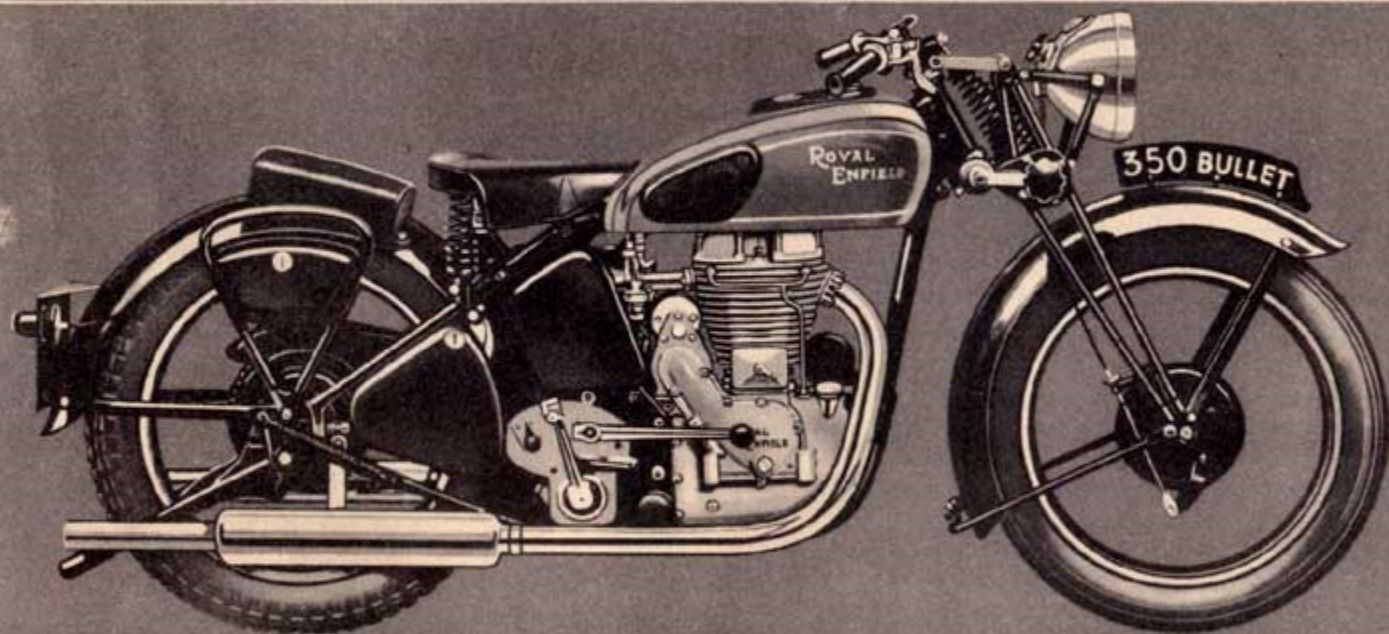


ROYAL ENFIELD



BARNES' MOTOR
& CYCLE WORKS,
DAUNTSEY.



BARNES' MOTOR
& CYCLE WORKS,
DAUNTSEY.

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 250 c.c. Model SF with foot operated four-speed gear has a performance equal to that of many 'so-called' "sports" machines of equal capacity. 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.

Royal Enfield



GENERAL SPECIFICATION

1939 ROYAL ENFIELD MOTOR CYCLES.

- 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. All exhaust valves of the famous KE 965 steel. **Valve springs to Air Board Specification DTD 5A.**
- LUBRICATION.** Model A, by oil mixed with petrol. Four-stroke models all have the **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 A, 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 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.

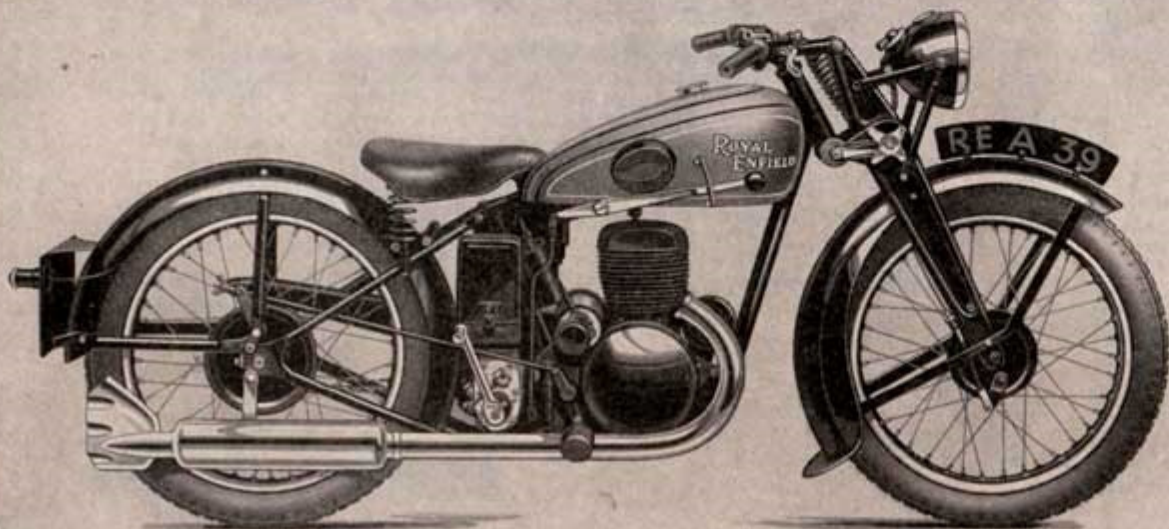
Royal Enfield



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.
- 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"×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 A

To specification above.

