubular Forks on Model A ...	1 15 0
Tubular Forks on Model H ...	2 5 0
Legshields ...	0 15 0
Rear Carrier ...	0 10 0
Pillion Seat—Mudguard fitting ...	0 15 0
Pillion Footrests, Models T, A, D, S, SF, S2, C, CO and CM ...	0 10 0
Pillion Footrests, other Models ...	0 6 0
26" x 3.5" Tyres on Models H and J (each) ...	0 6 0



Introducing

Royal Enfield

MOTOR CYCLES for 1939

In offering the 1939 range of Royal Enfield Motor Cycles, two main requirements have been kept in view—lower priced utility models and improved detail equipment on the larger and higher priced machines.

The entirely re-designed Models A, D and S provide a range of trustworthy utility machines at moderate prices with a choice of two-stroke, side-valve, or O.H.V. engines. The 150 c.c. O.H.V. Model T is an old favourite, improved in detail, whose low tax and low running cost place it in the utility class even though its performance is that of a miniature sports machine. A new departure is the listing of a sturdy 570 c.c. side-valve sidecar outfit at a very moderate price.

In the de luxe class are Models S2, C, and CO—solo machines with a useful turn of speed—and Models J and L which are equally suitable for solo and sidecar work. The famous big twin Models K and KX remain the last word in luxurious motor cycling. They are altered only in detail.

In the sports class the "500 Bullet" has a shorter wheel base and has been considerably improved in detail design and appearance. The "350 Bullet" also has these detail changes and, in addition, an entirely new engine with aluminium alloy cylinder and head with totally enclosed valve gear.

The Trials Model now incorporates many new features which have proved outstandingly successful in the principal Open Trials. These include a short wheelbase frame with high ground clearance, specially light front fork and hub, aluminium cylinder and valanced rear chain guard. This model is now supplied in Trials trim with racing magneto (no lights) and two-gallon petrol tank.

As always, Royal Enfield Motor Cycles are made throughout in our large and well equipped factory of the highest grade materials.

ROYAL ENFIELD SIDECARS.

A separate Folder illustrates and describes Royal Enfield Sidecars. These are modern in every way and cater for all tastes. Specifications are exceptionally attractive and only the finest quality materials are used in their construction. A copy of the Sidecar Folder will gladly be sent post free on request.

HIRE PURCHASE.

Royal Enfield Motor Cycles may be obtained for cash or through our attractive hire purchase scheme. For the convenience of customers we have our own Hire Purchase Department so that prospective purchasers who wish to avail themselves of these facilities can rest assured that all details will be strictly confidential. The monthly payments can be paid **either direct to us or through the Royal Enfield Dealer** from whom the Motor Cycle is purchased. The cash price and initial deposit is given for every Motor Cycle in this list.