Cash Price - £30

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

Extra for Smith's "Light-weight" Speedometer with illuminated dial ... £1 15 0

Royal Enfield

MODEL D. 248 c.c. Side Valve.

Annual Tax, 22/6

- | | |
|--|--|
| <p>ENGINE - - 248 c.c. single cylinder. Bore and stroke, 64×77 mm. Valves totally enclosed. Detachable cylinder head.</p> <p>CARBURETTOR Amal needle type. Twist grip control.</p> <p>IGNITION AND LIGHTING SET 6-volt Dynamo Lighting and Ignition Set with automatic voltage control. Electric horn.</p> <p>FRAME - - New pattern cradle frame, combining lightness with great strength.</p> | <p>FRONT FORK - Tubular type with two large shock absorbers.</p> <p>GEARBOX - - Three-speed with hand control. Gear ratios: 6-6, 9-7 and 19-4 to 1.*</p> <p>TYRES - - Dunlop cord, studded, 3-00"-19" (25"×3").</p> <p>BRAKES - - Internal expanding, 6½" rear, 5" front.</p> <p>SADDLE - - Terry spring seat.</p> <p>FINISH - - Best quality black enamel. Bright parts chromium plated. Tank finished polychromatic green with gold lettering.</p> |
|--|--|

MODEL D

To specification above.

Cash Price £35. 15s.

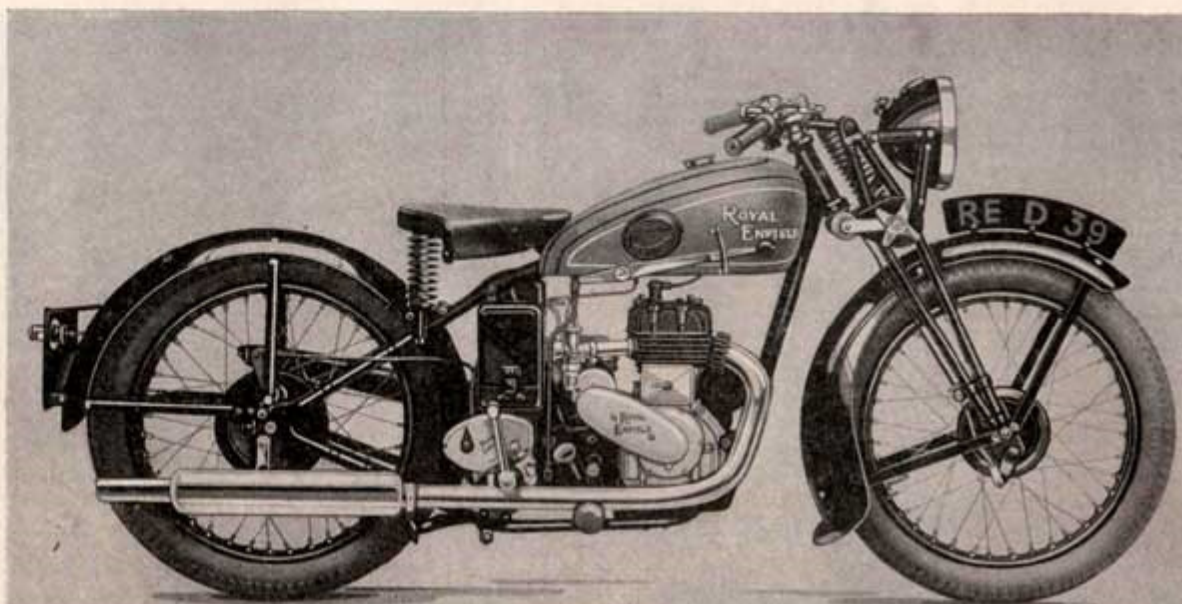
Or by Gradual Payments,
Deposit ... £8 18 9

Extra for Smith's "Light-weight" 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

Extra for Oil Bath Chain Case 10 0

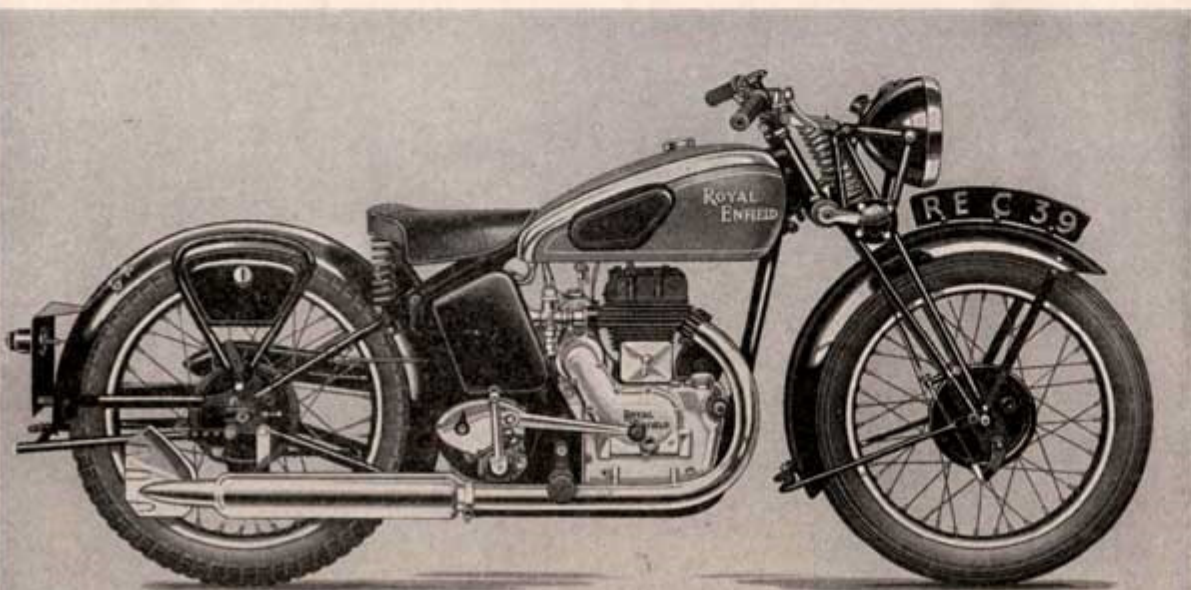
Royal Enfield



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

To specification above.

Cash Price £48. 10s.

Or by Gradual Payments,
Deposit ... £12 2 6

Extra for Smith's Trip Speed-
ometer with illuminated
dial £2 10 0

Royal Enfield

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

To specification above (as illustrated)

Cash Price - £46.

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

MODEL CM

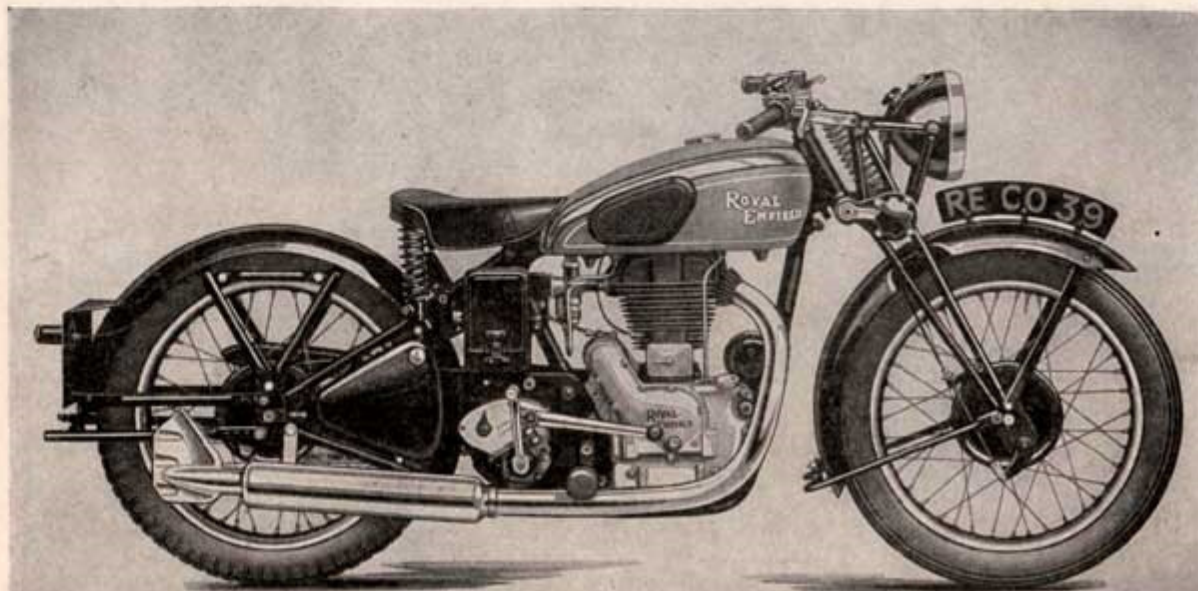
To specification above, but with
Lucas Magdyno Lighting Set.

Cash Price £49. 15s.

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

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

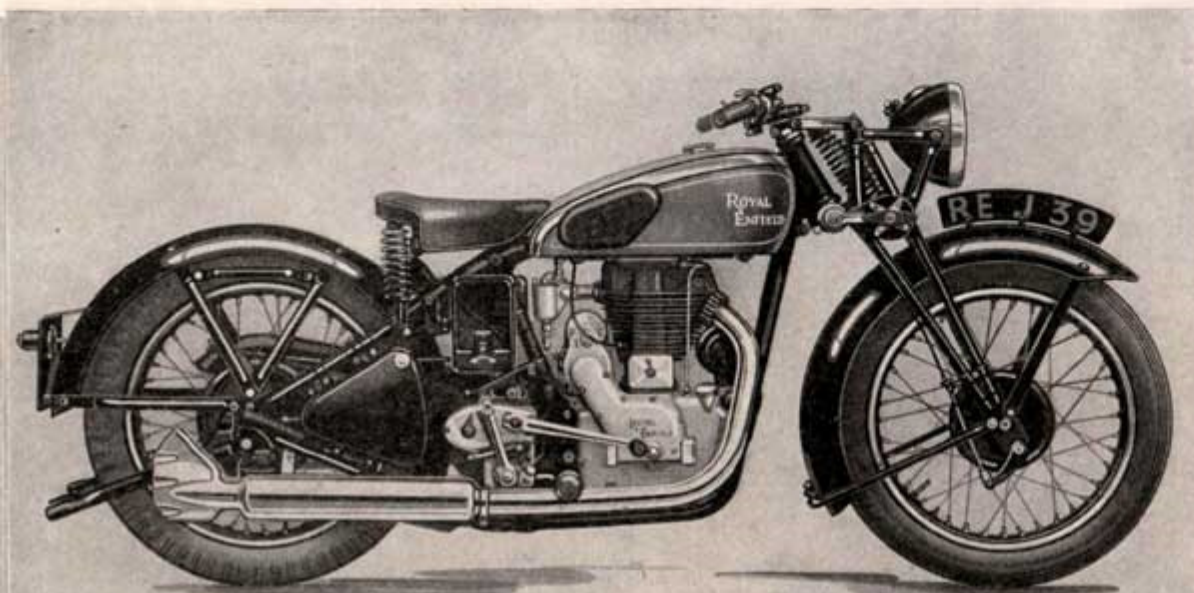
Royal Enfield



MODEL J. 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.
- 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"×3.25"). Ribbed front, Universal studded rear.
- BRAKES** - - Internal expanding, 6½" 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

To specification above.

Cash Price - £55

Or by Gradual Payments,
Deposit ... £13 15 0

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

Royal Enfield

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

Annual Tax 45/-

- ENGINE** - - 570 c.c. single cylinder. Bore and stroke, $85\frac{1}{2} \times 99\frac{1}{2}$ 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, 3.25in.—19in. (26in. \times 3.25in.) ribbed front; 3.50in.—19in. (26in. \times 3.50in.) Universal studded rear.
- BRAKES** - - Internal expanding, 6 $\frac{1}{2}$ in. front. 8in. 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

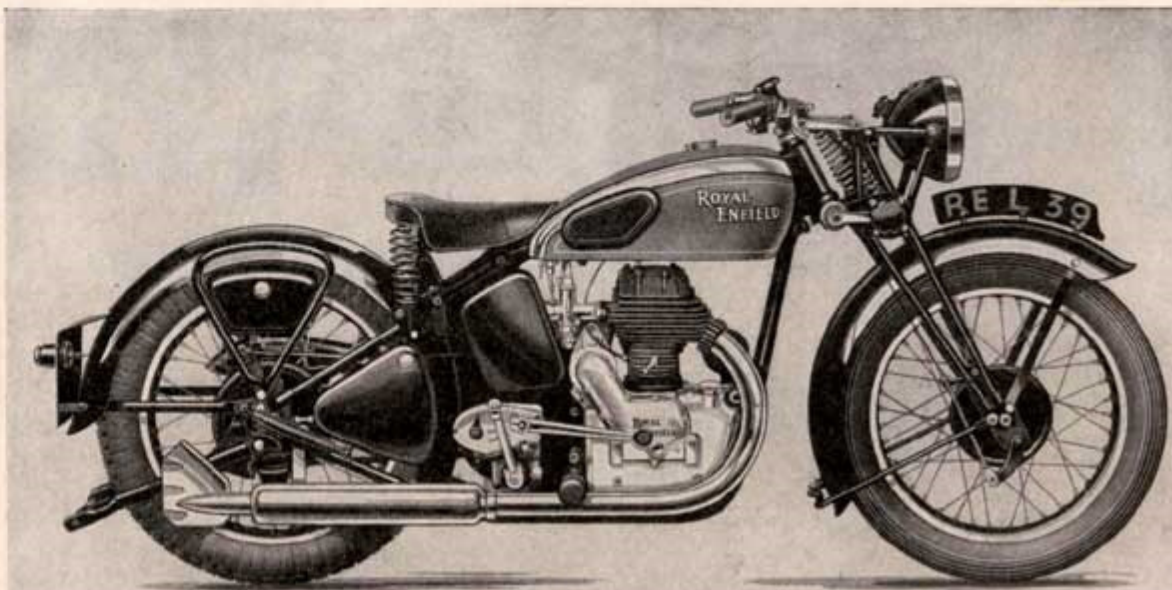
To specification above.

Cash Price £57. 10s.

Or by Gradual Payments,
Deposit ... £14 7 6

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

Royal Enfield



MODEL K. 1140 c.c. Side Valve Twin.

Annual Tax, 45/-

- ENGINE** - - 1140 c.c. side valve twin cylinder. Bore and stroke, $85\frac{1}{2} \times 99\frac{1}{4}$ mm. Valves totally enclosed and automatically lubricated. Detachable cylinder heads.
- CARBURETTOR** Amal needle type. Twist grip control.
- IGNITION AND LIGHTING SET** Lucas 6-volt Magdyno 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.

Cash Price £72. 10s.

Or by Gradual Payments,
Deposit ... £18 2 6

MODEL KX

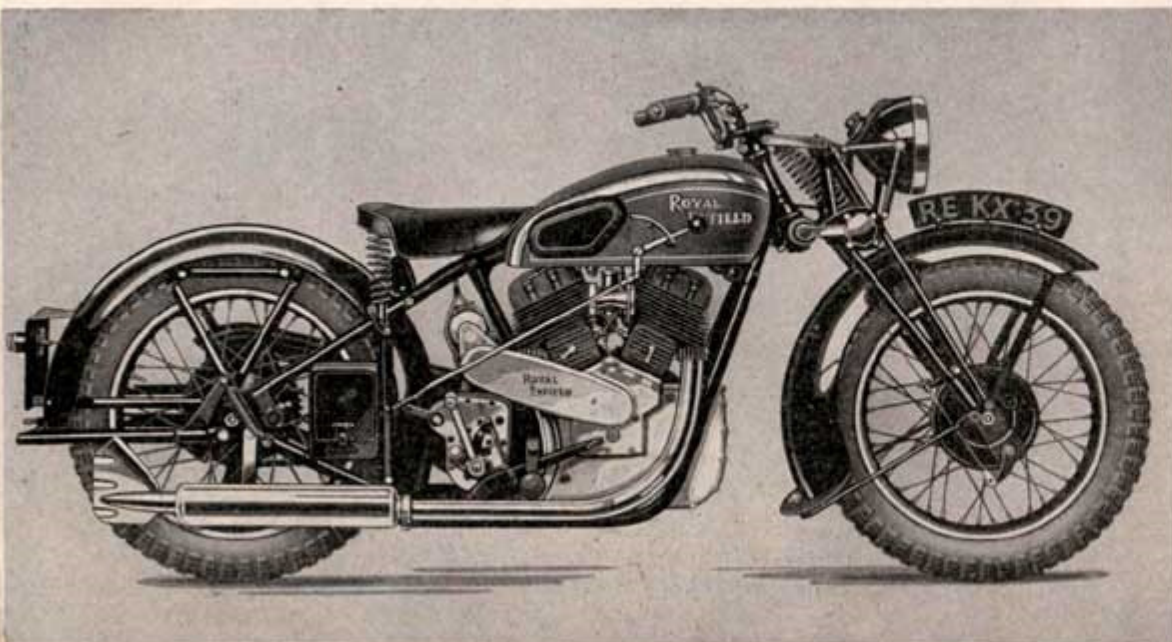
To specification above but with quickly detachable interchangeable wheels, tank chromium plated with green panels (as illustrated).

Cash Price £77. 10s.

Or by Gradual Payments,
Deposit ... £19 7 6

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

Royal Enfield



MODEL H Sidecar Combination.

Annual Tax, 60/-

- ENGINE** - - 570 c.c. single cylinder side valve. Bore and stroke $85\frac{1}{2} \times 99\frac{1}{2}$ 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. Windscreen 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

Complete Combination

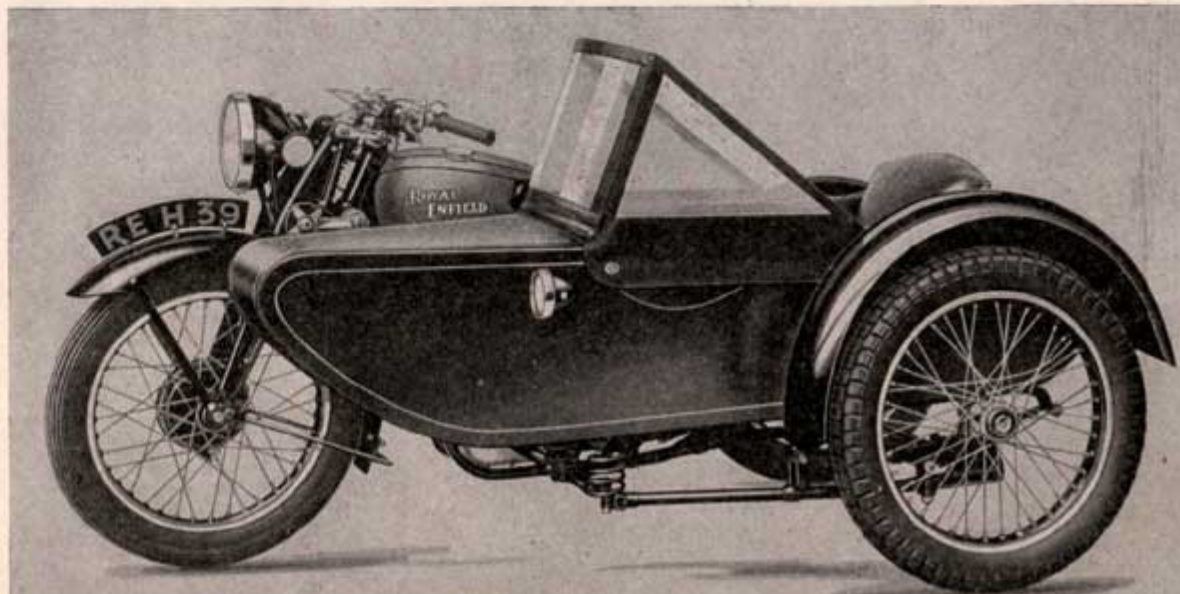
To specification above.

Cash Price - £60

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

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

Royal Enfield



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") Speed 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.
- HANDLEBAR** - $\frac{7}{8}$ " diameter handlebar, mounted on rubber, absorbing vibration and road shocks. Amal racing twist grip and clip-on controls.
- SADDLE** - Terry spring seat.
- EQUIPMENT** - Panel in tank with illuminated oil gauge and provision for clock. Pad on rear mudguard. Pillion footrests.
- FINISH** - Best quality black enamel. Bright parts chromium plated. Tank plated with polychromatic green panels and gold lettering.

"350 BULLET"

To specification above.

Cash Price - £60

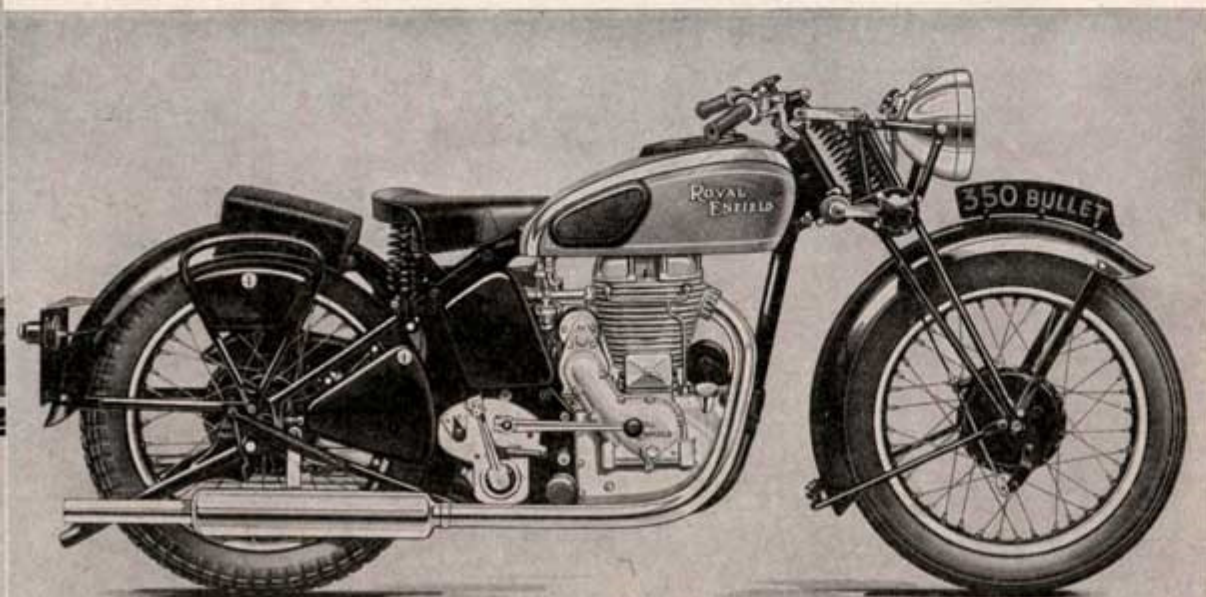
Or by Gradual Payments,
Deposit ... £15 0 0

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, upswept exhaust pipe, no air cleaner or tank panel, narrow fork, 6½" front brake, etc., as Trials model, £60.

With B.T.H. Racing Magneto (no lights), £58 0 0.

Royal 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") Speed 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.
- HANDLEBAR** - $\frac{1}{2}$ " diameter handlebar mounted on rubber, absorbing vibration and road shocks. Amal racing twist grip and clip-on controls.
- SADDLE** - - Terry spring seat.
- EQUIPMENT** - Panel in tank with illuminated oil gauge and provision for clock. Pad on rear mudguard. Pillion footrests.
- FINISH** - - Best quality black enamel. Bright parts chromium plated. Tank plated with polychromatic green panels and gold lettering.

"500 BULLET"

To specification above.

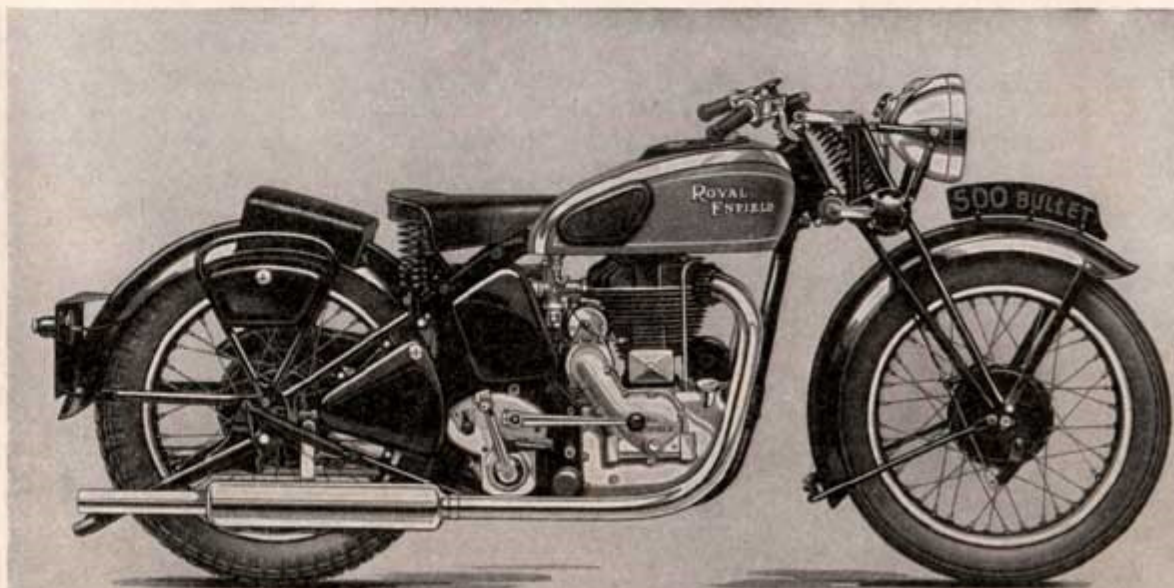
Cash Price - £65

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 (without air filter) ... £2 0 0

Royal Enfield



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** - ⅝" 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.

TRIALS MODEL

To specification above.

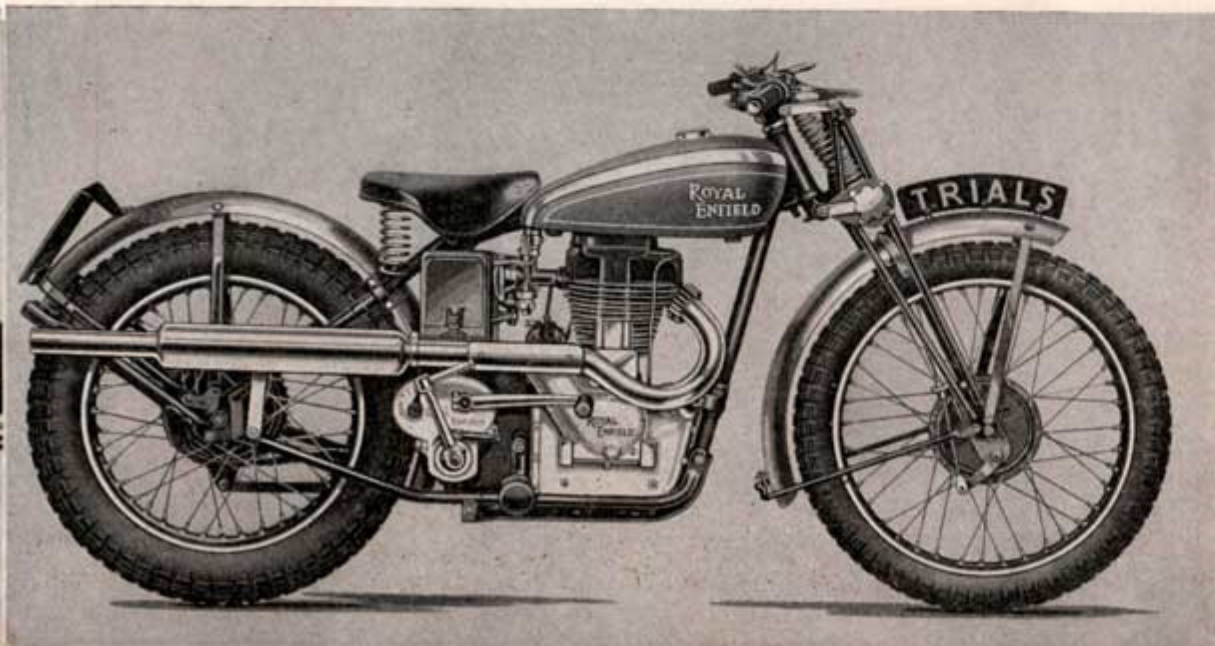
Cash Price - £66

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 fork and 7" front brake.

Royal Enfield



ROYAL ENFIELD TRIALS SUCCESSES.

Recent years have seen a great revival of interest in Motor Cycle Trials. The outstanding feature of the last three seasons has been the **consistent success** of Royal Enfield motor cycles in the Open events.

In this period riders of Royal Enfields have **won the Premier Award** in practically every important Trial:—

VICTORY

KICKHAM

COTSWOLD

BEMROSE

MITCHELL

RELIANCE

PATLAND

ALAN

CLAYTON

WEST OF ENGLAND

STROUD TEAM

also many Class Awards, Team Prizes, Closed Cups and First Class Awards.

*Royal Enfields have in the past three years **WON** the solo class in the British Experts Trial once and been runner-up on the other two occasions.*

To qualify for this exclusive event is the ambition of every Trials rider. Royal Enfields in 1936 were placed 2nd, 4th, and 8th; in 1937, 1st, 5th and 7th; and in 1938, 2nd, 4th and 5th—overwhelming proof of their superiority.

Trials riders may form but a small proportion of the vast army of motor cyclists, but every rider of Royal Enfields benefits from the experience gained in achieving these successes. Motor cycles capable of such outstanding performances must be good in every respect — engine performance, steering, brakes, riding position and controls must all be above reproach. Our experience in building cup-winning Trials machines is utilised in the construction of every Royal Enfield.

Royal Enfield



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.

ADDITIONAL EQUIPMENT.

										Cash Price		
										£	s.	d.
Extra for:—												
Lucas Magdyno Lighting Set on Models D, S, SF, H and Trials Model	...	...	...	...	...	...	...	...	...	3	15	0
Tubular Forks on Model A	...	...	...	...	...	...	...	...	...	1	15	0
Tubular Forks on Model H	...	...	...	...	...	...	...	...	...	2	5	0
Oil-bath Primary Chaincase on Models D, S and SF	...	...	...	...	...	...	...	...	...	0	10	0
Legshields	...	...	...	...	...	...	...	...	...	0	15	0
Rear Carrier	...	...	...	...	...	...	...	...	...	0	10	0
Pillion Seat — Mudguard fitting	...	...	...	...	...	...	...	...	...	0	15	0
Pillion Footrests	...	...	...	...	...	...	...	...	...	0	5	0
26" x 3.5" Tyres on Models G, H and J (each)	...	...	...	...	...	...	...	...	...	0	6	0

SPEEDOMETERS.

Every motor cycle registered for the first time on and after October 1st, 1937, is required by law to carry a Speedometer. Accordingly, all 1939 Royal Enfield motor cycles will be despatched from the works fitted with a Smith's chronometric Speedometer with illuminated dial, unless otherwise ordered. Models A and D will be fitted with a Lightweight Speedometer at **£1. 15s.**; all other Models will have the standard Trip pattern at **£2. 10s.**

Royal Enfield



APPROXIMATE WEIGHTS, MEASUREMENTS AND PERFORMANCE FIGURES FOR ROYAL ENFIELD 1939 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.
A.	210	6	8	29	5½	2½	—	6	45—50	—	100	—
D.	230	6	8	29	5½	2½	2	5½	50	—	100	—
S.	240	6	8	29	5½	2½	2	6½	60—65	—	120	—
SF.	245	6	8	29	5½	2½	2	6½	60—65	—	120	—
S2	290	6	11	29	5½	2½	3	6½	60—65	—	120	—
C.	295	6	11	29	5½	2½	3	5	55—60	—	100	—
CO.	295	6	11	29	5½	2½	3	5½	65—70	—	100	—
CM.	305	6	11	29	5½	2½	3	5½	65—70	—	100	—
J.	365	7	1	29	4½	2½	4	6	70—75	55—60	90	70
L.	360	7	1	29	4½	2½	4	5	65	50—55	80	60
K.	445	7	6	31	4½	4	7	5	80	65—70	65	50
KX.	455	7	6	31	4½	4	7	5	80	65—70	65	50
G ("350 Bullet")	345	7	0	29	5½	2½	3	7	75—80	55—60	90	70
J2 ("500 Bullet")	375	7	0	29	5½	2½	4	6½	75—80	55—60	80	60
J2 " (500 Bullet") 4 valve	370	7	0	29	5½	2½	4	6½	80—85	60—65	80	60
Trials Model	315	7	0	29	6	2	4	5½	70	—	80	—
Trials Model 4 valve	330	7	0	29	6	2	4	6½	80	60	80	60
Model H Combination	470	7	3	5' 0"	4	2½	4	5	—	50—55	—	60

Notes :—Measurements given are for solo steering (except Models H, K and KX).

When sidecar steering is fitted, ground clearances are reduced by about 1in. ; overall length increased by 2in.

Weight of "350 Bullet" in Trials trim (without lighting set), 310lbs.

Speeds are for machines fully run-in and in good condition with rider "flat on tank."

Consumption figures assume moderate speeds and open roads in reasonably level country.

Oil Consumption for all models 1,500—3,000 m.p.g., except Models K and KX, which give 1,000—2,000 m.p.g.

ROYAL ENFIELD 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

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

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, D, S, SF, S2, C, CO and CM 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 the 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.

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

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 of 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.

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.

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.

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 COMPANY, LIMITED

Manufacturers of Motor Cycles, Cycles and Motor Lawn Mowers.

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.